

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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*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

monopoly, rather than to create an improved national merchant marine.

In the course of his book, Professor Véliz deals authoritatively and interestingly with a number of topics as they affected Chilean shipping: the California gold rush, the war with Spain in 1865, the War of the Pacific, the nitrate boom, and the First World War. He also relates his theme to domestic political developments. He is at pains to debunk excessive nationalist pride in Chilean shipping (perhaps an outgrowth of Chile's naval prowess), for he shows that through much of its history it consisted, largely, of foreign built ships, often considerably the worse for wear, and on foreign officers and seamen. (This is no longer true today.) The ships have often been owned, also, by foreigners established in Chile. He also shows nationalist criticism of the Customs Law of 1864 drafted by the French economist, Courcelle-Seneuil, as destructive of the Chilean economy to be unjustified. It was far from being a doctrinaire liberal project.

The text of this work is remarkably free of errors (typographical or other); it is embellished by a number of interesting photographs of ships and ports; it is also followed by a number of useful statistical appendices and a select bibliography. Students of modern Chilean history have reason to be grateful to Professor Véliz and the Instituto de Economía of the University of Chile has reason to be highly satisfied with this first monograph in its historical series.

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CHARLES C. GRIFFIN

*La Argentina se hizo así.* By GUSTAVO GABRIEL LEVENE. Buenos Aires, 1960. Librería Hachett S.A. Illustrations. Index. Pp. 298. Paper.

This attractively illustrated volume offers a survey of Argentine history from the arrival of the Pedro de Mendoza expedition to the inauguration of Arturo Frondizi. Divided into twenty chapters of which half are devoted to the colonial period, this work tends to focus on the economic and social aspects of Argentine development rather than the narrowly political. Cultural events are noted briefly while special attention is given to explaining the origin and meaning of gaucho and other expressions used in the area.

Gustavo Gabriel Levene is a veteran secondary school teacher, a writer of historical dramas, and currently rector of the well-known Escuela Cangallo in Buenos Aires. In this as in other works (see his *Presidentes argentinos* reviewed in *HAHR*, LXIII, no. 1 (1963),