

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE
HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 104

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IVORY COAST

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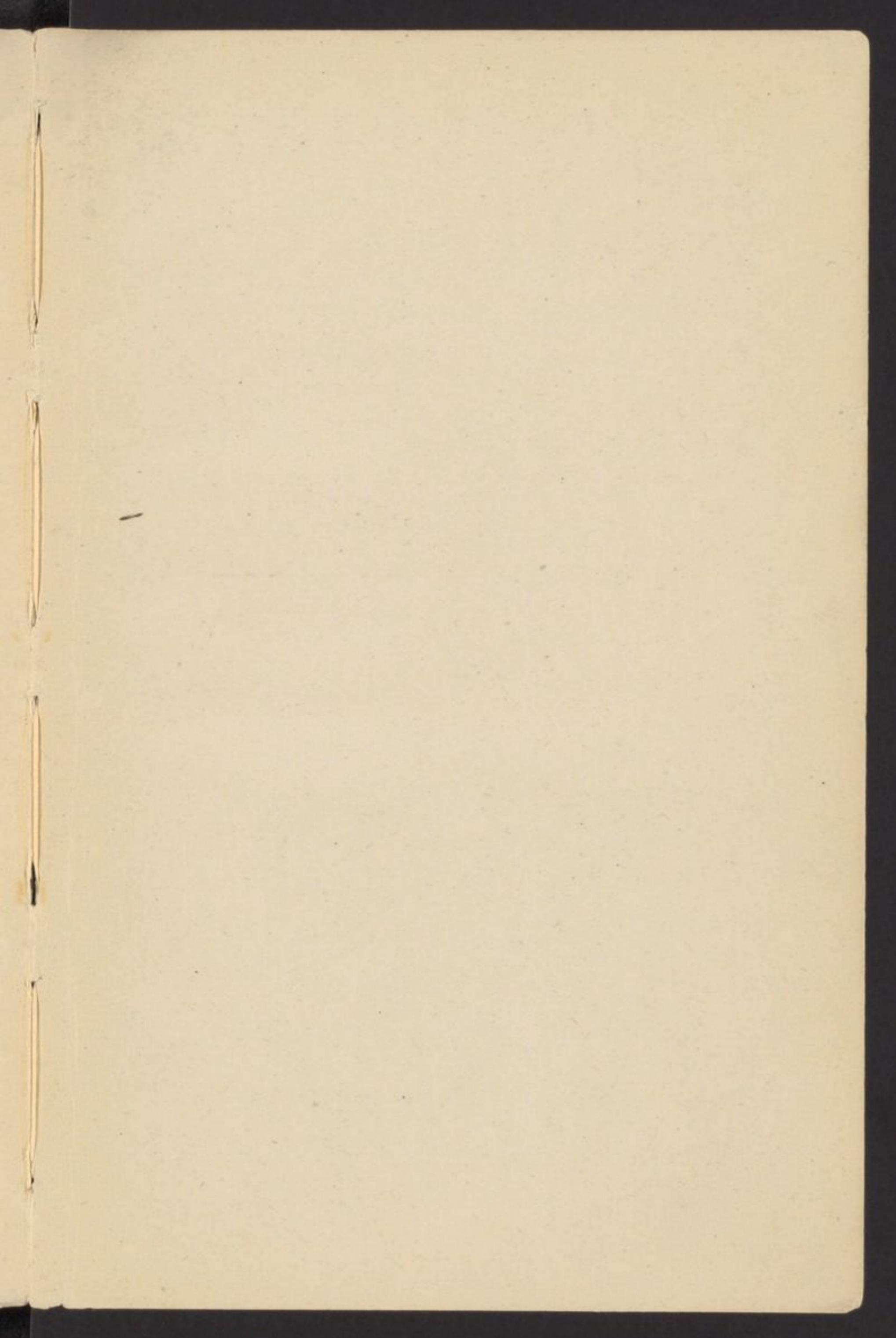


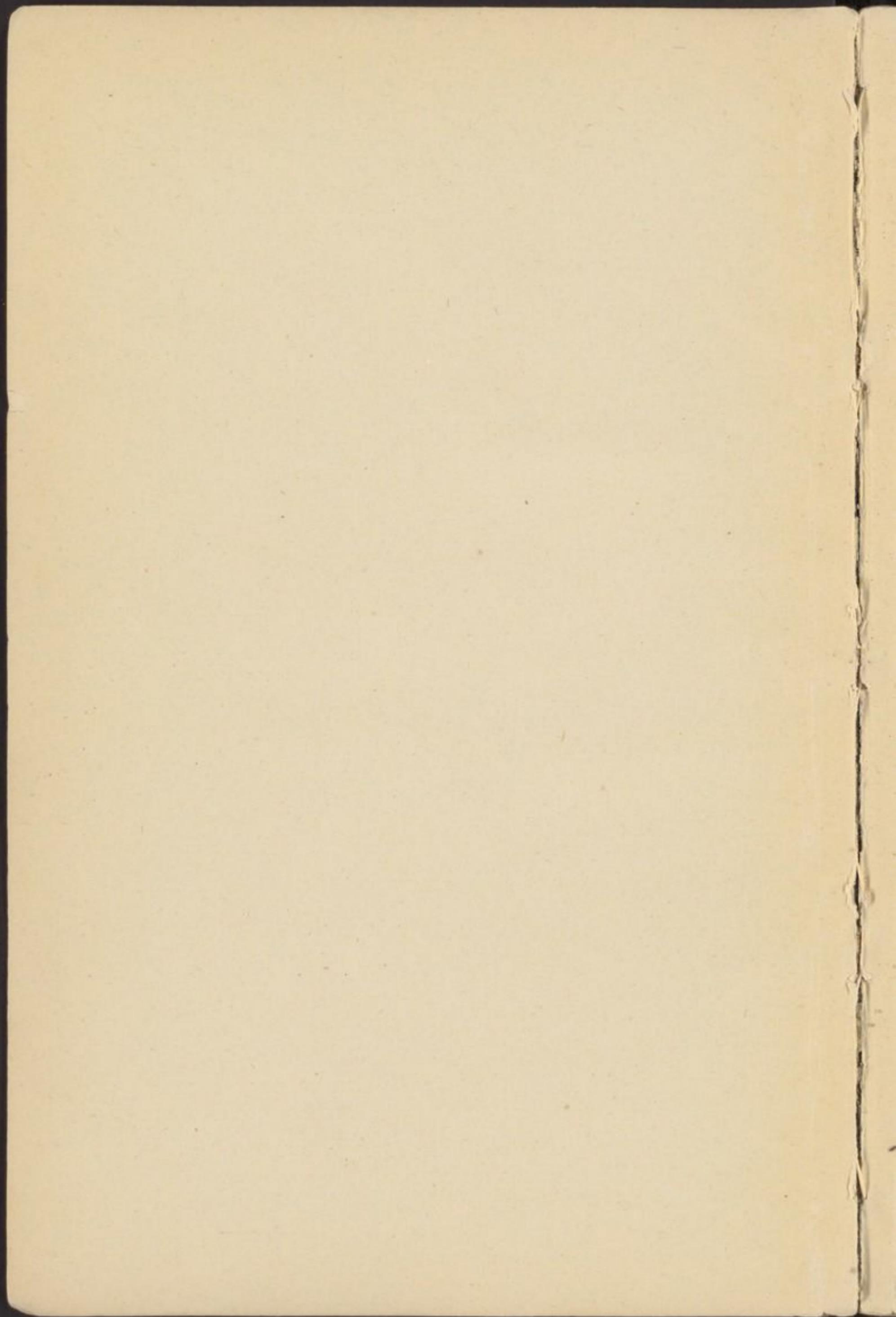
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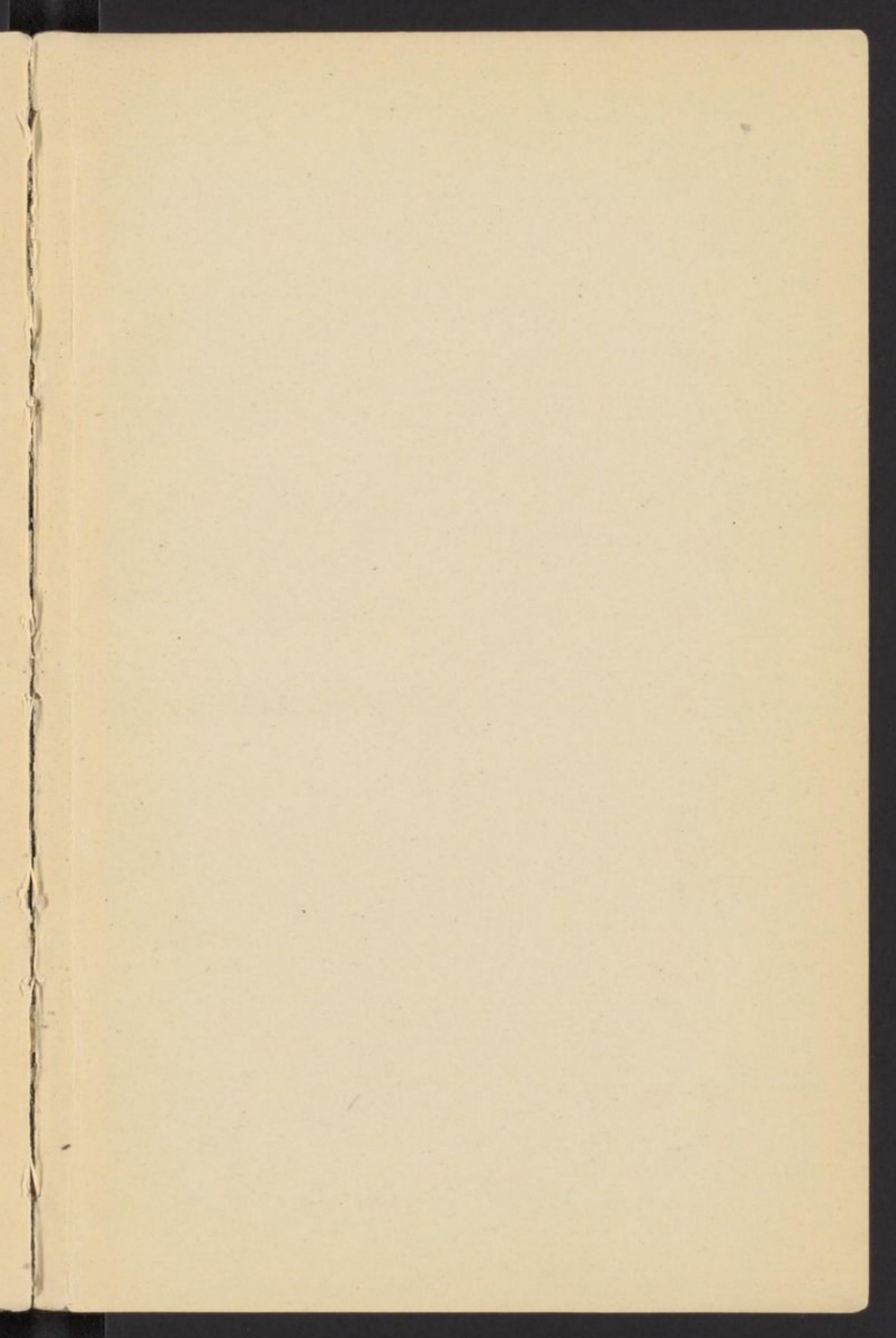


