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Article

*Moving to Map and Mapping to Move: The East Africa Colonial Itineraries
of the IGMI Archives and Library as a Special Genre in Cartography*

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Bibliographical abbreviations used in this volume

- AE* *Annales d'Éthiopie*, Paris 1955ff.
- ÄthFor* Äthiopistische Forschungen, 1–35, ed. by E. HAMMERSCHMIDT, 36–40, ed. by S. UHLIG (Stuttgart: Franz Steiner (1–34), 1977–1992; Wiesbaden: Harrassowitz (35–40), 1994–1995).
- AethFor* Aethiopistische Forschungen, 41–73, ed. by S. UHLIG (Wiesbaden: Harrassowitz, 1998–2011); 74–75, ed. by A. BAUSI and S. UHLIG (*ibid.*, 2011f.); 76ff. ed. by A. BAUSI (*ibid.*, 2012ff.).
- AION* *Annali dell'Università degli studi di Napoli 'L'Orientale'*, Napoli: Università di Napoli 'L'Orientale' (former Istituto Universitario Orientale di Napoli), 1929ff.
- BSOAS* *Bulletin of the School of Oriental and African Studies* (London, 1917ff.).
- CSCO* Corpus Scriptorum Christianorum Orientalium, 1903ff.
- EAE* S. UHLIG, ed., *Encyclopaedia Aethiopica*, I: A–C; II: D–Ha; III: He–N; in cooperation with A. BAUSI, eds, IV: O–X (Wiesbaden: Harrassowitz, 2010); A. BAUSI in cooperation with S. UHLIG, eds, V: Y–Z, *Supplementa, Addenda et Corrigenda, Maps, Index* (Wiesbaden: Harrassowitz, 2003, 2005, 2007, 2010, 2014).
- EMML* Ethiopian Manuscript Microfilm Library, Addis Ababa.
- JAH* *The Journal of African History*, Cambridge 1960ff.
- JES* *Journal of Ethiopian Studies*, Addis Ababa 1963ff.
- OrChr* *Oriens Christianus*, Leipzig–Roma–Wiesbaden 1901ff.
- PdP* *La Parola del Passato. Rivista di studi classici*, Napoli 1946ff.
- PICES 8* TADDESE BEYENE, ed., *Proceedings of the Eighth International Conference of Ethiopian Studies, University of Addis Ababa (26–30 November) 1984*, I–II (Addis Ababa: Institute of Ethiopian Studies–Frankfurt am Main: Frobenius Institut, Johann Wolfgang Goethe Universität, 1988–1989).
- PICES 10* C. LEPAGE and É. DELAGE, eds, *Études éthiopiennes: Actes de la X^e Conférence internationale des études éthiopiennes, Paris, 24–28 août 1988* (Paris: Société française pour les études éthiopiennes, 1994).
- PO* *Patrologia Orientalis*, 1903ff.
- RIÉ* É. BERNAND, A.J. DREWES, and R. SCHNEIDER, *Recueil des inscriptions de l'Éthiopie des périodes pré-axoumite et axoumite*, I: *Les documents*, II: *Les planches* (Paris: (Académie des inscriptions et belle-lettres) Diffusion de Boccard, 1991).
- RRALm* *Rendiconti della Reale Accademia dei Lincei, Classe di scienze morali, storiche e filologiche*, Roma, 1892ff.
- RSE* *Rassegna di Studi Etiopici*, Roma, 1941–1981, Roma–Napoli, 1983ff.
- SAe* *Scriptores Aethiopici*.

Moving to Map and Mapping to Move The East Africa Colonial Itineraries of the IGMI* Archives and Library as a Special Genre in Cartography

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1. Theoretical and historical introduction

The term ‘itinerary’ is an ambiguous category in cartographic classification. Apart from the fact that itineraries are mainly military—and almost all those examined here are military—it is easier to say what itinerary is not, rather than what it is. At least five of the attributes of a map are not shared by ‘itinerary’, therefore it should not be considered to be a map. With some imagination, ‘itinerary’ could almost be considered a sort of hypertext—although greatly simplified. In fact, in itinerary, two representations meet: a visual one and a narrative one, i.e. a cartographic image and a text—which obviously interconnect.

The first missing attribute: sometimes, when a legend is not available, an approximate and insufficient cartographic component of the itinerary is given, which contains pictorial images representing the landscape in a figurative way—in contradistinction to the conventional way used in geographical maps. The only element always represented in an itinerary is the path followed, which is marked by lines drawn in different colours or signs—depending on the case.

The second missing attribute concerns the graphic representation of landforms. Itineraries are not based on geodetic surveys—which should involve accurate measurements. In the itinerary, the survey is a simple ‘reconnaissance’, without triangulations, and the map rendering consists in a sketch map which is drawn by very simple mathematical calculations. At the very best, compass, a compensated aneroid barometer and, occasionally, ground or aerial photos are used.

The third missing attribute: the itinerary is not a general, all-inclusive and multi-tasking aid to information, as a real geographical map should be—

* IGMI—Istituto Geografico Militare Italiano (Italian Geographic Military Institute, Florence, Italy). All maps in this article are reproduced with permission of the Istituto Geografico Militare Italiano, Florence, Italy—authorization no. 6844 dated May 22, 2015.

according to the aims of map makers. The itinerary is a less ambitious instrument to help people travel in the lands sketched and described by the itinerary makers. The prime target of a map is to get and give information on routes: the kind of roads (for caravans, for camels, etc.), where the travellers pass through, the obstacles the future travellers (or invaders) could meet, what they should expect to find, and so on. But itineraries are very different. An itinerary gives a large amount of textual and iconic information on the physical and cultural environment, and thus appears to be, paradoxically, a relatively richer and more ambitious instrument than a standard geographical map on the same scale.

The fourth missing attribute, the need of specific thematic contents, is also related to the limited area mapped in the itinerary: narrow belts, parallel to path taken by the travellers. These belts can vary according to the scale, but they are normally one to six km wide, along both sides of the route.

The last missing attribute is that the itinerary lacks one of the essential characteristics of the geographical map: it is not made on the basis of previous knowledge of the lands represented in the map, which should indeed be a synthesis of geographic data acquired over a wide region, over a long period of time, and eventually represented by conventional cartographic symbols. On the contrary, when an itinerary is made, there is no pre-existing corpus of geographic data. That is to say that an itinerary is an accumulation of new data and knowledge and its author is himself the protagonist moving along the path of the itinerary.

This is why the term itinerary becomes ambiguous, and occasionally, even bisemantic—as the term refers to a work made by both hands and feet!

