

Despite all these relatively minor mishaps, *Archaeology and the Media* is still of great significance to all the archaeologists and media practitioners intent on educating the public about archaeology. Indeed, the book is not a manual for media practitioners on the proper representation of archaeology. Nor is it a handbook for archaeologists who want to make contributions or at least communicate with the media. Nevertheless, the text does its best to give sufficient context and background information that may help all the people concerned with making archaeology more accessible and understandable to the public through the use of media. Despite the irony that this volume is not intended for mass consumption (or rather, to be purchased by laypersons at popular bookstore chains), it still suits the purposes of the scholars and practitioners of both archaeology and the media. To sum up, the book succeeds in shedding more light on the nature of the appeal that archaeology has for the public and the influence of media on the discipline itself.

Historic Bridges: Evaluation, Preservation and Management

Edited by Hojjat Adeli

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To date, the conservation and preservation of historic bridges are of interest to historians, engineers, architects and scholars. The Ohio State University, to which the book's editor is currently affiliated, had founded the Historic Bridges Conferences (HBCs) in 1985. This book is a compilation of papers from the 8th Historic Bridges Conference in April 2008. A collection of fourteen papers, this book is devoted to the history, preservation, restoration and management of historic bridges all over the world.

This fifteen-chapter book is divided into four parts, all pertaining to historic bridges. With the theme of History, Part 1 incorporates significant past events to explain the present state of the Mississippi Railway Crossing in Clinton, Iowa, and the Dragon Bridge of Li Chun in Ancient China. Charles Birsnstiel describes how as early as 1857, trading

between European settlers from the upper Mississippi River Valley and the Eastern United States signaled the need for infrastructure projects such as the Mississippi River railroad crossing at Clinton, Iowa. Overtime, political, economic and developmental factors caused such railroad crossing to undergo three major makeovers---the present one being a century old. Opened in 1910, the third and present bridge owes its sustainability to its distinctive design: trusses that are “*hung from A-frames mounted on the turntable*” (p. 33).

On the other hand, the Dragon Bridge of Li Chun in Ancient China, an “*open-spanderel, segmental, stone-arch bridge*” (p. 36) constructed in the Sui Dynasty was completed in 606 AD succeeding over a decade of construction. Leaping across the Xiao River, this bridge is known by many names that recognise the said bridge’s distinctiveness. It is known as the *Zhaozhou Bridge* after the town in which it is located, “The Great Stone Bridge” for its long-span achievement, “The Dragon Bridge” for the carved dragon motifs; and as the *An Ji Bridge* that means “safe crossing”.

Martin Burke Jr. and Huan Chen Tan, the authors of this paper, provided a superbly comprehensive compilation of the bridge details: from the bridge type, to the bridge’s puzzling foundation, the authors assert that Lu Chun, the genius behind this bridge was truly an architect to admire.

The examination of the visual aesthetic characteristics of the An Ji Bridge also makes clear the visual unity, spatial recognition and sheer human genius that this bridge ensues. From the bridge’s design, it can be interpreted that this bridge was built to resist periodic floods. The presence of sculpted dragon eggs at the arch rib’s apex, which symbolise the Chinese belief that dragons control water spirits and prevent disasters, also corroborates Lu Chun’s purpose for building the bridge. Considering the Dragon Bridge’s architectural, aesthetic and cultural feats, the authors end the article with the question “What could have been the motivating force that induced Li Chun to have created such a remarkable structure?”. After 1,400 years, they say, all one can do is “*question, marvel and wonder*” (p. 56).

The second part of this book is a compilation of articles that deal with bridge management. Amy Squitieri and Bob Newbery examine the bridges that connect Milwaukee’s “Emerald Necklace” comprised of thirteen park ways that are scattered around the city. Although the Milwaukee history parkway system is largely intact in terms of traditional

architecture, the authors detected a need for roadways parkways, and ultimately, bridges, to meet the needs of today's society. In 2006, the owner of most of the bridges, the Milwaukee County, adapted new approaches in designing new bridges that provide a new interpretation for the historic parkways.

