

Summaries of articles

The sanctuary and the thaumaturge: healing in 4th century Gaul

Aline ROUSSELLE

In Gaul during the 4th century, sanctuaries situated at springs were often centers of medicine. The votive offerings are revealing of the diseases for which cure was sought: if one excludes acute illnesses and epidemics, there remain for the most part various types of blindness and paralysis which, depending upon the origin (highly diverse), were sometimes curable. An aristocratic Gallic school of medicine based on pharmacopoeia and magic, and tainted by Greek medicine (baths) was practiced. Religion (as a psychic adjuvant) contributed to the cures. Saint Martin of Tours' miraculous healings must also be considered in this context. The patients cured by Saint Martin were either those who would have been treated in the medical sanctuaries and to whom he gave similar care (an aristocratic clientele) or those (a popular clientele) suffering from newly prominent mental disorders. In both cases, the complaints ceased as soon as paganism was recognized to be the cause.

Politics and history in the chansons de geste

Dominique BOUTET

An analysis of incidences of divine intervention in the songs of the so-called "rebel" cycle shows God to be torn between his earthly representative, the emperor-king, and the primitive hero whom he protects. The hero, himself often divided between Christian sentiments and barbarian instincts, lives his life above and beyond the moral universe. The combat in which emperor and vassal are engaged is but an image, a reflection, of the struggle within the hero's breast: these two images, geometrically identical, are of the same nature; they are the expression of the conflict between the Christian universe and the uncivilized world of the barbarians from which the medieval world was born. Since the conflict cannot be treated openly, the political themes serve as an outlet. Such a correspondance between political and metaphysical worlds strongly links the chanson de geste with a platonic school of philosophy, Augustinism, and the one fatally disappears with the death of the other.

Levantine trade and Hungary in the Middle Ages

Zsigmond Pál PACH

After examining the historiographic debates in the course of which the thesis of a medieval Levantine trade route passing through Hungary and Transylvania held at the beginning of the 19th century gave way to criticism of this thesis at the end of the cen-

ture, the author argues that a long list of sources both Transylvanian and Roumanian and both Latin and Slavonic, dating from the last third of the 14th and the first third of the 15th centuries, provides indisputable documentary evidence of pepper, spices, and other oriental goods having been imported regularly from the Black Sea coasts by an overland route to Transylvania and Hungary—somewhat similarly to the land route of Levantine trade to Poland. Hungary, like Poland, was also in direct trade relations with the Black Sea region during the late medieval period.

Systems of transportation in western Andalusia

Pierre PONSOT

Can it be said that a system of transportation deficient in its beginning because of natural conditions is one of the major factors responsible for a certain stagnation in western Andalusia today? The system was essentially based on pack animals—mules and donkeys—in the absence of passable roads and navigable rivers. Even if the large commercial exchanges at Seville and Cadiz were barely affected, since they were based on maritime navigation, coastal traffic and, for light-weight valuable goods, pack animals, the result was, nevertheless, that it was impossible to create a dynamic activity in the region.

Thus, self-subsistence, even in the 18th century, remained the way of life in numerous villages situated only a few leagues from the capitals of international trade. The coast, however, and the lower valleys with their navigable waterways were favored in comparison to the interior, somewhat like the situation in Catalonia.

This article describes the network of communications, the trade channels, and shows the failure of the large public works projects. A series of quantitative data, namely the number of mule drivers and their geographic distribution, provides an indication of transport activity. The few figures obtainable suggest that the cost of transportations was truly prohibitive for heavy local products, thus leading to the absence of a regional market.

Factors in mortality in the French slave trade in the eighteenth century

Herbert S. KLEIN
and Stanley L. ENGERMAN

On the basis of data for ships in the Nantes slave trade in the period 1712-1777, we have examined the rates and determinants of slave and crew mortality. We have studied the relationship between ship size and the number of slaves carried per ton upon mortality, and have concluded that within the range observed the degree of crowding did not significantly affect mortality. We have also studied the relationship between voyage length and mortality, and shown the importance of the difference between actual and expected sailing time in accounting for high mortality. Provisioning rules and costs and their relationship to the specific causes of mortality are described.

Public finances and French colonization

François BOBBIE

Public financing of French expansion abroad between 1850 and 1913 was based on three sources of credit: the State budget, local budgets and the issuing of bonds. This article studies the first of these forms of financing in an effort to evaluate the cost for the mother country of the colonization. State expenditures for Algeria, which always represented more than 50% of colonial expenses, were essentially allotted to military operations and payment of interest on railroad stock. In the other territories, the mili-

SUMMARIES OF ARTICLES

tary also accounted for the principal expenses incurred by the Department of Colonial Affairs, the Department of Defense, the Department of the Navy and the Department of Foreign Affairs. Civilian expenses were divided between expenditures for installation, in the form of subventions (private companies and local budgets), and operating expenses for the central services, local administration being entirely the responsibility of the territories.

In sum, although the colonial expenses of the mother country were in constant progression throughout this period, they were relatively modest (less than 7% of the total State expenditures) and foreign expansion appears from the beginning to have been a profitable enterprise.

Chile-Portugal: towards a theory of modern revolutionary processes

Serge-Christophe KOLM

Capitalist societies sometimes experience more or less intense political shifts to the left. The economic and social processes which then develop present some regular patterns. We analyze them in this article by using both economic reasoning and a detailed comparison of two especially interesting cases: Chile under the Popular Unity Government of 1970-1973, and Portugal in 1974 and 1975. A central feature is a rapid and strongly equalitarian redistribution of income, while the market system remains the central form of economic organization. Wages are increased, especially the lowest ones, and price controls keep inflation limited. Then, consumption rises, profit and investment fall, importation and balance of payments deficit increase, foreign lenders limit credit, banks extend monetary loans to firms. After a delay, inflation rises, real wages decrease, and middle class real income becomes lower than it was at the start of the process. The opposition then takes advantage of this situation to stop the process in one way or another. Differences between the Chilean and the Portuguese cases are also analyzed in the attempt to discover the scope of the different possible situations. Finally, some intriguing features of the monetary aspect of the Portuguese case are explained.