

culturelles de la cité, effectuée sur une vaste superficie dans la partie nord, la plus haute, de l' « acropole » de cette cité.

Un puits aux parois appareillées, le premier du genre dans la cité, découvert sur le secteur XXXIV du chantier, présente un intérêt particulier. Les techniques spécifiques de sa construction permettent d'affirmer qu'il a été construit par des artisans grecs au début du IV^e s. av. J.-C. au plus tard. La grande quantité de matériel découvert dans le puits et donc daté d'une manière sûre renfermait un nombre important d'amphores de transport, dont certaines timbrées, ce qui a permis de dater la fin du fonctionnement du complexe du milieu du IV^e s. av. J.-C. au plus tard. La présence dans le puits d'amphores datées précisément a permis d'affiner la chronologie d'une grande série de récipients modelés à pâte rouge et grise de ce même puits, jusqu'ici datés plutôt largement.

Grâce à la fouille du puits, achevée en 2009, des fragments d'au moins 50 amphores de transport, dont 16 timbrées, ont été découverts dans ce complexe fermé. Outre des amphores d'Héraclée, de Thasos et de Chios, on y a trouvé également des tessons d'autres amphores et timbres de centres de production inconnus. L'étude préliminaire des timbres amphoriques provenant du puits a permis à V.P. Kač et à S.Ju. Monachov d'assigner à certains d'entre eux une datation vers la fin du V s. av. J.-C..

Un autre puits a été trouvé dans le secteur XXXVI, à côté du complexe de construction n° 28 du IV^e s. av. J.-C. et près du premier four métallurgique découvert dans la cité. Ce puits n'était pas appareillé, mais, comme le premier, a livré un certain nombre d'amphores. Dans la partie dégagée du puits, on a découvert au moins 16 amphores de transport et 8 timbres. Le matériel amphorique de ce complexe fermé permet d'en fixer la date de la fin du fonctionnement du puits vers la fin du IV^e s. av. J.C., une date confirmée aussi par la céramique à vernis noir et une monnaie de bronze du Bosphore.

Il est à souligner que, ni dans le puits appareillé, ni dans celui du secteur XXXVI n'ont été relevées des productions de Sinope, un point qui fera l'objet d'une étude spéciale.

SHORT- AND LONG-DISTANCE TRADE IN ANTIQUITY: THE CASE OF THE THASIAN WINE EXPORTS

Chavdar TZOCHEV

Distance matters when it comes to trade, and this is particularly true for the ancient times, when the means of transport and communication were far less developed compared to modern ones. The idea that long-distance commercial enterprises differed from short-distance trade by scale, organization, way of funding, people involved and type of transportation used is partly presumed by its modern logic, partly supported by the analysis of ancient written sources. Though less effective compared to the direct literary evidence, approaching this subject by archaeology could be surprisingly successful.

A useful solution for comparing long- and short-distance exchange in Antiquity is the statistical analysis of survived objects of trade. For proceeding by this method one needs to choose a group of artefacts that satisfy certain conditions: 1) to originate from single localised producer; 2) to be diffused as a result of trade; 3) to be spread at short as well as at long distance from the producer for a prolonged period; 4) to be numerous, comparable and precisely enough dated.

Several series of Greek amphora stamps meet all the listed conditions. Among them the Thasian ones may be the best choice: not only because of the advanced research on them, but also because of the stability of the Thasian exports that could be traced for more than 150 years in certain areas; as well as the stability of the stamping practice, that provides comparable information for such extended period.

Thasian transport amphorae are widespread in the Aegean and the Black Sea, but two regions are particularly suitable for a case study on the topic:

1) The continental area north of Thasos Island, from Amphipolis on the west to Abdera on the east (this area, representing the short-distance trade, is also called a "core zone");

2) The present region of Dobrudja that was supplied by shipping along the North Aegean coast, through the Straits and the left side of the Black Sea.

Both these zones yielded thousands of deciphered Thasian stamps, each of them corresponding to a single wine container. The information that could be obtained from each stamp consists of three elements: a finding place (the place of consumption), a date of production, and (optionally, for some 20% of the stamps) the workshop where the container was produced. The statistical processing of this data provides information about the behaviour of the exports in the close and the distant zone, that could be analyzed in the context of the similar pieces of information about the local consumption on Thasos itself and the overall export of the island. Also, mapping the diffusion of stamps with identical contents helps understanding of how particular production batches were sold.

Several implications can be derived as a final result of this study. First of all, it provokes the generally shared concept for the exported agricultural products as commercialized surplus, with the emergence of the idea about the wine of Thasos as a product, primarily destined for sale on distant markets (particularly in the 4th c. BC). The poleis of the west and the north of the Black Sea were the main destinations for this product; they were supplied regularly, rather directly from Thasos, but definitely not from particular wine-producing estates.

The trade within the core zone gained significance from the decline of the Pontic exports. It is characterized by similar dynamics as the trade on the island; it is steady and less dependable on external factors, such as these that brought the exports towards the Black Sea to a halt in the second quarter of the 3rd c. BC. With the help of some textual references it could be supposed that these short distance sales represent intensive small-scale transactions, committed by local traders, and detached from the specialized commerce in the Black Sea.