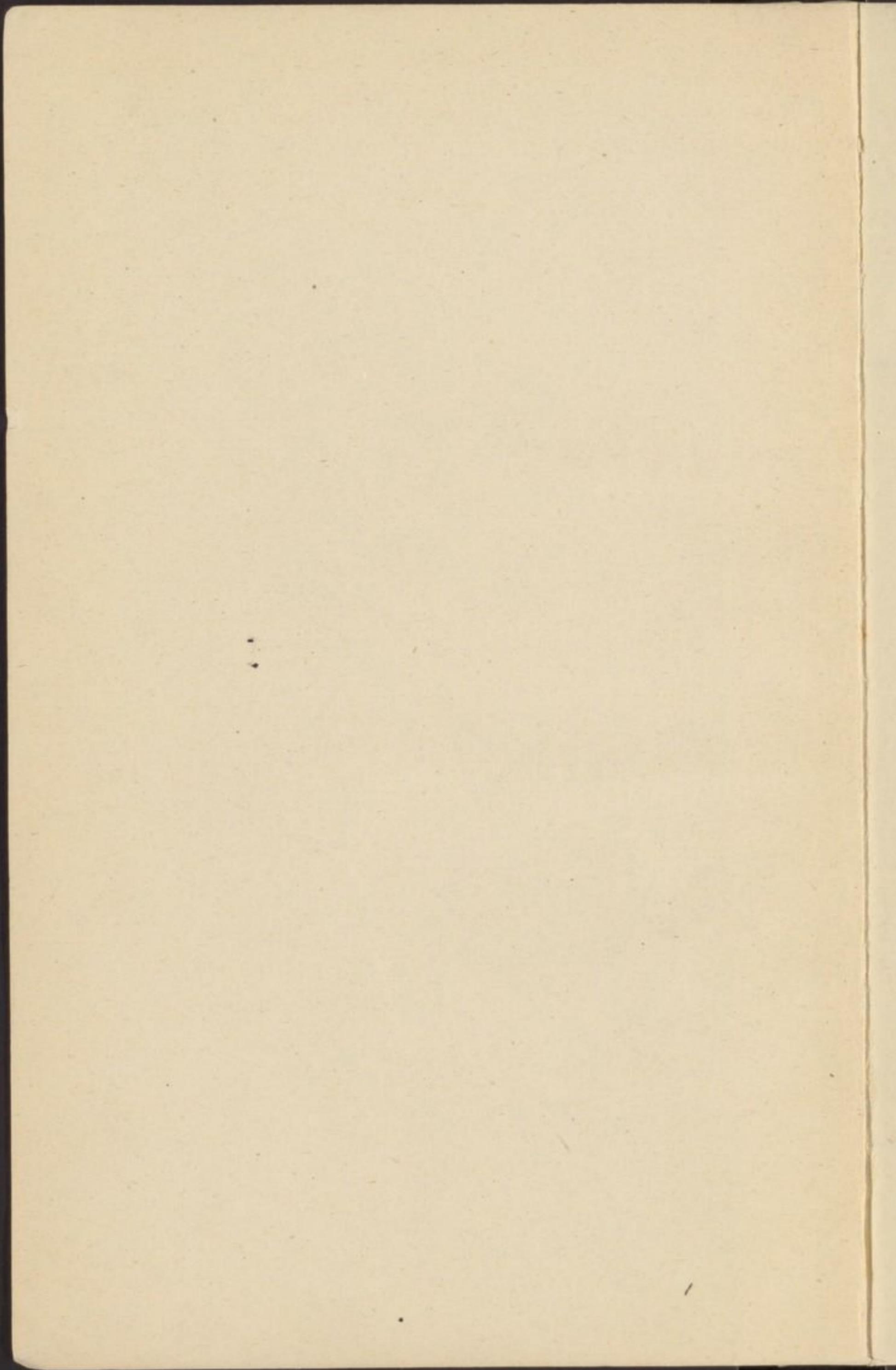
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LONDON:
PUBLISHED BY H. K. LEITCH, LTD.

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Editorial Note.

IN the spring of 1917 the Foreign Office, in connection with the preparation which they were making for the work of the Peace Conference, established a special section whose duty it should be to provide the British Delegates to the Peace Conference with information in the most convenient form—geographical, economic, historical, social, religious and political—respecting the different countries, districts, islands, &c., with which they might have to deal. In addition, volumes were prepared on certain general subjects, mostly of an historical nature, concerning which it appeared that a special study would be useful.

The historical information was compiled by trained writers on historical subjects, who (in most cases) gave their services without any remuneration. For the geographical sections valuable assistance was given by the Intelligence Division (Naval Staff) of the Admiralty; and for the economic sections, by the War Trade Intelligence Department, which had been established by the Foreign Office. Of the maps accompanying the series, some were prepared by the above-mentioned department of the Admiralty, but the bulk of them were the work of the Geographical Section of the General Staff (Military Intelligence Division) of the War Office.

Now that the Conference has nearly completed its task, the Foreign Office, in response to numerous enquiries and requests, has decided to issue the books for public use, believing that they will be useful to students of history, politics, economics and foreign affairs, to publicists generally and to business men and travellers. It is hardly necessary to say that some of the subjects dealt with in the series have not in fact come under discussion at the Peace Conference; but, as the books treating of them contain valuable information, it has been thought advisable to include them.

It must be understood that, although the series of volumes was prepared under the authority, and is now issued with the sanction, of the Foreign Office, that Office is not to be regarded as guaranteeing the accuracy of every statement which they contain or as identifying itself with all the opinions expressed in the several volumes; the books were not prepared in the Foreign Office itself, but are in the nature of information provided for the Foreign Office and the British Delegation.

The books are now published, with a few exceptions, substantially as they were issued for the use of the Delegates. No attempt has been made to bring them up to date, for, in the first place, such a process would have entailed a great loss of time and a prohibitive expense; and, in the second, the political and other conditions of a great part of Europe and of the Nearer and Middle East are still unsettled and in such a state of flux that any attempt to describe them would have been incorrect or misleading. The books are therefore to be taken as describing, in general, *ante-bellum* conditions, though in a few cases, where it seemed specially desirable, the account has been brought down to a later date.

G. W. PROTHERO,

General Editor and formerly

January 1920.

Director of the Historical Section.

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I. GEOGRAPHY PHYSICAL AND POLITICAL

(1) POSITION AND FRONTIERS

THE French colony of the Ivory Coast is situated on the north coast of the Gulf of Guinea, and extends inland for some 350 miles as far as the Niger basin. It lies between $10^{\circ} 20'$ and $4^{\circ} 20'$ north latitude and $8^{\circ} 50'$ and $2^{\circ} 50'$ west longitude, and occupies an area of about 125,000 square miles. The colony marches on the east with the British colony of the Gold Coast, on the north with the French colony of Upper Senegal and Niger, and on the west with Liberia and French Guinea.

The frontier towards the Gold Coast, as defined in a Memorandum contained in Notes exchanged May 11-15, 1905, is a line running in a general north and south direction, following well-marked natural features only in the northern and southern parts of its course, along the Volta and Tano rivers. The frontier towards Liberia, defined in the act of delimitation of January 13, 1911, is also a line with a general north and south direction, following the right bank of the lower Kavalli, and then crossing to the upper Nuon (Nipue). The boundaries between the Ivory Coast and French Guinea on the west, and between the Ivory Coast and Upper Senegal and Niger on the north, are described in the volumes of this series on *French Guinea* (No. 103) and *Upper Senegal and Niger* (No. 107) respectively.

(2) SURFACE, COAST, AND RIVER SYSTEMS

Surface

The surface of the colony is, on the whole, very uniform, and may be divided into the three following areas: firstly, the coastal region; secondly, the main

portion of the colony between the coastal region and the northern frontier, with the exception of, thirdly, the mountain massifs of the west central district.

