

concerned with scholarly minutiae, did not place his man within the larger world of the anti-Liberal movement. This thoroughly researched book is bound to remain the authoritative study on what one might with propriety call the Portuguese Edmund Burke.

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MANOEL CARDOZO

*Precusores de la revolución agraria en México: Las obras de Wistano Luis Orozco y Andrés Molina Enríquez.* By JAMES L. HAMON and STEPHEN R. NIBLO. Translated by OMAR COSTA ACOSTA. Mexico City, 1975. Sep/Setentas. Tables. Pp. 183. Paper.

Through an analysis of published writings, the authors examine the agrarian suppositions of Wistano Luis Orozco and Andrés Molina Enríquez and provide brief sketches of the agrarian views of Francisco Madero, Toribio Esquivel Obregón, Alberto García Granados, Oscar Braniff, Lauro Viadas, Pastor Rouaix, Gustavo Durán, Rómulo Escobar, and Luis Cabrera. They conclude that in spite of some original and provocative ideas, the social movement unleashed in 1910 did not have a firm, well-articulated foundation upon which to construct a new agrarian society. The agrarian precursors placed too much faith in technological innovations (such as irrigation and mechanization) not fully understanding that technology without a fundamental change in landowning patterns, would simply widen the breach between rich and poor.

This volume constitutes a useful compendium of agrarian thought and a handy starting point for those who wish to pursue the topic in greater depth.

M.C.M.

*Historia da força aérea brasileira.* By NELSON FREIRE LAVENERE-WANDERLEY. Rio de Janeiro, 1975. Editoria Gráfica Brasileira Ltda. Illustrations. Maps. Index. Pp. 384. Paper.

A more accurate title for this work might be "The History of Military Aviation in Brazil" since FAB (the Brazilian Air Force) is not dealt with until chapter sixteen. Government records were the major source of information with references to published works numbering less than a dozen. The index is entirely onomastic. The book has a decidedly technical caste to it with emphasis on matters such as government decrees and regulations, models and characteristics of aircraft, insignia, decorations, uniforms and lists of graduating classes of schools of military aviation. With the notable exception of the communist uprisings of 1935, the author carefully avoids anything connoting political passion. The 1964 upheaval is not even mentioned. One does, however, get an appreciation for some of the key personages of Brazilian aviation such as Lieutenant Ricardo Kirk, Brigadier Eduardo Gomes, and Santos Dumont. Also quite evident are the numerous ways in which military aviation in Brazil has exceeded the bounds of military matters strictly defined in its service to the country by carrying the mail, servicing remote areas, and so forth. Within the limits the author set for himself, the book is thorough and logically constructed.

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