

itself to their unsophisticated readers, and the fictional products of their quills thus played a catalytic role in a great historical episode.

To the reviewer the authoress has made out a convincing case. In largely limiting her method, however, to piling up parallel passages, some of inordinate length, taken from novels and chronicles, she wearies her readers and tends to lessen the full impact upon them of her discoveries. Had she widened her investigation to trace the actual, physical effect of certain myths and legends set forth in the chivalric tales on the actions of the conquistador in the New World such, for instance, as those relating to the Seven Cities and to the Amazons which are susceptible of documentary proof, she might have dispensed with some of the tiring quotations and given more vivid confirmation of her well-founded theory. But this is a valuable study of a neglected phase of history and the chroniclers of things Hispanic who still think that they can write a reliable account of human events by ignoring works of imagination ought to peruse its pages. Others will be glad to, anyway.

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English Merchant Shipping, 1460-1540. By DOROTHY BURWASH. (Toronto: University of Toronto Press, 1947. Pp. xii, 259. \$3.50.)

This excellent little book has more of interest to the student of Hispanic-American shipping than its rather delimited title suggests. Although Englishmen were not "in the forefront of exploring activity" as the author points out in her introduction, the years chosen for the study "witnessed the notable voyages of the Cabots, the Bristol expeditions to reach the Island of Brasil, and the first opening of the English trade to the Levant." Much has been written about the voyages themselves but "much remains to be discovered about the ships and crews which sailed on them," and this volume is dedicated to that task.

The study of English ships and crews necessarily involves a study of foreign practices. It is difficult to determine how much of English shipping was built at home and how much abroad. Certainly foreign-owned shipping as well as English-owned visited English ports. While the author focuses her attention upon her own center of interest she throws light upon a much broader field. The comprehensiveness of the treatment is best indicated by the chapter headings.

The first chapter "The Science and Practice of Navigation" shows the many nationalities and groups which made contributions. According to Miss Burwash the astrolabe, the quadrant, and the cross-staff were first used by scholars, but the mariner's compass, the sailing chart,

and the pilot's book (called by the Italians "portolan" and by the English "rutter") owed their first development in Europe to the seamen themselves. In the period studied the scientific advance made on the continent, especially in Spain and Portugal, was great. The contribution of English scholars "though considerable, was tardy," but "it seems likely that English pilots may not have lagged very far behind the majority of their continental fellows."

The wages and conditions of work for common seamen are topics which must be pieced together from fragmentary sources such as court cases, account books, both governmental and private legal codes, local histories and miscellaneous sources such as Chaucer's tales, Tudor dramas, great poems and lesser ditties. Many of the sources used are primarily English, but English conditions can serve as a good starting point for a study of those existing elsewhere just as the Laws of Oleron (to which a special appendix is devoted) provided Miss Burwash with a point of departure for her investigations.

The chapters entitled, "The Size and Build of English Ships" and "The Various Types of English Ships" at first glance appear to have little, but in fact have much, to offer economic historians of other countries. The author has intelligently combined primary and secondary published works, including both early tracts and modern studies, with unprinted theses at the University of London and Harvard, British Museum manuscripts, the port books kept in the Exchequer, local water bailiff records, the High Court of Admiralty Papers, the Chancery Miscellanea, Treaty Rolls, and similar sources. As a result the chapters contain much information of a type usually most difficult to find: the cost of constructing vessels, their capacity to carry cargo, the weights and measures of merchandise as well as the size and type of ships. The index lists more than seventy different kinds ranging from such well-known types as barges, cockboats, lighters, and ships to the less easily recognized balinger, carvela redonda, crayer, dromond, farcost, hoy, hulk, scaf, schuit, and trow.

"A Statistical Survey of English Shipping" contained in the fifth chapter and the second appendix has less of interest to Hispanic-American students, although it does show that some Iberian vessels were trading with London and England's southern and western ports. The discussion and statistics help to throw light on the range of the tonnage and the average size of ships found in English ports in the early years of the reigns of Edward IV and of Henry VIII, the percentage of the different types of vessels employed, the proportion of English and foreign shipping measured both by the number of vessels entering and departing and by the volume of the cargo carried, and the home port of the vessels insofar as they could be identified.

This part of the volume is also most open to criticism. Most of the weaknesses are inherent in the source material, weaknesses which the author candidly calls to the reader's attention, but there are a few technical improvements which might be suggested, especially since the general excellence of the volume is such that it might well serve as a model for others. In the statistical tables ports are listed alphabetically. A geographic arrangement would be as useful to those who already could identify the items and would be more helpful to others in locating unfamiliar places. Printing costs could have been saved and readers provided more exact information by placing data concerning ships in only two columns, one for the earlier years studied, one for the later, and eliminating the ambiguous third heading entitled "both periods." Also figures in the same table should be kept on the same base. Thus on page 207 where the figures for all years but one are given on a twelve-month base it does not suffice to state that the exception was for eleven months only. The figures should have been corrected so as to be kept on a comparable base and a note added explaining what had been done. The author best knows whether the missing month was generally typical or exceptional and how most accurately to weight the additions.

Like most good books the volume has a bibliography which in itself will be most helpful to other students. It also has a good index which would have been better if the place names tabulated in the last appendix had been included. Also an editorial note might well have been added to warn the unwary that in the index many items are not listed under the specific name, such as almonds, boatswain, bowsprit, etc., but under generic headings such as "commodities" and "ships." These points, however, are of minor importance, far outweighed by the merits of the book which are many and substantial.

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Estudios de historiografía americana. By ISABEL GUTIÉRREZ, GERMÁN POSADA, LUIS GONZÁLEZ Y GONZÁLEZ, ERNESTO CHINCHILLA AGUILAR, LIGIA CAVALLINI, LUIS FELIPE MURO ARIAS, MARÍA DEL CARMEN VELÁZQUEZ, CARLOS FUNTANELLAS. Advertencia de SILVIO ZAVALA. [El Colegio de México.] (Mexico City: Fondo de Cultura Económica, 1948. Pp. 486. Paper.)

Among its several virtues as a research and teaching institution, the Colegio de Mexico has consistently stressed historiography as an essential part of historical training and activity. Since its foundation in 1940, the Colegio has fostered a number of publications and conferences