

Les Lorrains et la France au Moyen-Age by Comte Maurice de Pange

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Byng would have been more to the point. The subject needs a wider treatment before the scales are suspended. Chaucer's state employment took him to Italy, with what results we know. Congreve's wit was not dulled by emoluments from the Pipe Office and the Customs, or Prior's lyric gift extinguished by embassies. With the delightful pleasantries of 'Alma' he enlivened his state imprisonment. A printer's error of II for I perhaps accounts for the appearance of Charles II among Royal versifiers.

In 'Shelley and Calderon,' a resemblance between the poets of more extent than M^cCarthy noted is traced, and the influence of Calderon upon Shelley inferred from consideration of Shelley's known studies of the Spanish poet and a comparison of certain features and particular passages. The brilliance of this essay, and the moderation with which its conclusions are stated, should disarm even those who do not accept them, and whose knowledge confers the right to judge, which I do not possess. A point such as the attribution to Calderon's influence of the symmetrical architecture of the 'Ode to the West Wind' is not disposed of by the fact that something similar exists in our earlier literature.

The Professorial Lectures given during the Sessions 1918-9 are represented by 'Poetry and Time,' delivered by Sir Henry Newbolt as Honorary Professor of Poetry. It treats of questions at once fascinating and indeterminable with lucidity and suggestiveness, and it would be hard indeed to better the selection of illustrative passages from the poets, from Raleigh and Spenser to Rupert Brooke and Masfield, by which the lecturer has expressed man's haunting sense of exile, his dreams of pre-existence, his yearning for a better world than this for the timeless and eternal. If the relation of Time to Eternity be the relation of 'illusion to vision, of an inadequate view of reality to an adequate view,' we are encouraged to hope that the illusion tends to fade by infinitesimal degrees and the vision to become clearer, and to look for a new poetry in the future, perhaps not better than the old, 'but such as will help us not so much to lament Time as to forget it, and to think of Eternity, not as an infinitely distant and uncertain inheritance, but as a land to be gradually reclaimed from the wilderness by our own labour and virtue.' Our minds are thus attuned to find consolation for their own regrets, and helped to 'come,' like Tagore, 'to the brink of eternity from which nothing can vanish—no hope, no happiness, no vision of a face seen through tears.'

R. H. CASE.

LIVERPOOL.

COMTE MAURICE DE PANGE. *Les Lorrains et la France au Moyen-Age.*
Paris: Édouard Champion. 1920. 8vo. xxxii + 196 pp. 15 fr. 60.

Count Maurice de Pange, who died in 1913, may be said to have passed his life in the study of his native land, the 'païs de Loherraine,' and the present publication is but the last of a series of works which he devoted to its history. But it is not merely the history of facts concerning the province which interests him. He endeavours to dive down

beneath the dry surface of the annals and public records in order to get at the deep-seated reasons and principles which underlie the attitude of his native province towards the Empire on the one side and towards France on the other, particularly during the Middle Ages. The reasons which made of Lorraine 'un pays français' and which distinguished the crown of Lorraine from that of 'la Germanie' in spite of the German elements which existed in the Northern part of the province; the religious unity which enabled Lorraine to participate in the life of France even during its period of detachment and independence; the wish of the inhabitants to remain French and their dislike of the Germans as illustrated in contemporary literature (*Eudes de Devil, La Chanson de Hervis de Metz*, etc.); the spontaneity of their attachment to the cause of France as illustrated in the national hero Gérard la Truie—these are the subjects which occupy the first chapter and which recur continually in the course of the book.

In chapter II, M. de Pange plunges once more into the much-vexed question of the provincial origin of Joan of Arc. After many details concerning the parish to which she belonged, and an excursus in which he discusses the reasons of the friendly attitude of Champagne towards England at this epoch, he sums up and refutes the arguments opposed to the 'origine lorraine' of Joan of Arc, arguments which received an additional weight from the vanity of the descendants of her family who sought to disguise and obliterate all trace of their provincial origin.