After saying what an itinerary is not, or does not have, it is worth investigating what an itinerary is or has. Two possible definitions are: ‘an odeporic report on unknown lands’, or else ‘an enriched thematic road map’. But there are many variants. This means that classifying a document as an ‘itinerary’ can be quite subjective. For instance, a concise explanatory text is not always present. Moreover, any kind of cartographic representation is directly linked to the causes, the reasons and the aims of the journey; and the cartographer must observe, describe and summarize (in words and pictures) data and information, together with comments that cannot always be clearly represented on a map in a conventional cartographic way. Furthermore the explanatory function is a dual one, because, without the conventional map, the textual information would be scarcely understandable. In this way producing an itinerary is part of the wider governmental work known as ‘intelligence’.

At this stage of analysis, it is possible to make a distinction (more abstract than concrete) between itineraries aimed at scientific goals and itineraries aimed at strict, practical military goals. The more elaborate itineraries

(which form the main part of this study), belong to projects consisting of three joint steps: exploration, mobility and control of the lands where a genuine conquest, and not merely formal-legal possession title, is planned.

In this sense, the assignment of the itinerary makers is—first and foremost—to find quality data on the places and especially to identify their features in order to facilitate their use as empirical landmarks. The itinerant travellers had to find *in situ* and to represent as many material features as possible on the itinerary-document; for this reason it should be emphasized that ‘distinctive features’ are not only natural features, but also, for instance, architectural objects, linked to economic and local cultural peculiarities. Without correct astronomic coordinates, recognition of a place needs identifiable physical and cultural objects. In fact, only thanks to these references the route will be easily followed by future travellers/conquerors.

Besides, from the cartographic point of view, an itinerary represents the first stage in the map-making process. It provides only spatially and technically limited knowledge of a region. However, if the route and the crossed region are located and recognized by physical and cultural references, this knowledge of an unknown area represents a first contribution to the production of new, richer maps. So, the itinerary belongs to the category of ‘reconnaissance mapping’, which is the first step in the process leading to ‘outline mapping’, ‘geodetic mapping’, and finally ‘digital mapping’. The various information and data referred to in the itinerary were registered in a *corpus* used in the progressive production of topographic, chorographic and geographical maps (i.e. large, middle and small-scale maps) of the Horn of Africa, Eritrea, Somalia and Ethiopia. In conclusion the accumulation of knowledge, as an essential means of orientation, movement and information, constituted a basic requirement of any political project which aimed to control the areas intentionally crossed by the itinerary-makers.

As far as Military History is concerned, an itinerary belongs to the category of advanced strategic instruments, conceived for the first time by the revolutionary and napoleonic French armies—when, as a rule, in preparation for a war, the related geographic areas (not only their landforms, climate, environment, physical objects, but also their demographic, cultural, economic and political features) were secretly investigated. In Italy, this kind of works is called ‘monografie militari’ (military monographs) and, in comparison with their French forerunners, these itineraries represent a poorer instrument.¹ During the late thirties of the twentieth century, the

¹ A few military monographs (related to Eritrea and Ethiopia) are kept in the library of IGMI, where they were moved recently from office Servizio Attività Militari (SAM), in

Italian East Africa department, the ‘Governo dell’A.O.I.—Ufficio Informazioni e Monografie’ was operating in this field.

Therefore, the search for itineraries—in archives, libraries, map collections—should take into account the broad, not universally accepted use of this term. Because of this, in some cartographic catalogues, even simple lines drawn on pre-existing maps (i.e. maps not created by the itinerary makers) are classified as itineraries.² In these cases, the track lines, void of further information, simply connect the places where visitors or expeditions had passed through. Often, these places are summarized *a posteriori*, either by the travellers or by their biographers in narrative works, where maps and lines had an explanatory function. These books can be classified as ‘odeporic literature’.

Therefore, itineraries may have very different contents, both in terms of the size of the mapped areas and of the graphic drawing, as well as of the amount of information and data contained in the text and the map. At most, the communications maps (telegraphic, telephonic, road), could be assimilated into itineraries, especially if they were rich in comments. However, in this case, the objection can be raised that communication maps are void of a fundamental attribute of itineraries, i.e. the ‘unknown’, and the lands described in the itineraries were unknown to those for whom the itineraries were made. As far as the coastal zones are concerned, similar observations could be made about the pilot books and the log books.

2. Quality

The IGMI itineraries offer a wide range of quality for analysis. The most advanced itineraries are generally those that, firstly, contain rich information about the march timetable (an essential military aspect), drainage and catchment area and, secondly, mountain passes, gradient, elevation profile, climate,

Florence, not accessible to the public. Some of them (dating back to the pre-war period) are classified as confidential documents. I have no knowledge of whether other military monographs are still kept in the SAM. Examples of monographs are: Ministero della Guerra ... *Eritrea*, 1935 (see Bibliography) and Ministero della Guerra ... *Etiopia*, 1935 (see Bibliography). However, I cannot completely verify my information on this subject.

² This happens frequently. For instance this can be observed in the maps kept in the folder arm. no. 82 inf, file no. 23 of the IGMI cartographic archive. In this case there are many maps on the scales of 1:400,000 and 1:300,000, where only the routes of renowned explorers and travellers are drawn. In the same file no. 23 drawings of buildings can be found (Forte Enda Jesus-Macalle on a scale of 1:10,000), photos and a report concerning the area of Graua (in Gora Mullata), written by Prof. Scaria, with a map on a scale of 1:125,000 and undated.

vegetation, water supply, wood supply, settlements, place names, buildings, artifacts, economy, ethnography, culture and religion.

A legend and a text are often an alternative to each other. When a legend is rich in symbols, there is often no text. However, the best itineraries stand out thanks to a text which is often entitled *Note logistiche*, or *Dati logistici* (Logistics notes, or Logistics data)—that indeed contains information on the above topics. In these cases, the texts relating to the various stretches of the route are located alongside the relevant stretches on the map—comprising a sequence of columns parallel to the route providing a symmetry between the map and the description (text). Every mapped stretch is located next to a box containing the description of the stretch itself. In the box, significant features (natural and man-made), distinctive landforms and vegetation, monumental architecture and statues are highlighted. The last two are often chosen as the initial or final limit of each stretch. In other cases, the limits correspond to river junctions. As already said, the clear identification of these objects will make the location of the stretch itself easier for future visitors to identify; they will also be able to make use of the other information contained in the description.

Alongside the column of boxes containing the description of every stretch, a second column sometimes appears. It represents the schedule of the march, that is the time necessary to cover each stretch of the route. The travelling time (i.e. the speed of the march) of the ‘native troops’ and that of ‘white troops’ is often indicated for each stretch. As might be expected, the first is shorter. The astronomic coordinates are missing—since, by definition, the geodetic survey is missing in the itinerary.

In the most advanced itineraries, the conditions of the road are very carefully examined—in relation to the movements of military means and vehicles. Full attention is paid to soil humidity, that may vary greatly and may even be waterlogged. In some itineraries gradient and altimetry are represented by diagrams, which supply fundamental information for the movements.

