

tion of Valdés' works and letters in their chronological and thematic relationship. Next comes an investigation of his Spanish background. This is composed of the *Alumbrados*, of a number of mystics, and—most importantly—of Pedro de Alcaraz, whose doctrine of the *dexamiento* to the love of God (“communion with God, non-mystical and without substantial union of the soul, but in ‘conformation’ with the will of God”) was the source of Valdés' own knowledge of sin and grace. The first fruit of this knowledge was the *Diálogo de doctrina cristiana* of 1527, the only book Valdés published in his life time. Analysis of this work reveals a radical theocentrism from the vantage point of which Valdés subjects the institutional Church and its teachings to searching criticism—a criticism which proved catching among Valdés' acquaintances in Naples and Viterbo. Neither direct Protestant influence nor a generalized Erasmianism accounts for this position, which the author traces entirely to Spanish sources, notably Alcaraz.

So far, Dr. Nieto's operation has been largely ground clearing. In the second part of his book he advances to a long and cautious theological dissection of Valdés' writings, particularly of his religious epistemology. This, it turns out, is securely founded on “experience” which—in religious knowledge—means an intense feeling of the true life in Christ, or “incorporation in Christ,” the “inward effects of the Holy Spirit.” Faith follows from this experience, but only in man's awareness of it. As a divine gift, faith contains the ground of religious experience, not vice versa. Experience makes faith personal and vital. It translates itself into thought (the formulation and acceptance of doctrines) and action.

All this is set out patiently and, perhaps, at excessive length (Dr. Nieto's prose tends to inflation, and he is not helped by an extraordinary number of “typos” in the text). But while to the non-theologian Valdés' doctrines seem close enough to Luther's to obscure differences, the logical and—above all—psychological approaches to these doctrines are sufficiently distinct to make this exhaustive exposition of Valdés' thought a welcome addition to the literature on the Reformation of the sixteenth century.

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GERALD STRAUSS

Transportation and Economic Stagnation in Spain, 1750-1850. By DAVID R. RINGROSE. Durham, 1970. Duke University Press. Maps. Tables. Appendices. Bibliography. Index. Pp. xxv, 171. Cloth.

David Ringrose has written a significant study of transportation in Castile in the eighteenth century and related his findings to the stagna-

tion of Spain in the first half of the nineteenth century. Several major points stand out: the role of Madrid as an almost parasitic consumer of goods and seldom as a producer; the highly organized ox carting system as it flourished and then foundered under governmental patronage; and the failure of Spain to develop an interior transportation network that could expand and, prior to the railway age, meet the needs of economic development. The author stresses the decline of the carters from the early 1790s as partially creating the prolonged torpor which the Spanish economy suffered until about 1850.

The research is impressive, though it is necessarily spotty because many records—particularly those of the provinces—are unusable. Great reliance is placed on the monumental *Catastro del Marqués de la Ensenada*, a detailed economic survey of Castile in 1748-1752. Ringrose also has made extensive use of national and municipal archives, travel accounts, and the files of the Duke of Medinaceli. Excellent maps and tables abundantly support the conclusions, and the account is clear and well-written. Fortunately for the lazy or hurried reader, the principal points are cogently made in the Preface, Introduction, and closing pages of the final chapter.

Details presented in the intervening section make rewarding study. Efforts of the Spanish crown in the late eighteenth century to construct grandiose highways were less productive than they might have been, for the roads were huge and straight, disdaining geographical realities, and they were built too slowly. Plans for a magnificent system of canals to link the Bay of Biscay and the Mediterranean and to connect Madrid with the south coast proved entirely unfeasible. Modest wagon roads and lesser canals, Ringrose believes, could have prevented the bottleneck in transportation that became severe by 1800. Information about the types of transportation needed and available, the role of the government as sponsor and then stifler of commerce, and the organization of the muleteers and oxcart transporters is solid and often interesting. So are the statistics concerning the animals, equipment, and the professional and part-time haulers.

Ringrose centers his attention on the ox carters, whose role had been growing since the Middle Ages and who won extensive concessions from the Crown in the way of assured pasturage along their hauls, winter quartering, exemption from military service and from many tolls, and even a form of rent control. Often they formed brotherhoods or guildlike organizations. An elaborate bureaucracy protected them until the nineteenth century. Their privileges declined sharply after 1808 and were finally abolished by the liberals in 1836. For years prior to that, however, the carters had been crippled by the

encroachment of farmers on their pastures and by the hostility of communities through which they passed. This book offers modest but convincing evidence that the ruin of the carting industry was a major factor in Spain's long period of stagnation in the nineteenth century.

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JOHN E. FAGG

The New Cambridge Modern History. Vol. VI: *The Rise of Great Britain and Russia 1688-1715/25*. Edited by J. S. BROMLEY. New York, 1970. Cambridge University Press. Tables. Index. Pp. xxxiv, 947. \$12.50.

Multi-volume, multi-authored works such as the *Cambridge Modern History* are intended, I suppose, to sum up in a broad general way the state of the historical art. Accordingly, their aim must be to summarize. They have an implicit commitment to the mid-stream of historical thought, and by their very nature they are a sort of collective view of the period they approach. The problems facing the editors of such a work are very great, but perhaps their readers are most interested in how they solved those of balanced coverage, unity and coherence of exposition, and general acceptability of interpretation.

This volume of the *Cambridge Modern History* has two chapters of direct interest to Latin Americanists, "The Spanish Empire under Pressure" by the late R. D. Hussey and "Portugal and her Empire" by V. Magalhães Godinho. In addition, there are parts of other chapters, notably those on the Mediterranean, on the Nine Years War, the War of the Spanish Succession, and on general economic development, whose bearing on American topics is substantial.

In his introduction, the editor lays down an approach that springs from the conviction that history should be written from the standpoint of the values of contemporaries. That is, that since eighteenth-century Europeans were generally far more interested in Milan than in Mexico, the modern historian can explain the most by adopting a similar emphasis. Accordingly, Hussey and Magalhães give major attention to Iberian affairs. The chapter on Spain is built around the War of the Spanish Succession. Magalhães organized his presentation around economic changes in Portugal and their political repercussions. About twenty percent of their combined pages go to Ibero-America and its affairs.

In contrast, French-English rivalry in North America gets a chapter to itself. This means, for example, that the discovery of gold in Brazil and all its consequences get about the same space as French-English military operations in the north between 1700-1715. Thus, it can