Umbria had previously been organized into many small autonomous communities rather than existing as a 'tribal' unit.

Umbria can act as a case-study for other areas of the Roman world, suggesting useful ways of approaching Romanization. B. argues that Romanization needs to be understood not as the replacement of one identity with another, but as one component in a plurality of identities, whereby several different identities might coexist. He points out that there is a danger of over-emphasizing the influence of Rome; that cultural change does not necessarily herald a change in ethnic identity; and that defining what is 'Roman' is problematic, given that Roman culture itself contained many strands of influence. He also draws attention to the danger of detecting ethnicity from archaeology.

One part of the argument that would have benefited from a more detailed consideration is the issue of language and identity. It is a shame that much relevant material is tucked away in Appendix 3 (where it would have been useful to include indications of each town's status). B.'s picture of language change could be further refined by taking account of potential differences between non-monumental inscriptions (such as writing on pots) and monumental public inscriptions. This might further strengthen his reassessment of the spread of Latin epigraphy among Rome's Umbrian allies before the Social War. None of the examples for this (pp. 211ff.) are totally convincing, and it would suit his argument to minimize the rôle of Latin still further. The best example, from Asisium (p. 210), illustrates the possibilities, where it may be the case that Umbrian and Latin are regarded as the appropriate language for use in different contexts (although these two inscriptions may not be contemporary).

The book generally maintains its momentum and argumentative thread, but Chapter 4 slightly loses its way. It undertakes to analyse the evidence for urban centres and rural sanctuaries, including the relationship between them, but tends to be stronger in its presentation of data than in its argumentation. The rather hesitant suggestion that architectural terracottas really probably did originate from sacred buildings provides a weak foundation (p. 159).

Umbria provides a focal point for analysing the impact of Roman imperialism upon small local communities. B. argues that the concept of an Umbrian ethnic group continues into the principate despite the disappearance of Umbrian culture. This is certainly the impression from archaeological evidence, but there is a danger of claiming too much cultural homogenization for Italy by the late first century B.C. on this basis. Other, more ephemeral, types of cultural activity, invisible in the archaeological record, may well have continued (see N. Horsfall, 'The Unity of Roman Italy: Anomalies in Context', *Scripta Classica Israelica* 20 [2001], 39–50). This does not undermine B.'s claim for the persistence of ethnic identities, but simply makes it less paradoxical.

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THE ROADS OF ITALY

R. LAURENCE: *The Roads of Roman Italy. Mobility and Cultural Change*. Pp. xiii + 221, ills. London and New York: Routledge, 1999. Cased, £50. ISBN: 0-415-16616-0.

This is a wide ranging and stimulating book that opens up interesting new perspectives on the interconnections between the development of Roman roads and

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Roman society. It is also an uneven work, where the positive impacts of fresh ideas are undermined by the uneven quality of the scholarship and the often confused presentation of the evidence.

Laurence sets out to do something very different from most other scholarly studies of Roman roads. He first of all limits the geographical range of his subject. This is indeed a book about the roads of Roman Italy, with the rest of the Empire receiving scant consideration. That poses no problem, for the Roman road system originated in Italy and there reached its most complex development. It is also a book little concerned with the antiquarian interest in connecting ancient itineraries and modern archaeological and epigraphical evidence, or placing the Roman roads in the modern landscape. It is rather a study of the rôle of roads in shaping the relations between space and society in Roman Italy. It ranges from the practical rôle played by roads in facilitating conquest and trade to their symbolic importance in enhancing the ambitions of magistrates and emperors, and their 'metaphysical' importance in redefining Roman time/space relationships.

The first part is concerned with the 'politics' of road building, from the first great trunk road built by Appius Claudius to the constructions of the emperor Trajan. Here both the strengths and weaknesses of the book are made manifest. L.'s analysis of the program of Appius Claudius is perceptive. His reconstruction of the development of a Via Aemilia system that included not only the main road, but also the settlements, way stations, and farmland that adjoined it is insightful. However, his historical reconstruction of the Roman conquest of North Italy, of which the construction of the Via Aemilia was a part, simplifies the process and does not take into full consideration the complexity of the evidence or the diverse modern interpretations. His discussion of the rôle of the settlements known as *fora* in the development of the northern road systems has similar virtues and faults. He makes a number of good points about the rôle of such settlements in integrating the main roads and their surrounding countrysides. However, at the same time he stretches the literary and archaeological evidence beyond their breaking point to support his arguments about the significance of these relatively little known institutions.

