

art of the nineteenth and twentieth centuries, this second volume, published within two years of the first, deals with the colonial period of roughly the sixteenth, seventeenth, and eighteenth centuries. A third volume, on pre-Columbian art, is in the planning stage.

It is certainly not an easy task to achieve what must be the goal of any publication of this type: completeness. The material published on the period mentioned has multiplied tenfold in the last two decades, and would be almost unurveyable were it not for works such as this one. The need is there. This book fills a gap, and art historians as well as artists and art lovers will be grateful for the effort.

Nor is it a straightforward job to provide easy access to the information, while keeping the data manageable at the same time. In this, too, the compilers have succeeded admirably. Without too much trouble, users can find their way, aided by abundant explanations and instructions. Indeed, the bibliography is designed for the general public as well as for more sophisticated users. Problems with geographical regions where flag-changing occurred are solved in a logical way. After the geographical heading, and in alphabetical order, is a general section of authors and titles, preceded by the date of publication. These, in turn, are followed by a list of primary sources; travel accounts; general art books; catalogs of exhibitions; lists of collections and auctions; and studies of architecture, painting, sculpture, graphics, printing, etc. Samples are given of how the material has been classified, as well as brief excerpts from the contents. Variations in names of artists and titles of works are mentioned. Thorough research was conducted, together with extensive verification in case of discrepancies. An elaborate list of abbreviations (which also covers volume I) is included, as is an index of symbols, abbreviations and acronyms, and a final index of authors and artists. After carefully checking the personal names, the only error I detected was in my own name.

Miami, Florida

CORNELIS CH. GOSLINGA

*Los galeones de la carrera de Indias, 1650-1700.* By FERNANDO MANGAS. Prologue by LUIS NAVARRO GARCÍ. Seville: Escuela de Estudios Hispanoamericanos, 1985. Maps. Tables. Figures. Graphs. Footnotes. Bibliography. Index. Pp. xvi, 224. Paper. 1,200 pesetas.

This *tesis de licenciatura*, written at the University of Seville, is a study of the galleons built to be the escorts of the flotas during the last half of the seventeenth century. After a brief review of the type and its evolution, especially in the *carrera de Indias*, the author presents the heart of his study: the methods by which builders defrauded the crown during construction. This summary, contained in chapter 2, is then expanded on in detailed examinations of the contracts let in the last years of Philip IV's reign and during Charles II's reign. A final pair of chapters

describes difficulties in obtaining ship fittings, masts, timbers, and artillery. The author finds that Charles II's ministers had some successes in reducing frauds and in creating a system for supplying timber and masts.

Aside from the use of green wood in lightly framed and fastened hulls, the chief fraud discovered in this study was the alteration of the measurements of the hold of the galleons so that they carried far more tonnage than had been decreed in the contracts or than was declared when they were measured. Generally, this was done by raising the first deck (while holding other dimensions constant), thereby increasing the volume of the hold and also the draft. Such huge ships could not cross the bar at San Lúcar without being lightened, and sometimes not even then. The intended results were frauds against the treasury at the time of lightening or when the galleons were forced to use Cádiz as a port. The Council of Indies and the *maestros mayores* sent from Seville to the building yards in Vizcaya tried to remedy this situation, but with little success.

This volume has many useful illustrations, tables, and graphs summarizing a large volume of information mostly drawn from a limited number of legajos in Indiferente General at the Archive of the Indies. It makes available details of practices previously known only in general terms, mostly from Veitia Linage's *Norte de la contratación*. More might have been said about the links between foreign merchants interested in the use of Cádiz as the terminus of the *carrera* and the ship builders. The chief defect of this book is the lack of a final chapter to sum up or to state conclusions about how this struggle over building better galleons illuminates what is already known about the administration of the Spanish empire in the late seventeenth century. One wonders too whether a book was the proper form of publication; a carefully constructed article could have adequately stated the chief findings.

In sum, there is a promising beginning on the author's scholarly career and a useful, if limited, addition to the literature on ship building and imperial administration during the late seventeenth century.

Louisiana State University, Baton Rouge

PAUL E. HOFFMAN

*The Royal Protomedicato: The Regulation of the Medical Professions in the Spanish Empire.* By JOHN TATE LANNING. Edited by JOHN JAY TEPASKE. Durham: Duke University Press, 1985. Glossary. Notes. Bibliography. Index. Pp. 485. Cloth. \$37.50.

This comprehensive study of the regulation and politics of the medical profession in colonial Spanish America, published posthumously, represents the culmination of years of archival research by the late cultural historian of the Spanish Empire, John Tate Lanning. Edited with style and grace by his student and col-