The second part of the book, 'Les Lorrains dans l'histoire littéraire de la France,' is rather disappointing from the literary point of view. The author points out the *epic* character of the 'race lorraine': 'aux poésies élégantes, elle préférerait les chansons de geste.' Even the women were animated by the spirit of *chevalerie* which persisted longer in Lorraine than in any other region in France. But he does not throw any fresh light on the question of the 'geste lorraine,' which, in spite of its popularity, never became absorbed into one of the great epic cycles. In the chapter devoted to *Garin le Lorrain* M. de Pange gives a short account of Philippe de Vigneulle and the origin of his prose version of the *Geste lorraine*. As to the Old French 'chanson,' unshaken by recent researches on the origins of the *Chansons de geste* in general and *Garin le Lorrain* in particular, he clings tenaciously to the idea of its historical and contemporary basis, its origin, from a poetical point of view, in 'quelque donnée épique, soit orale, soit écrite, quelque Cantilène sans doute, qui célébrait la lutte féroce de Froncin de la forêt de Vicogne et de son ennemi Waning.'

A chapter on Gautier d'Épinal establishes the fact that the *chansonier lorrain* flourished, not in the twelfth century as stated by Tarbé and Brakelmann, but in the thirteenth. M. de Pange maintains that the identification of the Count Philippe, to whom Gautier addresses one of his *chansons*, with Philippe de Flandre who died in 1191, is erroneous and that the Count in question was probably the poet's friend Philippe de Bar who flourished in the following century.

The book closes with a short third section devoted to Ferri de Bitche

and the subject of his succession to the dukedom of Lorraine. M. de Pange has consulted all the records having reference to the Dukes Simon and Ferri, and the documents which he publishes on the subject will be of value to every future historian of his native land.

JESSIE CROSLAND.

LONDON.

French Terminologies in the Making: Studies in conscious Contributions to the Vocabulary. By HARVEY J. SWANN. New York: Columbia University Press; London: H. Milford. 1918. 8vo. viii + 250 pp. 6s. 6d.

If in 1831 French children had been interested in railways, this is what they might have read in their primers, opposite the appropriate illustrations: 'Voici le chemin à ornrières ou le chemin en fer. Regardez la suite de chariots. D'abord nous voyons la machine à vapeur locomotive; après, le chariot d'approvisionnement et puis les autres chariots. Ils roulent sur les ornrières de fer ou les barres. Maintenant ils passent dans la galerie souterraine!' Why do French children to-day read something quite different?

An answer is supplied by Dr Swann. Briefly it is this. The railways largely supplanted the canals and they borrowed from the canal terminology. But while the first practical railway in this country dates from 1815, none was built in France till 1833, so that English names or their literal translations in French naturally competed with the existing vocabulary. In this creative period, term after term was tried and rejected in favour of others, till in the fulness of time 'le génie de la langue' was duly placated. Thus 'le char additionnel renfermant la provision d'eau et de houille,' reported from England in 1826, became in 1830 'le chariot d'approvisionnement.' By 1845 some people were calling it 'le tender' and by 1859 nobody called it anything else. To the eternal regret of Darmesteter (*Création actuelle*, p. 253), the good French word already existing, namely 'allège,' was strangely ignored. Similarly, 'chemin en fer' competed with 'chemin à fer' and 'chemin de fer' (and a dozen other terms), and who shall say which was grammatically right?

What precisely are the rules which the great French public—guided not by the Academy, alas, but by the technician and the reporter—unwittingly observes when suddenly it finds itself constrained to talk about a thing which yesterday had no name? Dr Swann answers as best he may—and no man can expect ever to know exactly the why and the wherefore, still less the wherefore not—by studying the trial vocabulary not only of the railway, but of the automobile, 1875–95, and of the science of aeronautics, which was supplied with many of its terms at two different periods of activity, 1783–1800 and 1865–90.

From such material things as these he passes to the nomenclature of the Republican Calendar and inquires why beautiful words like 'Brumaire' and 'Floréal' unfortunately fell from grace. He discusses the terminology of the Metric System, which has been a hardier plant,