A frequent concern pertains to the availability and quality of the water attainable from springs, wells and streams. Equally frequent is the reference to the availability of wood, linked to energy needs. For this reason, vegetation is described mainly in reference to its density and to the possible prevalence of woody plants, limber trees and shrubs. All these data clearly carry a military meaning. They refer to the size of military units and their related needs. As far as climate is concerned, temperature is the most important element. Less frequent is the reference to economic conditions of the native population, land use, techniques, material and spiritual culture (religion, history, language, values, lifestyle, folklore).

The organized and repeated organization of such topics is usual in the most advanced itineraries. This seems to originate from a codified model

and suggests the existence of a handbook for itinerary makers. In 1936 the Ufficio Studi del Governo della Libia ('Libya Governorate Studies Department') published the *Taccuino per la compilazione degli itinerari* ('Notebook for the compilation of itineraries'). Before that, the same office had published the *Norme per la compilazione degli itinerari* ('Instructions for the compilation of itineraries'). Even earlier, in 1926 and 1928, two 'probes' were sent to colonial officers and officials, so that they could acquire useful information concerning the colonial lands and their movements in them. Thus, they were required to practice 'observing and describing' (see Masturzo 2010). The most advanced itineraries of East Africa (among those here examined) lead us to suppose that a notebook (similar to the Libyan *Taccuino per la compilazione degli itinerari*) was used in East Africa too—although no such document has been found until now. However, for historical reasons, this document should be earlier than those of Libya.

Nevertheless, as already said, if we compare them with one another, the East Africa itineraries seem to be very different from each other in regard to both map and text. The scale ranges between 1:25,000 and 1:1,100,000—but in the last case it is almost impossible to consider them as real itineraries. The representation of relief is sometimes made by hachures and pictorial drawings; at other times by contour lines. But their interval is never indicated. It means that they are mere approximate contour lines and are, in fact, no more reliable or accurate than the pictorial drawings. Seldom do we find itineraries where the route is overwritten on a pre-existing map of a wider area, extended to places very far from the route. Also in this case, the term itinerary is perhaps too generous and broad, as far its meaning is concerned because, as said before, if a reliable survey pre-exists, it means the land is not unknown and this attribute of the exploration is missing, which is a fundamental requisite of the itinerary in the strictest sense of the word.

3. Categories

Despite the large variety of itineraries, it is possible to attempt coherent classifications. The most simple and objective classification concerns the scale—although it is almost always approximate. Obviously, small scale maps (1:500,000 and smaller) cannot contain detailed and innovative information—as they represent very wide areas in normal dimension maps. Another simple classification is based on chronology. The historical period to which the itinerary dates could offer information about its origin and aims. On this basis, itineraries can be divided into three groups:

- 1) those made before the Battle of °Adwa (1896);
- 2) those between 1897 and 1922 (establishment of Fascism);
- 3) those between 1923 and 1941.

The IGMI archives and library keep most of these Italian documents.³ Many of them can be consulted online on the IGMI website which allows access to the cartographic archive.⁴

A website of the Biblioteca Nazionale Centrale di Firenze allows access to the IGMI library, which, however, has more to do with books than with maps.⁵

The computerization of catalogues and the scanning of maps are a work in progress. Only part of them is visible online, another part is visible in the computers of the cartographic archives and another part (catalogue cards and maps) is not computerized yet and is only accessible on the spot. At present the catalogues of the hard copy (paper) cards are more comprehensive than the computerized ones (whether online, or not yet online). On the back of the hard copy (paper) cards, the area related to the itinerary is always drawn in a simple fashion. In the computerized catalogue cards, the itinerary is shown by an icon located at the bottom of the page. By clicking on the icon, a low resolution image of the itinerary can be viewed. A rich description of the origin of the document, its author, its goals, date and scale are often quoted both on the online cards as well as on the hardcopy cards. Sometimes this information seems to have originated in diplomatic or confidential sources, relating to spying activities.

But until now the hard copy catalogues are more comprehensive than the computerized ones. This means that not all the catalogued itineraries are at

³ An approach to the study of the itineraries can be started through the important work of Carlo Traversi (1964) where the description of some itineraries can be found. Traversi writes about the importance of these documents (broadly understood as something more than simple maps), as a tool used during the war against Ethiopia in 1935–1936, when two itineraries (concerning Dessiè–Termober and M. Gur–Addis Abeba) were provided from the aircraft to the troops. Besides, according to Traversi, Lieutenant Colonel Cilletta wrote a monograph in 1890 that contained itineraries concerning both the Ethiopian western upland and from the high Barka valley to al Raha; until now these works have not been found. Another useful work is *L'Istituto Geografico Militare in Africa Orientale 1885–1937*, see Bibliography.

⁴ Website: <http://www.igmi.org/>; path: *Prodotti > Cartografia storica > Etiopia/Eritrea/Somalia > Itinerari/Itinerario/Schizzi itinerari/Carta itineraria*.

⁵ Website: http://opac.bncf.firenze.sbn.it/opac/controller.jsp?action=search_avanzataedit; path: *Filtri applicabili > Biblioteca > Biblioteca Attilio Mori dell'Istituto geografico militare*.

present visible online or on the IGMI computerized files inside the IGMI Archive office.

Moreover, during the colonial period, various government departments produced itineraries. Certainly, their archives contain itineraries, although some of them have not yet been found. A few of them have probably been lost or destroyed in Africa or in Italy—along with other political documents of the fascist period. Sometimes their destruction was intentional and aimed at deleting the names of personalities involved with the Fascist regime.

The most important governmental authorities and cultural institutions that keep itineraries in their archives are: Ministero degli Affari Esteri (successor to the Ministero dell’Africa Italiana) and Istituto Italiano per l’Africa e l’Oriente (I.s.I.A.O). The cartographic heritage of the I.s.I.A.O has been thoroughly analyzed in a work by Claudio Cerreti (1987).⁶

Certainly, most of the existing itineraries are kept in the IGMI. Those quoted in this study have been analysed one by one as single works. Other itineraries are found in books or manuscripts; in these cases, the titles of the books and manuscripts are found in the bibliography attached to this essay. Many such works are kept by the Biblioteca–Archivio ‘Africana’ di Fusignano (Ravenna).⁷

Obviously the same narrative works are often found in other libraries too. In some cases the bibliographic reference contains a brief indication of the itinerary or maps enclosed in the book itself.

As far as the recognition of the itineraries in the IGMI cartographic archive and library catalogues is concerned, most of them are clearly indicated by this term in the catalogue cards. In a few cases (difficult to calculate) itineraries are not explicitly indicated by an unambiguous term and it is advisable to directly examine the folders that—thanks to the title indicated in the catalogue card—lead us to guess the possible presence of itineraries. Furthermore, when the itinerary is clearly indicated in the catalogue card, it is convenient to examine the whole folder in which the itinerary is kept—as other itineraries might be present, although not clearly indicated. Besides, in

⁶ Other institutions which keep cartographic archives relevant to this topic are: Società Geografica Italiana (Rome), Istituto Agronomico per l’Oltremare (Florence), Archivio Centrale dello Stato (Rome), Ministero della Difesa, successor to Ministero della Guerra (Rome), Istituto Orientale di Napoli, successor to Società Africana d’Italia—SAI—Club Africano di Napoli (Naples), Accademia d’Italia–Accademia dei Lincei (Rome), Società di Studi Geografici, successor to Sezione Fiorentina SAI (Florence; see Ciampi 1995).

