

ging, provisioning, and navigation. Clearly and methodically, he delineates the maritime technology of Iberian expansion in terms readily understandable to specialists or to ordinary readers. Illustrations of hull construction, sail and rigging plans, pumps, and cannon clarify and illuminate the text.

As a maritime archaeologist, Smith has employed new and direct knowledge of early ships gained from recent excavations. From shipwrecks at Red Bay, Labrador; Bahía Mujeres in Yucatán; Highborn Cay in the Bahamas; West Molasses Reef in the Caicos; and a newly discovered site on the Little Bahama Bank he deduces “startlingly tangible evidence” about the discovery vessels (p. 190). This lends freshness and immediacy to his narrative.

Based on research for a doctoral dissertation, the book is soundly grounded in primary and secondary sources that are reviewed in a bibliographical essay. Three very useful glossaries of nautical terms—in English, Spanish, and Portuguese—are appended, together with translations of key documents about Columbus’ caravels *Niña* and *Santa Cruz* from the *Libro de Armadas* in the Archivo de Indias.

Vanguard of Empire is a significant book that belongs in the libraries of Latin American scholars and maritime historians. Its excellent quality, readability, and thoroughness should guarantee it a wide audience.

EUGENE LYON, Flagler College

La exploración del Atlántico. By GUILLERMO CÉSPEDES DEL CASTILLO. Madrid: MAPFRE, 1991. Maps. Tables. Notes. Bibliography. Index. 341 pp. Paper.

The MAPFRE America Foundation was created in Spain in 1988 to develop intellectual and cultural activities for the Quincentenary of Columbus’ westward voyage across the Atlantic. Its aim was to foster a sense of solidarity and common purpose among the peoples of Spain, Portugal, and the nations of the Americas, in part through an ambitious publication program. Many of the planned 250 books appeared before and during the Quincentennial year, including the volume under review; others are in progress.

Guillermo Céspedes, a distinguished Spanish historian of Latin America, has lectured and taught on both sides of the Atlantic. In this wide-ranging survey, he provides thoughtful commentary on thousands of years of human contact with the Atlantic Ocean. In the first three sections, which make up nearly half the text, Céspedes evaluates ancient and medieval legends of Atlantic voyages, picking through the fantasy and hyperbole to glean the kernels of usable historical and geographical information. Long before Columbus, Europeans both north and south were venturing out into the Atlantic, though their voyages had few lasting effects.

The fourth section of the book examines the familiar story of systematic exploration in the Atlantic, first by the Portuguese on the African coast and then by the Spanish, once Columbus had shown the way. The fifth section provides a global

summary of commerce and colonization of the Americas by European nations from the sixteenth through the early nineteenth century. In the process, the author traces the changing power relations in Europe that saw Spanish dominance succeeded by that of France and then England. The long series of wars dominated by Anglo-French rivalry in the eighteenth and early nineteenth centuries resulted in the ultimate triumph of England by 1815, though the North American colonies were lost in the process. In that same series of wars, Spanish power was ruined, setting the stage for the independence of Spain's American colonies as well.

In the new world order that emerged between the nineteenth century and the present, steam-powered ships and massive transatlantic migration and trade reinforced the common bonds of the Atlantic world, despite the strains of war, revolution, and global commerce. In the aftermath of the Cold War, Céspedes argues, all the individuals and governments of the Atlantic rim must accept collective responsibility to maintain and preserve the ocean that binds them together. Their common history is also their common destiny. Based on broad reading in history and popular science, this is a book designed for the educated reading public of the Spanish-speaking world. Academic specialists will find little that is new here, but the book's broad vision is ideally suited for the goals of MAPFRE's Quincentennial series.

CARLA RAHN PHILLIPS, University of Minnesota, Twin Cities

The Atlantic Slave Trade: Effects on Economies, Societies, and Peoples in Africa, the Americas, and Europe. Edited by JOSEPH E. INIKORI and STANLEY L. ENGERMAN. Durham: Duke University Press, 1992. Maps. Graphs. Tables. Notes. Index. vi, 412 pp. Cloth, \$45.00. Paper, \$17.95.

The essays in this volume arise from a conference on the Atlantic slave trade held at the University of Rochester in 1988. Most of the prominent scholars of the Atlantic slave trade in North America were present, although not all contributed to this book. Of the contributions, 9 of the 14 have already been published in *Social Science History*. Three of the other 5 are drawn from (or elaborated from) monographs now in print. So while readers will find it convenient to have all these papers under one cover, they will find very little in this volume that is genuinely new. Readers of the *HAHR*, moreover, will be disappointed to find virtually no reference to Hispanic America or to Spain. The book also has a good index, no bibliography, and a shortage of maps.

The volume is divided into three parts, preceded by a general introduction written by Inikori and Engerman. The introduction aims to identify gainers and losers from the slave trade, and ends with the unsurprising conclusion that in net terms Europe and North America benefited and tropical Africa lost. Latin America is not considered. The assessment and the accounting methods will be familiar to readers of Inikori's work (cited 18 times in the first nine pages here).