

small black and white photographs are not helpful in illustrating styles of fresco painting (62) or types of tuffs (274). Similarly, the lack of well-annotated maps is a problem with certain chapters, as a general audience cannot be expected to be familiar with the location or topography of ancient sites. However, this does not detract from the overall achievement of the *Companion*, the scholarly content and impressive scope of which ensures that it will be of use to those studying a range of disciplines.

University of Exeter

css210@ex.ac.uk

doi:10.1017/S0075435814000185

CHRISTOPHER SIWICKI

S. KEAY (ED.), *ROME, PORTUS AND THE MEDITERRANEAN* (Archaeological Monographs of the British School at Rome 21). London: The British School at Rome, 2012. Pp. xviii + 439, 14 pls, illus. ISBN 9780904152654. £90.00.

Harbours do not operate in isolation. They operate in connection to other harbours, and should properly be studied in their mutual relationships. This obvious, though often neglected, truth is driven home forcefully by *Rome, Portus and the Mediterranean*, a wide-ranging collection of twenty-two papers on Roman maritime exchange, preceded by an excellent synthesizing introduction (Keay). The volume's overarching theme is the commercial rôle of Portus in relation to Rome and the larger Mediterranean, its methodological angle the study of evidence from archaeology. All papers result from a 2008 workshop at the British School at Rome, save for one investigating the towpath between Portus and Rome (Aguilera Martín), and the final one on 'computational network methods' (Earl, Isaksen, Keay, Brughmans and Potts), both presumably added to give greater depth to the 'connectivity' theme that is the main thread running through the book.

The volume consists of seven parts, the first of which, 'Portus and Ostia', deals not only with the ports in the Tiber estuary but also with the harbour installations in Centumcellae further north — a harbour frequently overlooked — and in Rome itself, treating them as one interconnected system (Keay; Rizzo). This is a salutary approach, highlighting the vast logistical challenge that supplying the imperial metropolis posed.

The second part, 'Ships and Navigation', continues with general themes such as the choice of commercial routes based on ship size and type of cargo. It considers the rôle of islands as both navigational hindrances and aids, and focuses in particular on the evidence from shipwrecks in the Straits of Bonifacio between Corsica and Sardinia (Arnaud; Gambin; Boetto). An underlying point of this section, and indeed the book generally, is that *le grand commerce maritime* between major emporia rather than *cabotage* was the motor of overseas exchange, a view which (though subscribed to by the reviewer), may not be as uncontroversial as the volume's editor would like to think — '[i]ndeed, as is now generally accepted ...' (8).

The next four sections are devoted to regional studies, 'Hispaniae' unsurprisingly taking a prominent position. The export of salted fish products and olive oil as gleaned from amphorae, *tituli picti* and inscriptions naturally receives much attention (Bernal Casasola; García Vargas; Remesal Rodríguez). But also included here are two studies on the import and distribution of (Luni-Carrara) marble into Baetica and Tarraconensis, a welcome addition to our thinking about the economic ties between Spain, Italy and the wider Mediterranean (Beltrán Fortes; Gutiérrez García-Moreno and Rodà de Llanza). Two further regional studies are devoted to 'Africa' (Bonifay and Tchernia on maritime networks distributing African ceramics) and 'The East', discussing the rôle of Smyrna and Ephesus as entrepôts for Asian coloured marble (Barresi), and of Egypt as a pivot between the Mediterranean and the Red Sea (Tomber; Peacock). The section 'Italy and Sicily' contains a study on ceramic assemblages from Sicilian cities (Malfitana and Franco) and one on the warehouses at Classe, the late antique harbour of Ravenna (Augenti and Cirelli). But although these are valuable contributions, the absence of Puteoli seems strange here. This omission, as well as the absence of a chapter devoted specifically to the harbour of Alexandria and its grain fleet, seems puzzling, also in light of the book's stated goal of 'characterizing commercial interrelationships between ports, and to gauge how far they might reflect the notion of a Mediterranean focused around the demands of Rome' (2).