The coastal region is divided into two parts. West of Fresco the coast is high and rocky, and immediately behind it the country begins its gradual slope upwards to the interior. To the east the conditions are entirely different, as the shore is low, monotonous, and sandy. Behind the shore lies a series of lagoons, which stretch for nearly 200 miles parallel to the coast, and extend in places nearly twenty miles inland. Their northern shores, which seem to represent an ancient coast-line, are steep and broken into rocky promontories, behind which the country rises to the interior.

The rest of the colony, with the exception of the massifs of the west central region, shows no very distinctive orographic features, and the ground rises by a succession of slopes towards the Niger watershed. [There are a few isolated elevations,] such as Nyenokwe, in the south-west, and the Komono peak, in the north-east, and a good deal of broken, hilly country in various parts, as, for example, round Bonduku. [The most important characteristic of this area is the primeval forest, which has a mean width of nearly 200 miles, and covers about two-fifths of the whole surface of the colony.] Between the courses of the Bandama and the Nzi, however, its depth is reduced to not more than seventy miles, and this district forms a kind of transition between the forest and the savannah, of which the northern half of the colony consists.

In the centre of the western side of the colony the country becomes mountainous. Near the meeting-point of the frontiers of the Ivory Coast, French Guinea, and Liberia is the isolated massif of Mount Nimba, which rises abruptly in the neighbourhood of Nzo to over 3,000 ft., and stretches westward outside the colony for some thirty miles. South-east of this massif, between the Kavalli and the Sassandra, and extending between about $7^{\circ} 20'$ and $7^{\circ} 50'$ north

latitude, is a confused mountain zone, with summits ranging from 2,500 to 4,500 ft.

Coast

The coast-line of the colony has a length of about 340 miles. As has been mentioned above, the western half is steep, the eastern low, consisting of a sandy foreshore backed by lagoons. The only permanent openings are found near Assini, at the mouth of the Komoe, and at the mouth of the Bandama. The lagoons are separated by banks and dotted with small islands and peninsulas.

River Systems

The rivers of the Ivory Coast are divided between two systems: that of the Niger, to which belong only insignificant portions of rivers in the extreme north; and that of the coast, consisting of the rivers which run north and south in approximately parallel courses into the Gulf of Guinea, together with some unimportant streams flowing east to the Volta.

The chief rivers of the second system, named from west to east, are the Kavalli, the Sassandra, the Bandama, with its tributary the Nzi, and the Komoe.

(3) CLIMATE

The climate is of the characteristically equatorial type. In general, there are four clearly-marked seasons, two rainy and two dry, though in the western part of the coastal region there appears to be no dry season. The greater dry season lasts from December to March, and the greater rains from April to July; the lesser dry season comes in August and September, and the lesser rains in October and November. In the mountain massif of the central west there is said to be a good deal of rain even between December and March. The amount of rainfall diminishes from south-west to

north-east. The annual rainfall on the coast is about 80 inches, but at Bonduku it is only 50 to 60.

The temperature is higher in the forest region than on the coast, where it is mitigated by the regular south-west winds, and still higher in the savannahs of the north. Observations are for the most part lacking, but the mean annual temperature on the coast, at Grand Bassam and Lahu, is about 81° F. (27° C.), and in the savannah region, at Kong and Bonduku, 81°-82° F. (27°-28° C.). The highest temperatures occur in the greater dry season. On the coast there is a great drop in temperature during the lesser dry season. The prevailing winds are from the south-west, but the north-easterly *harmattan* sometimes makes itself felt.

(4) SANITARY CONDITIONS

The health conditions of the southern half of the colony are in many places very bad, and no European should spend more than two or three years at a time in these regions. The most prevalent diseases are malaria, maladies of the respiratory organs, and dysentery. Small-pox is on the decline. The northern savannah districts appear to be more healthy.

A disease to which the natives are peculiarly subject is *filariasis*, caused by the so-called Guinea-worm. Europeans, presumably because of their greater care in obtaining pure water, seem to escape.

(5) RACE AND LANGUAGE

The native inhabitants of the Ivory Coast appear to be all Sudanese negroes. There is a vast number of tribes and sub-tribes known, and as yet no very scientific principle of classification has been arrived at. The usual method of classification is partly ethnical and partly geographical, and separates the natives as follows: (1) the Agni group; (2) the Mande group; (3) the tribes of the lagoons; and (4) the tribes of the south-west.

(1) The *Agnis*, who inhabit the east of the country, belong to the same family as the Ashantis. They are believed to have settled in the colony in the middle of the eighteenth century, dispossessing or absorbing the Senufo, Guro, and Abbe populations previously dwelling there. They are said to be divided into fifteen tribes, of which the largest and most homogeneous are the *Baules*.

(2) The *Mande* name is used in this classification to cover two quite distinct groups, the supposedly autochthonous *Senufos* and the conquering *Mande-Julas*. These peoples cover the whole of the northern part of the colony up to the edge of the forest region.

(3) The peoples of the lagoons do not come into any single ethnic grouping. Between Grand Bassam and Fresco twelve large groups are distinguished, mostly if not all related to the Ashanti family, though it is possible that the *Abures* represent an older stratum of the population. There are innumerable sub-tribes known.

(4) The peoples of the south-west are similarly classed together for convenience. The best known are the *Krus*. Some of the tribes of this group are apparently related to the Mandes.

The languages and dialects spoken by these tribes and their subdivisions are very varied. A peculiarity of the Sudan languages, which presumably also applies to those spoken by the population of the Ivory Coast, is the great difference of vocabulary in languages possessing a similar syntax. There is no mention of any general trade language that is spoken all over the colony, although a certain amount of pidgin English is spoken in the south-west.

(6) POPULATION

Distribution

The area of the colony is estimated at between 120,000 and 125,000 square miles, and the native population (1911) at 1,365,425, which gives a density of

some 11-12 inhabitants per square mile. The distribution over various parts of the area is not easy to arrive at. The forest is said to be thinly populated, which agrees with what is found elsewhere in Africa; on the other hand, it does not appear that the northern *cercles* have yet recovered from the ravages of the chief Samori (see p. 8), and if, leaving the two *cercles* of Baule out of account, the figures for the *cercles* north of 8° north latitude are compared with those south of it, it appears that the savannah is even more thinly populated than the forest. As for Baule itself, it accounts for about one-fifth of the whole population, and is the most densely inhabited part of the colony.

A map of French West Africa, published in 1911, shows the density of the population in various parts of the colony. The basis of the calculation is not stated, but the figures are as follows: the north-west, 6-12 inhabitants per square mile; the north-east, 3-6, and the south-west slightly less; the extreme south-east corner, 6-12; Baule, 20-30; and the lower parts of the Komoe and Bandama basins, from the Komoe to about half-way between the Bandama and Sassandra, 12-20 per square mile.

Towns and Villages

There are no very large towns; in 1912 Lahu had over 3,000 inhabitants, Grand Bassam nearly that number. Assini, Abwaso (Aboisso), and Tiassale had 1,000-1,500. In the north Bonduku has nearly 3,000 inhabitants, and there are agglomerations of 1,000-3,000 inhabitants at several places in the *cercle* of Kong. The large settlements destroyed by Samori's bands have not recovered.

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- 1787-1868 Conclusion of various treaties of protection with chiefs on the Ivory Coast.
- 1875-76 Proposal to cede French rights on the coast in part exchange for the Gambia.
- 1884 Effective occupation of Grand Bassam and Assini.
- 1888-89 Binger's expedition in the northern bend of the Niger: treaties with Bonduku, &c.
- 1889 Boundary with Gold Coast fixed up to 9° N. latitude (August 10).
- 1891 Declaration of protectorate over coast from Lahu to the Kavalli.
Boundary arrangement with Liberia (December 8).
- 1893 Further boundary arrangement with Gold Coast (July 12).
- 1904 Incorporation of colony in Government-General of French West Africa.
- 1911 Final settlement of boundary with Liberia.

(1) *Formation of the Colony*

FROM 1787 onwards a number of treaties concluded by the French with petty rulers on the Ivory Coast established some degree of French domination over that coast, the chief centres of French influence being, from west to east, Tabu (Dabou), Grand Bassam (1842), and Assini (1843). Little importance was, however, attached to these possessions; and in 1866 France offered spontaneously to cede them in exchange for the Gambia,¹ a proposal declined by Great Britain. In 1875 Lord Carnarvon stated that the French had almost withdrawn from these settlements, though a vague protectorate over the native chiefs was still asserted.² In the same year the British Colonial Office proposed, and France was willing to consider,

¹ H.C. Paper No. 444 of 1870, pp. 8, 9

² C. 1409, p. 25.

the cession to Great Britain of such rights as France might possess in part compensation for the cession of the Gambia. Subsequent negotiations proved abortive, owing to opposition in Great Britain and in the Gambia; but French interest in the coast revived, and in 1884 Grand Bassam and Assini were effectively occupied.

The interior had so far remained untouched; but the mission of Captain Binger, who in 1888 started to explore the countries in the northern bend of the Niger, resulted in a series of treaties, which brought under French protection large areas, including Bonduku (November 13, 1888), and Kong (January 10, 1889), thus securing to the Ivory Coast full access to the interior. This was finally subdued by a series of expeditions, ending with the capture of the chief Samori in 1898.

