

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

*Zu Wasser und zu Land – Verkehrswege in der antiken Welt. Stuttgarter Kolloquium zur historischen Geographie des Altertums 7, 1999.* Herausgegeben von ECKART OLSHAUSEN und HOLGER SONNABEND. Geographica Historica 17. Franz Steiner Verlag, Stuttgart 2002. ISBN 3-515-08053-8. 492 S. EUR 100.

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 be made out.

A number of papers concentrate on studying single routes, ranging in scale from pieces of road (Schmaltz), 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 Isles (Wirbelauer) and around Gadara, modern north-western Jordan (Bühning/Riedl, vs. Bühning/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 combination, 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

transported. The conclusions we can draw from these papers are interesting, as they show how both sea and land routes are valid options when we consider the routes of trade. The actual practice of trade along these alternative routes was very different; therefore, "cost," as understood today, had very little meaning, since the routes were incommensurable, and thus there could not be a competitive relationship between them.

The experiences and practices of travel as activity are studied in four papers. Travel was part of life for the Roman upper class, and rarely was done for leisure, although "work-related" travel often left enough time for civilised *otium* during the trip, even in cases where politics at the highest level was involved (Olshausen, Stepper). The men later to become saints also travelled, but the travel tends to get removed from the hagiographies (Günther). The motives for travel can vary a great deal, but the anthropological analysis of these motives (Gulinat) leaves the reader as cold as pure theory usually does, although giving some food for thought by showing, how varied the motivations behind travel can be.

A number of papers deal with structural analyses of traffic and travel. Hascher/Sonnabend examine the travel options between Aquileia and Ravenna, of which there were three: by sea, lagoon boats and road, while Warnecke shows how the trading ships in the Mediterranean certainly did not keep to the coasts, but did sail over open seas, even during the night. This was especially true for ships going from Italy to Egypt, as the open-sea route was very fast and reliable during the summer. Also, Warnecke rejects the *mare clausum*. Armies were sent by sea in the winter months, and the *annona* ships often left Egypt in late September, when the winds became more favourable. Wagner-Hasel suggests that the creation of the interregional temple complex at Delphi was a result of its being at the crossing point of traditional, interregional trade and communication routes. The evidence and her interpretation of it leave few doubts that Delphi was also an important trade center. Zimmermann studies the regulation of traffic in classical times and Waldherr the ancient transhumance routes (*calles*) in Italy. The latter comes to the discouraging conclusion, that there probably is no way we can ever find about the actual routes used, since there was no continuity of the practice in the early Middle Ages.

Bintliff's model-based approach to the study of local trade is a paper of its own. By comparing data from the early modern period and Roman Italy, Bintliff is able to show how towns in the northern provinces did not function as instigators of local economies. His work is thought-provoking, even if not something to be accepted without a grain of salt.

A group of its own is the study of military movement and logistics. The works range from the logistical challenges of the military expedition of Xerxes against the Greeks (Kehne), the route taken by Hannibal with his armies over the Pyrenees (Barceló), the movements of armies in the mainland of Greece in Xenophon's *Hellenika* (Gschmitzer) to the amphibious operations of the Romans in Germania (Hänger). All the papers stress the importance of detailed preliminary planning and careful selection of the routes as necessary requirements for a successful military campaign. Personally, I found Hänger's study most interesting, as he manages to raise the paper from a descriptive analysis of the movements to an analysis of creative military thinking and the social and political structures that perhaps were to limit Roman military strategy to short-term ad hoc solutions in the Imperial period. A thematic epilogue to this theme might be provided by the difficulties in finding the right road to take. Grassl's study of the clueless wanderings of kings and commanders with their armies at the mercy of local, capricious, greedy and treacherous guides makes a hilarious read, and

places things in context by showing how difficult orientation was in ancient times.

Mythological aspects of travel are studied through Odysseus' travels back and forth in the Straits of Messina (Wolf), and deceased persons' last trip to the land of the dead (Chaniotis).

