University of London and director of | the Courtauld Institute), has undertaken the authorship of this volume, which deals with that very active period of English history between the accession of Henry I and the death of John and accession of Henry III, when England was united with Normandy. Norman influence had been felt before the Conquest (Edward the Confessor, for instance, was educated in France), and it has remained ever since one of the more important elements in the very mixed English beritage. It was during the period discussed by Mr. Boase that the link between the two countries was closest and most fruitful.

Most people who have any interest in such things are aware of some of the great art-works of the period-Durham Cathedral, the crypt of Canterbury Cathedral, the Bayeux Tapestry, and so on-but what is not so generally realised is the strength of the tide of history that was then flowing. The Post-mediaeval revival was beginning to rise towards its ful! flood. The attitude of passive resignation that possessed Europe as the year 1000 approached had been abandoned after that date was reached without the Millennium having occurred. With the renewal of confidence, Europe's winter was passing into spring, and the seeds sown earlier by the monks of Cluny and others were sprouting vigorously. This enthusiasm was especially evident in certain fields of activity. For instance, during the century following the Norman Conquest it is said that over 7000 churches were built in England. The Romanesque style with its solemn grandeur reached as high a point of development in England as anywhere else in Europe. The sculpture of the period, derived mainly from manuscript illuminations, was not remarkable, but in painting and lettering a high level of expressiveness was achieved. The more important paintings of this age (in which a flowing rhythmic line was used to great purpose, and in which, at the same time, we often see first signs of the later Gothic realism) are among the noblest produced in England in any period.

Mr. Boase's documentation is thorough, and the 96 plates provide a visual record that is impressive even when taken by

IN THE WILDERNESS

THE CREATIVE ELEMENT, by Stephen Spender; Hamish Hamilton, English price 15...

STEPHEN SPENDER sees three phases of development in literature in the past 70 or 80 years. "First, there is the phase of highly-developed individual vision; secondly, that of anti-vision and despair; thirdly, that of a return towards the orthodoxy which had been rejected by writers of the first phase." Examples of the individual vision include Rimbaud, whose whole purpose "during his short poetic career was to become his own poetry;" Rilke, who gave outward things an internal existence, and "whose relations with living were purely diplomatic, poetry being used as an excuse for an avoidance of life;" E. M. Forster, who placed personal relations (continued on next page)

THE "WORLD BOOKS" BOOK CLUB brings

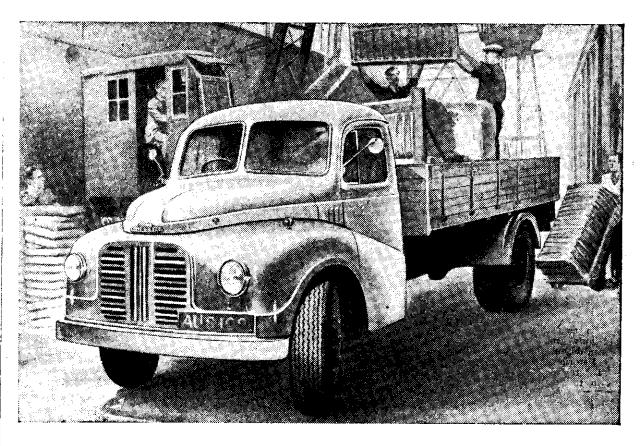
you each month from London, a novel general book.

12 Books (one a month) - 60/6
6 Books (one a month) - 30/6

Future selections:
JUNE: "A Year of Space," Eric Linklater.
JULY: "Desiree," Annemarie Selinko.
Full details from

N.Z. REPRINT AGENCY

P.O. Box 80, Palmerston North (105 Rangitikei Street). N.Z. LISTENER, MAY 14, 1954.



AUSTIN present their new 6-tonner!

A new AUSTIN truck. And already proved overseas ... proved to possess the three things you want from a truck. Hard work that goes on year in, year out ... Economy that gives appreciably more profitable running...Dependability that is always

THE AUSTIN 6-TON CHASSIS AND CAB

ROAD SAFETY THOUGHT: Take care on the road—the life you save may be your own.

associated with AUSTIN vehicles. AUSTIN trucks have all these qualities, and more!

Technically this AUSTIN has: "Drivercomfort" 3 seater cab; 6-cylinder high-efficiency O.H.V. engine developing 96 b.h.p. at 3,200 r.p.m.; 4-speed gearbox; Eaton 2-speed axle; Lockheed hydraulic brakes with two-leading-shoes on all wheels. Servo assisted; overall length 19' 83"; turning circle 54 ft.

FREE LITERATURE. Send for the free Specification Leaflet of Austin 6-ton chassis and cab. Your local Distributor will gladly supply all information

-you can depend on it!

Distributors for AUSTIN OF ENGLAND

Auckland: Seabrook Fowlds Ltd. Hawke's Bay: Anderson and Hansen Ltd. Wellington: Magnus Motors Ltd. Taranaki: The Farmers' Co-op. Orgn. Society of N.Z. Ltd. Canterbury & Westland: David Crozier Ltd. Otago: Austin Motors (Otago) Ltd. Southland: P.H. Vickery Ltd.