⁷ Website: <http://digilander.libero.it/africana/>.

other parts of the same folder, documents relevant to the itinerary (photos, diagrams, sketches, notes, narrative descriptions, etc.) are sometimes present.⁸ This kind of document has not been scanned and is not visible on the computers. Two other archives, one photographic and one geodetic, exist at IGMI. The latter keeps documents concerning the calculation of the benchmarks and triangulation points, which must be materialized, thus corresponding to visible objects. These objects are described in texts called ‘monografie di livellazione’ (leveling monographs) and ‘libretti di campagna’ (land survey booklets). They contain data about elevation, time, distances and images, but they cannot be considered to be itineraries.

4. List of the itineraries – First period

In the IGMI catalogues seven records titled ‘Itinerario’ can be found; these can be attributed to the first period (until the Battle of ‘Adwa, 1896). The first of them was made by the American confederate army Colonel Samuel H. Lockett: *Route suivie par l’Armée Egyptienne entre Massawa et Gouwa*, 1876: large scale (1:50,000); the representation of landforms is inadequate, but it is rich in settlements and place names, probably added later by hand. The segment from M. Mamba to Guba is shown in a copy made by Captain E.A. Irgens, 1887.

Major E.A. Dennison (see: de Leon 1877) is the author of *Reconnaissance of the Roads from Massowa to Sanhit between Ain and Hotumlu*, 1:50,000 (about 1876?). It consists of a very narrow strip of map, but is accurate in landforms, vegetation and the representation of place names.

The medium scale (1:214,500) itinerary of the French officer, Commandant E.M. Dulier (*Croquis de la Route militaire entre Massawah et Kayakhor*, 1876), shows poor landform details, but it is rich in place names.

⁸ One example by the *Valle del Abbai (Nilo Azzurro)* map (by Robert Ernest Cheesman), 1:500,000: the number (16)—written in the catalogue card next to the title of this map—suggests that other documents might be present in the same folder. These have been quoted in note 2 (above). In other cases—for example *Carta dimostrativa della Colonia Eritrea al 500.000 (1898.99)*—the catalogue card reveals that this map was constructed on the basis of the itineraries and sketches of Captain Buongiovanni, and the Lieutenants Talamonti, Pisani, Capri, and Pollera. A different case is the folder named *Eritrea al 400.000 (Documenti) 1^a e 2^a Edizione (anni 1896–1901)*: the title and the note on the back of the catalogue card do not quote itineraries; but in the folder, photos referring to itineraries not quoted in any catalogue card can be seen, concerning places like Immina, Coh-Ghilo, Docturno. In the same folder there are also drawings done by hand of the Valle di Dohi e Imminu.

The 1:400,000 *Monkullo–Sabit–Ailet–Asmara–Adua–Beles*, by the Italian Navy physician, Cesare Nerazzini, reports many place names and some elevations, 1885 (not online).⁹

The *Itinerario da Mulkutto (Sud Massaua) Magdala*, (crossing from Zula Bay to Amba Farit), 1:450,000, 1867–1868, by A. Petermann, is also provided with place names. On the other hand, *Zeila–Ankober*, 1,000,000, 1890, by G.E. Fritzsche, is a mere recap of previous expeditions and related itineraries.

Other documents dating back to the Battle of ‘Adwa are the *Itinerari della spedizione geografica italiana* (4 sheets, 1:750,000, by A. Cecchi) and the *Itinerario della Spedizione Geografica Italiana nell’Africa Orientale da Zeila ai Sidama 1876–1881* (1:1,000,000, by Cecchi, Chiarini, Mengaroni, Winkler), 1885: both consist of a short summary, but provided with a quite accurate representation of landforms. The latter is also kept in the Biblioteca ‘Africana’ at Fusignano (Ravenna).

The very small scale (1:2,500,000) *Carta generale del Sudan egiziano colle coste del Mar Rosso da Suakin fino ad Assab sulla base dei nuovi dati geodetici dello Stato maggiore egiziano e coll’indicazione degli itinerari dei principali viaggiatori fino a G. Bianchi 1884, 1885* is not a real itinerary, but a sketch of renowned travellers’ routes.

The occupation of Eritrea gave Italy a kind of monopoly on exploration in the Ethiopian region. But, as it is common knowledge, before the occupation of Eritrea, Ethiopia had been crossed by the British army in the ‘Strafexpedition’ undertaken during 1868–1869 (see Hozier 1869 and Parkyns 1869). Unlike the Italian operations, it had been intended as a trek and for looting, but did not aim to establish a permanent and extended occupation of the whole country. Therefore, the cartographic and informative instruments suited to the British expedition were a bit less numerous and detailed than those necessary for the ambitious Italian projects—both those concerning the preparation phase and those acquired thanks to the expedition. In the British case, the first ones were probably acquired from the works of well known explorers. The second ones have been retrieved by the Public Records Office and by the Historical Manuscripts Commission—that are at present merged in a single conservation office: The National Archives. This also keeps the old documents of the Ordnance Survey (equivalent to the IGMI) and British India

⁹ A copy similar to this one is *Adua–Ambaciarà–Macallé–Adua/Beles–Lamalmon–Ambaciarà–Fenaroa–Mekeleh–Adua*, that was duplicated by the ‘Bollettino della Società Geografica Italiana’, 1890.

Gabriele Ciampi

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Moving to Map and Mapping to Move

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Map 1: Itinerario N. 1 – Saati–Baresa–Aidereso–Af Siot–
Selet–Saganeiti; for copyright see n. *

Office, which organized the 1868–1869 expedition. On the contrary, we do not know, who is storing the old documents of the Defence Geographic Centre.¹⁰

The travel reports of encyclopaedist intellectuals with multidisciplinary skills or, at least, curiosity differ significantly from the itineraries so far examined. Most of them travelled through the Ethiopian region in the late seventeenth and early eighteenth centuries. Their books include documents that can be linked to itineraries. However the latter are generally ‘eclipsed’ by the mass and quality of the studies in which the itineraries are included. Moreover, these reports are quite different from the ones included in the itineraries aimed at cartographic, military or economic plans. The names of the authors belong to the history of explorations, natural and human sciences, literature, languages, archaeology: Theodor Heuglin, Theodor Kinzelbach, Antoine d’Abbadie, Werner Munzinger, R.P. Dimethees, Nicolay Schusev, Arthur Rimbaud, Henry Morton Stanley, Aleksandr Ksaverovic Bulatovich, James Bruce. Those of their works that may be seen as itineraries, are quoted in the bibliography.

5. List of itineraries – Second period

Some thirty documents can be attributed to the period 1897–1922.

