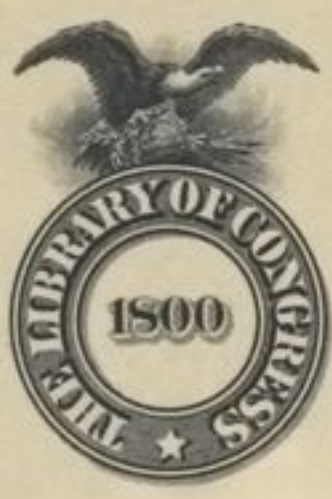
HANDBOOKS PREPARED UNDER THE DIRECTION OF THE HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 93

GOLD COAST

LONDON:
PUBLISHED BY H.M. STATIONERY OFFICE

1920



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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
Director of the Historical Section.

January 1920.

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I. GEOGRAPHY PHYSICAL AND POLITICAL

(1) Position and Frontiers

The territory of the Gold Coast lies on the Gulf of Guinea, between Togoland on the east and the Ivory Coast on the west, and stretches inland for about 300 miles to the southern frontier of Upper Senegal and Niger. It is roughly rectangular, measuring over 300 miles along the coast and about 180 miles along its northern frontier. Its total area is about 79,000 square miles, comprising the Gold Coast Colony (24,000 square miles), the Ashanti Colony (24,000 square miles), and the Northern Territories Protectorate (31,000 square miles). Its extreme limits are latitudes 4° 44′ and 11° 10′ north, and longitudes 1° 12′ and 3° 14′ west.

The northern frontier, starting from the Black Volta, runs practically straight along the eleventh parallel of north latitude as far as the Red Volta, where it makes a dip to the south, and then follows an irregular line to a point 8 miles north-east of Bawku. The eastern frontier[1], marching with Togoland, has a general south-easterly direction, and over a large part of its course follows first the Daka and then the Volta, but turns abruptly eastward some 30 miles north of the coast, so as to include the districts of Adda and Kwitta. The western frontier follows the Black Volta to about 15 miles south of latitude 9° north, and thenceforward is a

[1] Described in detail in *Togoland*, No. 110 of this series.

demarcated line, trending generally south-south-west, but turning eastward in the last part of its course, and reaching the sea by the lower course of the Tano River. The demarcation of all these frontiers, except one small section of the eastern boundary between 6° 10′ and 6° 20′ north latitude, was completed in 1903-4. Efforts were made to ascertain and follow tribal limits, but the choice of the Daka as part of the eastern boundary cut the Dagomba territory in two, and left its capital in Togoland. Some rectification may be advisable at this point.

(2) Surface, Coast, and River System

Surface.—The territory is divided into two parts by the Black Volta, which, in its middle course, crosses it from west to east. To the north of this line is the Northern Territories Protectorate; to the south, Ashanti and the Gold Coast Colony.

The *Northern Territories plateau* is a sandstone country, with granite and quartz in the north, and a good deal of ironstone and laterite elsewhere. It consists of undulating savannah country, rising gradually towards the north from the narrow valley of the Black Volta. A scarp, with a steep drop to the north, runs across the plateau south-westward from a few miles north of Gambaga in the north-east to Bungweli and perhaps beyond. On the north side of this scarp there is broken rising ground diversified by the Sapari, Nabrigo, and other hills, which rise from 100 to 500 ft. above the general level of the surface (about 1,000 ft.). Most of the plateau lies in the basin of the White Volta, the rest of it in the basins of the Black Volta in the west and the Daka in the east.

There are few large tributaries of the main rivers; nor, between January and March or April do they all contain running water throughout their courses; while the swamps and minor streams are completely dry. Moreover, there is a scarcity of sub-surface water.

The whole tract, therefore, may be described as arid for at least one-third of the year. The cultivated areas, which are mostly in the north, are comparatively small in extent, and all the rest of the country is covered by grasses, except for a few narrow belts of monsoon forest.

The *eastern plains of Ashanti and the Colony* are a savannah forest country with characteristics similar to those of the Northern Territories plateau, except that their general level is about 500 ft. lower, their surface is less undulating and more hilly, and they are more thickly wooded and are much better watered and moister. In the north-west they merge into the savannah plateau of north-west Ashanti, and in the south-east they are crossed by the eastern end of the Akwapim and Akropong (Krobo) range of hills.

The coastal area, east of Appam, consists of undulating savannah plains, 3 to 20 miles wide. In the extreme south-east there is a series of brackish lagoons, separated from the sea by narrow stretches of sand. These eastern plains are watered by numerous streams, most of them perennial, but others dry for part of the year. There are some large stretches of almost pure grass land, but in general the tree-growth is much denser and finer than in the northern plateau. Along most of the rivers and streams are belts of monsoon forest. The soil is rich and deep in most places.

The *western plain of Ashanti and the Colony* is of an entirely different type. It is densely wooded, is well-watered by innumerable rivers and streams, between which rise ranges of hills, often of considerable height, and has moist, fertile soil, well suited for agriculture. The chief rivers in this region have a general direction from north to south and fall into the ocean. The whole country contains many small marshes, and parts of it are flooded to some extent for short periods during the rainy season. There is only one lake, that of Bosumtwi, south-east of Kumasi in the Moinsi Hills. This lake, which is

4½ miles long and 4 miles broad, is situated at an altitude of about 600 ft., and is entirely surrounded by steep hills rising 500 to 600 ft. above its surface. Between the western frontier and Axim the coastal area is occupied by swampy country for a depth of about 20 miles; east of Axim and as far as Apam is a strip of plain, a few miles wide, which is elevated in places to 200 ft. above sea level, and breaks into low ridges and hills covered with an evergreen scrub forest 8 to 20 ft. high. The greater part of these western plains is covered with dense, high forests, interspersed in places with swamp forests and also with secondary forests which have sprung up on lands that have gone out of cultivation. The soil, which consists largely of loam derived from the decomposition of granitoid rocks, is fertile and moist.

The *mountainous tract* dividing the eastern from the western plains of the Colony and Ashanti runs from near Kintampo in the north-west to near Accra in the south-east, forming the western watershed of the lower course of the Black Volta River and of the Volta River. It consists of a series of mountain groups. As a rule the ranges are narrow, but in the Kwahu region, and perhaps elsewhere, there is a broken plateau some 15 miles wide. The land is well-watered and the soil moist and fertile.

Coast.—The coast line, which is about 340 miles in length, runs east-south-east from the French frontier in the west to Cape Three Points; thence it turns east-north-east and continues in that direction as far as the Togoland frontier. In the extreme east and west there are sand-spits enclosing large lagoons bordered by mangrove forests, and there are a few smaller lagoons at other points; but with these exceptions the coast consists of a low sandy beach varied by small bays and rocky headlands, near which are rocks and shoals. The headlands occur chiefly between the Ankobra River and Appam.

River System.—The most remarkable river is the Black Volta, which, after it has been joined by the

White Volta, is called simply the Volta. Its course of 700 miles falls naturally into three portions. In the first it flows south, forming the western frontier, from the north-western corner of the Northern Territories Protectorate to the rapids of Aderoso. Here it turns south-eastward, and by a winding course, forming the southern boundary of the Protectorate, crosses the country to the confluence of the Daka River on the eastern frontier. From this point the stream turns south again to the sea, and for most of the way forms the eastern boundary of Ashanti and the Colony. In the first section there are no large tributaries, though there are innumerable water-courses draining swampy land. In the middle section the Lora Mole or Mambili, the White Volta and the Daka flow in from the north, and the Pru from the south. The biggest of these rivers is the White Volta, which is fed by the Red Volta and the Sissili (with its tributaries the Kulpawn and the Pulundel) on the right bank, and the Kudani or Nasia and the Lafi on the left. The White Volta enters the Protectorate in the extreme north-east, and flows for 300 miles before it joins the Black Volta. In the third section of the main stream the chief tributaries are the Beresu, the Obosom and the Afram.

The chief rivers of the western plains, flowing from north to south, are as follows, named from west to east: The Bia rises not far north of the seventh parallel, and flows for about a degree of latitude through Ashanti and the Colony before turning westward into French territory. The Tano rises near Kintampo, and flows entirely through British territory till it falls into the Tendo lagoon. The Ankobra is fed by two large tributaries, the Mansi and the Bonsa, and enters the sea near Axim. The Pra rises among the hills of Kwahu, and has as feeders the three important streams of the Anum, the Ofin (with its tributaries the Adra and the Jim), and the Birrim. Among the numerous small rivers east of the Pra the only ones which need be mentioned are the Nakwa, the Ayen, and the Den.