Most of the papers are interesting, some are very good, and the overall quality is high. The layout is pleasant, although somehow gray, graphics are used wisely and typographical errors are rare. The variety of themes and approaches contribute to making this enjoyable reading even for a non-specialist, since the discussions rarely enter into minute details, and the writers often aim towards interpretative approaches instead of purely descriptive accounts.

The contributions are: Heinz E. Herzig, Die antiken Verkehrswege in der Schweiz. Neuere Forschungen zu den römischen Straßen; Holger Sonnabend/Michael Hascher, Konkurrierende Verkehrssysteme in der Antike? Moderne Fragen zum antiken Verkehrswesen im Lagunengebiet zwischen Aquileia und Ravenna; Peter Kehne, Zur Logistik des Xerxes-Feldzuges 480 v. Chr.; Michele R. Cataudella, Quante vie d'acqua fra il Mediterraneo e la Persia; Pedro Barceló, Unterwegs mit Hannibal. Von Neukarthago zu den Pyrenäen; Linda-Maria Günther, Reisewege in der spätantiken Hagiographie; Klaus Freitag, Die Fährverbindungen im Golf von Korinth; Herbert Grassl, Irrwege – Orientierungsprobleme im antiken Raum; Heinz Warnecke, Zur Phänomenologie und zum Verlauf antiker Überseewege; Jochen Briegleb, Brücken im Straßenverkehr der antiken Welt; Hans Lohmann, Antike Straßen und Saumpfade in Attika und der Megaris; Giovanna Daverio Rocchi, Topografia dello spazio internazionale. La *hierà hodòs* da Atene a Delfi; Beate Wagner-Hasel, Kommunikationswege und die Entstehung überregionaler Heiligtümer: das Fallbeispiel Delphi; Klaus Zimmermann, 'Verkehrsregelungen' in der Antike; Fritz Gschnitzer, Straßen, Wege und Märste in Xenophons Hellenika. Ein Beitrag zur Verkehrsgeographie Griechenlands in klassischer Zeit; John Bintliff, Going to Market in Antiquity; Eckart Olshausen, Gute Reise! Mit Cicero unterwegs; Claudia Bühring/Nadine Riedel, Eine überregionale Verkehrsbindung in flavischer Zeit; Christian Hänger, Die amphibischen Operationen in Germanien unter Augustus und Tiberius. Zur Bedeutung des Meeres für die römische Strategie; Serena Bianchetti, Die Seerouten nach Indien in hellenistischer und in römischer Zeit; Gerhard Heimerl, Die Zukunft des Verkehrs; Armin Wolf, Homer und die Straße von Messina. Plankten, Scylla, Charybdis und die Reihenfolge der Verse der Odyssee 12,55-110; Jost Knauss, Furt oder Brücke. Hydrotechnische Aspekte des mykenischen Straßenbaus in der Argolis; Kai Ruffing, Wege in den Osten. Die Routen sed römischen Süd- und Osthandels (1. bis 2. Jahrhundert n. Chr.); Ruth Stepper, Zwischen Idylle und Alptraum: Eine Reise durch das krisengeschüttelte Italien (Horaz, Satiren, 1,5); Gerhard Hebbeker, Meerfahrt mit Odysseus, Landritt mit Don Quijote. Weisen der Erfahrung von Welt und Ich; Bernhard Schmaltz, Eine hellenistische Pflasterstraße (Abstract); Eckart Wirbelauer, Landgeschichte als Meerese Geschichte. Antike Seerouten und Seefahrten im Gebiet der mittleren Ionischen Inseln; Angelos Chaniotis, Letzte Reise (Abstract); Michael Rathmann, *Viae publicae* in den Provinzen des Imperium Romanum. Probleme einer rechtlichen Definition; Klaus Gulinat, Gute Reise! Reisemotive aus der Sicht der Anthropogeographie; Gerhard Waldherr, Das system des *calles* (Herdenwanderweg) im römischen Italien. Entstehung und infrastrukturelle Bedeutung; Iris von Bredow, Die Handelsverbindungen zwischen Pontos und Ägäis zur Zeit des Odysseereiches; Mustafa H.