In the last part, 'Broader Issues', the idea of Mediterranean 'connectivity' and 'micro-regions' is explored in a more general way. Three of the four essays explicitly engage with Horden and

Purcell's *The Corrupting Sea* (2000), together reiterating that regular commerce between major nodes rather than coastal *cabotage* drove overseas exchange. The most persuasively argued chapter in this respect discusses the circulation of African ceramics as an indicator of separate trading zones, and also considers the heavy dependency of the Roman glass-making industry on maritime transport. It further explores the possibilities and limitations of determining the relative importance of ports by the size of their harbour infrastructure (Wilson, Schörle and Rice). The concluding chapter points to the future by discussing the value of modern information technology for understanding Roman seaborne commercial networks. If these chapters show how much work is still to be done and how much to be learnt, they also demonstrate how much these approaches have already yielded and how much promise they hold.

Although the connection to Portus and Rome is brought out more strongly in some chapters than others, a number standing more on their own, the major contribution of this volume is that it makes a deliberate and in the main effective attempt to put Portus in broader context. It does so by treating it as part of a larger conglomerate of ports serving the imperial capital, and by treating it as a place not only importing but also exporting goods (wood and bricks) and redistributing goods like marble, partly in the service of a private market (Pensabene). The idea of redistribution and onward shipping is also applied to the other major marine and river harbours discussed in the volume like Hispalis, Gades, Smyrna and Classe. This approach of studying ports in their relationship to others makes eminent sense. Scholars interested in Mediterranean 'connectivity', and especially in the shipping lanes leading to Rome, will find much to their liking in this rich collection.

Northwestern University
taco.terpstra@northwestern.edu

TACO T. TERPSTRA

doi:10.1017/S0075435814000197

M. BRADLEY, *ROME, POLLUTION AND PROPRIETY: DIRT, DISEASE AND HYGIENE IN THE ETERNAL CITY FROM ANTIQUITY TO MODERNITY*. Cambridge: Cambridge University Press, 2012. Pp. xx + 320, illus. ISBN 9781107014435. £60.00/US\$99.00.

This volume aims ambitiously 'to identify the defining characteristics, functions and discourses of pollution in Rome' (xviii) during antiquity and from the Renaissance to the twentieth century. It forms the proceedings of a conference held in 2007 at the British School at Rome, which brought together scholars with a wide range of specialisms all linked by an interest in the concept of pollution and its discourse through the lens of a single city: Rome.

Theories from Mary Douglas's *Purity and Danger* (1966) are prominent in the majority of the papers in this volume, with a particular focus on her much-quoted statement that 'dirt is matter out of place' (see e.g. 11–18). Another theme linking this diverse collection of papers is the idea of pollution and purity as political weapons, especially wielded by religious authorities (3). Furthermore, the majority of the papers consider how pollution as metaphor interacts in multiple, and often conflicting, ways with pollution as a lived reality.

The volume opens with an overview by Bradley of the literature and history of scholarly research into pollution and propriety in anthropology and sociology, in antiquity and beyond antiquity. Although rather lengthy, this chapter does provide a helpful starting point for those new to this subject area. The publication, like the conference itself, is, then, divided into two sections focusing first on antiquity and then modernity. It is possible that more cross-fertilization between period specialists may have been encouraged by a more thematic structure, but this is a minor quibble.

Religious pollution and purification form the main themes in Part I: Antiquity. Lennon provides us with an overview of pollution, religion and society in literary sources, including epic and poetry alongside political rhetoric and history, with a particularly interesting discussion of blood as a polluting substance. Fantham continues this theme, pursuing the limited use of the verb *polluere*, before embarking on a thorough 'how to' guide to purification in ancient Rome. Schultz considers the question of ridding the city of a polluting presence through the specific case of unchaste Vestal virgins, in which she sensibly draws a distinction between ritual murder and human sacrifice, with the latter being a subset of the former. While the killing of unchaste Vestals cannot be considered as sacrifice because they were not pure, they can be considered as a form of ritual murder akin to the killing of hermaphrodites, who also might be seen as perverting the natural order. Hopkins moves the focus onto a particular monument: the Cloaca Maxima. He presents an intricate