(3) Climate

The most noticeable feature of the climate is its great humidity. So far as is known, this ranges between 77 and 86 per cent. over most of the country, except in the Northern Territories, where it is probably a good deal lower. Gambaga in six consecutive years had a mean of 60·9.

Rain-laden monsoon winds from the south-west and west prevail from March to October inclusive. They are then replaced by the *harmattan*, a dry, north-easterly wind accompanied by a dust-haze, which is first felt in the Northern Territories, reaches Ashanti in December, and the coast still later. On the coast it is comparatively light, and markedly less dry than in the interior. In March, after the cessation of this wind, the wet season opens with tornadoes and winds from the south-west, bringing the rains to the coast.

From the point of view of rainfall, the territory falls into three zones. The southern zone includes the whole of the Colony, and as much of Ashanti as lies to the south of a line drawn east and west through Kumasi. Here the maximum fall occurs in June; there is a break in July and August, but the rains increase again in November to December, when the dry season begins; it lasts till the end of February. The total annual fall in this zone is 54·3 in. (1,379 mm.), of which one-tenth falls during the so-called dry season. The fall is unevenly distributed, the western coastal area receiving 80·1 in. (2,036 mm.), while the eastern coastal area gets only 30·9 in. (786 mm.). This is due to the northerly trend of the coast east of Cape Three Points.

The intermediate zone includes that portion of Ashanti between a line drawn through Kumasi on the south and the Black Volta River on the north. Here there is considerable rain in March, little in July and August, and the maximum fall is in September. The total annual

fall is 55·9 in. (1,420 mm.), of which about one-seventh falls in the winter months.

The northern zone, beyond the Black Volta, has a relatively light rainfall in March, which increases till it reaches its maximum in August and September. In October the fall is only about one-third that of September; in November it is very light. The total annual fall is 45 in. (1,143 mm.), of which one-twentieth only falls during the dry winter months.

Not much information is available concerning the temperature, although some details are known which were obtained at 12 observing stations during periods varying from 3 to 14 years. The mean annual temperature varies between 78·5° F. (25·8° C.) at Accra on the coast to 81·5° F. (27·5° C.) at Gambaga in the Northern Territories. The hottest month is March or April, and the coolest July or August. The mean monthly maximum temperature varies from 87·2° F. (30·7° C.) at Cape Coast to 96·2° F. (35·7° C.) at Gambaga, and the mean monthly minimum from 69·4° F. (20·8° C.) at Kumasi to 74·4° F. (23·5° C.) at Kwitta on the coast. The daily range is small throughout the country. It increases towards the interior and is greatest when the *harmattan* is blowing, at which time the nights are cold in the hilly country and in the Northern Territories.

(4) Sanitary Conditions

The moist, hot climate undoubtedly makes the Colony and Ashanti unhealthy for Europeans. Between 1891 and 1903 the average annual death-rate is said to have been 42 per thousand, but since then the rate has been greatly reduced by preventive and curative measures. The disease from which Europeans suffer most is malaria and its sequelae, but yellow fever is said to be more dangerous to them. The Northern Territories, being drier, are markedly less unhealthy than the rest of the country, and the

malaria prevalent there is of a mild type; on the other hand, diseases of the respiratory organs are common, owing to the cold nights during the period of the *harmattan* in the winter months.

Among the natives the most common maladies are dysentery, malaria, rheumatism, diseases of the eyes and respiratory organs, and skin and parasitic diseases. Smallpox is endemic, but it is generally of a mild type, and no severe epidemics have been recorded for many years. Sleeping sickness occurs in chronic endemic forms in the Colony and Ashanti, but is hardly known in the Northern Territories, except in the Southern Province. Cases of yellow fever are reported frequently, but no epidemic of it has occurred for the last 20 years; on the other hand, in 1906-8 there was a bad outbreak of cerebro-spinal meningitis in the Northern Territories which caused no fewer than 10,000 deaths in 1907 alone. There was a bad epidemic of anthrax in 1913, believed to have been imported from the Moshi country in French Upper Senegal. Nothing appears to have been recorded concerning native methods of dealing with diseases, and nothing is known about their efficacy; it is said that infant mortality is unusually heavy owing to malnutrition. Hygienic measures, such as the destruction of mosquito breeding-places, are said to be producing good results.

(5) Race and Language

In the Gold Coast Colony and its Dependencies there are more than 50 different tribes (or political communities speaking one language or dialect, and acknowledging one head). Those living in the Colony and Ashanti are pure negroes, while those found in the Northern Territories are of negroid stock. Also, throughout the country, but especially in the north, there are many large colonies of Negro Hausas, and a few small ones of Hamitic Fulas.

Most of the inhabitants of the forest country of the Colony and Ashanti are Chi-speaking negroes who, according to their traditions, used to be a pastoral people living to the north and west of their present territory; they were driven thence by invaders from the north, and, entering the forest region, at that time little inhabited, became agriculturists, pressed onwards to the coast and dispossessed the Ewe-speaking aboriginal tribes who dwelt there. Of these Ewe tribes, or of mixed Ewe and Chi tribes, or of mixed Ewe and aboriginal tribes, there now are the Ahanta, the Chama (Elmina), and the Amanahia (Appolonia) in the west, and in the east the Ga (Accra), Krobo, Andangme, Awuma, Agbosome, Afflao, and several others of lesser importance. Of the Chi-speaking tribes the most important in the Colony are the Sefwi and Wassaw in the west; the Denkyira, Fanti (Mankesem) and Assin in the centre, and the Akim and Akwapim in the east; while in Ashanti are the Adansi, the Amansi, the Nkoranza, and the Kumasi. The chief negroid tribes in the Northern Territories are the Mamprusi, Dagomba and Gonja in the east; the Wala, Lobi and Dargati in the west; and the Kussassi, Fra-Fra and Kanjarga in the north.

It is an open question whether there is racial affinity between these negroid tribes or not; the languages they speak differ greatly from one another, but whether the differences are basic or dialectal is disputed. One authority holds that in character, habits, and physiognomy the tribes are so similar that probably they are members of a single though much dispersed race; while others, basing their views on linguistic differences, hold them to belong to entirely distinct races. The latter view must be open to suspicion in the present state of our knowledge. So little is known about their language that, whereas one authority identifies 10 distinct languages, another says there are only 4, while a third differs absolutely from both these as to the classification and origin of the languages.

It is certain that the dialects in use are so diverse that, in many cases, the inhabitants of neighbouring villages cannot understand one another. Throughout the Northern Territories Hausa is becoming a *lingua franca*, and is understood by one or more people in most villages, and to a lesser extent the same is true of Ashanti. In the Colony and Ashanti the great diversity of language is not found, although there are many dialects, and it is said that the Fanti dialect of the Chi language is understood everywhere except in the Ewe districts. Here again, however, it must be remarked that the study of the languages is so incomplete that whereas some authorities describe all Chi languages as Akan, others divide them into Akan and Fanti, and others into Fanti and Ashanti.

(6) Population

Distribution.—The total population of the country according to the census of 1911 was over 1,500,000, but this figure, owing to defects in the enumeration, is admittedly rather too low; of the total, 1,687 were white people. The population was distributed as follows: Gold Coast Colony, over 853,000 (35·5 per square mile); Ashanti, over 287,000 (11·5 per square mile); Northern Territories, over 361,000 (11·6 per square mile). Of the total population 503 per thousand were males and 497 were females. Of towns with a population of more than 1,000, there were 154 in the Colony, 12 in Ashanti, and 52 in the Northern Territories. Accra had 19,582 inhabitants, Cape Coast 11,269, Obo 10,158, Kumasi 18,853 (24,000 in 1915), and Navarro 8,512; most of the rest had less than 3,000. It will be noticed that a large part of the population live in towns, though almost all the inhabitants are agriculturists; in consequence of a growing sense of security, however, and of the development of agriculture, there is nowadays a tendency for the people to form small townships and scattered villages, and it

is not expected that the large towns will increase in number or in size.