(2) *Boundary Agreements*

It remained to determine the boundaries with the Gold Coast on the east and with Liberia on the west. The first was settled in principle up to 9° N. lat. by Article III of the Arrangement of August 10, 1889, and defined in detail by an Arrangement of July 12, 1893. The extension of the line northward was delayed until 1898, when the Convention of June 14, 1898, finally settled the extent of the French Sudan; the boundary was finally determined by an exchange of Notes, May 11-15, 1905. On the side of Liberia a long series of treaties with native chiefs was entered into in 1890-91, largely confirming earlier treaties, and on October 26, 1891, formal intimation in accordance with the Berlin Act (Article XXXIV) was made by France that she had assumed a protectorate over the whole coast from Lahu to the Kavalli river.

The tribes on the Ivory Coast had been in close contact with British traders, and would probably have been ready to accept a British protectorate; but no exception was raised by the British Government to the

action of France, though it was intimated that the British Government did not intend to prejudice by their assent the claim of Liberia to the country between the San Pedro and the Kavalli rivers, which was in dispute between the two Powers. The British Government, however, raised the question of the duties to be levied on the coast thus taken possession of. By the Arrangement of 1889 France had engaged to impose certain definite rates of duty on liquor, cotton goods, and tobacco imported into Assini, a precaution necessary in the interest of the Gold Coast, and Great Britain now asked that the same rates should be imposed on imports into the new territory, a claim finally accepted by France for the time being.¹

The Convention of 1898, however, established a new regime. By Article IX of that instrument, confirmed by the Declaration of March 21, 1899, it was agreed that in a vast area, including on the British side Nigeria and the Gold Coast, and on the French the Ivory Coast and Dahomey, British subjects and protected persons, and French citizens and protected persons, should be entitled to national treatment in the territory of the other Power in all matters of river navigation, commerce, tariff, and fiscal treatment, and of taxes of all kinds for a period of 30 years from the date of the ratification of the Convention (June 13, 1899). At the expiry of that period the Arrangement might be terminated by either party on one year's notice. Further boundary questions with Liberia were disposed of by Agreements of September 18, 1907, and January 13, 1911.²

(3) *Internal Affairs*

While in the north of the territory no special difficulty has been experienced in controlling the tribes accustomed to organized rule, the existence in the south

¹ C. 6701, pp. 8 and 9. France notified on December 10, 1891, a further set of treaties with chiefs on the Ivory Coast.

² *State Papers*, cvii, 797-800.

of a forest belt 200 miles wide has rendered more difficult the reduction of the country to order. A rising of the Abbe in January 1910 was followed by the destruction of 300 Senegalese troops and the death of one European, and the investment of the post of Agboville. These events determined the Governor-General on vigorous action; and since then the pacification of the country and the disarmament of the tribes has been satisfactorily carried out, and the effective power of the administration has been greatly extended. By the Decree of October 18, 1904, the Ivory Coast became an integral part of the Government-General of French West Africa.

III. SOCIAL AND POLITICAL CONDITIONS

(See *French West Africa*, No. 100 of this series, pp. 3-14.)

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads, Caravan Routes, and Paths*

CONSIDERABLE efforts have been made in recent years to improve the road system in the Ivory Coast. A carriage road has been constructed from Grand Bassam on the coast by Bingerville, the capital, to Abijeau, the southern terminus of the railway. The colony is well provided with caravan routes, on which rest-houses, with a fixed tariff, have been provided at intervals for the convenience of travellers. These routes can all be used by bicycles, carts, and light-wheeled vehicles of any sort, and certain sections can be used by small motor-cars.

Bwake, the present northern terminus of the railway, is a centre from which several important routes radiate. Three of these lead north into Upper Senegal and Niger, one running by Koroko (Korhogo) to Sikasso, another by Odién to Buguni, and a third by Dabakala and Kong to Bobo-Diulasso (Bobo-Jilasu). One route goes west to Bela in French Guinea, by Segela and Tuba. Others connect Bwake with Bonduku in the north-east and Gagnoa in the south-west. Another route to French Guinea starts from Tafire and runs by Koroko and Odién. Upper Senegal and Niger can also be reached by a route from Buna in the north-east, and by one from Segela in the west, by way of Bundiali. Among important routes within the colony may be noted one serving the whole eastern side, from Abwaso (Aboisso) in the south to Buna in the north, by Zarana

and Bonduku; others from Tiassale north to Bwake and east to Abenguru; and others connecting Dimbokro on the railway with Bouafle to the north-west and Bonduku to the north-east.

Besides these main routes there are numerous paths, which have been cleared of undergrowth. Porterage is used on these for the transport of goods, and also persists to some extent on the main routes.

(b) *Rivers, Lagoons, and Canals*

The colony is well supplied with rivers, although the volume of water is small in the dry season. The rivers are, however, of little use for navigation, owing to the existence of rapids; but they can for the most part be used for floating timber.

The *Bia*, which flows into the Aby lagoon, is navigable by steamers to Abwaso, a distance of $7\frac{1}{2}$ miles. The improvement of this river was under consideration for some years, and in the year 1908-9 a dam was constructed at the mouth.

The *Komoe*, which drains the eastern part of the colony, is navigable by steamers drawing 3 ft. as far as Alepe (25 miles), and by canoes to Malamalasso.

The *Bandama*, which, with its confluent the Red and White Bandama and the Nzi, drains one-third of the colony, is navigable by small steamers up to Ahuacre, and in the season of high water to Brubru (56 miles), while canoes can ascend to Tiassale (68 miles).

The *Sassandra* is navigable by canoes as far as Subre, but there are dangerous rapids.

The *Kavalli* is navigable by small steamers to Tiboto.

An important means of communication in the south-east of the colony is afforded by the lagoons, which stretch along the shore for 186 miles, from the village of Fresco to the frontier of the Gold Coast. For the development of these waterways a comprehensive scheme has been planned. It is intended to join the Ebrie and Aby lagoons by a canal, to connect the

lagoons of Bassam and Assini by another canal, and to deepen the existing Fresco canal.

(c) *Railway*

The railway of the Ivory Coast is part of the general scheme for railway construction, intended eventually to link together the colonies forming French West Africa. It provides an outlet to the coast for the products of the interior, and connects with Abijeau on the Ebrie lagoon the district between the Bandama and the Nzi, where there is a break in the dense forest which covers the southern part of the colony.

The construction of the line was begun in 1904, a sum of 10,000,000 francs having been provided by the loan of 1903. In 1912 the line reached its present terminus, Bwake. The length of the line is now 194 miles, and the cost has been 31,614,000 francs, or 163,060 francs (£6,522) per km. The gauge is 1 metre (3 ft. $3\frac{2}{5}$ in.).

The line has been surveyed for a further distance of 183 miles, to Komoe, and provision has been made by a loan of 167,000,000 francs for the construction of 132 miles of this route, as far as Diendana. It is intended ultimately to continue the line to Bobo-Diulasso in Upper Senegal and Niger, to meet the projected extensions of the Kayes—Niger and Konakri—Kankan railways. There is also to be a branch line westward from Dimbokro to Daloa, which it is intended ultimately to prolong to meet the proposed branch of the Konakri—Kankan railway, the first section of which is to run from Kankan to Bela.

The most important stations on the present railway are Agboville, Dimbokro, and Bwake; from the two last named radiate the caravan routes already described.

(d) *Posts, Telegraphs, and Telephones*

The postal system of the Ivory Coast is under the control of the General Government of French West Africa, but is separately administered and financed. In 1915 there were 38 post offices in the colony. Along

the coast posts are carried by two lagoon steamers; while the interior is served partly by the railway and partly by runners and canoes.

Of the 38 post offices 33 did telegraphic business. The lines run from Bingerville to Bonduku, westwards to Dabakala, and northwards *via* Kong to join the telegraphic system of Upper Senegal and Niger at Bobo-Diulasso. From Dabakala a line runs west *via* Bwake, Segela and Tuba to join the French Guinea system at Bela. Other lines connect Odien, Tuba, and Logwale; Sassandra, Subre, Daloa, and Bouafle; and all the coast towns from Tabu to Assini.

There are telephone systems in 23 of the chief towns and villages.

(2) EXTERNAL

(a) Ports

There are no natural harbours on the Ivory Coast. All the ports are open roadsteads, with deep water close in shore. Landing is effected by means of surf boats, but is rendered very difficult by the constant heavy surf. The chief ports are Assini, Grand Bassam, Jacqueline, Grand Lahu, Sassandra, and Tabu. Drevin, San Pedro, Bereby, and Blieron are of secondary importance. Between Drevin and Tabu there are dangerous rocks.

The question of the construction of an artificial harbour was under consideration for several years. The original idea was to utilize Port Bluet, opposite Abijeau, on the southern side of the Ebrie lagoon, and thus within easy reach of the railway. It was, however, found impossible to create a harbour at this point, and attention has recently been transferred to Grand Bassam, the one port at which there is at present a wharf.

Assini is at the extremity of the neck of land between the Aby lagoon and the sea. Vessels anchor in about 10 fathoms, and load and unload by means of boats belonging to the business houses. The exports by this

port in 1913 amounted to 1,921,906 francs in value, and the imports to 2,332,124 francs.

Grand Bassam stands at the mouth of the Komoe, at the entrance to the Ebrie lagoon. There is good anchorage in 7-8 fathoms, but there is sometimes a strong current from the River Akba. A wharf, built on iron pillars, was constructed in 1897; it is 730 ft. in length, and is raised 16 ft. above the level of the sea; the depth of water at the end is about 5 fathoms. There are at present four steam cranes, and a fifth is to be added, together with new sheds and storehouses. Cargo is loaded from and discharged into surf boats, of which the port possesses nineteen. In good weather 550 tons of cargo can be embarked in a day.

Various improvements of the port and its communications are under consideration. The Governor-General of French West Africa approved in 1912 a scheme for the construction of two jetties almost parallel to one another and 980 yds. apart, and for a canal 12 miles long across Ebrie lagoon to enable vessels to reach anchorage at Abijeau.

