The prominence of traditional research themes, emphasis on models of thinking from the social sciences and a lack of contextualisation of these discussions and models with the omission of major proponents of historical theory from the last decades make this book a subversive introduction to classical history which looks very much like a social science. I would be wary of suggesting this book as a good introduction to historical theory to a student, even though it is well written. But as M. himself states, these are matters of personal taste, and especially dependent on the kind of history in which one is interested.

Harri Kiiskinen


The volume, redacted with the consuetude competenza of Maria Grazia Angeli Bertinelli and Angela Donati, concludes with the scritto di William Harris sulla rappresentazione dei nemici dello stato romano nella storiografia romana (‘Can Enemies too Be Brave? A Question about Roman Representation of the Other’). Fra gli autori spicca Cesare (b. Gall.) per la generosità con cui adopera il termine virtus per gli avversari.

Mika Kajava

This collection presents the papers (and some abstracts) of the 7. Internationales Kolloquium zur historischen Geographie des Altertums that took place in Stuttgart on the 5th to the 9th of May 1999. The papers are not in any easily discernible order, and at the first glimpse, the reader is left with the desire that some kind of internal division would have been made. The editors defend this (p. 7) by referring to the wide thematic variety of the contributions and the wish to conserve this variety in the apparent disorder of the volume; the reader is bound to agree at the end, although some thematic groupings can made out.

A number of papers concentrate on studying single routes, ranging in scale from pieces of road (Schmalz), to routes in a single geographical setting (Herzig), to a presentation of the complete cultural and social context of a well-known road (Daverio Rocchi). Of these, Herzig’s is also of interest in relation to the status of roads in the northern Roman provinces in general, while Daverio Rocchi’s study of the political and status context of the hiera hodos leading from Athens to the sanctuary at Delphi is interesting and well done; the ideas are familiar but their application in this setting is novel.

On the technical aspects of road construction, one paper discusses the general use of bridges in the ancient world (Briegleb) and another deals specifically with the uses of bridges and fords on Mycenaean roads in the Argolis region (Knauss). Knauss presents an interesting interpretation of the uses of these two structures; it seems that fords were often used to cross larger rivers where bridges could not be built with the techniques available.

Three papers study the interaction of local and large scale traffic networks, in the Bay of Corinth (Freitag), the central Ionian Islands (Wermelskirchen) and around Gadara, modern north-western Jordan (Bührig/Riedl, vs. Bühring/Riedel in the Table of Contents). These all provide insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Sicilia (Sayan). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).

Three papers are connected with long-distance trade to the east. Cataudella examines the waterways connecting the Mediterranean with Persia, Bianchetti the sea routes to India in Hellenistic and Roman periods, and Ruffing the routes used by Roman long-distance trade to the east, mainly with India and China. These papers form a most interesting combinations, since together they show well that the route used in this trade certainly was not a function of “cost,” but was selected based on a much more complex process which included the existing infrastructure, political situation, the need for security and the types of goods
Il tema del Convegno di cui si presentano gli atti, di grande attualità anche nel mondo contemporaneo e che ben coincide con la sede dell’incontro per via della convivenza e circolazione di tante e diverse culture dai tempi immemorabili nella città portuale ligure, nasce dalla considerazione e dalla definizione del ruolo del cittadino antico, o comunque degli abitanti, all’interno di una polis greca oppure di una città romana (municipium, colonia, o quale che fosse la sua denominazione). Dappertutto nel mondo antico mediterraneo, come del resto accade universalmente, si manifestava il rapporto, dialogante o meno, fra identità e alterità (e anche alienità). Nel quadro di questa interazione, di definizione complicatissima, si inseriscono gli innumerevoli elementi di ordine socio-culturale, politico-religioso, economico, ecc., che sono destinati a trasformare la società umana. Per poter delineare, quantomeno approssimativamente, i vari livelli di coesione e assimilazione o di squilibrio e di rottura fra le diverse componenti delle società antiche, greco-romane e altre, occorre rintracciare i confini e i margini che servono a determinare i concetti di integrazione e di emarginazione nel mondo antico. La definizione di chi appartiene a quale luogo è basilare in qualsiasi società, ma le risposte date da diverse culture, nazioni e gruppi alla questione su identità e alterità sono ineguali tra di loro e anche difficilmente commensurabili.

I contributi di questi Atti, divisi in due sezioni (Storia greca e Storia romana), hanno come scopo di studiare appunto alcune definizioni antiche dell’"otherness". Attraverso un gran numero di esempi vengono analizzati temi che illustrano il criterio di come distinguere fra diversi elementi costituenti la società antica: lingua (greca e latina), origine, cittadini e barbari, cittadini e schiavi, prigionieri e ospiti, indigeni e coloni, ecc. Naturalmente gli argomenti trattati rappresentano una scelta tra tante alternative, comunque consentono tutti al lettore di seguire il filo conduttore dell’incontro genovese.