Movement.—No comparison can be made between the statistics of the census taken in 1891 and those of 1901 and 1911, because all of them, and especially the first two, are known to have been inaccurate. The population is probably increasing and may be expected to do so; one authority believes it to be increasing rapidly. As regards the birth-rate, all that can be said is that each woman seems to rear 3 children only, and that infant mortality is known to be high, though it may be expected to be reduced by material prosperity and by the gradual extension of better sanitary and hygienic measures which have been introduced by the British Government. These last improvements may also be expected to reduce the death-rate of adults, so that there is every reason to anticipate a marked increase in the population, especially since slave-raiding and inter-tribal fighting are no longer tolerated.

II. POLITICAL HISTORY

Chronological Summary

1618 First British footing on the Gold Coast.
1831 (*circa*). Beginning of Gold Coast Protectorate.
1843 Gold Coast forts finally taken over by the Crown.
1850 Acquisition of Danish Gold Coast possessions.
1871-72 Acquisition of Dutch Gold Coast possessions.
1873-74 Ashanti War.
1886 Gold Coast constituted a separate Colony and Protectorate.
1889, 1893, 1898 Principal Anglo-French boundary agreements on the west.
1890, 1899 Principal Anglo-German boundary agreements on the east.
1897 Northern Territories constituted a separate district.
1901 Annexation of Ashanti.
1906 Boundaries of the Colony, Ashanti, and Northern Territories defined by Order in Council.

Introductory: Early Traders

During the sixteenth and seventeenth centuries there was considerable commercial activity and rivalry in the Gold Coast region among Portuguese, French, English, Dutch, Danes, Brandenburgers, and others. The Portuguese founded Elmina, but had to give it up to the Dutch in 1637, and withdrew entirely in 1642. The Royal African Company (chartered by Charles II) and later the African Company of Merchants, to which, in 1750, it resigned its charter, carried on trade, especially in gold and slaves. Not much control was exercised by the European traders over the natives, and about 1720 the Kingdom of Ashanti became important and aggressive under a strong dynasty. This led to more systematic efforts by the Europeans, especially the English.

(1) Origin of the Colony

The last of the various British companies of merchants established on the Gold Coast disappeared in 1821, when the direct authority of the Crown was for a time asserted in the forts which the companies had held as trading stations. In 1828, however, the control of the forts was handed over to the London merchants concerned in the trade. They secured as their local Governor Captain George MacLean, a man of very unusual ability, who established British influence over a wide tract of territory. In 1843 direct control of the forts was resumed by the Crown, on account of suspicions that the merchants connived at the slave trade: and in 1850 the Gold Coast became for a time a separate colony, its territories being at the same time largely augmented by the purchase from the Danes of all their forts on the coast. In 1866, as the result of the resolution of 1865 to restrict British authority in West Africa, the Gold Coast was reunited with Sierra Leone: but in the following year the colony was consolidated by an agreement with Holland for the exchange of the forts owned by the Dutch to the east of a line drawn due north from the mouth of the Sweet River[1] for those owned by the British to the west of that line, which was henceforward to form the boundary between the possessions of the two Powers. The Dutch, however, were unable to induce the native tribes to respect their authority, and by a treaty of 1871 handed over their forts to England. This change of ownership was the direct cause of the war with Ashanti, which resulted in 1874 in the complete defeat of the King. The same year saw the erection of the Gold Coast, with Lagos, into a separate colony independent of Sierra Leone. In 1886 the connection with Lagos was ended, and the Gold Coast was left in its present state as a separate colony.

[1] Between Cape Coast and Elmina.

(2) Relations with France and Germany

The development of the colony and the extension of its sphere of influence brought it into contact with the growing power of France; and the boundaries between the two Powers formed the subject of treaties in 1889, 1891, 1893, and 1898, while the actual delimitation carried out in 1901 and the subsequent years was adopted with certain modifications by the agreement of May 24—July 19, 1906. On the eastern side the expansion of the colony was met by the German occupation of Togoland in 1884; and the boundary between the two territories was fixed by the Anglo-German treaty of 1890, and by a supplementary agreement of November 1899, by which the territory left neutral by the previous agreement was divided between the two Powers in such a way that Gambaga and the territories of Mamprusi fell to Great Britain, and Yendi and the territories of Chakosi to Germany.

(3) Annexation of Ashanti

The arrangements with France in 1898 and with Germany in 1899 were followed by the definitive annexation of Ashanti. That kingdom had never recovered stability since the events of 1874. By 1894 the annexation of the country was recognised as the only remedy; but, though the King was deposed in 1896, the decisive step was not taken until the rising of the Ashantis in 1900, during the Governor's visit to their capital, made it clear that no smaller measure would be effective in bringing peace to the territory. Accordingly, in 1901, the territory of Ashanti was annexed; and the Northern Territories were organized as a separate protectorate. In 1906 the administrative boundaries of the Gold Coast Colony, of Ashanti, and of the Northern Territories were altered in order to avoid interference with natural tribal connections.

III. SOCIAL AND POLITICAL CONDITIONS

(1) Religious

The great majority of the population is pagan; but there are about 100,000 Christians in the Colony, and 5,000 in Ashanti, mainly Wesleyans. The Basel and Bremen Missions, the Roman Catholics, the Anglicans, Zionists, and Seventh Day Adventists have also adherents; in the Northern Territories the *Pères blancs* have 133 converts, as against 320,000 pagans. Mohammedanism claims about 42,500 adherents in the Northern Territories, mainly in the southern province; it has ceased to make progress, and is much corrupted by pagan influences. According to the census of 1911, 7 per cent. of the total population is Christian, 5 per cent. Mohammedan, and all the rest pagan.

(2) Political

The legislative power in the Gold Coast rests with the Governor in Legislative Council, a body consisting of eleven officials and several nominated unofficial members. In the case of Ashanti and the Northern Territories the legislative power is vested in the Governor alone. In all the territories, and more especially in Ashanti, and the Northern Territories, the Government acts largely through native channels under constant supervision; and cases between natives are disposed of by native courts acting under native law, subject to similar supervision. Every effort has been made to encourage the effective exercise of the chief's authority, but in the Northern Territories the task is

one of great difficulty, owing to the profound disorganization of the natives, whose condition prior to the British occupation had become anarchic.

(3) Public Education

Education is largely in the hands of missionary bodies, which maintain (*a*) schools that are subject to Government inspection, and receive grants-in-aid; and (*b*) schools not so subject. Of the former kind, in 1915, there were 154, and of the latter 276. In addition, the Government had fourteen schools under its direct control. In the assisted schools, which have an attendance of about 16,000, instruction in elementary subjects is given, and teaching in agriculture or other industrial work is normally included. The Government have also at Accra a training institution for teachers, which had 73 students in 1915; and an industrial and technical school, which had 41 pupils in 1915. Secondary schools exist at Accra and Cape Coast.

In the Northern Territories there are Government schools at Tamale and Gambaga, the former of which is well attended; there are also, wherever there are Mohammedans, native schools where children are instructed in reading and writing Hausa in Arabic characters, and learn by heart portions of the Koran. In Ashanti there are Government schools at Kumasi (390 boys, 91 girls in 1915) and Sunyani, and 44 mission schools with some 2,000 pupils. The Ashantis show much interest in education. The total Government expenditure on education in the colony and its dependencies amounted in 1915 to £32,414.

(4) General Observations

The Gold Coast shares with Gambia the record of being the part of West Africa which has the oldest British connection. Unlike Gambia and Sierra Leone, it had for neighbours Germans as well as French. It has some natural drawbacks, it is true; but from a

commercial point of view it stands high among British tropical possessions, and is capable of much greater development in the future.

The late war has emphasized the arbitrary character of the existing political frontiers. In forwarding the annual report on the Northern Territories for 1914,[1] the Governor recorded the fact that

> the Northern Territories constabulary performed most useful services in connection with the operations against Togoland; and the frontier chiefs exhibited much eagerness to assist our arms in the hope that tribes long divided by artificial and unnatural political boundaries may now be reunited under the British flag.