L. fails to use adequately the abundant and ever-increasing body of archaeological evidence, as well as recent models on social and economic development of the Roman countryside. The Latin colony Cosa, with its abundant archaeological information on a community that developed along a major trunk road, would seem to be an ideal case study. However, only the research at the Settefinestre villa is mentioned. Discussion of transhumance and the *calles publicae* employs scattered literary and epigraphical citations, but no reference to the fundamental research of Graeme Barker. His important criticism of the arguments of Duncan Jones and his followers on the ways in which the high cost of land transport inhibited commerce is not supported by much archaeological evidence for economic complexity within the countryside. The emergence of the massive Roman potteries at interior Arretium would seem to be an ideal example to use in proving that point, but neither the town nor its ceramic industry appear in his index. Indeed, his picture of the Roman rural world is still basically a blend of self-sufficiency and class exploitation, derived from Moses Finley and early Andrea Carandini, that does not pursue the implications of his own arguments about the complexity and transformative reality of the Roman road system and the world it served.

L.'s handling of historical problems is often no more sure. His emphasis on the consular roads leads him to underplay the conservative aspects of community and society in pre-Social War Italy. He correctly documents the important rôle of Trajan in

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renewing and expanding the Italian road network. However, he then goes on to argue what is at best a dubious proposition: that Trajan was somehow seeking to identify with Gaius Gracchus as a road builder in the populist Republican tradition. He has a long discussion of the rôle of the Augustan *regiones* in building a unified Italy that moves far beyond the exiguous evidence. Too often citations of evidence from very different historical periods are combined in unacceptable ways.

A final, major problem in a book about Roman roads in Italy is the simplicity of its geographical and topographical presentations. A discussion of the way that the Via Appia related to the towns of Minturnae and Terracina conveys no sense of the very different terrain that surrounds the two communities. GIS and CADD programs allow the geographer to think in new ways about such topics as the impact of terrain in shaping community relations, or changing visual comprehensions of the human and natural landscape through time. None of that potential has been used here. Even the Roman cartographical universe receives very uneven treatment. The Antonine Itinerary is mined for a variety of information. The Peutinger Table does not even appear in the index.

The book should have been more rigorously edited and rewritten. There are many repetitions and arguments that wander like sheep beside a consular road. Topics change with disconcerting rapidity. A brief consideration of the legal status of roads is quickly followed by random observations on the politics of paving initiatives. Extended discussions of Trimalchio and Roman Patavium seem only vaguely connected to the topic of the work. In the end, it becomes an impressionistic collection of observations on diverse aspects of roads within Roman society.

The obvious comparison to L.'s work is Raymond Chevallier's *Roman Roads* (Berkeley and Los Angeles, 1976). The latter volume provides a more comprehensive review of all aspects of the road evidence for the Western Empire. It presents the reader with a much better sense of how and what we know about Roman roads. L. provides a stimulating complement that must be used with caution. One can hope that he will develop his ideas in a fuller, better documented study.

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CINNANUM TEMPUS

M. Lovano: *The Age of Cinna: Crucible of Late Republican Rome*. (Historia Einzelschriften 158.) Pp. 188. Stuttgart: Franz Steiner Verlag, 2002. Paper, €39. ISBN: 3-515-07948-3.

Michael Lovano seeks to illuminate the political and military dynamics of the 80s B.C.E. from the perspective of L. Cornelius Cinna, thus transcending the well-known Sullan biases of the ancient historiographic tradition. The main body of this revisionist account comprises 135 pages, followed by an Epilogue, an Appendix on Ancient Sources, a Bibliography, an Index of Names, an Index of Sources, and an Index of Special Topics.

L.'s bibliography includes fifteen items by A. Keaveney, eighteen by E. Gabba, and twenty-eight by E. Badian, to mention only the most abundantly represented. Indeed, scarcely a page of the main text passes without a reference to Badian, and the book's principal merit may well lie in its potential use as a finding aid for scattered *scriptiunculae* by Badian and others. In a prologue, L. readily acknowledges his debts to his predecessors, but proposes to synthesize their work into an account that, if

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