Thirteen such documents, in scale 1:100,000, are provided with accurate ‘Logistic Notes’ and are richer than most of the other itineraries (including those of the 1930s), as far as the amount of data and their neat arrangement is concerned. Probably, it results from the fact that, in the 1930s, the real exploration phase was already completed and new instruments of geographical knowledge (such as aerial photos and radio communications) were widely available.

The next document represents the most advanced and refined itinerary we have found. In the hard copy card of the archive catalogue it is called *Da Massaua al T. Barca al F. Mareb*. It was composed in 1897–1898–1899 by the Italian officers Ravelli, Gastaldi, Manfredi, Piccioli, Guastone and by the civil topographers Borzini, Grufelli, Pira, Bodrero. In the computerized catalogue its title is *Schizzi itinerari della Colonia Eritrea*. The same document is also kept in the library and is titled *Itinerari della Colonia Eritrea*; its catalogue card gives the date 1906; its contents are the same as the copy kept in archive;

¹⁰ Some books concerning the British expedition of 1867 contain maps that show elements resembling itineraries. They are quoted in the bibliography. A different book (Blanford 1870) deals with environmental topics.

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Map 2: Upper part of the legend of Itinerario N. 1 – Saati–Baresa–Aidereso–Af Siot–Selet–Saganeiti; for copyright see n. *

there are only minimal differences in the title of some itinerary maps. The copy kept in the library consists of twenty-seven sheets 1:100,000, bound in an atlas, that also includes the index diagram in the scale 1:500,000 and the *Schizzo logistico della Colonia Eritrea*. (Logistic sketch map of the Eritrean Colony, 1:250,000), by Lieut. Talamonti. On the cover of the atlas is written *Eritrea Carte Speciali*; on the spine of the cover is written *Itinerari della Colonia Eritrea*. The only sheet accessible online in the IGMI website is *Saati–Baresa–Aidereso–Af Siot–Selet–Saganeiti* (1:100.000), following the quoted informatic path. The various dates of this itinerary could be meaning-

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Map 3: Middle part of the legend of Itinerario N. 1 – Saati–Baresa–Aidereso–Af Siot–Selet–Saganeiti; for copyright see n. *

ful: they indicate that the itinerary was made shortly after the Battle of °Adwa: the itinerary might represent an important attempt to increase the geographical knowledge of the colony.

In the same scale 1:100.000 is the *Itinerari oltre il Setit*, made in 1904–1905, 10 sheets with logistic notes, by Lieutenants F. Balugani, L. Talamoni, and L. Pisani; the index diagram and the sheets nos 1, 2, 8 are online in the IGMI website.

Frequently quoted are *the Itinerari Elia da Mareb ad Addis Abeba*, by Lieut. L. Elia, 1906, 24 sheets 1:100,000 (no. 19 is missing), provided with short logistic notes, visible online: they were abundantly exploited for the construction of the large map *Carta Dimostrativa della Colonia Eritrea e regioni adiacenti*, 1909, 1:400,000, that represented the whole colonial area.

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Map 4: Bottom part of the legend of Itinerario N. 1 – Saati–Baresa–Aidereso–Af Siot–Selet–Saganeiti; for copyright see n. *

As with the previous ones, the following itineraries are also in the scale 1:100,000:

Dembecà–Bosa–Debarech–Encetcab–Derasghi, by Lieutenant L. Talamonti, 1904;

Torrente Sittona–Torrente Deranda, by Lieutenant L. Pisani, 1904;

Barachit–Focadà–Adi Grat, by Lieutenant L. Talamonti (1902): All of them are online (IGMI site). Unlike these, other itineraries in the scale 1:100,000 are not provided with logistic notes:

Schizzo itinerario Asmara–Curcuggi–Setit–Sabderat, by the officers P. Mozzoni and Ferrari;
El Eghin (Setit)–Nogara, by Lieutenant G. Balugani;
Adua–Quoram, with eight sheets, by Lieutenant Nosedà;
Barenti–Passo Dasé–Passo Halasién–Miscino–Passo Ducambio–Tolé (Pozzi sul Mareb), by Major Giuseppe Gianni (one of the most trusted IGMI colonial officers-topographers, as well as historian of cartography).¹¹

A nameless and dateless document is the itinerary *Agheremariam–Era–Samalò*, very meagre, with approximate contour lines lacking intervals (attributable to the late nineteenth century).

More detailed than the last one is *Da Assab all’Aussa ed alla fine del Golima*, 1:100,000, 10 sheets (+ index), by Lieutenant Carlo Giannini, undated, but—for biographical reasons—probably assignable to this period (before 1901). It contains the outline of the route, landforms, elevations as well as nature and environmental information; it is accessible online and is part of the larger printed work *Colonia Eritrea–Itinerari del Maggiore Agostino Ravelli e del tenente Carlo Giannini*, 1901 (also in the *Biblioteca dell’Istituto Italiano per l’Africa e l’Oriente – IsIAO*; see Giannini 1901).

The following three itineraries are in the scale 1:200,000:

Beilul–Ghirifo–Ghibdo–Assab, by Lieutenant E. Oglietti, 1904;
Schizzo itinerario dell’interno della Dancalia (1904, not online), by Captain G. Pantano and Lieutenant E. Oglietti, with self-critical remarks;
Mission Bonchamps de Djbuti au Nil blanc [...], 1897–98, 14 sheets (online);
Territorio e Comunicazioni fra Lacoeb e Dada (sinistra Barca), dated August 1902.¹²

In scale 1:400,000 is the itinerary *Tahasciai–Pozzi diELIT–Gullui–Om Ager–Mai Teb–Ameli–Curcuggi*, 1903, by Lieutenant G. Capri, with logistic notes and travel times (Cunama region); this copy is kept in the IGMI archive; a similar copy is kept in the IGMI library, signed by Lieutenant Colonel Bordone, and accessible online.

In the same scale 1:400,000 is *Assab–Fiume Dobi*, by Captain A. Bianco (1907), but less detailed than the previous one and without any logistic notes. The same observation is valid for two other documents in the scale 1:400,000: *Regione Cunama–Schizzo itinerario*, equipped with legenda (a second copy is kept in the library, titled *Itinerari nel paese dei Cunama*, by Captain Muzii, 1907);

¹¹ Gianni is also the author of a large-scale map (not an itinerary) *Schizzo Adi-caieh per Senafé al confine del Mareb*, in scale 1:50,000, two sheets, 1909.

¹² In this case too, the title of the catalogue sheet does not suggest the presence of an itinerary. But a direct examination has brought to light a detailed itinerary: its route is not fit for white troops, it contains information on the marching timetable, water resources and on ethnic groups.

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Carta itineraria della Colonia Eritrea, 1917 (with corrections of 1923), by Major Cossio, provided with timetable of march of native troops.