Il volume, redatto con la consueta competenza di Maria Grazia Angeli Bertinelli e Angela Donati, si conclude con lo scritto di William Harris sulla rappresentazione dei nemici dello stato romano nella storiografia romana ("Can Enemies too Be Brave? A Question about student?"

The prominence of traditional research themes, emphasis on models of thinking from the social sciences and a lack of contextualisation of these discussions and models with the omission of major proponents of historical theory from the last decades make this book a subversive introduction to classical history which looks very much like a social science. I would be wary of suggesting this book as a good introduction to historical theory to a student, even though it is well written. But as M. himself states, these are matters of personal taste, and especially dependent on the kind of history in which one is interested.

Harri Kiiskinen


This collection presents the papers (and some abstracts) of the 7. Internationales Kolloquium zur historischen Geographie des Altertums that took place in Stuttgart on the 5th to the 9th of May 1999. The papers are not in any easily discernible order, and at the first glimpse, the reader is left with the desire that that some kind of internal division would have been made. The editors defend this (p. 7) by referring to the wide thematic variety of the contributions and the wish to conserve this variety in the apparent disorder of the volume; the reader is bound to agree at the end, although some thematic groupings can made out.

A number of papers concentrate on studying single routes, ranging in scale from pieces of road (Schmalz), to routes in a single geographical setting (Herzig), to a presentation of the complete cultural and social context of a well-known road (Daverio Rocchi). Of these, Herzig’s is also of interest in relation to the status of roads in the northern Roman provinces in general, while Daverio Rocchi’s study of the political and status context of the hiera hodos leading from Athens to the sanctuary at Delphi is interesting and well done; the ideas are familiar but their application in this setting is novel.

On the technical aspects of road construction, one paper discusses the general use of bridges in the ancient world (Briegel) and another deals specifically with the uses of bridges and fords on Mycenaean roads in the Argolis region (Knauss). Knauss presents an interesting interpretation of the uses of these two structures; it seems that fords were often used to cross larger rivers where bridges could not be built with the techniques available.

Three papers study the interaction of local and large scale traffic networks, in the Bay of Corinth (Freitag), the central Ioniaan Isles (Wirbelauer) and around Gadara, modern north-western Jordan (Bührig/Riedl, vs. Bühring/Riedel in the Table of Contents). These all provide insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Cilicia (Sayar). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).

Three papers are connected with long-distance trade to the east. Cataudella examines the waterways connecting the Mediterranean with Persia, Bianchetti the sea routes to India in Hellenistic and Roman periods, and Ruffing the routes used by Roman long-distance trade with the east, mainly with India and China. These papers form a most interesting combinations, since together they show well that the route used in this trade certainly was not a function of “cost,” but was selected based on a much more complex process which included the existing infrastructure, political situation, the need for security and the types of goods provided insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Cilicia (Sayar). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).

Thirty papers study the interaction of local and large scale traffic networks, in the Bay of Corinth (Freitag), the central Ioniaan Isles (Wirbelauer) and around Gadara, modern north-western Jordan (Bührig/Riedl, vs. Bühring/Riedel in the Table of Contents). These all provide insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Cilicia (Sayar). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).

Three papers are connected with long-distance trade to the east. Cataudella examines the waterways connecting the Mediterranean with Persia, Bianchetti the sea routes to India in Hellenistic and Roman periods, and Ruffing the routes used by Roman long-distance trade with the east, mainly with India and China. These papers form a most interesting combinations, since together they show well that the route used in this trade certainly was not a function of “cost,” but was selected based on a much more complex process which included the existing infrastructure, political situation, the need for security and the types of goods provided insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Cilicia (Sayar). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).

Three papers are connected with long-distance trade to the east. Cataudella examines the waterways connecting the Mediterranean with Persia, Bianchetti the sea routes to India in Hellenistic and Roman periods, and Ruffing the routes used by Roman long-distance trade with the east, mainly with India and China. These papers form a most interesting combinations, since together they show well that the route used in this trade certainly was not a function of “cost,” but was selected based on a much more complex process which included the existing infrastructure, political situation, the need for security and the types of goods provided insights in how the routes were simultaneously used for local and long distance travel. Other papers with similar approaches study the roads and footpaths in Attica and Megaris (Lohmann) and the road network in ancient Cilicia (Sayar). More weight is placed on the institutions of trade and traffic in the papers on the juridical definition of viae publicae in the context of the roads in Gallia and Germania (Rathmann), and the trade connections between the Pontos region and the Aegean (von Bredow).