Grand Bassam was formerly the capital of the colony, and is by far the most important of the ports. In 1912, out of the total of 390,141 francs representing the duties on the exports from the colony through the ports, 167,187 francs were accounted for by the exports from Grand Bassam; out of a total of 3,000,766 francs for the duties on the imports by the ports, 1,323,704 francs represented the share of Grand Bassam.

Jacquerville (Jackville), south of Ebrie lagoon, to which it is joined by a Decauville line 3 miles in length, has safe anchorage during bad weather in 9-11 fathoms. Vessels load and discharge from the beach. The exports from the port in 1913 amounted to 489,891 francs, and the imports to 1,002,383 francs.

Grand Lahu stands at the mouth of the Bandama river, by which canoes can reach the important trading centre of Tiassale. The town has increased rapidly in importance. Whereas in 1890 it was still merely a small customs station, by 1913 many large commercial houses

had set up branches there, and in that year the value of the exports was 2,211,999 francs, and of the imports 1,605,199 francs.

Sassandra, at the mouth of the river of the same name, has good anchorage. The depth about half a mile from the shore is 6 fathoms. The exports in 1913 amounted in value to 1,200,366 francs, and the imports to 852,182 francs.

Tabu is the most westerly of the ports, with the exception of Blieron at the mouth of the Kavalli river. It has a safe anchorage, and, together with Blieron, provides an outlet for the products of the rich district bordering the Kavalli. In 1913 its exports amounted in value to 308,559 francs, and its imports to 482,010 francs.

(b) *Shipping Lines*

Before the late war the Ivory Coast was served regularly by three French lines, and occasionally by one Belgian and one British line.

The mail steamers of the *Compagnie des Chargeurs Réunis* called at Tabu and Grand Bassam once a month on their voyages between Le Havre and Bordeaux and the Belgian Congo. The same company had a monthly cargo service from Dunkirk, Le Havre, and Bordeaux to West African ports.

The *Société Marseillaise de Navigation Fraissinet et Cie.* and *Cyprien Fabre et Cie.* had each a monthly steamer from Marseilles to the West Coast of Africa, carrying passengers and cargo.

Cargo boats belonging to the *Compagnie Belge Maritime du Congo* and to Elder, Dempster & Co. used to touch occasionally at Grand Bassam.

(c) *Cable and Wireless Communications*

A cable from Grand Bassam links up the Ivory Coast to the east with Accra in the Gold Coast, Kotonu in Dahomey, and Lagos in Nigeria, and to the west with Freetown in Sierra Leone, Konakri in French Guinea,

and Dakar in Senegal. Telegrams for France may be sent by the French cable from Dakar to Brest, or by the Spanish cable from Dakar *via* St. Louis, Teneriffe and Cadiz.

A wireless station was opened in 1913 at Tabu. Communication is held mainly with ships, but also, by night, with Konakri. It has a range of 150 nautical miles, and its normal wave length is 600 metres.

(B) INDUSTRY

(1) LABOUR

Supply of Labour.—The Ivory Coast is quite unsuited for white labour, and its development depends entirely on the capacity of the natives, who show some promise in agriculture and in exploiting the mineral resources of the country. The Senufos of the north, who are unfortunately not numerous, are described as hard workers, attached to the soil, and though they are not intelligent they are patient and teachable; among them also are found certain groups who have some skill in the working of iron and other metals. The Baules of the central region, which is the most densely populated, are also said to be good agriculturists, and it is probable that they will be able to develop the production of foodstuffs for export. In the south the natives are on the whole disinclined for continuous work, but the Kru tribes of the south-west make good labourers and boatmen, and are very willing to work for hire.

For Government and European undertakings generally the shortage of labour has been serious. Labour is dear, so that the financial success of European plantations is doubtful. One coffee plantation at Elmia was worked inexpensively because when the land was granted a stipulation was made that captive labour should be supplied. Porters can usually be obtained when required, but the rates of pay are high. In the construction of the railway, valuable services were

rendered by the Kulongos of the Bonduku district, who welcomed the French occupation as a deliverance from their neighbouring oppressors the Mandes and Abrons. Labour is also obtainable, as has been seen, from amongst the Kru tribes, but it is far from being plentiful.

Immigration.—For skilled labour the colony is dependent on immigrants, who are recruited from Senegal, Sierra Leone, and the Gold Coast. It is possible, as a rule, to obtain in this way all the labour required, but very high wages are demanded.

Emigration.—A decree of October 1901 regulates the conditions of emigration from the Ivory Coast. No recruiting of labour can take place without the consent of the Lieutenant-Governor, and for each native recruited a passport fee of 100 francs has to be paid.

(2) AGRICULTURE

(a) *Products of Commercial Value*

(i.) *Vegetable Products.*—Of the *cereals*, maize is cultivated everywhere, two harvests being obtained each year, and export has begun; millet is cultivated in districts outside the forest zone, and the large millet (*sorghum*) forms the staple food of some tribes in the north. Rice is grown in the west and south.

Cocoa grows well in the Ivory Coast, and the extent of the plantations has rapidly increased. In 1913 there were 361,380 cocoa trees on the plantations, of which 33,000 were bearing. In 1915 there were 1,677,000 trees on the native plantations, of which 159,000 were bearing, and 248,760 trees on the thirteen European plantations, 29,660 of which were bearing. The Administration has established centres for instructing the natives in the methods of fermenting the beans. The amount of the export rose from 55 kg. in 1900 to 47,000 kg. in 1913 and to 186,000 kg. in 1916.

Coffee grows wild in many parts, and *Coffea liberica* has been cultivated. The most important plantation is

at Elmia, and produces about 70 tons of coffee yearly. The natives of the upper Kavalli basin carry on trade in coffee with Liberia. The exports by sea are insignificant.

Copra has been prepared in increasing quantities of recent years, but not to anything like the extent which should be possible. Coco-nut palms are cultivated round nearly all the villages of the forest, and especially on the borders of the lagoons and in a region up to 100 km. from the coast.

Cotton is an important crop in the northern and north-western districts. It is cultivated, as in the United States, without irrigation. The principal centres of trade are Bwake, Dimbokro, and Yamusukro. The Administration is anxious to encourage the production.

Ground-nuts are of minor importance in the Ivory Coast, but their cultivation is increasing. The nuts are heavy, so that hitherto the trade has been hampered by inadequate means of communication and transport; it is hoped, however, that the extension of the railway and the improvement of the ports will result in increased production.

Kapok is obtained from trees of the *Eriodendron* and *Bombax* species, which abound in both the forest and savannah zones. The fibre, which is used for lifebelts, for stuffing cushions, and for similar purposes, is prepared by the natives as in Upper Senegal and Niger. The amount of the export increased from 2,725 kg. in 1913 to 43,000 kg. in 1916.

Kola nuts are obtained from wild trees in the forest zone, and in the northern districts the tree is cultivated. It is most plentiful in the *cercles* of Nzi-Komoe, Bonduku, Indenie, Assini, and the lagoons. The nuts are usually exported fresh, although the export of nuts dried in the colony has been tried. The greater part of the trade goes north across the land frontiers, 500 tons being the average quantity exported annually. The export by the ports was 85 tons in 1913, 149 tons in 1914, and 46 tons in 1915.

Palm oil and palm kernels are among the most valuable natural products. Groves of oil-palms form an almost continuous band along the coast, especially near the lagoons. In the forest zone, the trees occur only round the villages, by the rivers, or in clearings. Further north they become denser again, but are less productive there than near the sea. The native methods of preparation are primitive and unsatisfactory, and the introduction of European methods has begun. Four factories have been established, but their activities are still on a small scale; of these the most important is at Drevin in the *cercle* of Lower Sassandra; two are in the neighbourhood of Bingerville and one on the Komoe, not far from Grand Bassam. Agricultural mutual aid societies have been created, partly in order to enable the natives to purchase implements and machinery. At Bingerville there is an experimental station where the production and preparation of palm oil are being studied.

The exports, which amounted to 4,812 tons of oil and 1,247 tons of nuts in 1896, reached a total of 6,104 tons of oil and 6,949 tons of nuts in 1913, while the figures for 1916 were 6,776 tons of oil and 8,000 tons of nuts. These totals represent only a fraction of the possible trade. Lack of communications has hitherto hampered production in the interior; in the neighbourhood of the railway, exploitation was in 1916 just beginning, and a considerable increase in trade is likely to follow the construction of the branch line from Dimbokro to Daloa.

Rubber is obtained chiefly from three species of creeper (*Landolphia heudelotii*, *Landolphia owariensis*, and *Clitandra elastica*), and one tree (*Funtumia elastica*). *Funtumia elastica* abounds in the forest zone, over a region stretching northwards for 80–100 km. from the coast. Agricultural stations have been established, where experiments are made with *Funtumia elastica* and other rubber-producing plants. The natives often mix with the latex obtained from the *Funtumia elastica* that taken from the *Ficus vogelii*.

The value of rubber in the Ivory Coast, as in other parts of Africa, has been adversely affected by the competition of plantation rubber from the Far East and of rubber substitutes. The Administration has not, however, yet abandoned the encouragement of rubber-growing, and has formed schools at Assikasso and Bwake to instruct the natives in the most economical methods of tapping and preparing the rubber.

Shea butter is obtained in the north-east of the district round Koroko, where the shea tree is abundant; it is, however, unknown in the forest zone, the most southerly point at which it grows being the northern portion of the district of Buake. The export of the butter increased from 1½ tons in 1912 to 40 tons in 1916.

