

forth in this interesting account by Dr. Wyman. It is one of those rare books which is pleasing to scholars, drug store clerks, and horse wranglers. The author has made an exhaustive survey of the printed materials on the subject, yet he has not become lost in details.

Much of the myth formerly obscuring our knowledge of the wild descendants of the Spanish horse has been dispelled by Dr. Wyman. He makes it manifest that the true wild mustang was not the miracle horse pictured in fictional accounts. The mustang was, indeed, a sturdy little animal, and his place in the history of the West is an important one. As the Indian pony, he gave the warlike Plains tribes their mobility, which permitted them to hold out for many years against the whites and to make the Plains the last frontier. As the cow pony, the mustang helped tame the West. Because of his part in the thrilling era of Western history, it has seemed incredible to many that he should disappear by way of the dog food factory and the chicken farm. This account of his unhappy end is told in the chapters graphically entitled "From Cow Pony to Cauldron," and "Save the Wild Horse."

To the student of Hispanic-American history, this book's interest lies mainly in the study of the impact on the lives of the American natives caused by the sudden arrival in their midst of another civilization. The effect of the horse on the lives of many tribes was fully as great as that of firearms and European diseases. Three chapters are devoted to the subject of the acquisition and use of horses by the Plains tribes.

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*Caminos de América.* By AGUSTÍN ZAPATA GOLLÁN. [Colección Buen Aire, 72.] (Buenos Aires: Emecé Editores, S. A. [Platt Establecimientos Gráficos, S. A.], 1945. Pp. 82. Illustrations. Pastebord. \$3.00 m/arg.)

The three parts into which this book is divided bear the following titles: I. Indios Navegantes; II. Caminos Indios; III. Caminos de la Colonia. In Part One the author describes the types of vessels employed by the Indians in their navigation of (a) the Caribbean and (b) the coastal waters and the rivers of South America. Part Two is devoted to a discussion of Indian trails and Inca roads, whereas Part Three consists of a brief description (pp. 63-77) of the lines of communication and transportation by means of which the Spaniards tried to make Peru the center of their South American empire.

One hesitates to condemn *Caminos de América* as superficial, although in its present form it does give the impression of being incom-

plete. What Dr. Gollán apparently had in mind as his central thesis was that the Spaniards employed the pre-Columbian sea and land routes to implement the policy that all roads should lead to Peru, but much of the material in Part One is entirely unrelated to this subject and seems to demand, for the sake of completeness, a larger treatment in which additional material on the routes of the colonial period could be presented. Among the many topics that might have been included are a discussion of the interesting complex of routes which ran westward across the pampas from Buenos Aires, the coastal trade between Chile and Peru, and a description of the numerous types of boats which plied the Amazon in the eighteenth century.

There is one surprising omission in Part One. Dr. Gollán apparently did not realize (pp. 28-29) that the little craft which the Indians of Huanchaco employed were those curious balsas known in historic times as *caballitos*. They caught the eye of Gilliss (*U. S. Naval Astronomical Expedition* . . . [1855], p. 426), and E. G. Squier (*Peru* [1877], p. 109) produces archaeological evidence to show that the *caballito* was used in the pre-Columbian period.

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*Colón en Barcelona.* Edición especial del artículo publicado en el tomo I del "Anuario de Estudios Americanos." By ANTONIO RUMEU DE ARMAS. [Consejo Superior de Investigaciones Científicas, Escuela de Estudios Hispano-Americanos de la Universidad de Sevilla, Publicaciones, VII, Serie 1<sup>o</sup>: Anuario, N.º 5.] (Sevilla: Editorial Católica Española. S. A., 1944. Pp. xi, 88. Paper.)

The title of this work is misleading. Señor Rumeu de Armas does devote several pages to a muster of historical evidence proving that Columbus made an extended stay in Barcelona in 1493, but this is irrelevant to the main theme of the study. Also, just why the author considers it necessary to "prove" that the admiral visited the Catalonian city is puzzling. The present reviewer was not aware that the fact had ever been seriously questioned. From the time Columbus returned from his first voyage (March, 1493) to that of his departure on the second (September, 1493), the Spanish court resided at Barcelona. There the discoverer naturally went to report to his sovereigns and to initiate plans for his return to the new islands. Among the many controversies regarding Columbus, this point is not controversial, and Rumeu de Armas's array of evidence is superfluous.

The real purpose of the work is to explain why, in the beginning, non-Castilian Spaniards, particularly subjects of Aragon, were denied