

to appreciate that they are the servants of their employers and paymasters—the public and the undergraduates.” and calls for a Royal Commission into abuses, one questions his vision and his values.

For though Oxford, after centuries, has become “a pensioner of the State,” and must render account to the State, changes must come, as C. S. Lewis says somewhere of very similar issues, “from within the Tao,” or the essence of the institution will be changed. Whether, as Mr. Longmate suggests, Oxford will concentrate on an intellectual elite, is for her to decide, not the State.

In spite, therefore, of all attempts of objectivity, this book, like its predecessors, is “One Man’s Oxford.” One can say of it that it is sincere, that it is provocative; but it is not “the next best thing.”

—J.R.T.

A NAVAL WAR

WAR IN THE EASTERN SEAS, 1793-1815.
by C. Northcote Parkinson; Allen and Unwin. English price 35 -.

THE war in the Eastern seas resolved itself into a matter of the obtaining or defending of bases for victualing and refitting. This strategic situation has since repeated itself and will again. The French held Mauritius, a most important base; and, by their allies the Dutch, they held also Cape of Good Hope and Trincomalee in Ceylon. They were to be deprived of the last two by capture and to have the first blockaded for long intervals. Britain’s supremacy at sea enabled her at times to supply her Eastern Command with four or five ships of the line and a number of frigates. Such resources were never to be available to the French who, in addition, were not united in their colonies. French successes were chiefly those of raiders and privateersmen, just as were those of the United States in the War of 1812.

Such a bald appraisal of the situation does not, however, properly pay tribute to the devotion of British naval and merchant crews nor to the gallantry of French privateersmen like Surcouf. A formal history of this naval war has long been lacking. Mahan, intoxicated by Nelson (and who would not be?) ignored the period 1805-1815. Professor Parkinson thinks this not well done for, after all, the naval war went on long after the Admiral was killed at Trafalgar. Furthermore, the materials are available. Every Admiralty operation order, every despatch received, minutes of the Board itself, log of every home-coming ship, records at Paris, at Madrid, The Hague; it’s all there. It is fortunate that the research and exposition of this naval period has been in such competent hands. I think this book should be added to every school and Navy League library. New Zealand is utterly dependent on sea power and we are not conscious enough perhaps of our obligations to provide it.

—F. J. Foot

SHAKESPEARE’S STYLE

SHAKESPEARE SURVEY 7, an annual survey of Shakespearian study and production, edited by Allardyce Nicoll; Cambridge University Press. English price 18 -.

LAST year this admirable annual survey began to have its first bad reviews in academic journals: it was suggested that the International Notes on Shakespeare productions in different countries were like a parish magazine, and that some of the foreign contributions fell short of scholarly standards. Professor Nicoll may have taken a hint;

(continued on next page)



You lean back . . . snooze, chat, read a little (magazines are supplied), revel in the passing panorama. You have individual fresh air control, a personal light. Luxury touches? Not at all . . . just the every-day comfort of flying that every-day folk are enjoying in every-day travel because, all things considered, it costs no more to fly. Even on short trips flying's comfort is a boon . . . but when you travel long mileages, which with New Zealand's rugged terrain so often otherwise involve tedious hours, it becomes a downright benediction . . .

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