Vegetable ivory can be obtained from the nuts of the *rônier* and doum palms. The *rônier* palm grows in the savannah region, and forests of it exist in the basins of the upper Volta and the upper Komoe, where the natives have established plantations. The *doum* palm exists in great numbers, but no use has yet been made of the vegetable ivory to be had from it. The production of ivory is now very small.

Among miscellaneous products may be mentioned *manioc*, which forms the staple food of some tribes in the forest area; *yams*, which are cultivated in the north and furnish the chief food of the Baule tribes; *plantains*, which are grown in the east; and *sesame*, which is but little cultivated.

(ii.) *Live-stock*.—There are very few horses and asses, except in the extreme north, and even there they do not breed and are of little use for transport purposes. Cattle, sheep, goats, pigs, and fowls are found in small numbers both in the coast region and north of the forest. The cattle are small, but sturdy; their meat is good, but they are poor milkers. The sheep are kept for slaughter only, as they do not produce wool. The methods employed in stock-raising are primitive; the animals are generally left to themselves, and are in a semi-wild state. Two experimental stations have,

however, been established for the breeding of sheep and cattle, and it is hoped that they will spread the knowledge of more scientific methods.

(b) *Forestry*

The extensive forests of the Ivory Coast contain not only such products as palm oil, rubber, and others already described (see above, pp. 18-21), but also valuable timber.

From the commercial standpoint the most important of the woods is mahogany. About 40,000 tons of this wood are obtained annually, mainly from the *Khaya ivorensis*, known amongst the natives as dukuma. There are ten other species capable of furnishing similar timber. In the absence of sufficient means of communication and transport, it has been impossible hitherto to exploit trees more than two or three kilometres distant from the lagoons, the rivers or the railway. Transport would be facilitated if the wood were cut to measure and sawn within the colony. The Congress of Civil Engineering, held at Paris in 1918, decided in favour of this change, and of the establishment of Canadian sawmills. Another reform desirable is the use of machinery for cutting the trees and stripping the bark. As most parts of the colony are sparsely populated, the introduction of machinery will be indispensable if the area of exploitation is extended.

Until recently mahogany was the only wood exported, and the amount of other woods exported is still very small. There are, however, a large number of species which would repay exploitation. Hard timber suitable for the manufacture of railway sleepers and wagons is provided by the *azobe* and the *edum*, which are similar to teak. A forest mission in 1908 reported that these trees cover 18 and 5 per cent. of the forest land respectively. *Nete*, covering 20 per cent., and *songare*, covering 6 per cent., are said to be comparable to the oak, and to be useful for joinery and carpentry. The *fakpo*, *avodire*, *okume*, and *badi* are lighter woods suitable for joinery and cabinet-making.

Permits to exploit timber must be obtained from the Lieutenant-Governor of the colony. They are granted for areas of 2,500 hectares, and convey the right to exploit all the trees of the forest except oil-palms, rubber, kola, and shea trees, coco-nut and *rônier* palms, and copal trees. The Governor may also grant a permit of exploration tenable for three months, and not renewable.

(c) *Land Tenure*

The native system of land tenure varies amongst the different tribes of the colony. Generally speaking, however, the land occupied by a tribe is regarded as belonging in common to the whole tribe, the chief having the right to apportion it to various villages, whose chiefs in turn apportion it to families. As a rule the possession of land by the family is not absolute, as it extends only to the cultivated products, natural products such as rubber and mahogany being held in common by all the inhabitants of the village. Amongst some tribes private ownership is established by the occupation and cultivation of land, permission to occupy being obtained in the first instance from the chief of the tribe. In some cases this private ownership is also limited to the cultivated products of the land, and continues only so long as the land remains in cultivation; in other cases the land becomes the absolute property of the cultivator, who can transmit it to his descendants.

As in the other colonies forming French West Africa, land vacant and without an owner belongs to the State, and the profits therefrom are assigned as a subvention to the local budget. It is to be noted that in the district of Kong native custom regards all vacant land as belonging to the chief of the tribe; there is therefore, strictly speaking, in this district no land without an owner. Concessions of land are granted to individuals under the system established by the ordinance of September 26, 1907. Grants of land up to 200 hectares in extent are made by the Lieutenant-

Governor; from 201 to 2,000 hectares by the Governor-General; over 2,000 hectares by the Minister for the Colonies on the recommendation of the Commission of Colonial Concessions. For urban lands heavy obligations and charges are incurred; for rural lands a small annual payment is required during a certain period of years, at the end of which, if the exploitation of the land is adjudged satisfactory, ownership is established and no further charge is made. In the case of land required for cocoa plantations payment is exacted for the first year only, provided the land is developed in accordance with a fixed standard. Such land becomes the absolute property of the holder of the concession at the end of a term of five years.

(3) FISHERIES

The lagoons and rivers are plentifully supplied with fish. The most common edible varieties are carp and pike. Sardines, herrings, soles and tunny are obtained off the sea-coast.

On the banks of the lagoons and on the coast, fishing and the drying of fish constitute an important native industry. On the lagoons the fish are caught either by large barricades built of raphia leaves or by nets and lines. In the rivers a combination of these two methods of fishing is employed. Sea-fishing is carried on in large canoes resembling whale boats, and in small boats propelled by one man.

Trade in fish is carried on particularly in the districts of Lahu and Agneby, the centres being Tiassale and Grand Lahu. The fish is caught in the Lahu lagoon by the natives and sent, usually by canoe, to the market at Tiassale, whence it is distributed by the routes which meet at the town throughout the southwestern part of the colony.

(4) MINERALS

The mineral wealth of the Ivory Coast was highly estimated in the early years of the present century. There has hitherto, however, been no proof of the exis-

tence of deposits large enough to justify these expectations.

Gold has been found in the districts of Sanwi, Indenie, Baule, Assikasso, Memle and Bonduku. Exploitation is carried on by the natives in various parts. In Kokumbo, in the district of Baule, gold is found on the hillsides at a height of about 500 ft.; shafts 80-100 ft. in depth are made and the blocks of auriferous rock are brought by the men to the villages, where they are crushed. The gold is then washed out by women. In other districts, Indenie for example, gold is found in the alluvium of the beds of rivers. The work of extraction is frequently done by women, and the average daily profit is variously estimated as 0.15 fr. and 0.75 fr., the rate exacted by the chief on whose land the search is made having been deducted. The average export for the years 1890-1897 was stated to be 155 kilogrammes; but the estimated amount extracted by the natives in 1914 was only 20 kilogrammes. There is some exploitation by Europeans, but it is as yet on a very small scale.

Other minerals exist in various parts of the colony. Copper is found in the districts of Sanwi and Baule, and garnet in the region of Grabo. Iron is fairly widespread, although the quantity is nowhere great; it occurs as magnetite in the district of the upper Kavalli. Fine sand impregnated with bitumen, and a limestone containing an asphaltic material, have been found in the extreme south-eastern corner of the colony. Syenite rocks containing compounds of titanium are reported in the Kinta mountains, and mica in the neighbourhood of the lower Sassandra. Finally, in certain parts, mainly in the centre of the colony, decomposition of the granite has given rise to pockets of practically pure kaolin.

(5) MANUFACTURES

In almost all parts of the colony some weaving is carried on, especially in Baule and the northern

districts. Here cotton is cultivated, and the manufacture and dyeing of cloth is a widespread occupation amongst the women.

In most districts the natives make agricultural implements, spears, and knives from the iron which they obtain from the laterite. Jewellery of various kinds is produced. Canoes, chairs, doors, and coffins are made in all parts. Pottery is manufactured by the women.

There is likely to be some development in industries connected with the provision of materials for the construction of European houses. A brickyard has been in existence for some time near Grand Bassam, and the presence of clay throughout the colony promises success to similar undertakings elsewhere.

There are no European manufactures in the colony.

(C) COMMERCE

(1) DOMESTIC

(a) *Principal Branches of Trade*

The commerce of the interior is still very limited, the greater part of the needs of the natives being supplied from the immediate neighbourhood of their homes. Such commerce as exists is carried on by licensed hawkers and by caravans; the railway is utilised chiefly for the export and import trade. In large centres such as Abwaso, Alepe, Tiassale and Bwake there are warehouses where the travelling merchants can replenish their stocks. The chief articles of commerce are salt, textiles, tobacco, kola nuts, cattle, sheep, goats, and poultry, and, in the southern districts, fish.

(b) *Towns, Markets, &c.*¹

In most parts of the colony markets are held in the towns and villages, but the districts served are, as a

¹ For the ports, see also *supra*, pp. 14-16.

rule, very small. The most important markets are at places well served by caravan routes, by the railway or by the lagoon system; these are Bwake, Tumodi, Kodisfobi, Bonduku, Buna, Alepe, Tiassale and Abwaso. The last three are the chief centres for the sale of rubber. There are also towns whose commercial importance is due to the existence of a transit trade between the coast and the interior; these are Abijean, at the head of the railway on the Ebrie lagoon; Agboville, in the rich and rapidly developing district of Attie; and Dimbokro, the junction of the railway and caravan routes.

The most important trading centre of the colony is, however, the port of Grand Bassam. Numerous business houses, native and European, are represented in the town. The population is nearly 3,000, and in 1913 there were 115 Europeans. The measures taken by the Government since the year 1904 have somewhat improved the health conditions of the town, which formerly suffered greatly from the scourge of yellow fever.

Assini and Abwaso are the commercial centres for the south-east corner of the colony. Assini is served by the sea and the lagoons, and possesses telegraphic and telephonic communication. Abwaso is on the caravan routes from Indenie, Bonduku, and the French Sudan, along which rubber is carried. Between 1898 and the rubber crisis of 1912, the number of carriers bringing rubber to Abwaso in the course of a year rose from 3,000 to 45,000; the town was transformed; the native buildings disappeared and European houses, wide streets and carefully laid out plantations took their place. There is little trade in palm oil in this district, and the decline in the rubber traffic may diminish the importance of the town.

