

none in the 260-day count, so it is probable that Landa was wrong in placing 12 *Kan* at July 16, 1553—but only by the time from a Maya day-beginning at sunrise or sunset to the Christian day-beginning at midnight. The new correlation disagrees with this evidence by thirteen days, since it places a day 12 *Kan* at July 28, 1553.

It seems likely that the new correlation will go the way of many other past attempts. But Dr. Makemson's fresh and bold approaches have added valuable new knowledge, and a better insight into the nature of the problem. If she has not satisfactorily solved it, she yet may do so.

The present short study is introduced by an illustrated explanation of the Maya chronological apparatus, and can be understood by non-specialists. There is a bibliography of eighty-two titles.

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Iniciación a la historia del correo en Cuba y el correo en Cuba en el siglo XIX. By ANGEL TORRADEMÉ BALADO. (Habana: Imp. y Alm. de Papel "La Habanera" [1945]. Pp. 485. Illustrations, photographs, and facsimiles. Paper.)

During spare hours of an almost lifelong service in the Cuban post office department, Señor Torrademé has been gathering data on the history of postal communications in his country. A number of articles on different phases of the subject and a history of the Cuban postal service to the establishment of the republic in 1902 have resulted. A five-and-a-half-page bibliography in the latter indicates the thorough search for published material; even more information has been drawn from the mass of official records in the Archivo Nacional. Stamps, envelopes, original letters, and rare works owned by Dr. Buenaventura Cruz Planas, an eminent oculist in Habana, from whose collection eight of the seventeen illustrations are taken, have also served the author.

Señor Torrademé had originally planned to publish a volume covering the period before 1800, but after the work had gone to press he added, at the insistence of friends who attended the congress, a tentative study on the nineteenth century that he had presented to the Third Cuban Historical Congress in 1944. Of the two parts published, only the first is regarded by the author as complete. In its present form it justifies the insistence of his friends, but revising and amplifying Part II in a later edition will be worth his while.

Cuba, the key point in the fleet system of communication between Spain and her colonies in America, deserves that almost half of Part I should be devoted to a study of the postal service in the whole empire.

The plan used by Spain for handling the mail in the homeland as well as the colonies was to grant perpetual monopolies over parts of the service to certain individuals and their heirs. One family, for instance, received a monopoly of the mail service in Spain itself, another in handling the mail to the Indies, one in the Peruvian service, one in Mexico, and so on, wherever anything like a regular system was established. When, therefore, the government decided, in the middle of the eighteenth century, to operate the postal service, it was necessary to purchase the vested interests of the monopoly holders. The heir of the original *Correo Mayor de Indias* received for his right four thousand pesos with which to transport his family to Spain, an annual life pension of fifteen thousand pesos, and the Dukedom of San Carlos.

Although from the beginning of its history Cuba had as good external postal service as any Spanish dominion, no attempt had been made to establish a regular service inside the island until the middle of the eighteenth century. From the days of the conquest recipients of land grants were required—as part payment for their grants—to furnish, without charge, horses to convey official messengers to the next plantation, but the first effort to create an interior mail system came in 1756 with the establishment of a kind of monthly round-trip pony express between Habana and Santiago de Cuba.

Subsidiary routes to the mail line within Cuba were slow in materializing, although there were many petitions for them. The eighteenth century closed with only one connecting Trinidad with the main line at Sancti-Spiritus, and several decades were to pass before many of the outlying districts were given any service at all. As late as 1829, for instance, residents of the city of Pinar del Río and the western end of Cuba were establishing a mail route financed by monthly payments of subscribers. This tardiness with which officialdom took advantage of opportunities to aid the processes of government left much to be desired when the colonial period closed. It was even necessary for railroad officials to press the use of their facilities for carrying the mails.

The use of the mails and the telegraph during the revolutions of 1868-1878 and 1895-1898, and during the first American intervention furnishes subject matter for five chapters. In general the author has praise for the American-administered service, and especially for the impartial manner in which a serious fraud was discovered and the perpetrators punished.

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