

# WILEY



---

Review

Author(s): E. im T.

Review by: E. im T.

Source: *The Geographical Journal*, Vol. 57, No. 5 (May, 1921), pp. 390-391

Published by: geographicalj

Stable URL: <http://www.jstor.org/stable/1780851>

Accessed: 27-06-2016 04:40 UTC

---

Your use of the JSTOR archive indicates your acceptance of the Terms & Conditions of Use, available at

<http://about.jstor.org/terms>

JSTOR is a not-for-profit service that helps scholars, researchers, and students discover, use, and build upon a wide range of content in a trusted digital archive. We use information technology and tools to increase productivity and facilitate new forms of scholarship. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).



*Wiley, The Royal Geographical Society (with the Institute of British Geographers) are collaborating with JSTOR to digitize, preserve and extend access to The Geographical Journal*

the stern principles that brought them over the sea could not fully control their human qualities, and that some would be lazy if they did not work with the lure of private ownership" (p. 14). In speaking of the cranberry harvest he says that not only is hand picking almost abandoned, but the smaller scoop as well. "The big scoop might seem wasteful if we did not take account of the time and cost of labour. Several barrels of berries may be left on an acre. . . . But the market value of these left-overs would be far exceeded by the cost of rescuing them" (p. 155)—one of many reminders that in the production of raw produce it is not so much the yield per acre that is the important thing as the amount of the return for a given quantity of labour. The larger that return the greater the amount of time left for other work or for wholesome leisure.

G. G. C.

#### AUSTRALASIA AND PACIFIC ISLANDS

**Among the Natives of the Loyalty Group.**— Mrs. E. Hadfield. London : Macmillan & Co. 1920. 12s. 6d. net.

The three larger, and a few smaller, islands of the Loyalty group, lying some 30 miles north-east from New Caledonia, of which geographically and politically, though not anthropologically, they are a dependency, are perhaps less known to the general public, and even to the Hydrographic Department, than any other group of equal importance and comparable history. Discovered either from the *Walpole* in 1800 or from the *Britannia* in 1803, but first seriously examined by Dumont D'Urville in 1827, these islands were annexed in 1853 by France at the same time as the adjacent and very much more important island of New Caledonia. Long before 1853 they had been the resort of British and other sandalwood traders ; and in 1841 a Protestant mission station had there been founded, by Mr. Buzacott, of the London Missionary Society, from Raratonga. A French Roman Catholic mission was established soon afterwards, with the usual result of violent rivalry, for ecclesiastical and even civil power, between the two sects. The French, having annexed the islands and having undertaken to establish civil administration in the purely native community, naturally supported the Roman Catholic mission, though after a time the English Protestants were allowed to resume their functions, but as on French territory.

The Loyalty Islands, so near to New Caledonia, which till recently was mainly a convict station, and so far on the direct way thence to the New Hebrides, which offered a convenient refuge to many of the escaped or released French convicts, were visited by few white men, with the exception of the missionaries and a very few French officials, of a kind to facilitate the work of the missionaries in the civilization of the natives.

Mrs. Hadfield, long resident, as the wife of a missionary, in these secluded islands, deals in no way in the book under notice with the history or politics of the group, but has made a very useful addition to their anthropological geography. She makes no claim to being a scientist ; and her book cannot be ranked anywhere near the very valuable account of the Loyalty Island folk published by Mr. Sydney Ray in the *Journal of the Anthropological Institute*. She, however, records well and simply the "yarns" which she heard from the lips of some of the older natives, when sitting with them on their mats, round the burning logs which represent domestic hearths in the native huts. She has thus supplied much welcome material from which such men as Mr. Ray may hereafter, even when such traditions have been forgotten in the islands, draw further to elucidate the many problems of geographical as

well as anthropological interest which are connected with the obscure history of the original diffusion of the natives through the islands of the South Seas.

The locality where Mrs. Hadfield has gathered her material is especially important for this purpose, in that the Loyalty Islanders are of Polynesian stock, whereas the New Caledonians are Melanesians, and the Fijians, in the nearest group to the westward, are a curious mixture of folk belonging to both of the stocks just mentioned. For example, the very curious imitation rat which the Loyalty Islanders make of a special cowry-shell with a wrought stone weight of special form, and which they use as a bait for catching cuttlefish (octopods), has been met with, together with some variation of the yarn by which the natives explain it, in Fiji and Tonga, in Samoa, and probably in many other South Sea Islands. Examination of the distribution of the practice should throw at least some small additional ray of light on the large and intricate question on the spread of Polynesians through those seas.

The illustrations to Mrs. Hadfield's book are excellent, and the index is adequate. E. im T.

#### GENERAL

**Fifty Years of Travel by Land, Water, and Air.**— F. Hedges Butler. Pp. 422. London: Fisher Unwin. 1920. *Illustrations.* 21s. net.

Mr. F. H. Butler is well known in many walks of life, and not least as a pioneer motorist and as founder of the Royal Aero Club. But in this volume he has essayed too big a task, in trying to crowd into a few hundred pages the rambling reminiscences of his varied experiences of land, sea, and air travel in many parts of the world. In parts it is little more than an itinerary with a few stray notes. The fullest chapter, which is on Lapland, is mainly a summary of a volume on that country which the author published a few years ago. The accounts of several visits to Rheims and vicinity during the war give vivid sketches of life behind the battle line. But the only valuable chapters in the book are those on early motoring and ballooning. They have historical interest and might well have been made the basis of a volume. As it stands, the book must have afforded the author much pleasure in writing, and will recall to him and his friends the episodes of happy years, a quality enhanced by the numerous illustrations, most of which emphasize the personal note.

**Macmillan's Graphic Geographies. The British Empire.**— B. C. Wallis. Pp. 32. *Map and Diagram.* London: Macmillan & Co. [N.D.] 1s. 6d. net.

A survey of the British Empire in thirty-two pages is an undertaking that a less courageous writer than Mr. Wallis might shirk, especially when the survey is historical as well as geographical. Parts of this pamphlet are instructive, but others necessarily suffer from extreme condensation. In the preliminary survey of the frontiers of various parts of the empire, Malta should hardly be mentioned, as "one of the most important ports of call for ocean liners in the world," and St. Helena should not be noted as an Admiralty station. The statement that the Solomon Islands have plantations worked by whites is somewhat ambiguous. On the whole, however, Mr. Wallis has successfully stressed points of importance, and the book is well illustrated by some admirable black-and-white maps as well as several coloured maps. Some of the questions in the test exercises show freshness and ingenuity.

R. B.