ADDENDAS ET CORRIGENDA

Section I.4: The Carenzo Route

The first three articles are the result of an expedition through the Sahara organized by my late friend Dr. Savo Berthoud. Starting with two four-wheeled drive cars from Geneva, we traveled through Tunisia to Libya and reached Tunis in the beginning of November 1976. By that time, our crossing of the Sahara was more of an adventure than a scientific expedition. We therefore did not try to get proper research facilities for Libya and northeastern Niger. The main aim of the expedition was to reach the south side of the Sahara and to start research in Tunisia. We were never much troubled by the many recorded archaeological sites. It was only later that we realized that, due to difficult access, the southern Sahara and the Sudan-Sahara route itself are far from the present day not well studied areas.

To Article 1 (1977b: "Qasaba")

The article was written immediately after the desert crossing during a two-weeks stay in Zinder with little literature at our disposal. Some additional information may help bring the results of the trip into better perspective. In Fezzan we visited the remnants of the eastern ramparts of the Kanuri fortress called Ganderra near Triggen (photo n° 7), saw a number of abandoned wells with Kanuri names, and noticed that the grave of Mai Irra b. Ali (died 1697) was still a place of worship (1981: 681). We did not try to visit the tombs of the Benxelaw governors mentioned by nineteenth-century travellers. At Qarqir elderly inhabitants led me to the castle of Mhile situated 5 km north-north-east of the town. Located on the eastern side of the oasis, the castle is hidden from the view of travellers using the route on the western side between

1 Nachtgal mentions 13 Kanuri names and their meanings (Sahana, 1, 165 n.). Rehirs thinks that Kanuri was in Fezzan the most widely spoken language in his time (Rehirs, I, 9).
2 Beurmann see Franconie, Beurmann, 118. Rehirs mentions a number of thirty to forty graves (Qur, reed. 1984, 150).
the oasis and the sands of the Edeyun of Murzuq. The solid but irregular construction of the castle is indicative of Sudanese workmanship (photo no. 5), an impression confirmed by oral traditions. There are good reasons for believing that Ganderma near Trāghān was the centre of Kanuri power in Fezzan since the eleventh century (1977a: 67). The Chadic state continued to exercise some authority over Fezzan until 1574 when the Ottoman Turks invaded Fezzan and occupied the oasis (1987a: 117-118). Apparently they expelled the Kanuris and occupied the site. Later, they allowed a population of slaves to settle there. Although some Kanuris remained, they were subjected to Ottoman rule. The Chadic state was never able to reassert its authority and the oasis was abandoned.

South of Fezzan, we followed a track fully open to traffic. On our trip from Tejerfe to Aney we met about ten single lorries, and on the return trip a year later, when I was alone, it was about the same. The traffic consisted exclusively of Libyan trucks from Sebha heading for Agades or Kano. Whenever the direct route to Ngjmi is used, two four-wheel drive vehicles travel together. This southern end of the ancient central Saharan route a special permit is required which we made no attempt to get. In those years private cars hardly took the Murzuq-Diktu route, as Libya did not attract many tourists. For me it was the reverse. For the return trip 1977, I was obliged to travel once more with my Landrover on the Agades-Diktu-Murzuq route because of visa problems with the Algerian authorities.

On the trade route to Kanem-Bornu, the discovery of archaeological remains attributed to the Romans bears witness to Roman penetration further south than historians supposed. Some authors suggest that the structure of a number of castles in southern Fezzan is patterned on Roman and Byzantine castles further north. In 1866 Rohls found a broken marble column about six metres long which he first attributed to the Garamantes and later to the Romans at the well of Mshri 90 km south of Fezzan. In 1931 French colonial officials discovered the ruins of an ancient rectangular structure of squared stone, likewise believed to have been

3 Martin, "Mal ifrīj", 475, 477.
4 Near Qatrūn: Tendèbë, Qarq Awild Amīr (Nachtrag: Qarq Uled Amīr), Qarq Kimbë (comp. Kan., kitzal - red; Nachtrag: Khar Kümbe), Jimbrāni/Serendībī (Nachtrag: Serendībī), Māriati; near Mēdtar: Dāgakmīllēla, Dīyetēvi (Nachtrag: Kūddī), Dīyetēvi; Kārīmi (Nachtrag: Kūddī), Dīyetēvi; Tārīfī/Tafrīk (Kan.; Nachtrag), Būnī, Harbī/Hirbi, Dādeina (FN76, 23r-24v).
5 Chapelle, Nomades, 29; Weis, "Berounstrasse", 452; Ruprechtberger, Garamantien, 77.
6 Rohls, Reise I, 16; Qarq, vedi 1984, 144; Debert in: Rohls, II, 199.
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South of Fezzan, we followed a track fairly open to traffic. On our trip from Tejerhe to Adere we noted about ten single lorries, and on the return trip a year later, when I was alone, it was about the same. The traffic consisted exclusively of Libyan trucks from Sebha heading for Agades or Kan. Whenever the direct route to Ngjimi is used, two four-wheel drive vehicles travel together. For this southern end of the ancient central Saharan route a special permit is required which we made no attempt to get. In those years private cars hardly took the Murzuq-Djelma route, as Libya did not attract many tourists. For me it was the reverse. For the return trip in 1977, I was obliged to travel safely once more with my Landrover on the Agades-Djelma-Murzuq route because of visa problems with the Algerian authorities.

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3 Martin, "Mal Idris", 475, 477.
5 Chapelle, Nomades, 29; Weiss, "Bouroustrale", 452; Ruprechtbergen, Garamantes, 77.
6 Rohls, Reis, 1, 16; Qar, nedd. 1984, 144; Debert in: Rohls, II, 199.