In his annual report for 1915[2] the Chief Commissioner of the Territories wrote:—

> The attitude of the natives, during the many changes and withdrawals of administrative officers necessitated by the war, was generally exemplary. The one danger spot that exists is in the neighbourhood of the imaginary line running east and west that constitutes the boundary between the Protectorate and French territory. This in many cases bisects territories whose inhabitants find themselves in French territory in the northern portion and in British territory in the southern. Under such conditions local fights and constant disturbances must be anticipated. The year passed, however, without the occurrence of any incident of a serious nature.

[1] Cd. 7622. 54, p. 3.
[2] Cd. 8434. 4, p. 20.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) Internal

It is only within the last twenty years or so that it has been possible to make vigorous and continued efforts to overcome the appalling transport difficulties which for so long held back the development of the Gold Coast. While Ashanti remained independent, the routes across it to the interior were liable to be open or closed according as friendly or hostile relations existed between its king and the British Government. The Government, moreover, hesitating about the value of the colony, and often on the point of abandoning it, was naturally unwilling to undertake expensive public works. The situation was entirely changed by the new policy initiated in the last years of the nineteenth century, resulting in the annexation of Ashanti and the establishment of a solid block of British territory stretching north from the coast for 300 miles. Within this area much has already been done to improve means of communication. The original Gold Coast Colony received first attention; Ashanti came next, and the Northern Territories Protectorate is waiting its turn, rather impatiently, until more urgent needs to the south are satisfied.

(*a*) *Roads*

(i) **The Gold Coast Colony**

About 30,000 square miles of the Colony and Ashanti are covered with dense forest, and in that region the prevalence of the tsetse fly makes the use of horses or mules impossible. Until recently, therefore, all goods

had to be transported on the heads of native carriers, a method as brutalising as it was inefficient, and as slow as it was costly. The experiences of the early gold-mining companies near Tarkwa proved how ill-adapted to modern requirements were such means of transport. The pulverisation of quartz requires stamps weighing 750–1,100 lb. or more, and it is undesirable to divide such machines into more than two or three sections. All the machinery, however, landed at Axim, and taken by boat up the Ankobra to Tomento, had to go on to the mines from there by carrier. Consequently no machine could be used whose heaviest section weighed more than four men could carry. Moreover, the cost of transport for ore was from £25–£30 a ton.

Quite recently motor vehicles have been introduced. The type most in use is the light motor lorry, at present generally of American make, with standardised parts, so that repairs can be carried out locally. The demand for such vehicles will undoubtedly increase, and it has been suggested that after the war army lorries might prove serviceable for the Gold Coast.

Traffic of this sort, though possible on secondary as well as main roads, sets a higher standard of road-making and road-mending than was needed before. Consequently, though head-transport still prevails on numerous forest tracks, a surprising change has been brought about, and many miles of well-engineered roads have superseded the rough and narrow paths which were universal in the last century.

Some 400 miles of roads in the colony are in the charge of the Public Works Department, which in 1916 spent £16,834 upon their upkeep. These roads fall into four groups :—

(*a*) Those in the east, largely intended to link up the cocoa districts with Accra and with the Accra—Komfrodua (Koforidua) Railway.
(*b*) Those in the centre, mostly leading north towards Ashanti.
(*c*) Those in the west, serving the mining districts.
(*d*) Those connecting the seaports.

(*a*) *Roads in the East.*—In this group the most notable road is that which runs north-east from Accra by Dodowa and Somanya, with a branch to Aburi, for over 60 miles, crossing the long range of the Akwapim Hills, and reaching the west bank of the Volta in the Krobo district, where there are many cocoa plantations.

Another road, available for light lorry traffic for 51 miles, runs north-west from Accra, in the direction of Kyebi (Kibbi). This was constructed originally by a mining company, and taken over by the Government in 1904. Its most southerly portion, as far as Nsawam, has lost in importance since the opening of the railway, which covers much the same ground.

There are also various transverse roads worthy of mention. One such road is under construction from Nsawam in the direction of Asamang-kese, and in 1916 had been completed and opened to motor traffic for a distance of 14½ miles. Another road, running north-east from the railway at Komfrodua towards the Krobo plantations, had in 1916 been taken as far as the Pawmpawm River, across which it was carried by a steel girder bridge. Another useful road, 14 miles in length, runs from Mangoase on the railway, along the hills east to Adawso, and thence south-east to Mamfe, on the road north-east from Accra.

In 1916 there were in all 206½ miles of main roads in the Eastern Province maintained by the Public Works Department. Besides these, there are numerous secondary roads, 617¾ miles of which were in 1916 under the Roads Ordinance, and maintained by the chiefs, who receive quarterly payments varying from 5*s.* to 20*s.* a mile for their work. Their quality, of course, depends upon the capacity of individual chiefs, and upon the time that European officials are able to spare for supervision and encouragement. On the whole, they are satisfactory, and a good many of them will bear light motor traffic.

One of the most encouraging features is the fact that the chiefs who have cocoa plantations are themselves

waking up to the value of road-making in their own interests. In 1916 the chiefs of the Akwapim division initiated a scheme for connecting their towns on the hills with their plantations in the valleys and with the railway. They engaged European contractors, bore the whole cost of construction, and produced properly engineered motor roads, though, unluckily, they worked in competition, not in combination, with each other.

(*b*) *Roads in the Central Province.*—Here the road along which forces moved in the Ashanti wars is that which runs northwards to the Pra from the former seat of government at Cape Coast. In 1895 Major Baden-Powell, who traversed it on the Ashanti expedition, described it as " merely a narrow pathway, the best part . . . only sufficiently wide for two men moving abreast." To-day this is a motor road, 43 miles in length and 20 ft. in width. Except for the first few miles out of Cape Coast, its course lies through dense forest. Its general direction is first north-east, through Dunkwa, Daman, and Asaman to Manso, and thence north-westward to Prahsu, across innumerable water-courses.

Another motor road, also 20 ft. wide, runs from Cape Coast north-west to Jukwa (14 miles). The lorry traffic on this, however, is considerably less than on any other main road of the colony.

Two other roads, much used for motor traffic, deserve mention. One, starting from Saltpond, on the coast, runs north-eastward by Mankesem (where it sends off a branch of 8½ miles north-west to Domenase) to Asafo Denkera, Ajumako, Kokoben and Asikuma (31½ miles). It is intended to continue this road roughly along the course of the Nakwa River to Nsuaim (61 miles). The other, linking up Winneba, on the coast, with the village of Asantemang, had in 1916 been carried with a width of 20 ft. for 43¾ miles to within about 2 miles of Asantemang. At Soadru (Swedru), 14½ miles from Wineba, a branch of 8½ miles eastward to Kwanyako was under construction.

(*c*) *Roads in the West.*—In this district much less

has been done in the way of making motor roads than in the centre and the east. This fact, at first sight curious—since this is the region of the gold-mining industry—is due to a variety of causes. Steep gradients and wide rivers present serious obstacles to road-making. Government attention has been concentrated upon the Sekondi Railway. The mining companies construct for their own purposes miles of steam tramways. Lastly, the native chiefs as yet scarcely grasp the value of road work, and therefore do only the minimum necessary in order to avoid fine or censure. Here and there. where there has been special encouragement and supervision, the state of affairs is better, but the majority of the chiefs' roads are quite unfit for even light motor traffic, and there are many parts to which might still be applied the description which a traveller gave a few years ago of the road from Beyin[1]:—

> "The way was ankle-deep in water, knee-deep in mud. Raffia palm, creepers, and all manner of swamp grasses grew so close that the hammock could barely be forced through, and only two men could carry it. We went up perhaps 20 feet in squelching, slippery mud. We came down again, and the greenery opened out into an expanse of water. . . . There were holes hidden by that water, but it is the trade-route north all the same, and has been the trade-route for hundreds of years."

There are only three roads, maintained by the Public Works Department, of which mention need be made. The first of these connects Ashieme, on the railway, with Shama, due east on the coast (9 miles). The next connects Insu, on the Sekondi—Kumasi Railway, with Brumasi, the terminus of the Tarkwa branch line (20 miles). The last links up Axim port with the mouth of the Ankobra River, four miles to the west.

(*d*) *Roads connecting the Seaports.*—At present the traveller east and west along the coast must either use the natural highway of the sands or, when "the sea be too full," as the carriers say, take to rough tracks among the coconut palms. Here and there he will find a few

[1] Mary Gaunt, *Alone in West Africa*, 1911.

stretches of motor road, such as that which covers the 8 miles between Cape Coast and Elmina. There is also communication by steamer, but in view of the difficulties of landing on a surf-bound coast it is important that an alternative land route should be available. It was expected that early in 1918 a motor road from Cape Coast to Anamabo would be opened to traffic, and a survey is being made for a road all the way from Accra to Axim.