Broadly understood, the *Missione della Società mineraria dell’Africa orientale nella Dancalia centrale e meridionale*, 1920, scale 1:500,000, can also be seen as an itinerary; it is provided with routes and landform outlines; this document was used as the basis of the subsequent geological map of Dankalia.

Largely concerning the Ethiopian area is *Harrar-Brava al 500000 della missione per la frontiera italo-etiopica*, scale 1:500,000, 1911, 4 sheets (Harrar–Auasc, Auasc–Gobà, Gobà–Ganale, Ganale–Dolo), with landform drawings, but limited to a narrow strip along the route, poor legend; accessible online.

In the scale 1:600,000 is *Dobi–Dessié attraverso l’Aussa settentrionale e Galla di Gherfa*, 1907, accessible online. Another document in the scale 1:600,000 is simply entitled *Missione italiana inviata presso Ras Micael (1907)*: the term itinerary is not mentioned, but it is a real itinerary, also provided with information on military fortifications. In this case, the use of the catalogue cards only, without a direct examination of the document, would not have been sufficient to find and recognize this itinerary.

Later itineraries have even smaller scales:

Itinerari nel sud ovest Abissinia, 1:750,000, 1910–1911, by the renowned anthropologist George Montandon;

Da Dolo al fiume Auasc, 1:750,000, 1908–1909 (?) by Captain C. Citerni—who was one of the survivors of Bottego’s second expedition and the commander of the mission for Somali-Ethiopian delimitation of boundaries.

Three other itineraries should be considered as synthetic reviews of real itineraries, instead of strict itineraries. They are the following, in the scale 1:1,000,000:

Seconda spedizione Bottego, 4 sheets, 1895–1897;

Reiseroute des Grafen Eduard Wickenburg im Somàllande, Juli bis Oktober 1897, concerning both the Ethiopian and British-Somali areas, by Eduard Wickenburg, 1897 (where the itineraries of Wickenburg 1897, Aylmer 1897, Parkinson 1886–1897, and Brander and Dunbar 1896 are sketched);

Mission Marchand Haut Oubangui–Bahr el Ghazal–Nil Ethiopie–Dijbuti, 1:1,000,000, 1903;¹³

Mission Scientifique Duchesne-Fournet en Ethiopie–Gueldeissa-Addis Abeba–Lac Tana, by French Lieutenant O.E. Collat, 2 sheets, 1907.

Finally, a document titled *Etiopia e regioni circostanti con gli itinerari dei principali esploratori italiani e con i limiti stabiliti dai diversi trattati e proto-*

¹³ In the same folder of the IGMI Library, the 1:5,000 map of *Ancienne citadelle de Fochada* is attached.

Gabriele Ciampi

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Map 5: Itinerario N. 9 – Adi Remoz–Adi Cocoz–Torr. Casa–Torat–Mai Dembecà; for copyright see n. *

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colli, in a very small scale 1:7,000,000, no date (but previous to 1924, as can be supposed by the outline of the Somali boundary along the River Giuba), is missing in the IGMI map collection, although for sale on e-bay.

6. List of the itineraries – Third period

As far as the third period (1923–1941) is concerned, six large-scale itineraries have been found. They were all made in the 1930s.5 five sheets (4 online), 1936, by Governo dei Galla–Sidama–IGMI–Captain Lorenzo Viglino, provided with an accurate representation of landforms and an approximate drawing of land-use, accessible online.

Four itineraries are in the scale 1:50,000:

Dessié–Addis Abeba, 1936, 16 sheets, carried out by the 7^a Sezione Topocartografica dell'IGMI in *Missione in Africa orientale* (7th IGMI Topo-cartographic Unit in East Africa), with no logistic notes, nor legend, provided with representation of relief, river-system, settlements, a few place names, accessible online;

Quoram–Dessié, 1936, 7 sheets carried out by the aforesaid unit, with no logistic notes, nor legenda, but with accurate landform drawings, accessible online;

Addis Abeba–Gambela, 1936 (5 sheets 1:50,000 and 12 sheets 1:100,000) (with duplicate, temporary and final copies), made by the aforesaid unit and with the same features, accessible online;

Dal km. 30 (Strada Gondar–Asmara) Dancaz–Ambaciara, 2 sheets, by Captain Catucci, with a few place names.

Other itineraries are in scale 1:75,000:

Adua–Hauzien–Macallé e Adua–Passo Abarò–Macallé (1934, by Captain Latini); they are stored in the *Fondo manoscritti–dattiloscritti* of the IGMI library and contain only simple cartographic representations of the environment, settlements and religious buildings; a handwritten note informs us that it was a very useful tool for the front (obviously during the war against Ethiopia);

Debra Marcos–Dima–Mota Densa–M.ti Amedamit–Kule (1938), 7 sheets, that was carried out thanks to an aerial reconnaissance, by the Topocartographic Top Office (Comando Superiore Forze Armate A.O.I.-S.M.), provided with approximate contour lines, accessible online.

In the third period 16 itineraries in the scale 1:100,000 were also compiled, which are quite rich in information. 7 of them (1934, original version in scale 1:75,000) are signed by Captain Latini:

Macalle–Torrente Ueri–Macalle–Hauzien (with relief elevation profile);

Adigrat–Atzbi; Adua–Enticcio (with a rich legend);

Enda Gaber–Adigrat (with an elevation profile);

Enticcio–Adigrat (with logistic data, elevation profile, rich legend concerning monumental artifacts, vegetation, travel times, length of route, distances);

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Map 6: Upper part of the legend of Itinerario N. 9 – Adi Remoz–Adi Cocoz–Torr. Casa–Torat–Mai Dembecà; for copyright see n. *

Mareb–Adua (with elevation profile and travel times);

Adua–Hauzien e Adua–Torrente Uer (with elevation profile, representation of natural environment, archaeological and settlement data; furthermore the position of the Italian Consulate in °Adwa is pinpointed);

Adua–Eticciò, with a rich legenda; also, on the back of the hard copy card of the catalogue we can read a description of the diplomatic operations that allowed Captain Latini to reach

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Map 7: Mid part of the legend of Itinerario N. 9 – Adi Remoz–Adi Cocoz–Torr. Casa–Torat–Mai Dembecà; for copyright see n. *

the Italian Consulate in °Adwa and make (probably secret) ground surveys for this itinerary; these operations were aimed at the preparation of the Italian aggression to Ethiopia; *Samote–Baddà* is another itinerary in scale 1:100,000, manuscript, with march timetables, environmental information, suggestions for the travelers; its author is unknown and dating uncertain (early twentieth century). In the same folder (arm. 81 inf, cartella 29, doc. 9), an interesting document has been found. It is a booklet titled *Al Setit e all'Atbara – Itinerari ricavati da appunti e schizzi del Sig. Capitano di SM. Pietro Mozzoni*. It consists in a large table with 11 columns. 10 of them contain detailed data on physical aspects of every stretch of the route; the eleventh column (Annotazioni) offers rich information on cultural and historical topics of the places. Nevertheless this cannot be considered an itinerary as it lacks a map.