Bonduku is the most important of the towns served solely by caravans. To this centre are brought from the north oxen, sheep, shea butter, dried fish, and goods of native manufacture; while from the south come imported goods, such as gunpowder, textiles, and

pearls; from the surrounding district rubber is collected for export southwards.

Bingerville, the capital, on the Ebrie lagoon, is a modern town, containing the headquarters of most of the public services of the colony. In 1913 there were 90 European inhabitants. The town stands at the head of the routes from Abijeau and Alepe, and, by means of the lagoon, it has a wide connection along the coast. Its commercial importance has developed rapidly.

Tiassale, on the Bandama river, has become a commercial centre of the first order. It has a large number of native merchants, and there are branches of important European trading houses. It is one of the largest markets for the rubber of the interior and the fish of the coast region.

(c) Organizations to promote Trade and Commerce

A Chamber of Commerce was instituted at Grand Bassam in 1908 by an ordinance of the Governor-General of French West Africa. Its function is to give advice on proposed commercial regulations, and to supply the Administration with any information required as to the conditions of trade and local customs.

(d) Foreign Interests

The most important of the business houses trading in the Ivory Coast are French. Among them are the Compagnie Française de l'Afrique Occidentale, which has representatives in almost all the commercial centres of the colony, the Compagnie de Kong, and the Compagnie Commerciale de la Côte d'Afrique. Apart from these, British houses occupy the first place. The chief firms are R. & W. King and W. D. Woodin & Co., which have branches distributed almost as widely as those of the Compagnie Française de l'Afrique Occidentale; others are Jacob Williams, with branches at Assini and Tate, Elder, Dempster & Co. at Grand Lahu, and Reder & Son at Jacquville.

(2) FOREIGN

The following table shows the value of the foreign trade passing through the ports in the years 1904-13 :—

—	Exports.	Imports.
	Francs.	Francs.
1904	10,286,743	15,583,382
1905	7,635,753	13,895,337
1906	9,609,984	11,671,768
1907	10,910,537	14,314,267
1908	10,854,190	14,223,203
1909	11,787,852	11,192,242
1910	15,749,700	16,049,454
1911	18,242,832	20,566,940
1912	17,615,775	17,535,048
1913	16,401,815	18,154,499

The main reason for the fluctuation in the exports is the varying demand for rubber, mahogany, and palm oil in the European markets. There are immense reserves of these products in the forests of the Ivory Coast, and the amount of the export is determined by the prices offered. The fluctuation of the import figures is caused chiefly by accidental over-stocking of the markets in some years, and by variations in the native demands following upon the state of the export trade. In 1909, for example, the price of rubber was very low during the first part of the year, and in consequence the demands made by the native hawkers on the stocks of Abwaso and Tiassale were small; hence there was a tendency to decline in the import trade. At the beginning of November, however, the rubber situation improved considerably, and the improvement continued to the end of the year. As a result the storehouses were completely cleared, and it was necessary in 1910 to increase the imports in order to replenish the stocks. The Government imports in connection with the railway and other public works vary greatly in amount from year to year.

Apart from these fluctuations, the situation before
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the rubber crisis of 1912 was satisfactory. The progress is shown by the following quadrennial averages:—

	Exports.	Imports.
	Francs.	Francs. §
1892-1895	3,969,200	2,644,700
1896-1899	4,989,100	4,652,800
1900-1903	7,234,500	8,032,700
1904-1907	9,610,750	13,861,200
1908-1911	14,158,650	15,507,950

(a) *Exports*

Quantities and Values.—The depreciation of rubber in the European markets has been continuous since 1912. In the period 1908-1911 rubber represented 55 per cent. of the value of the exports. In 1913 it was still the chief article of export, forming 31 per cent. of the total; it fell, however, in 1914 to 516,738 francs or 6 per cent. The main articles of export other than rubber were in both years mahogany, palm oil, and palm kernels; next in importance came oxen, ivory, ox hides, cocoa, and kola nuts.

The following table¹ shows the average value of the principal articles of export in the period 1908-11, and their value in 1912 and 1913:—

	1908-11.	1912.	1913.
	(Average) Francs.	Francs.	Francs.
Cocoa	15,214	41,908	67,190
Coffee	57,033	42,509	21,274
Fish	50,070	113,846	69,513
Ivory	153,647	156,864	159,624
Kola nuts	8,126	18,494	48,180
Mahogany	1,636,065	2,896,529	5,012,868
Oxen	5,025	460,000	634,750
Ox hides	5,472	23,601	87,907
Palm kernels	1,212,432	1,767,753	2,496,729
Palm oil	3,152,227	3,727,065	3,022,115
Rubber	7,841,758	8,256,498	5,141,614

¹ Authority: *Statistiques du Commerce des Colonies Françaises: Colonies d'Afrique. 1908-1913.*

The quantities of the four chief products exported in the same years were as follows:—

—	1908-11.	1912.	1913.
	(Average) Kg.	Kg.	Kg.
Mahogany	17,896,921	30,489,783	42,651,829
Palm kernels	5,038,437	6,799,050	6,949,206
Palm oil	6,239,196	6,776,479	6,014,460
Rubber	1,198,881	1,376,083	962,297

Countries of Destination.—France in 1913 was the chief customer of the colony, while in previous years France and the United Kingdom had taken between them by far the greater part of the exports, but the United Kingdom generally had the first place. Germany in 1913, as in former years, came third. The progress of the trade with Germany in the decade preceding the war was considerable.

The following table shows the share of the different countries in the export trade from the Ivory Coast during the period 1908-11 and in the years 1912 and 1913:—

—	1908-11.	1912.	1913.
	(Average) Francs.	Francs.	Francs.
France	5,996,796	6,852,615	6,599,871
French Colonies	1,537	11,872	21,899
Germany	610,679	1,483,808	2,871,701
United Kingdom	7,445,466	8,354,058	6,081,997
Other Countries	104,165	913,422	826,347

Of the four chief products of the colony, France in 1913 took 94 per cent. of the export of palm oil, 35 per cent. of the export of rubber, 26 per cent. of the export of palm kernels, and 24 per cent. of the export of mahogany. The United Kingdom in the same year

took 61 per cent. of the export of mahogany, 60 per cent. of the export of rubber, 3 per cent. of the export of palm oil, and 1 per cent. of that of palm kernels.

(b) *Imports*

Quantities and Values.—The main articles of import in 1913 were cotton goods, rice, metals, machinery, distilled liquors, flour, tobacco, soap, and building materials.

The following table shows the average value of the principal imports in the period 1908-11, and their value in 1912 and 1913 :—

—	1908-11.	1912.	1913.
	(Average)		
	Francs.	Francs.	Francs.
Biscuits (ships')	86,589	179,561	166,891
Building materials.. ..	300,758	245,756	239,282
Cotton goods	4,163,854	4,641,578	4,173,471
Flour	161,413	186,818	361,321
Kola nuts	2,653	7,078	4,000
Liquors (distilled)	1,038,615	899,160	728,880
Machinery	734,755	711,653	848,505
Metals	785,241	437,485	850,003
Petrol	134,898	168,585	163,357
Rice.. ..	726,211	955,140	1,157,686
Soap.. ..	105,228	272,106	246,834
Sugar	67,525	105,342	179,409
Tobacco (leaf)	352,705	305,971	280,359
Wine (in barrels)	134,492	169,971	208,534

Countries of Origin.—In 1913 the United Kingdom supplied 71 per cent. of the cotton goods, Germany 10 per cent. and France 9 per cent.; of the rice imported Germany supplied 35 per cent., France 32 per cent. and the United Kingdom 21 per cent.; of the metals Germany supplied 38 per cent., France 23 per cent. and the United Kingdom 21 per cent.; of the machinery France supplied 69 per cent., Germany 16 per cent. and the United Kingdom 14 per cent. In 1913 France took

the first place in the import trade, the United Kingdom came closely second and Germany third.

The following table shows the share of the different countries in the import trade during the period 1908-11 and in the years 1912 and 1913:—

—	1908-11.	1912.	1913.
	(Average) Francs.	Francs.	Francs.
France	5,829,122	6,316,347	6,699,851
French Colonies .. .	21,365	275	39,067
Germany	2,202,379	2,332,764	2,923,430
United Kingdom	6,570,271	7,200,435	6,645,632
Other Countries	884,823	1,684,227	1,846,519

(c) Customs and Tariffs

The ordinary French tariff does not apply to the colonies of French West Africa, in which the duties have been fixed by a series of special decrees. The Ivory Coast lies within the area defined in the Anglo-French Convention of June, 1898, in which an undertaking was given that there should be no differentiation in import duties between goods from France and goods from Great Britain. The majority of goods entering the colony pay an *ad valorem* duty of 10 per cent., rising in the case of arms and ammunition to 20 per cent. Certain articles, notably gunpowder, textiles, salt, tobacco, and wines and spirits, pay specific duties. There are a number of exemptions of the ordinary kind, including live animals, fresh meat, fish, and vegetables, agricultural implements and machinery, grain, seeds, and fertilisers, coal, munitions of war imported by the Administration, and various African products such as rubber, ground-nuts, palm kernels, sesame, and gum copal.

There is an *ad valorem* export duty of 7 per cent. on rubber. Most products from the Ivory Coast on entering France have to pay the duties imposed by the

minimum tariff, but timber and palm oil are exempt, and coffee and cocoa, to an amount fixed annually, are admitted at half the ordinary duty.