(ii) Ashanti

A fine road, planned on almost too magnificent a scale, with a regular motor service, leads northward for 61 miles from Kumasi through a tangle of hills and forest. A branch, 10 miles in length, runs to Effiduasi. Regular motor traffic is also employed from Kumasi eastward to Juanso (43 miles) and north-west to Ofinso (22 miles) on roads carried by large bridges over the Anum and Ofin rivers respectively.

The Government has recently devoted much attention to reconstructing other roads in Ashanti, with a view to fitting them for motor traffic. In 1916, 80 miles had been thus treated, and 230 miles were under construction. In the Southern Province especially there has been much activity, though many of the roads cannot be opened until money is available to build their bridges and culverts. Among these may be noted a star of four roads radiating from Bekwai and others serving the gold-mining districts near Akrokerri.

(iii) The Northern Territories

Here the roads are cleaned and repaired by native labour, under supervision, but little has yet been done to prepare for motor traffic or build permanent bridges. Washaways always occur in the rainy season, and many bridges disappear regularly every year. A good system of roads connects Tamale, the seat of government, with its port on the White Volta, with other towns in the Southern District, such as Daboya to the west and

Salaga and Yeji to the south, and with Gambaga, Navoro, and Bawku in the North-Eastern District. From the latter roads run west to Tumu and Lorha, in the North-Western District, and these are again linked by roads southward to Wa and Bole.

Caravans from the French colonies beyond the territories come down towards Kumasi on three parallel lines of trade routes. The western is by Lorha, Wa, and Bole; the eastern by Gambaga, Tamale, Salaga, Yeji and Ejura; and the central by Gambaga, Daboya. Busunu, Kintampo and Nkoransa.

(*b*) *Rivers*

The navigable rivers of the Gold Coast fall into two groups, viz., the Volta and its affluents in the north and east, and the rivers of the western plains. In the first group only the Volta itself and its main tributaries contain water throughout the year, but in the second group most of the streams are perennial. All the rivers except the Volta and Ankobra have such bad bars that they cannot be entered from the sea, and all are much encumbered by rapids, rocks and snags. Moreover, their level varies enormously at different seasons, and in the rains their currents are so swift and strong as seriously to impede navigation. They are not, therefore, by nature well suited for transport purposes, and the cost of making them so would probably be prohibitive.

The most notable system of waterways is that formed by the Black Volta, the White Volta and the united stream which is known simply as the Volta. These have in all a course within British territory of some 1,000 miles, of which about 900 are navigable by craft of some sort. At its mouth the Volta is a mile wide, with a depth on its bar of 9 ft. at low-water, spring tides. Steam launches drawing 6 ft. of water can ascend in all seasons as far as Duffo Island (44 miles), and 10 miles further when the river is at its highest level. Between July and November large cargo canoes can ascend the whole length of the Volta (300 miles)

and can proceed along the Black Volta to Longoro (400 miles), or up the White Volta to Yapei and Tamale Port (340 miles) and Daboya (375 miles). Ordinary canoes can reach these points at any season. The way, however, is much impeded by rapids, especially at Senkye (62 miles) and at Krachi (197 miles). At Krachi a mono-rail has been installed to enable canoes to lighten their loads. Beyond Daboya the White Volta is impassable, and beyond Longoro the Black Volta is in the same condition for 170 miles. Above the confluence of the Sako, however, it can be used by ordinary canoes for the rest of its course in British territory, to the eleventh parallel (700 miles from the sea).

The only other tributary of the Volta which is known to be navigable is the Afram, which has no obstruction except snags for 90 miles above its junction with the Volta, as far as Aframso.

Of the rivers in the western group, the most useful are the Tano, Ankobra and Pra.

The Tano, whose total length is about 250 miles, falls into the Tendo lagoon, from which a tram-line, 3 miles long, runs to the port of Half Aseni. Light steam launches can ascend to Tanoso (44 miles) and cargo canoes to Atakwabo (50 miles), but above that point there are rapids and other obstructions.

The Ankobra, 180 miles in length, has a bar with a depth of 6 ft. of water. Steam launches and heavy surf-boats can go up during the season of highest water level as far as Awudwa (66 miles), but when the river is low only as far as Akanko (22 miles). There are bad rapids at Anurase (50 miles) and at several other points. When the river is at its lowest level surf-boats can get as far as the confluence of the Bonsa (55 miles), and light canoes to Awudwa.

The Pra is about 180 miles in length, and cargo canoes can ascend to Prahsu (100 miles). There are many shoals and rapids, and above Prahsu the stream is of no use for commercial transport. It might, however, without much trouble be made available for floating timber throughout its course.

(*c*) *Railways*

There are at present two Government railways, and in 1916, 264 miles of line were in use.

The first of these runs from Sekondi to Tarkwa (40 miles), Obuasi (124 miles) and Kumasi (170 miles). It was begun originally in 1898 to serve the mining districts, reached Tarkwa by May 1901, and was then extended northward, reaching Kumasi by September 1903. In 1911 a branch line was opened from Tarkwa to Prestea and Brumase (20 miles). There is also a small branch eastward from Inchaban Junction to Inchaban (2 miles).

The second line runs from Accra by Mangoase and Komfrodua to Jumapo (62 miles). The first section, to Mangoase (40 miles), was opened in 1911, the object being to connect the cocoa plantations in the Akwapim Hills with Accra and the sea. In March 1916 the Weshiang railway, running from Accra to the Water-works 10 miles away, was taken over from the Public Works Department.

These railways, especially the Sekondi—Kumasi line, are engineering feats of some magnitude, carried out in face of serious difficulties—the slow landing of material at the unsatisfactory port of Sekondi; the clearing of virgin forest, not only sufficiently to admit the track, but to a total width of 300 ft. to avoid danger from falling trees; the lack of ballast, which is necessitated by the soft clay soil, but is only to be had by quarrying to a depth of from 50 to 100 ft., or by the laborious collection of surface boulders in the bush; and the bridging of numerous watercourses, swollen during the early years of construction by two abnormally wet seasons. Between Sekondi and Kumasi there are 38 bridges of 20-ft. span or more, the biggest being that over the Bonsa River, with three spans, two of 60 and one of 100 ft., and that across the Ofin River, with three spans of 100 ft. each. The Prestea branch in its 20 miles has nine bridges of 20-ft. span or over, the most formidable

[1] In 1917 an extension was opened to Tafo (3 miles).

obstacle being the Ankobra River, crossed by a bridge whose five spans are 40, 175, 90, 40, and 30 ft., and the Huni River, with a bridge of three spans of 20 and one of 50 ft. On the Accra line, though there are 21 bridges of 20-ft. span or more, there is nothing wider than a 40-ft. span.

On all the lines the gauge is 3 ft. 6 in., except in the case of the Weshiang railway, where it is 2 ft. 6 in. The locomotives are of British construction. On the Accra line the engine-power is totally inadequate, while on the Weshiang railway both locomotives and rolling-stock were in bad condition when taken over.

Financial Considerations.—All the railways were undertaken for purposes of development, without regard to an immediate return. Their financial condition, however, is satisfactory. Between 1904 and 1916, in which period 80 additional miles of line were opened, the gross receipts rose from £148,096 to £489,912, the working expenses from £91,465 to £197,065. In other words, while the expenses doubled, the receipts trebled. Moreover, progress has been steadily maintained in spite of the war. The total capital expenditure to December 31, 1916, was £3,170,650. The interest earned in that year upon the capital was 9·24 per cent., as against 8·93 per cent. in 1915, 7·32 per cent. in 1914, 8·26 per cent. in 1913, and 8·05 per cent. in 1912.

The general financial results between 1911 and 1916 were as follows :[1]—

Year.	Miles open.	Gross Earnings.	Working Expenses.	Net Earnings.	Proportion of Working Expenses to Gross Receipts.
		£	£	£	Per cent
1911	188	285,917	102,119	183,798	35·71
1912	222	315,372	120,967	194,405	38·36
1913	227	360,591	149,955	210,636	41·59
1914	227	383,009	174,093	208,916	45·45
1915	245	447,295	183,807	263,488	41·09
1916	248	489,912	197,065	292,847	40·22

[1] These figures, taken from the Administrative Report of the Gold Coast Railways, 1916, do not include the Weshiang line.

