

an afterthought. Its two major arguments—that precontact society was dynamic and that the traditional image of colonial Florida as a “starving garrison outpost” is overdrawn—break little new ground. Indeed, she seems to overreach when, in attempting to counter the “starving outpost” stereotype, she asserts that Spanish society “flourished, *abbreviated only by geography and resources*” (emphasis added). Surely the limitations of geography and resources are major factors, not simply incidental elements that affect the development of society; and “flourish” is far too strong a term to apply to colonial Florida at *any* point in its existence.

So what *is* new in these “new views” of the borderlands? Not, surely, the act of bringing together these two distinct frontiers in one treatment; this has been far more ably accomplished by David J. Weber in his *The Spanish Frontier in North America* (New Haven, 1992). Indeed, one could question whether Jackson succeeds at all in linking the two northern borderlands, despite his protestations to the contrary. While his introduction emphasizes the inclusion of Florida, his conclusion deals exclusively with the northern frontier of colonial Mexico. Has the Spanish southeast suddenly become too insignificant to the editor to even mention as he wraps up the loose ends of the volume? Nor does Jackson expand the conceptualization of Spanish borderlands to include other peripheral regions of the Spanish empire, as some scholars are beginning to do. The Spanish South American borderlands, for example, are nowhere to be seen.

It is difficult, in fact, to discern anything new in *New Views of Borderland History*. There are no new theoretical approaches broached, no new findings articulated (at least for those readers who have basic working knowledge of the scholarship on the Mexican north), no seamless picture emerging of the swath of territory reaching from the Californias to La Florida. Contrary to Jackson’s assertion that chapters by specialists will provide a richer understanding of the regions in question, one could as well argue that a more generalized overview might recognize the points of similarity and disjuncture among the various frontier regions—that the overly particularistic view offered here, which tends to reify certain local experiences at the expense of the general, allows for no sense of the whole. Weber’s *The Spanish Frontier in North America*, referred to above, remains a far more satisfactory treatment of the northern edge of empire.

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*Camino real y carrera larga: la arriería en la Nueva España durante el siglo XVIII.*

By CLARA ELENA SUÁREZ ARGÜELLO. Mexico City: Centro de Investigaciones y Estudios Superiores en Antropología Social. 1997. Maps. Tables. Figures. Appendixes. Notes. Bibliography. 350 pp. Paper.

This lengthy monograph examines a far narrower component of the transportation system of New Spain than its ambitious title suggests. Specifically, the book provides a detailed case study of the movement of raw materials and finished products of the

*estanco real del tabaco* (the royal tobacco monopoly) by mule train at the end of the eighteenth century in New Spain. The author's goal is to demonstrate that at the end of the colonial period, New Spain comprised a set of regions that were highly articulated through a dependable and well-established system of land transportation. The research is underpinned by a review of the literature on the economy and transportation system of New Spain, consultation of secondary sources, and use of primary source materials from Mexico's Archivo General de la Nación. The key document upon which the study is based is a register of mule trains, the "asiento de arrieros," from the Archivo Histórico de Hacienda. This document provides a day-by-day account of the movement of mule trains from the warehouses of the *estanco real* in Mexico City for one year, 1800. The name and origin of the owners/drivers, cargo, destination, and cost of transport for some 272 trips during that year are cataloged.

In the five chapters that make up the body of this book, the author methodically examines the principal components of the mule-driving business and lifestyle. The organization and operation of mule teams are detailed in the first chapter that includes information on the personnel, acquisition, and provisioning of the mules, and the packing, transport, and storage of cargo. In the second chapter the business's legal framework is explained; the author notes the evolution of contractual and security arrangements as well as the terms and conditions for transporting freight. Trading circuits, the geography of the transportation network, and the regional origins of muleteers provide the focus for the third chapter. Freight rates, the factors contributing to their variation, and regional comparisons are detailed in the fourth chapter. The last chapter of the book casts a broad net, seeking to present the prominent characteristics of the social world of the muleteer, as well as exploring their business, social, and familial relationships and networks.

This book has a number of shortcomings. The primary data, upon which the core of the study is based, are limited to just one year, 1800. In addition, as the author clearly notes, the data are geographically incomplete, with parts of the country falling under the authority of other offices of the *estanco real*. More troublesome is the basic premise of the book—that it is possible to demonstrate that New Spain was composed of highly articulated regions connected by an efficient transportation system on the basis of a single narrowly focused case study like this one. The manuscript could have benefited from a good editor as well, and its readability is hindered by all too frequent "signposting" and repetitive summaries sprinkled throughout.

Effective copyediting could have resolved a number of other problems that hinder the book's utility. Numerous maps, tables, and figures supplement the text, but no lists of any of these are provided. In addition, textual references to them are usually limited to statements like "see the appropriate table"—with no suggestion as to what the number of the appropriate table might be. These omissions are aggravated because most of the tables and graphics are not placed where they are first mentioned in the text, but are grouped into sections, often far from the corresponding textual reference. Appendixes

occupy the last hundred pages or so of the book, and while many tables are included here, again there is no list of tables to guide the reader. The last 36 pages of the manuscript, which contain appendix 2, are unpaginated. The book's utility is further limited by the absence of an index.

This book fills a niche for a narrow audience of specialists concerned with the detailed workings of the colonial economy of New Spain at the end of the colonial period. Few others are likely to utilize this work. This study, which does have scholarly merit, would have been more appropriately and effectively presented as an article in a scholarly journal where it could have reached a broader audience.

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*Mappe dal nuovo mondo: cartografie locali e definizione del territorio in Nuova Spagna (secoli XVI–XVII)*. By DUCCIO SACCHI. Milan: Franco Angeli, 1997. Illustrations. Maps. Appendix. Notes. Bibliography. 303 pp. Paper.

In recent years the history of cartography has experienced dramatic changes. Formerly concerned with the descriptive qualities of maps and broader issues connected to the rise of scientific cartography, the field, thanks primarily to work of J. B. Harley and Christian Jacob, tends increasingly to view maps as texts, imaginative representations that, like works of fiction, can be deconstructed, reconstructed, and interpreted in myriad different ways. This development—the cartographic equivalent of the “linguistic turn”—has opened the study of mapping to a wealth of new questions, many of which have focused on the relationship of maps to power and, particularly, on the manner in which European states represented the world in ways that favored their particular economic and political concerns. This last approach is best exemplified in David Buisseret's edited volume, *Monarchs, Ministers, and Maps: The Emergence of Cartography as a Tool of Government in Early Modern Europe* (Chicago, 1992); Matthew H. Edney's *Mapping an Empire: The Geographical Construction of British India, 1765–1843* (Chicago, 1997); and, most recently, Jerry Brotton's *Trading Territories: Mapping the Early Modern World* (London, 1997).

In the last decade or so, maps pertaining to Spain's American empire, especially the *pinturas* produced in conjunction with the *Relaciones geográficas* ordered by Philip II in 1577, have been subjected to similar kinds of analysis. Serge Gruzinski led the way when he likened the arrival of European mapping techniques in sixteenth-century New Spain to a “cartographic invasion” that gradually, but inexorably, obliterated autochthonous ways of spatial representation. Yet Gruzinski exaggerated the differences between native and European mapping, differences that Barbara Mundy's brilliant *The Mapping of New Spain: Indigenous Cartography and the Maps of the Relaciones Geográficas* (Chicago, 1996), tended to erase. Using an art historical approach, Mundy examined the extent to which indigenous styles influenced both the content and the character of mapping in sixteenth-century New Spain, and in a series of case studies provided detailed analysis of