

Whitney is not so concerned with unfinished business as he contemplates the rise of Russian imperialism and calls for great ideas to fight communism. Dr. Robert Strausz-Hupé sees western imperialism in Asia as an historical aberration reversed by the Japanese; for the future it is Chinese imperialism that poses the greatest threat, a threat held in abeyance by United States pressures in areas peripheral to China. Charles Malik takes the long, long view in explaining the liquidation of western imperialism and advances eighteen propositions concerning independence.

Latin Americanists will be interested in the broad implications of these essays.

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La postguerra del Pacífico y la Puna de Atacama (1884-1899). By OSCAR ESPINOSA MORAGA. Santiago, Chile, 1958. Editorial Andrés Bello. Map. Bibliography. Pp. 321. Paper. 40 pesos.

The Puna de Atacama is a region of little intrinsic value or interest, the inland and upland fringe of the Atacama Desert. After the War of the Pacific, when the truce of April, 1884, left the whole of Bolivia's province of Atacama in Chilean occupation, the Argentine stepped in with old claims on the Puna, which she fortified in 1889 by a territorial agreement with Bolivia. Her aim was to get a firm grip on the Andes and thence seek a foothold on the Pacific coast (pp. 36-37), and the Chileans were in fear of their two defeated enemies, Bolivia and Peru, forming a hostile coalition with the Argentine. Years of haggling over frontier demarcation in the Andes followed, until by 1894 Santiago and Buenos Aires were embarking on a regular arms race (pp. 120 ff.). In 1898, however, President Errázuriz of Chile consented to a conference at Buenos Aires with the U.S. minister there as arbiter. His award gave the Argentine about three-quarters, or 60,000 square kilometers, of the Puna

de Atacama. The materials used in this very well-documented study include numerous unpublished papers of the Chilean ministry of foreign affairs. Part of its thesis is that Chilean diplomacy was timid and irresolute throughout (e.g. pp. 19, 33, 117), largely because key posts went to friends of the men in power instead of to career diplomats (p. 312).

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History as Romantic Art: Bancroft, Prescott, Motley, and Parkman. By DAVID LEVIN. Stanford, California, 1959. Stanford University Press. Stanford Series in Language and Literature, XX. Index. Pp. 260. \$5.50.

At a moment when the demand is increasingly insistent that history be readable, indeed literature, this estimate of four American historical giants of the last century is highly welcome. The pursuit of unity by the Stanford professor of literature does violence, however, through lack of emphasis, to the thematic uniqueness and individuality in the works and men considered. The results, will be more acceptable to literary critics than historians.

To temper the resultant imbalance, it is well to consider that Prescott, the sole Latin Americanist, was far removed from the religious bigotry of Motley, the Fourth-of-July species of nationalism of Bancroft, and the Indian types encountered by Parkman. So removed, indeed, that common denominators alone cannot suffice. More interested in form than content, Levin exhibits the conventional approaches of the modern critic. Caught between the crossfire of 20th-century stylistic criticism and his 16th-century theme, any 19th-century historian is in an unfortunate—unfair—position. And yet when contrasted with the extremes of the adjective-by-verb-by-adverb dissection of Prescott by a previous literary critic and the hands-off let-us-admire-from-afar refusal to

subject his writing to analysis voiced by one historian, a certain reasonableness attends Levin's treatment of the American father of Latin American studies.

The unified case-study of Prescott's techniques, chapter VII herein, reproduces the essay which appeared in HAHR XXXIX (Feb., 1959), 20-45.

C. HARVEY GARDINER

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Surveyor of the sea. The life and voyages of Captain George Vancouver. By BERN ANDERSON. Seattle, 1960. University of Washington Press. Notes. Bibliography. Index. Pp. xii, 274. \$6.75.

One naval officer's salute to another, this biography of the eminent English explorer-surveyor of the American northwest coast rests solidly on the writings of George Vancouver and the journals of Bell, Manby, Menzies, Puget and others with him in the epochal survey of 1792-5. Generously set against the state of politics and exploration of the period, Vancouver's oft-underestimated services are detailed in the light of his own strict, temperamental, industrious nature.

Nothing new is offered on the Nootka controversy; and a fuller statement of Vancouver's relations with Quadra, Ambrosio O'Higgins, and other Spaniards whom he encountered between Nootka and Santiago would have necessitated use of Spanish records. This reviewer considers it unfortunate that the personalities of some men (e.g. Peter Puget) and the scientific labors of others (e.g. botanist Archibald Menzies) fail to emerge clearly. On virtually every count this volume replaces that by Godwin (1931) as the best balanced study of Vancouver. The general format of the book complements the press operation at Seattle.

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Mapping the transmississippi West.

III. By CARL I. WHEAT. San Francisco, 1959. The Institute of

Historical Cartography. Index. Maps. Pp. xiii, 349.

The author of this beautiful book undertakes to deal with all the maps known to have been made about the Transmississippi West from 1846 through 1854. He does not try to describe the techniques by which mapping was done, but confines himself to the contents of the maps, and their influence on other maps. He also sometimes considers the men who made them. He has employed the same method in two previous volumes which carry the inquiry back to the earliest Spanish maps of 1540.

The approach is chronological. Individual chapters include the maps made in one year, or at the most in two years. There have been twenty chapters in the previous two volumes, so this one commences with chapter XXI. The last two depart from the chronological arrangement. Chapter XXIX covers the topic, "Railroad Projects," XXX "Boundary Problems."

The author has faced a formidable mass of research, and has overcome much of it. The measure of his task may be inferred from the bibliocartography which takes up eighty-nine pages. In the three volumes to date he has sought out and critically examined 827 maps scattered far and wide. But he projects two more volumes to complete the set.

Volume III contains eighty-two maps, all handsomely reproduced. The reader will take pleasure in studying them carefully; he will, that is, if he has a strong magnifying glass, much patience, and some knowledge of what he is looking at. Naturally it has been necessary to reduce the maps in size in the reproductions; consequently the details of some of them are hard to make out even with a glass.

In summary, the factual, scholarly content is workmanlike. Of folio size, printed on fine paper in handsome type, with eighty-two maps the book as a book is a work of art. Since no more than 1000 copies were made, lovers of fine books will probably compete for them in the market. Specialists will