The Weshiang line is largely used for passengers and for carrying firewood. In ten months its gross earnings were £3,415, against an expenditure of £2,360, leaving the net profits at £1,055.

Future Developments.—The late Governor, Sir Hugh Clifford, recently stated that in his opinion the future prosperity of the Gold Coast depended more upon the rapid pushing forward of the projected railway extensions than upon any other individual effort the Government could make. Among these projects the extension towards Kumasi from Komfrodua, on which work stopped in 1915, has first claim. The Jumapo extension mentioned above is one section of that line, and a survey for the whole is in progress. Probably in the end a trunk line will have to run north from Kumasi, though for the first part of its course such a line would traverse but sparsely populated country.

Cross-lines are under consideration between the Accra—Komfrodua and Sekondi—Kumasi Railways, but the best route has not yet been agreed upon. A line on the sixth parallel, north latitude, was originally suggested, but it is now thought that a line nearer the coast would be of more immediate value, as it would serve Cape Coast, Saltpond, and Winneba, and pass through more populous country.

(*d*) *Posts, Telegraphs, and Telephones*

There were, in 1916, 88 post offices in the Gold Coast Colony, Ashanti and the Northern Territories. The mails are taken partly by rail, partly by steamer along the coast when opportunity offers, partly by motor launch on the Volta between Adda and Akuse, and for the rest by means of native runners.

There were 55 telegraph offices open to the public and 1,500 miles of wire in use.

Four telephone exchanges were open—at Accra, Sekondi, Dodowa and Tarkwa—and 182 telephones were in use, 66 being public and 116 official.

The Posts and Telegraphs Department paid its way for the first time in 1916.

(2) External

(*a*) *Ports*

Accommodation.—The Gold Coast is heavily handicapped in respect of shipping accommodation. Along its entire length there is not a single harbour with adequate protection against the Atlantic swell and the Guinea current. Ocean-going ships have to lie in open roadsteads at distances of $1\frac{1}{2}$ to 3 miles from the shore, and landing, by means of native surf-boats, is costly and dangerous.

The chief ports, named from west to east, are Half Assinie, Axim, Sekondi, Cape Coast, Saltpond, Appam, Winneba, Accra, Adda and Kwitta. The choice between these in their natural state is a choice of evils; but, as Sekondi and Accra have been fixed upon as starting-points for the railways, efforts at harbour improvements have been made in these two. At Sekondi a breakwater 670 ft. in length was completed in 1914. At Accra a breakwater 800 ft. in length was completed in 1916. This gives a sheltered area for landing goods. A new wharf, 435 ft. in length, is under construction on the harbour side of the breakwater.

Nature and Volume of Trade.—Steamers entering the ports of the colony stay for a day or two only, so that for all practical purposes the number of vessels entering may be taken as the number clearing.

The following table[1] shows the number of vessels that entered between 1912 and 1916 :—

[1] Taken from the Annual Reports.

Year.	Steam Vessels.		Sailing Vessels.	
	Number.	Tons.	Number.	Tons.
1912	686	1,448,506	1	958
1913	692	1,515,197	1	851
1914	637	1,412,909	1	751
1915	354	818,356	8	7,259
1916	340	766,315	20	16,331

During the late war, German ships ceased to call altogether, and British ships diminished in number. Twenty American sailing ships visited the ports in 1916, as against eight in 1915. Direct intercourse with America has increased. The Elder Dempster Line now has a monthly service between New York and the Gold Coast. Table II in the Appendix (p. 61) shows the nationality of steamers entered between 1912 and 1916.

(*b*) *Shipping Lines*

The chief lines serving the Gold Coast are those of Elder, Dempster & Co. In normal times this firm provides a weekly mail service to and from Liverpool by steamers of the African Steamship Company and the British & African Steam Navigation Company. It also runs four cargo lines from Liverpool, viz., River Service No. 1, River Service No. 2, Gold Coast Service, and Windward Service. The two former leave Liverpool on alternate Saturdays and the two latter on alternate Thursdays. Creek service steamers run monthly from Rotterdam, and a monthly cargo service from New York has now been instituted. Ordinarily, therefore, every port along the coast is visited by one or other of these lines at frequent intervals.

In addition to these British services, the mail steamers of the Woermann Line, Hamburg, used to call monthly, and the cargo boats of the same company four times in

each month. A mail steamer of the Chargeurs Réunis called monthly at Accra and Sekondi, and a few cargo steamers from Marseilles put in irregular appearances.

(c) *Telegraphic Communication*

Accra and Sekondi are in telegraphic communication with Europe *via* Sierra Leone and Madeira, and to the south with Lagos, Bonny, Cameroon and the Cape.

A wireless station was opened at Accra in 1912, with a normal range of 250 nautical miles.

(B) INDUSTRY

(1) Labour

(a) *Supply of Labour*

The quality of labour is, on the whole, good. The natives are industrious if not over-intelligent farmers, willing and hardy carriers, and energetic labourers in the mines. They fail chiefly in having little initiative and in lack of perseverance.

There is no general system of registration of persons entering or leaving the colony, so that no statistics of emigration and immigration can be given. It is estimated that some 3,500 labourers, few of whom become permanent residents, enter the colony every year in search of employment. Most of these immigrants are natives of the Kru coast (Liberia), Sierra Leone and Lagos. In 1916, of 17,157 labourers employed in the gold mines, 29 per cent. came from foreign countries, 15 per cent. from other British colonies, 11 per cent. from Ashanti, 20 per cent. from the Northern Territories, and 25 per cent. from the Gold Coast Colony. In the past a certain number of native artisans used to leave the Gold Coast every year to get work as skilled labourers in adjoining territories. This emigration, however, is ceasing as the local demand increases.

Large numbers of Mohammedans come down every dry season to trade in Ashanti, returning before the roads become impassable. Unskilled labour is supplied to Ashanti in considerable quantities from the Northern Territories. In 1916 one-half of the inhabitants of Kumasi, or about 12,000 persons, were from the north.

(*b*) *Labour Conditions*

The wages on the Gold Coast are high as compared with those paid in eastern colonies. The rates for domestic servants vary from £1 to £6 per month, £1 10*s.* to £2 being the average, and cooks are paid from £2 to £6 per month. The Government rate for carriers is 1*s.* a day and 3*d.* subsistence money. Contract labourers and carriers under contract for a period of months are paid at the same rate. Native carpenters, masons and smiths find employment easily at wages of from 1*s.* 6*d.* to 4*s.* 2*d.* a day.

(2) Agriculture

(*a*) *Products of Commercial Value*

The Gold Coast and Ashanti

The most profitable vegetable product, far exceeding all others, is cocoa, which now accounts for over 90 per cent. of the total value of native industries. Next come kola nuts, palm kernels, palm oil, rubber and timber. Finally, there are commodities capable of future development, such as piassava, copal, copra, and various dyes and pigments.

Cocoa.—The enormously rapid development of the purely native industry of cocoa cultivation is perhaps the most startling fact in the recent history of the Gold Coast, and has had effects upon every aspect of the colony's life—political, social, and economic. The seed was introduced from Fernando Po in 1879, and planted in the Volta River district, where it found exactly suitable natural conditions—humidity, good drainage

forest and mountain shelter. The first export of 80 lb., value £4, was made in 1891. In 1916, 72,161 tons were exported, value £3,847,720, and even that amount was but a part of the whole crop obtained, since tonnage was not available to take it all. Over one-third of the cocoa of the world is now produced in this region, and every year more land is brought under cultivation.

Unluckily, the quality of Gold Coast cocoa has not kept pace with its quantity. Native methods of cultivation are careless. The farmer crowds his seedlings, and leaves a space of only 7 to 10 ft. between his growing plants. He neglects all sanitary and cultural precautions; and when his plantations, in consequence, are attacked by insect or fungoid pests, simply abandons them for fresh ground, leaving the old trees to spread infection. "The spread of blights is so marked and so progressive," wrote Sir David Prain in 1915, "that it becomes every day more difficult to check their ravages. . . . The dangers which now threaten cocoa in the Gold Coast Colony bid fair in the near future to extinguish what is now a profitable industry." Again, when the time for harvesting comes, the native pulls off the pods by hand, without thought of injury to the trees, and without any care to select mature fruit only. He generally does not ferment the beans, but washes them in a stream, and dries them on mats in the sun. Then he sells the whole lot—wet and dry, ripe, unripe, and over-ripe—without sorting. Beans of such uneven value naturally fetch low prices in the European markets.

