

sult is not satisfactory, and the author would have done better to relate his results to the microlevel work of some of those who are conspicuously absent from his bibliography. For example, are his findings on peasant household income sources consistent with those of Deere and de Janvry for Cajamarca? How do the strategies for overcoming risk and uncertainty which he discusses differ from those analyzed in detail by David Guillet for the Cuzco region? Have the richest households Figueroa encountered accumulated their wealth in a similar fashion to the successful petty entrepreneurs in the central sierra described by Long and Roberts? What does his discussion of reciprocity and labor exchange add to the findings of Alberti and Mayer's volume? To what extent does access to off-farm income streams permit or encourage groups of peasants to split off from existing communities to establish new settlements in the southern highlands as Henri Favre has described for the central sierra? These questions need to be answered.

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Automotores norteamericanos, caminos y modernización urbana en la Argentina, 1918–1939. By RAÚL GARCÍA HERAS. Buenos Aires: Libros de Hispanoamérica, 1985. Tables. Notes. Illustrations. Bibliography. Pp. 141. Paper.

Argentina provides excellent ground for the study of competing transport technologies, but it awaits the laborer's toil. Secondary sources are scarce, and available statistics are not always useful for an analysis of the automobile's impact on country and city transport and on the economy. Therefore, it is encouraging to see this book. Yet, expect no rich bibliographical pastures.

The author's framework of Anglo-American imperial rivalry is not convincing. When readers set it somewhat aside, they will find quite a lot of stimulating material. The assets of the automobile (cost, flexibility, and individuality), combined with excellent commercial techniques and organization, guaranteed success in the rich Argentina of the 1920s. The depression struck this sector hard, but its impact and the drop in agricultural output were probably worse for the Britannic railway companies. It is surprising that ports like Rosario and Santa Fe received a quarter of their outbound cargo (probably bulk) by truck in the late '30s. It was certainly one of the results of a vast road-building program.

The competition for urban transport in Buenos Aires, together with the modernization of the city, is handled well. It provides useful information for comparative studies.

Further research will perhaps unveil what the roads meant for property values, farm output, and industrial location. It may tell us, as well, what the automobile did for mobility and for employment. Its complementary role, particularly in the country, also deserves some attention.

I should not forget to mention some noteworthy pages on tariffs, foreign exchange control, and the use of the two-tier currency market during the '30s to limit nonessential imports. And, of course, Roca-Runciman is part of the scene.

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HUGO DE CLERCQ

Sindicalismo y peronismo: Los comienzos de un vínculo perdurable. By HUGO DEL CAMPO. Buenos Aires: Consejo Latinoamericano de Ciencias Sociales, 1983. Tables. Notes. Figures. Bibliography. Pp. 273. Paper.

In this book Argentine historian Hugo del Campo examines the process by which a majority within the Argentine labor movement became committed to the cause of Peronism. He begins with background chapters designed to explain the continuity within the historical development of the movement and ends with the destruction of the Partido Laborista after the elections of 1946. The bulk of the work, however, concentrates on the events of the late 1930s, and even more on the 1943–46 period. It highlights Perón's rise to power, as well as the changing relations between the ambitious colonel, his opposition, the working class, and union leaders.

This is a carefully researched and clearly written book. It brings together into a coherent history the basic events of the period, an obviously crucial one for the Argentine labor movement and the working class as a whole.

On balance, the work provides few surprises and offers no shockingly new interpretations of the material. It is an intelligent summary of the arguments put forth on most of the key issues of this chapter in Argentine history. The book also contains a wealth of details on actors and organizations that played minor, albeit important, roles in the drama. In several places del Campo hesitates to take a strong stand on matters under debate, but indicates a preference for one side or another. For example, he agrees with the current wisdom favoring the thesis that support for Perón came from "old" workers rather than new ones. Perhaps the book's most valuable contribution lies in its solid presentation of the historical factors that shaped the labor movement in such a way so as to make its adhesion to Peronism a natural outcome under the circumstances. In this light, the syndicalist influence from the 1920s and the politics of bargaining with the state (during the first Yrigoyen presidency) paved the way for later understandings between the unions and Perón in the early 1940s. Indeed, seen in this context, the alliance with Perón hardly represented a new direction for labor, or at least not for a significant portion of it.

If there is any criticism of the book it perhaps flows directly from one of its strengths. The presentation is measured and lacks the polemics that so often mar writing about Peronism. While this enhances the value of the study, I often