

researches into significant aspects of Uruguay's socio-economic development since the mid-nineteenth century. Oscar Mourat's "La Inmigración y el crecimiento de la población del Uruguay 1830-1930," briefly details the process of European immigration, and Alba A. Mariani's "Los comienzos del proceso de mestización ganadera" sketches the introduction of livestock breeding. Extensive statistical compilations support both essays. "Las Consecuencias sociales del alambramiento entre 1872 y 1880," by Raul Jacob describes wire fencing's impact on Uruguayan society. "Aspectos de la evolución urbana de Montevideo: edificación y vivienda (1895-1914)," by Adela Pellegrino and Rosanna di Segni is a short and interesting account of dwelling construction in the capital city. Silvia Rodríguez Villamil reviews some highlights of industrial investment as depicted in various Uruguayan publications, notably *La Liga Industrial*, in "Un antecedente de espíritu de empresa: el industrialismo." Professor Juan Antonio Oddone, a leading Uruguayan social historian, has written a useful introduction.

These essays suffer from the usual shortcomings of graduate student papers: tedious prose; overuse of direct quotations; voluminous listings of uninterpreted statistics, etc. Nevertheless, these seminal studies of important topics in Uruguay's social and economic history will be useful to scholars undertaking further explorations.

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The Abolition of the Brazilian Slave Trade. Britain, Brazil and the Slave Trade Question, 1807-1869. By LESLIE BETHELL. New York, 1970. Cambridge University Press. Cambridge Latin American Studies, 6. Maps. Appendix. Bibliography. Index. Pp. xvi, 425. \$13.50.

Leslie Bethell has written a valuable account of Britain's struggle to eliminate the slave trade to Brazil during the first half of the nineteenth century. Using Foreign Office records as his major source, he has attempted to answer three basic questions: why was the Brazilian slave trade declared illegal; why was it not actually suppressed for twenty years after it became illegal; and how was it at last abolished? In answering these questions, the author provides abundant evidence that Brazilians (as well as the Portuguese before and after Brazilian independence) were greatly at odds with the British on the question of slavery. Britain, with motives which the author does not particularly seek to reveal, was dedicated to suppression of the Atlantic slave trade, while Brazil was strongly but unofficially committed to its con-

tinuation as the one conceivable means of satisfying its labor needs. Under these circumstances, the agreements reached between the disputants over a span of more than forty years were the result of British threats, of demonstrations of British power, and of dogged diplomatic bargaining involving major economic and strategic concessions.

As the author shows, Britain took advantage of the political and economic dependence of the Portuguese government after 1807 to impose unwanted restrictions upon the slave trade and to establish complex legal procedures for controlling contraband traffic. With the advent of Brazilian independence, British diplomatic effort was focused upon the new government in Rio until in 1826 the Emperor's reluctant diplomats at last agreed to total abolition of the trade after a respite of only three years in exchange for British protection and diplomatic recognition. Legally banned as a result of foreign coercion, the traffic survived, as Brazilians bitterly complained of British interference in their internal affairs and British diplomats tried to impose new treaties upon both Portugal and Brazil to facilitate the seizure and condemnation of ships involved in illegal traffic. Generally unsuccessful in these efforts, the British government at last resorted to unilateral measures in 1839 and 1845 in the form of the Palmerston and Aberdeen Bills, intended to provide some legal justification for British action against slave ships sailing under the Portuguese and Brazilian flags.

In culminating chapters the author shows that the major British naval action of 1850 on the coast of Brazil, in violation of Brazilian sovereignty, was a desperate but well-conceived attempt to satisfy an impatient British public by bringing a rapid end to the old and difficult problem of the slave trade. In this most interesting part of his book he describes the British incursions into Brazilian territorial waters and fortified harbors and demonstrates how this use of force and a threat of its repetition early in 1851 finally persuaded the Brazilian government to legislate and implement the strong measures needed to end the traffic. Though the author gives surprisingly little attention to the moral implications inherent in the slavery question, he is often critical of the high-handed methods which British officials employed in their relentless pursuit of national goals.

Concerning the motives and actions of Brazilians, however, he is not always so frank. Though he furnishes proof that the British naval operation of 1850 was the decisive factor in the suppression of the slave trade (indeed, this is one of his major conclusions), with surprising inconsistency he also grants some polite credence to the traditional Brazilian account of the abolition of the slave trade, which

seeks to minimize the importance of the British contribution and even alleges that British interference was an embarrassing obstacle to effective Brazilian action. This unnecessary concession to Brazilian historical tradition only slightly weakens this otherwise impressive survey of British-Portuguese-Brazilian diplomatic conflicts and transactions extending over more than half a century and encompassing much more than the single question of the slave trade. It is a work which should be of great interest to historians of all three of the principal countries concerned.

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Capistrano de Abreu. Tentativa biobibliográfica. By JOSÉ AURÉLIO SARAIVA CÂMARA. Rio de Janeiro, 1969. Livraria José Olympio. Coleção Documentos Brasileiros. Illustrations. Notes. Bibliography. Index. Pp. xviii, 234. Paper.

In 1887 João Capistrano de Abreu wrote to the Baron of Rio Branco that "the peopling of the zone between the São Francisco and the Parnaíba" was "the most important question" in Brazilian history. Capistrano was the first to recognize the historical significance of the cyclic efforts to occupy the vastness of Brazil. His research and writings attempted to correct the impression that throughout its history the Brazilian nation clung crablike to the coast leaving the interior vacant. Having grown up on a *fazenda* in Ceará, Capistrano was unwilling to concede the principal scene of Brazil's history to Rio de Janeiro, São Paulo, or Bahia. Unhappily, documents concerning the people and events he wished to study either did not exist or lay molding in unorganized archives beyond his reach. Like the North American frontier historian, Frederick Jackson Turner, Capistrano never fulfilled the promise of his preparation (he taught himself to use sources in Spanish, Latin, German, Dutch, Italian, and English) or of his understanding. In both cases the men fell in love with research and were so humble that they never felt ready to write, and both seem to have been contemplative sorts who preferred the looseness of discussion and suggestive articles to the discipline of writing a major work. Capistrano wrote his *Capítulos de história colonial* only because he committed himself to do an historical section in a government publication and officials pestered him through a tortured year (1906-1907) to completion.

Curiously the object of José Aurélio Saraiva Câmara's study probably would have objected to its being written. He disliked tributes