There were in 1916 five agricultural stations and five sub-stations in the Gold Coast and Ashanti, and every effort has been made by demonstration and inspection to encourage better methods. Two difficulties, however, stand in the way of improvement. The first is that the acreage now under cultivation is far too large for close supervision by a small European staff. The second is that the farmer who has been persuaded to take the trouble to prepare his beans properly finds that he gets no better price than his neighbour whose plantation is

neglected. The European merchants do not usually buy direct, but through native agents, who work on commission. The merchants advance money to these middlemen, and give them a limit of price to which they may go. Consequently it is to their interest to buy at the lowest possible figure and pocket the difference. Moreover, the merchants have forward contracts, and are bound to secure a certain amount by a given date, so that they cannot afford to wait to purchase picked lots in small quantities. Unless some system of grading the cocoa is introduced, with a corresponding scale of purchasing prices, it is not to be expected that friendly persuasion, or even coercive legislation, will induce the native to abandon his present methods.

Other valuable measures would be the establishment of central drying and fermenting stations, and the provision of proper storage at an even temperature.

The *kola* tree grows wild in the forests north of Kumasi, and in other parts the natives plant a few trees round each village. The fresh nuts are exported by caravan through the Northern Territories for the Sudan, and by sea to Southern Nigeria. The dried nuts, which contain 2·34 per cent. of caffeine, ·02 per cent. of theobromine and 1·62 per cent. of tannin, are exported in small quantities to Europe for medicinal purposes, for making kola wine, and for mixing with chocolate.

The wild *oil palm* grows abundantly in the moist regions near the coast, and plantations have also been made. The palm begins to bear in its seventh year, and produces two crops annually until it is about thirty years old. The fruit yields three products of commercial value—oil from the pericarp; oil from the kernel; and meal left when the kernels have been crushed and the oil removed, which is used for cattle food.

The natives throw the fruit into pits to decompose until the fibrous pulp can be separated from the stones, subject the mass to repeated poundings in vats, and then boil and clean the oil. Much might be done to

improve the quality by better preparation. The stones are then dried and the kernels cracked out singly by hand. This is a slow method, but has some advantages over cracking by machinery. In a test made recently on 660 lb. of seasoned nuts, two women, cracking in the native method, got 193 lb. of kernels in 6½ days, at a cost of 13*s.*; while two men, with a centrifugal hand-machine, took 145 lb. of kernels from the same quantity in 1½ days, at a cost of 6*s.* 3*d.* A considerably larger ratio of kernels was thus obtained by the hand method. The kernels are shipped to Europe, where they are ground into meal, and the oil obtained either by extraction or by crushing.

The oil is used for making soap, glycerine, and candles, for certain processes in the manufacture of tin-plates, and for margarine. Germany used to have almost a monopoly of the kernels, using the cake extensively for cattle food, and supplying the oil to margarine manufacturers in Holland. In the present demand for edible fats there is every reason for stimulating the kernel industry. Nut-crushing mills at Hull and elsewhere are ready to purchase the kernels, and European firms are engaged in the development of oil-palm products. At present their efforts are still in the experimental stage. The fluctuations in output between 1912 and 1916 were as follows[1] :—

Year.	Palm Oil.		Palm Kernels.	
	Gallons.	Value.	Tons.	Value.
		£		£
1912	1,444,432	112,885	14,628	205,365
1913	860,155	65,652	9,744	159,128
1914	495,763	37,646	5,633	88,671
1915	330,990	25,769	4,064	50,512
1916	450,360	38,299	5,857	85,899

[1] Report of the Customs and Marine Departments, 1916.

Rubber can be obtained from three indigenous sources —wild figs, vines (especially *Landolphia owariensis*), and the African rubber tree, *Funtumia elastica*.

" Memeluku " rubber, tapped from the wild figs, and coagulated into thick " biscuits," is not of much value, as it breaks easily. The vines yield a good rubber, called " white ball," from the form in which it is coagulated. The Krepi tribes east of the Volta produce a good deal of this kind.

Funtumia elastica grows wild in abundance, but native methods of tapping have been so ignorant and so violent that not even the prolific forests could stand the strain. The cuts are made too deep and taken too high up the stem, and a second tapping is made within a few months of the first. Few trees can survive their third or fourth tapping on this method.

Native preparation of the rubber is also defective. The latex, or milky fluid, is poured into pits to coagulate, and is mixed with the latices of resinous, non-rubber-yielding plants and other adulterants. The result is a spongy, dirty, evil-smelling mass known as " Gold Coast lump."

Every effort is being made to teach the native better methods of tapping and coagulation, and also to introduce plantation instead of wild rubber. Government plantations of *Funtumia elastica* have been made at Aburi, Kumasi and Tarkwa, and in the latter district have done well. Moreover, large plantations have been made of the Pará rubber tree, *Hevea brasiliensis*, which yields the best rubber of commerce. This is not a native of the Gold Coast, but has considerable powers of adaptation, and is showing satisfactory results.

The future of the rubber industry will depend upon the extent to which plantations can be substituted for wild rubber and methods of preparation improved. Export had been declining for some years, as the following figures show[1] :—

[1] Report of the Customs and Marine Departments, 1916.

Year.	Quantity.	Value.
	lbs.	£
1907	3,549,548	333,120
1910	3,223,265	358,876
1913	1,317,369	87,915
1914	654,133	21,631
1915	647,982	25,167

In 1916 there was a revival of the industry, due to the increased demand in England, and 2,215,973 lb. were shipped. The value, however, was only £78,865, as the export largely consisted of paste varieties, which in normal times would not be saleable. It is not likely, therefore, that the increase will continue, unless quality is improved.

Fibres.—Raphia vinifera is common near the streams in the Western Province. The stem is tapped for wine, the wood is used for canoe poles, and the fibre for baskets, thatch and cordage. The price of the fibre, which is sold in the European markets as piassava, is high enough to make it worth while to try to develop its export. Another useful fibre, commercially allied to jute, can be obtained from *Triumfetta cordifolia*, an herbaceous plant which grows wild near Axim and Sekondi, and might be worth cultivating.

Copal resin of various types can be obtained in the forests of Akim and Ashanti. "Accra copal," as it is called, has hitherto been of much less value than the copal produced in Sierra Leone and elsewhere, but this was due partly to the way in which it was shipped, mixed with dust and dirt and not graded in quality. If well cleaned, and separated according to size and colour, it could compete with varieties which are at present preferred.

Copra, the dried contents of the coconut, might be obtained in large quantities, for the palm grows freely along the coast, especially near Kwitta and Adda. Of late years seed nuts have been distributed, and every

effort has been made to stimulate the planting of coconuts. A successful copra industry would restore some of the importance of the coast towns, which have suffered from the development of the cocoa industry in the interior.

Dyes.—The *logwood* and *camwood* dye trees flourish in some of the forests, and *indigo* is prepared from two or three species of *Indigofera* which grow near the villages. Dyes are exported in very small quantities; their main use is local.

Cotton is grown for local use, especially on the northern forest boundary and in the district east of the Volta. In 1903, in the hope of developing cotton cultivation for export purposes, the Government started a plantation at Anum, later removed to Labolabo, in the Volta district. The British Cotton Growing Association took over the plantation in 1906, and, with the help of a Government grant, continued the experiment for some years. A large steam ginnery was put up in 1907, and the natives were offered at first 1*d*., and later, in view of prices offered by the Germans across the border in Togoland, $1\frac{1}{8}d$., for every pound of seed cotton they brought. American and other cottons were planted and experiments made in their hybridisation with the native varieties. The quantities produced, however, were disappointing: transport was difficult, and more profitable industries which required less labour proved more attractive. Cultivation on a commercial scale has, therefore, been abandoned, though the ginnery at Labolabo remains open to deal with any cotton which may be produced in that district.