(d) *Commercial Treaties*

The Anglo-French Convention of 1898 stipulated that within the territory there defined, of which the Ivory Coast forms part, French and British subjects should enjoy equality of treatment in respect of river navigation, commerce, customs, and taxes of every kind.

(D) FINANCE

(1) *Public Finance*

The finances of the Ivory Coast, like those of other French West African colonies, are dealt with partly under the general budget for French West Africa and partly under the local budget for the colony. The principal expenses provided for in the former are public works and services and charges on the debt, the most important source of revenue being the customs. The local budget provides for all expenditure other than that defrayed by the general government or the Communes. On the credit side, it is assisted by a subsidy from the general government. The most important of the revenues coming within the scope of the local budget is the poll tax, which, owing to the extension of the French occupation and the improvement of the census, rose from 776,993 francs in 1904 to 3,844,628 francs in 1913. It varies from 50 centimes to 5 francs according to the district, and is collected by the native chiefs under the superintendence of French officials. The customs receipts, which fall to the general budget, have increased from 1,955,878 francs in 1903 to 3,405,664 francs in 1913. The Ivory Coast Railway has a separate budget attached to the general budget; in 1910 the revenue and expenditure were respectively 791,373 and 677,350 francs, and in 1913 they were 1,385,090 and 1,169,939 francs.

The details of local revenue and expenditure for 1913 were as follows:—

<i>Revenue</i>				Francs.
Direct Taxation—				
Poll Tax	...	...	...	3,844,627.70
Patents and Licences	...	...	...	290,962.75
Tax on Arms	...	...	...	25,141
Indirect Taxation—				
Tax on Kola nuts	...	...	...	192,521.40
Other	...	...	...	29,577.50
Posts and Telegraphs	...	...	...	212,019.71
Domain Lands and Forests	...	...	...	599,113.85
Mines	...	...	...	11,572.44
Grand Bassam Wharf	...	...	...	746,000.15
Receipts under former budgets				163,114.62
Subsidy from General Budget				1,900,000
Other receipts	...	...	...	306,552.64
Extraordinary receipts				625,940.76
Total				8,947,144.52

<i>Expenditure</i>				Francs.
Contributions and debts due	...	...	...	7,655.99
General Administration	...	...	...	3,530,602.92
Treasury and Finance Depts.	...	...	...	350,857.35
Agriculture	...	...	...	129,291.60
Forestry	...	...	...	63,404.86
Posts and Telegraphs	...	...	...	593,447.53
Wireless Telegraphy	...	...	...	33,544.13
Public Works and Mines	...	...	...	811,005.01
Navigation	...	...	...	63,798.92
Grand Bassam Wharf	...	...	...	786,920.15
Education and Poor Relief	...	...	...	505,280.93
<i>Dépenses imprévues</i>	...	...	...	67,831.66
Extraordinary Expenditure	...	...	...	624,170.64
Total				7,567,811.69

A reserve fund has been created for the colony, and on May 31, 1914, amounted to 4,051,461 francs.

(2) *Currency*

French money is the only legal currency, and the import of foreign coin is prohibited, though British sovereigns and half-sovereigns are accepted.

In certain regions the natives still use the money which was current before the French occupation. In the district of Seguela they have the *sombe*, a piece of forged iron. Gold dust is used in Bonduku and Nzi-Komoe and cowries in Kong. In the forest and lagoon regions they use the *manille*, a bronze coin weighing about 145 grammes and worth about 20 centimes. All native money is, however, tending to disappear.

(3) *Banking*

The Banque de l'Afrique Occidentale (see *Senegal*, No. 102 of this series, p. 40) has a branch at Grand Bassam and an agency at Assini.

The Bank of British West Africa had a branch at Grand Bassam, but has been obliged to close it. Owing to the control of silver by the French Government and the prohibition of the import of foreign money, it is out of the question for a British bank to maintain a satisfactory status.

(E) GENERAL REMARKS

At the beginning of the century three main considerations faced the Administration: the establishment of French authority over the tribes; the provision of means of communication in the interior; and the creation of a port accessible not only from the sea but also from the chief centres of domestic trade and of production. Of these the first has been accomplished, the second is on the way to fulfilment with the extension of the railway, the construction of the branch

line, and the improvement of the roads; and as to the third, the works planned in connection with Grand Bassam will at any rate do something to provide an outlet for the heavier products of the colony.

Further, the supply of labour is an important problem, which must be solved if the colony is to be developed. The natural resources are rich; and, although it appears likely that rubber will not regain its importance, other products, such as palm oil and timber, as yet only partially exploited, are ready to take its place.

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MAPS

The Ivory Coast is covered by the War Office map of West Africa (G.S.G.S. 2434), on the scale 1:6,336,000, 1903 (additions 1914, boundaries corrected 1919); also by four sheets, Nos. 59, 60, 71, 72 (old numbering) of the War Office map of Africa, on the scale 1:1,000,000.

The first part of the book is devoted to a general survey of the history of the African continent from the earliest times to the present day. The author discusses the various theories of the origin of the African race and the influence of the environment on their development. He also touches upon the political and social conditions of the continent during the colonial period.

The second part of the book is a detailed study of the various African peoples and their customs and traditions. The author describes the physical characteristics, languages, and social organizations of the different groups, from the nomadic herders of the north to the settled agriculturalists of the south.

The third part of the book deals with the economic and social progress of the African continent in the modern era. It examines the impact of colonialism and the role of the African people in their own development. The author also discusses the current political situation and the prospects for the future of the continent.

The book is written in a clear and concise style, making it accessible to a wide range of readers. It is a valuable contribution to the study of African history and culture, and is highly recommended for all those interested in the continent.

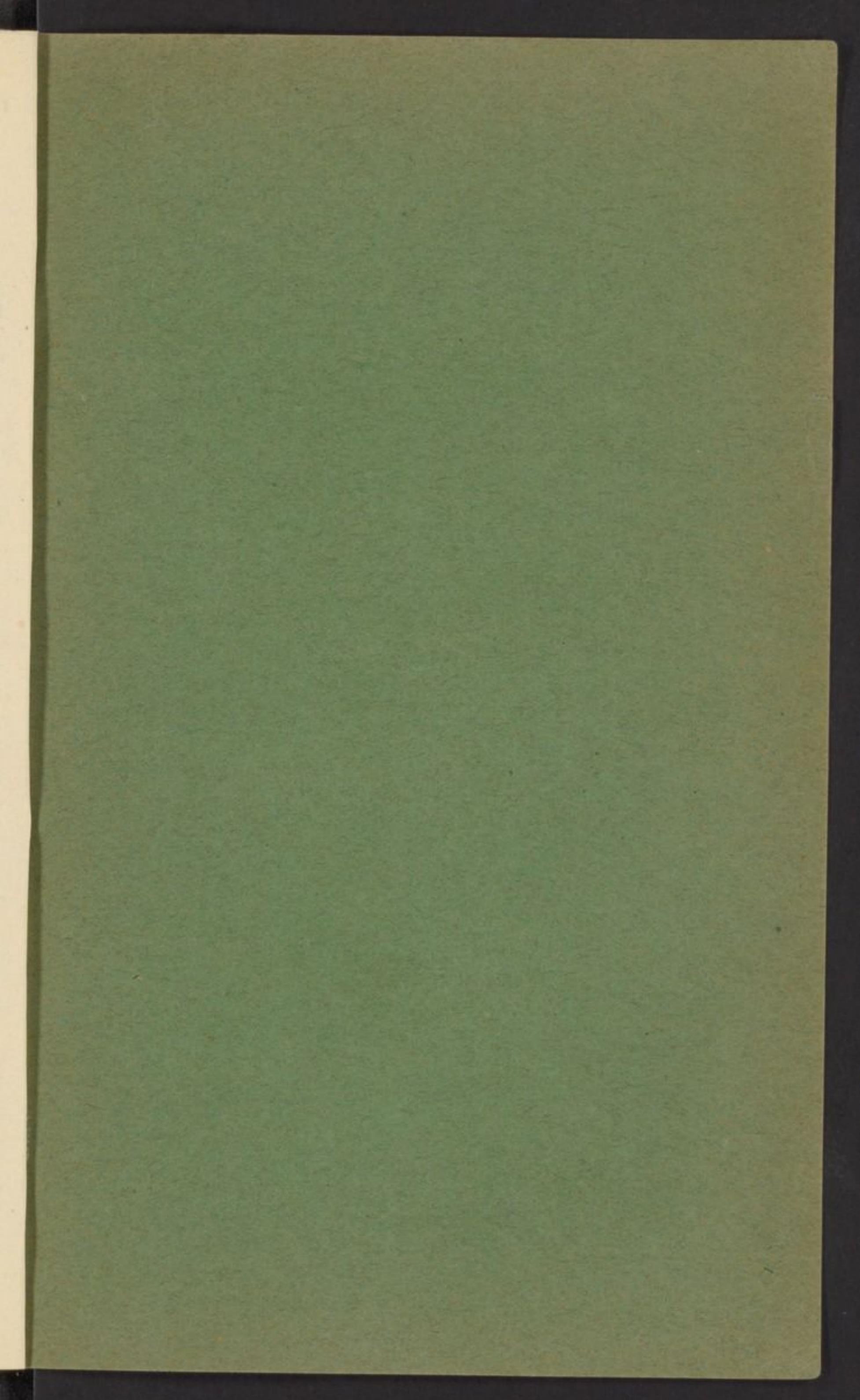
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The book is a landmark work in the field of African studies and has inspired generations of scholars and students alike. It is a testament to the author's dedication to the study of his subject and his commitment to the advancement of knowledge.

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