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Map 8: Bottom of the legend of Itinerario N. 9 – Adi Remoz–Adi Cocoz–Torr. Casa–Torat–Mai Dembecà; for copyright see n. *

Five other itineraries in scale 100,000 were carried out by the VII Sezione Topografica of the IGMI in East Africa, but are not provided with logistic data. They are:

Om Ager–Gondar, 1936, four sheets with detailed landforms, accessible online;

Amba Alagi–Mai Ceu–Quoram, two sheets, 1936, accessible online;

Socota–Quoram, 1936, one sheet, detailed landforms, accessible online;

Fenaròà–Socotà, 1936, with relief representation by means of contour lines and hatching, a few place names, online;

Addis Abeba–Gambela, six sheets repeating the above-mentioned itinerary, in the scale 1:50,000, online.

Two more itineraries, in the scale 1:100,000 are poorer than the previous ones and were made by the VII Sezione Topografica of the IGMI:

The first is *Sorgenti Fiume Uabi-Laggi-Goba-Ghigner-Magalo*, 1936: it uses the reconnaissance made in 1910–1911 by Captain C. Citerni and Duca degli Abruzzi; the second, *Neghelli-Uadara*, 1935, is even more meagre.¹⁴

The *Uarandab-Dagabur* itinerary, in the scale 1:140,000, 1935 (?), was made by the same unit and is of the same quality.

Equally poor in content are the three following itineraries in the scale 1:200,000:

Soddo-Fiume-Omo Bottego, 1937, 1938, produced by Ufficio Lavori del Genio, sez. Vondo (Works Office – Engineers Corps, Vondo Section), and hand signed by Malevolti; *Gondar-Metemma*, by Captain Catucci, Lieutenant Ricci (Binacchi Column); *Ghengi-Meccia-Agaumeder-Acefer*, 1936, by A. Lusana – 107th Legione Camicie Nere (107th Legion Blackshirts).

In the scale 1:200,000 is the *Itinerario N. 7 – Massua-M.te Mamba-Conca di Hevo*, (1920s? 1930s?) provided with very detailed landform drawings (which list number 7 refers to, is unknown).

The *Miesso-Gauani-Tihò* itinerary (1936/1938) is also in the scale 1:250,000: the route is written over on a geological map, by M. Gortani and A. Bianchi; it was made on the occasion of the oil company-AGIP mission and supported by the Accademia d'Italia.

The *Carta itineraria della spedizione di S.A.R. Luigi di Savoia Duca degli Abruzzi per l'esplorazione dello Uabi-Uebi Scebeli 1928–1929* (1:250,000, accessible online), deals with Somalia; however, its sheet 6—*Buslei* belongs to the Ethiopian region and contains detailed cartographic data on land-use, roads conditions, settlements, buildings, monuments, the river system, waterways, water resources, communications, boundaries; the notes of this itinerary are present in Luigi Amedeo Savoia's book, *La esplorazione dello Uabi-Uebi Scebeli dalle sue sorgenti nella Etiopia meridionale alla Somalia Italiana* (see Savoia 1934).

The same book includes an overview map of the expedition (1:1,000,000, accessible online) and a summary map *Schizzo dei principali Itinerari seguiti*

¹⁴ Although it does not pertain to East Africa, but to the Yemen, the *Itinerario da Moka-Ibb-Udein al 100.000*, 1910 (arm. 81 inf, cart. 6, doc. 4), deserves to be mentioned. It is the report of the expedition to the Yemen aimed at recovering the corpses of two travellers: the Italian Benzone and the German Burchardt. It contains many maps and, above all, a forty-eight-page booklet *Itinerario – Da Moka ad Udein Gennaio–Febbraio 1910*, that includes a six-column table referring to stages (of the journey), time-distance march, roads and land conditions, water supply, camps, villages, cities.

dagli esploratori nell'alta e media Valle dello Uabi-Uebi Schebeli (in very small scale 1:2,700,000, accessible online).

Only one itinerary in the scale 1:300,000 belongs to this period: *Adua-Gondar*, by Captain Latini, 1934.

About ten itineraries of this period were mapped in the scale 1:400,000:

Adi Quala-Callabat, by consul Di Lauro, 1938, provided with some place names;

Adua-Gondar-Lago Tana-Arico-Fiume Scinfà, by Cav. Ignesti, with an accurate description of the river system, settlements and an odd representation of the cartographic scale, in the form of a stepladder;

Carta itineraria dimostrativa Assab-Staz. Afden (reduction of a map in the scale 1:100,000) by Lieut. G. Ricci and Col. U. Castellani, with some conventional symbolic icons;

Beilul-Benda Moeni, (probably 1928), consisting of three handwritten sheets, by mining engineer C. Maglione (member of Franchetti's expedition to Ethiopia), with much environmental data;

Addis Abeba-Gimma, by Lieut. Silvio Silvestri, 1937 (a further *Addis Abeba-Gimma*, 1:400,000, 1937, which is mentioned in the catalogue, cannot be found);

Gimma-Bonga, by Lieut. Silvio Silvestri, 1937 (which is probably a simple reduction of the above mentioned itinerary with the same title, in scale 1:25,000, 1936) is kept in the IGMI archive;

a similar copy, with the same name *Gimma-Bonga*, is kept in the IGMI library; it was printed by the Governo Generale A.O.I., and is provided with legenda and conventional signs, visible online;

another copy is *Gimma Bonga Itinerario*, 1937, by VII Sezione Topocartografica;

Assab-Dessie, 1:400,000, 1927, by Dr D. Brielli, sales agent in Dessié, visible online (two copies: one in the IGMI archive, another in the IGMI library);

finally, the *Addis Abeba-Gimma* itinerary, by VII Sezione Topocartografica, 1:400,000, is missing from the IGMI library.

Better known are the *Itinerari nell'Etiopia sud-occidentale percorsi e rilevati alla bussola dal Dott. Enrico Cerulli (1927-1928)*. A map with this title is attached to a book by the same author (see Cerulli 1933)¹⁵ — the renowned orientalist scholar and A.O.I. Lieutenant Governor. In the IGMI archive a map entitled *Itinerario Cerulli* (scale 1:500,000, 1932, pertaining to western Ethiopia) can be found, that is probably a draft of the above-mentioned map attached to Cerulli's book. Both documents are very poor in information and cannot be considered to be real itineraries.¹⁶

¹⁵ Cerulli 1933, XI.

¹⁶ Cerulli's *Itinerari* were originally composed of twenty-five sheets in scale 1:100,000 (compiled by reconnaissance survey 1927-1929), and a little later they were reduced to a single sheet in scale 1:500,000. The destiny of the original 1:100,000 itineraries is at present unknown. No trace of them is found in his *Inventario dei manoscritti* (Cerulli 2004).

Another itinerary in the scale 1:500,000 is *Dolo–Neghelli–Uadara* and was made by the 27th Unit. Three itineraries of this period are in the scale 1:750,000 (1933? 1935?).

