

como límite, por lo menos, el mismo de la obra de Trelles. No es exacto además, que limitando la obra hasta 1898, se esquite el comentario de autores vivos. Bueno es advertir, como lo aclara el propio autor, que en algunos casos, en los que el escritor considerado continúa produciendo obras estimables, mencionamos casi siempre esas nuevas realizaciones, pero no profundizamos en su análisis;" lo que ocurre cuando estudia las obras biográficas de Enrique Piñeyro: pp. 356-359, dentro del capítulo séptimo, Biografías, donde echamos de menos algunos repertorios, como la *Habana artística*, por Serafín Ramírez.

Por su estilo claro y erudición profunda, esta nueva obra de Pérez Cabrera, agrega un título importante a la historiografía cubana y de gran utilidad, como fuente de consulta, para profesores y estudiosos de la materia, dentro y fuera de Cuba.

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FERMÍN PERAZA

*Derecho territorial ecuatoriano.* By JULIO TOBAR DONOSO and ALFREDO LUNA TOBAR. Quito, 1961. Editorial La Unión Católica. Maps. Pp. 284. Suces 40.—

This text, written for university students, is the best survey of Ecuador's territorial rights published until now. Of course, Jorge Pérez Concha's monumental work is more complete, but it is written more from the point of view of diplomatic relations. Of particular interest in the present work is the section on the 1942 Protocol of Rio de Janeiro, imposed on Ecuador in open violation of the 1933 Montevideo treaty which outlawed conquests: senior author Tobar was Ecuador's chief negotiator at Rio. The Brazilian Oswaldo Aranha emerges as the chief villain. But one is bewildered at the candor with which *ex-canciller* Tobar relates the way in which he allowed himself to be bullied into signing his country's dismemberment.

A few minor remarks: A serious book like this should not reproduce the *chisme* of Tupac Yupanqui's sailing to the Galápagos Islands, based on the single testimony of a *cuzqueño* a century after the event was supposed to have taken place (p. 274). The Cabildo of Quito had no right to speak in the name of the other cities of the District, since these had been subordinated to the Real Audiencia and not to the Ayuntamiento of Quito (p. 257). It is not correct to say, "*por desgracia se empeñó Colombia en sustituir el Chinchipe con el Huancabamba*" (p. 83). The difference is fundamental, for if the border followed the Chinchipe river, Jaén would be left to Peru. Yet, the war of 1828 was fought chiefly for the incorporation

of Jaén into Colombia under the principle of the *uti possidetis* of 1809. Since the treaty of Guayaquil, the following year, recognized as valid the border between the viceroyalties of Santa Fe and Lima, Jaén had to pass to (Gran) Colombia, and the border had to follow the Huancabamba river. Finally, on page 163, "Jorge Pérez Castro" should probably read as J. Pérez Concha.

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ADAM SZÁSZDI

*Historia de la Marina Mercante de Chile.* By CLAUDIO VÉLIZ. Santiago de Chile, 1961. Universidad de Chile. Editorial Universitaria. Illustrations. Tables. Bibliography. Index. Pp. 406. Paper.

This book is a landmark in Chilean economic history in that it represents a successful effort to provide basic data on an important aspect of modern Chilean economic life—shipping and navigation—a subject which had not previously been quantitatively investigated. The author shows himself at home in general modern economic history; he is familiar with the literature of his field in English and in Spanish; and he has made good use of both printed and manuscript sources in Great Britain as well as in Chile.

Chilean shipping climbed from a very small beginning during the wars of independence to over 60,000 tons registered on the eve of the war with Spain in the sixties. That conflict eliminated the Chilean flag from the sea and it was not until 1884, after the War of the Pacific, that the previous mark was equalled. Another high point came in 1910, when about 100,000 tons were registered. There followed a decline during World War I and an only partial postwar recovery.

The main theme of Professor Véliz' study is the century-long battle from 1813 to 1922 over the policy of protection of the Chilean merchant marine. Beginning with a mercantilist conception of the national welfare in this respect, Chile gradually abandoned protection of her shipping in the mid-nineteenth century. This occurred not so much because of any change of ideology but because the policy failed to work. After a debate that lasted for decades, a measure of protection was re-imposed in 1922 when foreign shipping was again excluded from the coastwise trade, thus completing the cycle. Subsequent developments are not dealt with in this volume. The author is critical, both of the extreme free-trade position and of the subsidies and privileges which have at times been granted to Chilean shipping. The latter have tended to favor particular firms and to encourage