mountain passes, rushing rivers, or muddy terrain. Horse ownership and breeding restrictions played a much more critical part in the reorganization of landownership and wealth accumulation than horses' tactical usage.

In the second half of the book, Renton looks to the adaptation of horses by Amerindian nations, such as the Mapuche and Comanche. Many Amerindian nations engaged in sabotage to kill horses, horse theft, and raiding on horseback against their neighbors. Beyond these materialist engagements, the book expands on the ontological turn in ethnography to appreciate how the horse moved between a European naturalist philosophy of nature that placed animals as mechanical objects to be manipulated by humans to an Amerindian philosophy in which horses and people could gain or lose subjectivity for a number of reasons. Several of the *indio* conquistadores who allied with Hapsburg Spain, and many of the anticolonial uprisings, such as the Mixtón War and the Chichimeca War, point to Amerindians who quickly and shrewdly embraced equestrianism for their own purposes. Over time, these people took advantage of the rising domesticated and feral populations of horses, known as *cimarrones*, as far as Cuba, Panama, and the Philippines. In a final chapter, Renton uses the theoretical vocabulary of Foucauldian biopolitics to examine the regulation and reproduction of horse breed and breeding facilities, and to challenge simplistic claims that premodern taxonomies and classifications of the racial purity and lineage of people and animals inevitably led to a singular and consistent definition of race in this period. Renton's careful discussion here reminds readers that the social construction of race in the early modern world was a messy, improvised, and contingent project that evolved over time and space.

Feral Empire is an extremely well-researched and thoughtful book that historians of New Spain and the sixteenth century will find valuable for its empirical insights and theoretical innovations. Several brief yet provocative references to the poststructural philosophy of Gilles Deleuze and Félix Guattari and environmental anthropologists including Anna Tsing point to the rich possibilities of interdisciplinary analysis of more-than-human relations in early modern history. One omission that deserves future attention is the role that Africans played in this story as well. Renton's scholarship has unquestionably laid the foundations for new research pathways.

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Eighteenth–Nineteenth Centuries

"L'Amérique Méridionale": The Map That Shaped Brazil in the 18th Century.
By JUNIA FERREIRA FURTADO. Translated by SABRINA GLEDHILL, FLORA THOMSON-DEVEAUX, and EOIN O'NEILL. Mapping the Past. Leiden: Brill, 2025. Maps. Figures. Tables. Notes. Bibliography. Index. xv, 342 pp. Cloth, $151.00.

The Treaty of Madrid was a touchstone event in the history of cartography, as it was the first time that European empires sent boundary commissions to jointly devise and survey

an interimperial border in the Americas. It prescribed on-the-ground mapmaking as the panacea for centuries-long territorial disputes. "*L'Amérique Méridionale*" examines Portuguese diplomacy and the use of armchair geography in geopolitical disputes leading up to the treaty via a focus on two figures: Portuguese ambassador Luis da Cunha and French royal geographer Jean-Baptiste Bourguignon d'Anville. It is grounded in the diplomatic and private writings of da Cunha, as well as d'Anville's vast archive, which includes 211 maps and 23 geographic texts that he produced and over 10,000 documents that he possessed.

This book builds on Junia Ferreira Furtado's earlier writings on da Cunha and d'Anville—namely, *Oráculos da geografia iluminista: Dom Luís da Cunha e Jean-Baptiste Bourguignon d'Anville na construção da cartografia do Brasil* (2012), *O mapa que inventou o Brasil* (2013), and numerous articles and book chapters. It includes an updated bibliography on d'Anville and on Enlightenment-era cartography and is "an updated sum of all these studies" that attempts to reach an English-speaking audience (p. 9). As with these earlier works, Furtado responds to nationalist historical imaginaries in Brazil that have presented the country's border formation as natural and linear. This work convincingly shows that eighteenth-century cartographic representations such as d'Anville's *Amérique Méridionale* did not reflect existing borders but instead represented Portuguese geopolitical aspirations. In this way, Furtado's work is emblematic of one of the principal contributions of the history of cartography of the past several decades: showing that maps are arguments that shape on-the-ground geographies rather than transparent reflections of preexisting geographic reality.