The first of them is *Attraverso la Dancalia*, 1928–1929, which consists of a map made up of compass traverses and written in English. The map is the result of multiple technical contributions: field sketches by the Anglo-Italian mining engineer Ludovico M. Nesbitt, who explored this area during the same period as Raimondo Franchetti, landmarks established by H.F. Harrison in 1899, triangulations by Major C.W. Gwynn in 1908, and some ground control points by Italian Navy officers in 1918.¹⁷ One of the purposes of the trip was to find where the explorer Gustavo Bianchi had been killed; the second of these itineraries is *Dolo–Magalo*, which is less accurate than the previous one, the date is uncertain, although assignable to this period; the third itinerary is *Da Massua ad Adua, e da Zulla ad Antalo*, and is likewise of uncertain dating, with an accurate river system description and place names. This itinerary is written on the same paper that contains another itinerary, in the scale 1:200,000, named *Itinerario N. 7 – Massua–M.te Mamba–Conca di Hevo*, previously quoted; in comparison, the first seems to be the index diagram of the second—although the other sheets of the list have not been found.

Five itineraries are in the scale 1:1,000,000:

Burdodi–Danan–Duin–Amarò–Fitoi–Harrar, 1935;

Ferfer–Gorrahei–Dagabbur–Giggiga, 1935—both by 27th Unit;

Gorrahei–Harrar, present in two different variations, uncertain date, provided with elevation profile, made by Comando Forze Armate della Somalia (Somalia Armed Forces Chief).

Finally, two other documents are linked to works previously mentioned: the index diagram 1:1,000,000 belonging to the *Carta itineraria della spedizione di S.A.R. Luigi di Savoia Duca degli Abruzzi per l'esplorazione dello Uabi–Uebi Scebeli 1928–1929*; and the *Schizzo dei principali Itinerari seguiti dagli esploratori nell'alta e media Valle dello Uabi–Uebi Scebeli*, in the scale 1:2,700,000, 1932.

Among the itineraries (broadly defined) attached to works where they function as explanatory tools, it is worthwhile remembering those that were made during World War II by Istituto Agronomico per l'Africa Italiana (named today Istituto Agronomico per l'Oltremare, a technical body of the

¹⁷ The map *Danalia al 200.000 (Spedizione Barone Franchetti)*, 1928, is related to this; it consists of three sheets and an index diagram in the scale 1,500,000, with the layout of the route and minimal environmental data. The same observation can be made for the map *Spedizione Franchetti nella Danalia al 400.000*, 1938, edited by the IGMI (archive, arm. 81 inf, cart. 4), which contains the sketches of the routes (and the changes in the route) chosen by Franchetti, Maglioni, Graveri; the itineraries of preceding expeditions are also drawn.

Ministry for Foreign Affairs): the scientific contents of maps and the text mutually explain their respective contents (see Conforti 1941).

7. Itineraries today

The travels of geographers in eastern Africa continue to this day. The description of the last expedition was published in the IGMI magazine *L'Universo* (Benvenuti 2013). Evidently, in that part of the world, there is still much to be discovered.

8. Appendix

Examples of itineraries accessible online on the IGMI website: The first internet address refers to the catalogue card of the itinerary and contains rich information (origin, author, scale, date, etc.), the second address refers to the image of the itinerary (map and text).

Itinerario (n. 27) Barachit – Focada' -Adi Grat

<http://www.igmi.org/ancient/scheda.php?cod=11040>

<http://www.igmi.org/ancient/immagine.php?cod=14511>

Itinerari Elia da Mareb ad Addis Abeba – Tavola 23 – Foglio V – Mai Mesghì – Mai Ciò

<http://www.igmi.org/ancient/scheda.php?cod=10986>

<http://www.igmi.org/ancient/immagine.php?cod=14662>

Schizzi Itinerari della Colonia Eritrea – Itinerario no. 1, Saati – Baresa – Aidereso – Af Siot – Selet – Saganeiti

<http://www.igmi.org/ancient/scheda.php?cod=15819>

<http://www.igmi.org/ancient/immagine.php?cod=14178>

Itinerari Elia da Mareb ad Addis Abeba – Tavola 23 – Foglio VI, Mai Ciò – Ascianghi – Quoram

<http://www.igmi.org/ancient/scheda.php?cod=10983>

<http://www.igmi.org/ancient/immagine.php?cod=14663>

Itinerari Oltre il Setit – Tavola 10 + Quadro d'unione Itinerario 9 (not visible in the image)

<http://www.igmi.org/ancient/scheda.php?cod=11010>

<http://www.igmi.org/ancient/immagine.php?cod=14719>

Itinerari Oltre il Setit – Tavola 10 + Quadro d'unione Itinerario 10, Mai Dembecià – Bosa - Debarech – Encetcab – Derasghi (da Uolcait al Semien)

<http://www.igmi.org/ancient/scheda.php?cod=11002>

<http://www.igmi.org/ancient/immagine.php?cod=14720>

Itinerario Tahasciai – Pozzi di Elit – Gullui – Om Ager – Mai Teb – Ameli – Curcuggi

<http://www.igmi.org/ancient/scheda.php?cod=11114>

<http://www.igmi.org/ancient/immagine.php?cod=14512>

Itinerari Oltre il Setit – Tavola 10 + Quadro d'unione Itinerario 8, Tacazzé (Foce Sittona) – Culità – Adi Remoz, e Culità – Belamba – Cafta

<http://www.igmi.org/ancient/scheda.php?cod=11009>

<http://www.igmi.org/ancient/immagine.php?cod=14718>

Itinerari Oltre il Setit – Tavola 10 + Quadro d’unione

<http://www.igmi.org/ancient/scheda.php?cod=11011>

<http://www.igmi.org/ancient/immagine.php?cod=14710>

Itinerari Elia da Mareb ad Addis Abeba – Tavola 23 – Foglio I, Mareb – Mai Bairai – Adi Abuna – Adua

<http://www.igmi.org/ancient/scheda.php?cod=10987>

<http://www.igmi.org/ancient/immagine.php?cod=14658>

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Summary

Colonial Itineraries represent an informative product that has its origins in the innovative military organization of Revolutionary and Napoleonic France.

Italian Colonial Itineraries were the outcome of exploration and intelligence activities carried out by selected military units in unknown lands. The knowledge of the places was an essential precondition of conquest and its stabilization.

The major feature of the itineraries is the juxtaposition of a reconnaissance map to a list of detailed information concerning every short stretch of route covered: running times, road conditions, climate, landforms, land-use, water resources, culture, economy, monuments, etc. The Archives and the Library of the IGMI (Istituto Geografico Militare Italiano), set in Florence, preserve a great deal of such documents and they are probably the richest Italian stock.

Itineraries represent a valuable source of geographical knowledge about Ethiopia and Eritrea during the period between the late nineteenth and the thirties of the twentieth century. These pages are the result of an attempt at census and interpretation.