Furthermore, Robert M. Frame III and Steven Olson, present a collaborative strategy for historians and engineers in managing historic bridges in Minnesota. With a goal to preserve historic bridges that retains the qualities that give a bridge historic significance while being functional with respect to transportation purposes, both authors delineate the responsibilities of both historians and engineers. The historian determines the bridges' significance, identifies distinctive features, and applies the Secretary of the Interior's Standards (SOIS) while collaborating with the project's engineer. On the other hand, the project engineer is responsible for assessing the transportation needs onsite, the bridge's present condition, the needed rehabilitation, and the estimated costs. Both engineer and historian share the same time frame and have close tie-ups with one another to ensure efficiency. This management plan demonstrates a balance between the bridges' past, present and future, as both historian and engineer have complementary roles. In the end, this collaboration "*provides predictability for the bridge owner, who can have a better understanding... for the historic bridge*" (p. 84).

The Third Part deals with Bridge Evaluation. Ching Chiaw Choo and Issam Hark probe on the structural deck evaluation of the John A. Roebling Suspension Bridge that crosses the Ohio River to connect Kentucky and Ohio. Completed in 1867, this bridge was honoured as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. This research aimed to conduct a structural evaluation to determine the maximum gross weight allowable on roadways or bridge deck.

Alan Lutenecker examines extant Lenticular Iron Truss Bridges from the Berlin Iron Bridge Company. To date, only 50 out of the 500–600 iron truss bridges manufactured by the Berlin Iron Bridge Company from 1880 to 1900 are in existence. Located in New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York and New Jersey, all 50 bridges were documented over a period of five years. Known to be functional during the mid to late 19th century, these bridges exemplify a special type of "catalog bridge" with unique designs. The author provided a comparative study of the existing bridges, and provided

analyses on the number of panels, the span (total length of the bridge), mid-span height, and aspect ratio.

Frederick Rutz and Kevin Rens present a research overview of wind and truss bridges. Banking on the Dr. Frank Hattfield's premise that conventional truss analysis undermines the strength of metal truss bridges, the focus of this paper is the stiffening effect of decks in historic truss bridges.

The book's fourth and last part deals with the preservation, rehabilitation and restoration of historic Bridges. With an overview by Allan King Sloan, Chapters 11 through 15 discuss adaptive measures for iron bridges, preservation techniques for stone masonry, the rehabilitation of historic bridges in Massachusetts and Tennessee, and the Reinvention of Squire Whipple's Bridge.

In the field of archaeology, bridges are crucial forms of immovable heritage that speak of a society's complexity, mobility, trade relations and development. The first bridges were made of natural objects such as rocks, tree trunks, vines, and other forms of vegetation (DeLony 1996). Historical interest in bridges had increased in centuries succeeding the Medieval Period, where information regarding the descriptions of the conditions of bridges were beginning to be archived (Harrison 2007). Paying close attention on the evolution of bridges is a testament of human cognitive and cultural evolution as well as the establishment of societal relations. This compilation of papers focusing on the management and history of bridges in the United States and beyond is a comprehensive resource fabric that not only documents, but also analyses the sustainability of each bridge in terms of their respective pasts, presents and futures.

In the Philippines, the same effort to salvage the country's historic bridges is very much alive. Architect Anna Gonzales (2006) documented the Malagonlong Bridge, one of the oldest and longest stone arched bridges found in Tayabas, Quezon Province, a former Spanish colony in the Philippines' Southern Tagalog Region. The National Historical Institute (NHI) also includes bridges in the list of structures that are to be given historical importance, depending on their setting and not just individual characteristics.

Thus, as seen through institutional efforts to preserve the integrity and existence of countless historical bridges all over the world, efforts to salvage forgotten bridges and intensify the safeguarding of operational

ones are encouraged. Clearly, this book highlights the importance of yesterday's bridges in relation to today's and tomorrow's bridges.

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The Letter and the Scroll:

What Archaeology Tells Us about the Bible

Robin Currie and Stephen G. Hyslop

2009. Washington D.C.: National Geographic

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The Letter and the Scroll, a comprehensive book on the Biblical world, starts with an introduction to the Bible, narrating briefly how the Bible came to be what it is now, from the selection of the books to be included to the translations that have been made. It delves into archaeological finds, the most famous of which is the complete version of the Book of Isaiah which was part of the Dead Sea Scrolls discovered near the ruins of Qumran by Bedouin shepherds in 1947. The authors also explain the importance of the Bible as a written record of the Biblical world which encompasses the Near East or the Middle East, as well as parts of the Mediterranean, the whole known as Ancient Mesopotamia. Moreover, it is a record of the interaction of the Hebrew people with other groups (Old Testament), as well as the co-existence of the Christians with non-Christians (New Testament). Finally, the Bible is seen as a guide in the archaeology of the Biblical World.