"*L'Amérique Méridionale*" is divided into three sections, each with two chapters. The first section presents parallel biographies of da Cunha and d'Anville, juxtaposing the former's noble background and diplomatic networks with the latter's rise from a nonelite family via royal patronage. The author emphasizes the lasting legacies of each "oracle" into the nineteenth century, when da Cunha's idea of moving the Portuguese capital to Brazil came to fruition and d'Anville's maps were used by Napoleon for military campaigns in Egypt. The second section narrates changing geopolitical standards in the early eighteenth century that led da Cunha to hire d'Anville. Specifically, cartographic adjustments in the positioning of meridians revitalized debates about the exact location of the Tordesillas line, which had influenced Luso-Hispanic ultramarine land disputes since the fifteenth century. This phenomenon led da Cunha to first seek diplomatic resolutions, drawing on the concept of uti possidetis to give primacy to settlements over the Tordesillas line, and then seek to produce cartographic evidence to support Portuguese claims via his collaboration with d'Anville. The third section examines the production and content of d'Anville's three versions of *Amérique Méridionale* to show how they merged Portuguese geopolitical interests with contemporary scientific debates. Whether in extending Brazil's borders to the mouth of the Río de la Plata, the choice of Portuguese-preferred toponyms for the Amazon, or the use of a blank void in the South American interior to expand Brazilian space, d'Anville's ostensibly neutral representations of space consistently supported da Cunha's geopolitical vision.

This work will be of interest to historians of cartography, as it vividly demonstrates the inextricable nature of mapmaking and politics. In taking advantage of d'Anville's

enormous archive, it is especially effective in connecting details of his maps to both broader scientific debates and da Cunha's diplomatic strategies. Moreover, the author provides a clear articulation of changing practices and aesthetics of mapmaking in the early eighteenth century. While d'Anville followed the tradition of armchair geography, which dated back to the Renaissance, he adapted the practice to Enlightenment-era demands for direct observation via deep engagement with contemporary travelers. He also adapted his maps to naturalistic tastes, replacing rococo with empty spaces when representing areas for which information was scant. This book's discussion of intertwined scientific and diplomatic networks across empires is likewise engaging and accessible.

Given the top-down analysis of "*L'Amérique Méridionale*," readers may be interested in considering it alongside bottom-up approaches to histories of mapmaking and border formations, including recent monographs by Francismar Alex Lopes de Carvalho and Irina Saladin, which focus on the same borderlands addressed in this work. As Furtado shows, d'Anville relied on on-the-ground mapmakers, and his maps were read and critiqued by locals following their publication. This feedback loop, which included the geographic knowledge and political interests of Indigenous peoples, underscores both the significance and the limitations of d'Anville's and da Cunha's geographic and geopolitical visions, especially as the Treaty of Madrid's subsequent boundary demarcations generated ethnic uprisings, shifting borders, and new cartographic precedents.

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In Place of Mobility: Railroads, Rebels, and Migrants in an Argentine-Chilean Borderland. By KYLE E. HARVEY. The David J. Weber Series in the New Borderlands History. Chapel Hill: University of North Carolina Press, 2024. Map. Tables. Appendixes. Notes. Bibliography. Index. xvi, 247 pp. Paper, $29.95.

The historiography of Latin America has increasingly turned to the Pacific. The book under review, focused on the Cuyo region of the Argentine-Chilean borderland, approaches mobility as a subject of historical analysis. Central to the region's social production in the mid-nineteenth century, Kyle E. Harvey argues, were new infrastructure technologies and institutional developments that helped found new nation-states.

The intense, persistent connection between the Cuyo region and Chile led to interest in communications infrastructure, especially telegraph and railway, among both the states and external sources of financing. This planning was associated, according to Harvey, with a modernization that linked the state and capitalism within the framework of globalization.

Chapter 1 discusses the transformation of the Cuyo economy, with its epicenter in Mendoza, and trans-Andean business relations. Numerous commercial and legal conflicts related to mountain transit were resolved between Chilean and Mendozan authorities through consular officials. The region's labor market was regulated by institutionalizing categories such *peones*, *gañanes*, and *jornaleros*, though these categories were never static.