

# Trade Routes And Commerce Of The Roman Empire

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Types of articles bartered; Briefly outlines route of pearl-shell from Kimberleys.

The spectacular ruins of such places as Palmyra and Petra bear witness to the wealth and power which could be derived from the silks, spices and incense of the east. Such goods were highly prized in the Roman Empire, and merchants were ready to face the perils of deserts, oceans, warfare and piracy to meet the demand for their wares. But exactly how did the trade in luxury goods operate, and to whose benefit? Gary K.

Young's study offers unprecedented coverage of the major trading regions of Egypt, Arabia, Palmyra, and Syria, with detailed analysis of the routes used and of the roles of all the participants. He looks closely at the influence of the commerce in eastern goods both on the policy of the Roman imperial government, and upon local communities in the East itself. His findings contradict the standard view that the imperial government had a strong political interest in the eastern trade; rather its primary concern was the tax income the trade brought in. He also demonstrates the need for greater recognition of the efforts made by local authorities to exploit the trade to their own advantage.

Incorporating the considerable archaeological research that has been undertaken in recent years, this comprehensive survey provides fresh insight into an important aspect of the eastern Roman Empire.

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This study explores the utilization of certain specific raw materials by archaeological cultures in different periods. Lahiri delineates the probable areas which could have supplied the raw materials to these cultures, and, on this basis, the essential direction of routes in and across distinct zones. The earliest proto-historic lines of movement--primarily confined to the north-western part of the Indian subcontinent--that developed in the period antecedent to the Harappan civilization are examined. So is the articulation of commerce and movement under the overarching socio-political authority of the Harappan urban phenomenon. The study also analyzes the opening out of the main and secondary arteries in inner India, i.e. across the Aravalli-Cambay divide, by examining the pattern of resource-use and resource-access of the less spectacular neolithic-chalcolithic cultural pockets, spread over large parts of the subcontinent from Kashmir to Tamil Nadu. In the context of the early historical period, an analysis of the literary image of the grand routes of Uttarapatha and Dakshinapatha, and their material correlates in the form of archaeological data scattered along these routes, are also presented.

Excerpt from The Greek Trade-Routes to Britain Next let us take the following passages, both of which are taken from Posidonius. Posidonius says (in reference to Spain) that the tin is not found on the surface, as many authors have alleged, but is dug up and that it is produced among the barbarians above Lusitania, and also in the islands called Cassiterides. And that from the British Isles tin is carried to Marseilles (strabo, iii, Diodorus (v, 38) is beyond doubt quoting from the same authority when he writes: Tin likewise is found in many parts of Iberia,

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not being found on the surface, as some have alleged in their accounts, but being dug up and smelted, just like silver and gold. For above the land of the Lusitanians there are many mines of tin along the little islands which lie in front of Iberia in the Ocean, which are called from the circumstance Tin Islands. Much is likewise conveyed across from the British Island to Gaul, which lies right on the opposite side, and is conveyed on horses through the interior of Gaul by the traders to the Massalotes, and the city called Narbo.' The latter is a Roman colony, and, on account of its favourable position and wealth, is the greatest trading centre of all the cities in these parts. These two passages are valuable (as Mr. Elton has pointed out, p. 37) as showing the distinction which was known to exist between the Cornish tin trade and the commerce with the Cassiterides, which was of a much higher antiquity. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

Studies the complex system of trade exchanges and commerce that profoundly changed Roman society.

First published in 1926, this book provides an outline of Roman economic life during the first two centuries of the Empire. Each chapter focuses on a different section of the Roman sphere of influence, including trade routes to China and India, the goods native to various areas, and

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the means by which they communicated and traded with Rome.

Trade-Routes and Commerce of the Roman Empire Cambridge University Press

Examines the principle trade routes throughout history and traces the steps of the pioneering explorers.

Excerpt from Highways of Commerce, Vol. 12: The Ocean Lines, Railways, Canals, and Other Trade Routes of Foreign Countries Austria-hungary 338-355 Austria, 338; Bohemia, 344; Hungary, 348. Italy 355-386 Italy, 355; Mont Cenis Tunnel, 361; Genoa, 868; Palermo, 373.

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