Sayar, Antike Straßenverbindungen Kilikiens in der römischen Kaiserzeit.

Harri Kiiskinen

*Antike Bibliotheken.* Herausgegeben von WOLFRAM HOEPFNER. Zaberns Bildbände zur Archäologie. Verlag Philipp von Zabern, Mainz am Rhein 2002. ISBN 3-8053-2846-X. 137 S. EUR 34,80.

In diesem Sammelband werden antike Bibliotheken vor allem auf ihre kulturhistorische Beschaffenheit hin beleuchtet; über ihren Inhalt, also über Bücher, wird weniger geredet. Unter die Lupe genommen werden insbesondere die besser erhaltenen Bibliotheken der Kaiserzeit, an denen sich allgemeine Prinzipien des Bibliotheksbaus in der Antike ablesen lassen. Aus dem reichen Inhalt einzelne Beispiele auszusuchen ist schwer. Persönlich habe ich mit großem Interesse die Beiträge zur Bibliotheca Ulpia im Trajansforum in Rom von R. Meneghini und den zu den drei Bibliotheken des Augustus auf dem Palatin (zwei im Apollotempel, die bibliotheca Graeca und die bibliotheca Latina, sowie die Büchersammlung im privaten Raum des Kaisers) von Lilian Balensiefen gelesen. Hier sei auch nachdrücklich betont, dass wir aus Inschriften zahlreiche Angestellte dieser Bibliotheken kennen. Der an sich interessante Beitrag von Peter Knüvener zu den bekannten Privatbibliotheken in Pompeji und Herculaneum bleibt etwas an der Oberfläche; und dass die Villa dei Papiri den Pisonen gehört hätte, ist ausgeschlossen. Alles in allem aber ein gelungener Band.

Heikki Solin

ENGELBERT WINTER – BEATE DIGNAS: *Rom und das Perserreich. Zwei Weltmächte zwischen Konfrontation und Koexistenz.* Studienbücher: Geschichte und Kultur der Alten Welt. Akademie Verlag, Berlin 2001. ISBN 3-05-003451-3. 334 S. EUR 34,80

Ein empfehlenswertes Buch, das sich mit dem Sassanidischen Reich und dessen Verhältnis mit Rom und Byzanz befasst. Zwanzig größere und kleinere Konflikte zwischen den zwei Weltmächten entbrannten zwischen 53 v.Chr., dem Jahr der Schlacht von Carrhae, und 636 n.Chr., dem Jahr der Niederlage der Sassaniden gegen die Araber. Doch das Verhältnis zwischen den zwei Polen beinhaltet auch vieles andere als nur kriegerische Konfrontationen. Wie die übrigen Bände derselben Reihe besteht auch dieser aus zwei Teilen: Der erste Teil enthält einen 50 Seiten langen Überblick über die Geschichte der Beziehungen des Sassanidischen Reiches mit Rom. Der zweite Teil enthält auf 200 Seiten eine Quellensammlung, in der in verschiedenen thematischen Abschnitten Auszüge aus griechischen, lateinischen, mittelpersischen, parthischen, syrischen und arabischen Texten in Übersetzung mit Anmerkungen geboten werden. Die meisten Texte sind literarisch, doch fehlen Inschriften durchaus nicht; mitgenommen wurden etwa zentrale Passagen aus dem dreisprachigen Rechenschaftsbericht Šāpūrs I. Ein auch für Studenten geeigneter Band, der außerdem im Hinblick auf die Wichtigkeit des Dialogs zwischen West und Ost an Aktualität gewinnt.

Heikki Solin