Among *foodstuffs*, maize, yams, koko-yams, okra, peppers, millet, cassava, plantains and ground-nuts are grown for local needs; only ground-nuts are exported. Pineapples, bananas, cucumbers, spinach, pumpkins, oranges, pawpaws, limes, mangoes, avocado pears, custard apples and grape-fruit are cultivated.

For *timber*, see below under Forestry, p. 41.

The Northern Territories

A good deal of natural wealth in this region will have to wait for development until rapid transport to the coast has been provided. At present the products are either used locally or sold in Ashanti or the Gold Coast Colony, and the markets are not tempting enough to make the farmer extend his efforts.

Guinea corn is the most important grain crop grown, but maize is also planted, and the climate and soil seem suitable for the production of wheat. Excellent rice, equal to large Patna, is grown at Wa, Tamale, and elsewhere, and this cultivation could be greatly extended by using the areas along the mid-Volta and other streams, which are annually flooded for a considerable time. The shea-nut tree and the dawa-dawa bean are widely distributed. Shea butter, used for cooking all over the Territories, finds a good market in Ashanti, and might be much more remunerative than it is if cultivation in plantations were undertaken, or even if the collection of the wild produce were made more systematic. Tobacco grows in many parts, and there is a little vine rubber of good quality. Fibre similar to jute is obtained from two species of *Hibiscus*. Two species of gum acacia are common; and the neou, or wood oil tree, yields a resin rather like copal. Cotton is grown for local use throughout the country, and the effort to utilize the crop for export was continued at Tamale some time after it was given up in the Gold Coast Colony. It now seems clear, however, that it will never be profitable to grow on a large scale for export. The yarn made from the native cotton is dyed with indigo from a species of *Indigofera* or from the young leaves of *Lonchocarpus cyanescens*.

Bee-farming is carried on in certain districts, as at Tamale and Dabova, and beeswax of good quality, for which there is as yet no market, is produced.

Wire-haired sheep and goats are common; large flocks of guinea-fowl run free in most villages; and

fowls are reared for sale in the southern markets. A straight-backed species of cattle, rather like small Jersey, known as Dagomba, is bred in the Lobi, Dargati, Grunshi and Dagomba districts. A Government stock farm has now been opened at Tamale, and it is hoped to improve the breed, though even so far north as this the tsetse fly is troublesome. The cattle and other animals are driven in the dry season to the Kumasi markets. Dagomba beef is superior to that of the Moshi variety offered by the French cattle traders, but no attempt has yet been made to compete on a large scale.

(*b*) *Methods of Cultivation*

The native of the Gold Coast, on the whole, is not a good farmer, mainly because the richness of the soil gives him too easily all he wants. He clears a small patch of land, cutting down trees of manageable size, and removing the débris by burning. For a maize plantation all he does is to turn up the soil and sow his seed. If he wants to grow yams or ground-nuts, he must dig out the stumps and roots, hoe the entire patch, and scrape the earth into mounds. The yams or nuts are planted on the top; maize on the sides; okra, pepper, and plantains about the field between the mounds. The best-cultivated fields are those of the Krepi, Krobo, Akim and Kwahu, while the Ashanti, since the pacification of their country, are learning rapidly. The main obstacle to progress lies in the native practice of shifting cultivation as soon as a patch is exhausted or becomes diseased. In the Northern Territories, outside the forest area, the natives are rather better farmers. They understand the rotation of crops thoroughly, but make no use of manures except for the tobacco fields, where they apply wood ashes and sweepings as a top dressing. If irrigation were employed, rice could be grown more extensively than it is at present.

The extension of cocoa cultivation is likely gradually to improve these primitive methods of agriculture. Though the native at present maltreats his plantations, his own interest must in time lead him to work more scientifically. Moreover, the crop is permanent, land rises in value, and shifting cultivation is becoming less general. The Government has set up five agricultural stations and five sub-stations, at which experiments are carried out in the cultivation of all the more important products; approved methods are brought to the notice of the farmers, and plants and seeds are distributed. Besides the courses of instruction at the stations, European and native officers on their tours of inspection give lectures and practical demonstrations.

(*c*) *Forestry*

Three types of tropical woodland are represented in the Gold Coast :—

1. Rain or moist evergreen tropical forests. These touch the coast for a short distance only, in the extreme west, from Newtown to Axim. They extend inland in two long arms, the first lying along the western frontier, covering the valleys of the Ankobra, Tano, and Bia Rivers, and ending at a point just beyond the seventh degree north latitude; the second stretching north-eastward, by Tarkwa and the valleys of the Pra, Anum and Birrim, till it splits into detached belts among the Bompata, Abetifi-Obo, Bogoro and Kyebi (Kibbi) Hills. These forests contain trees of very lofty growth, mahogany, odum and others, which yield first-class timber, the oil palm and other species yielding oils and fats, and also dye and fibre-producing plants.

2. Savannah forests. These are most conspicuous in the east, but stretch westward from Kwitta along the coast in a band which narrows gradually till it stops at Sekondi. From Accra they follow the plains towards the Volta, sweep north along the valley of that river, and at latitude 6° 30′ north widen to cover the whole of

northern Ashanti and much of the Northern Territories. The trees here, except for a few giants, are of smaller stature than those in the rain forests. The country is park-like, rich in herbs and especially in grasses.

3. Monsoon or mixed deciduous forests. A rather green type of monsoon forest covers the whole of the country that is not occupied either by rain forest or by savannah forest. In forests of this type a large number of plants of economic value occur; and certain trees, such as the *Funtumia elastica*, which also grow in the rain forests, are here most plentiful and at their best.

A Forestry Department has been formed for the inspection of forest areas and the acquisition of reserves. Three large reserves, the Pra-Anum, the Obogu and the Kumawu-Agogo, have been formed in Ashanti, and experiments have been made with the planting of teak and sissoo. The Conservator of Forests and his staff have two great problems to face: the felling of trees in the mining districts for firewood; and the felling of trees to make way for cocoa plantations. During the war, owing to coal shortage, the mines have had to use more wood than ever, and it is difficult to provide sufficient quantities without damage to the country. However, the land at the disposal of the mines is usually extensive enough to permit of a long felling rotation, so that the secondary growth has time to reach good dimensions before it is in turn removed. The indiscriminate extension of cocoa plantations is much more alarming, partly because it is more widespread, and partly because the native practice of shifting cultivation involves a more rapid return to the same area. The Conservator in 1915 protested that "if this is allowed to continue much longer a largely increasing prosperity will be purchased at a very serious cost to the eventual welfare of the country." He advocates the conservation of protective forest belts.

The commercial value of the forests was examined in 1908 by Mr. H. N. Thompson, Conservator of Forests in Southern Nigeria, and in 1910 an exhibition was

held at Liverpool of 48 kinds of timber obtainable in the Gold Coast. The general conclusion of the experts is that there are many durable and useful woods which have not been fully utilized in the past, but that the majority of these are to be recommended for local use, not for export. Of the exceptions, the most valuable is mahogany. Several redwoods are included under this name, the best being *Khaya senegalensis*, a large tree called by the natives *dubini*. This is widely distributed in the wet forest zone, especially in the west of the colony. The logs are floated down the Ankobra, Pra, Tano and other rivers, and shipped mainly from Axim and Sekondi. Unluckily, many get out of control, and hundreds strew the sand and rocks between the mouth of the Ankobra and Sekondi until they decay. There is a temporary cessation in the demand for mahogany owing to the war, but under normal conditions the possibilities of export are only limited by the facilities for getting the logs from the place where they are felled to river or railway. There are other hard woods suitable for export, such as odum (*Chlorophora excelsa*) and baku (*Mimusops djave*), but these have not hitherto been shipped in anything like the same quantities as the mahoganies. The export of timber between 1912 and 1916 was as follows[1] :—

Year.	Super. Feet.	Value.
		£
1912	23,573,651	228,745
1913	37,391,848	366,094
1914	24,587,217	240,878
1915	9,217,622	90,661
1916	10,334,793	93,980

There is an opening for the increased use of local woods to replace the large quantities of foreign produce

[1] Annual Reports, 1912-16.

imported from Europe. The wood which the natives call *kaku*, a species of *Lophira*, is very hard and durable, and suitable for railway-sleepers. Odum is used for Government buildings, for canoes and tool-handles, and for the famous Ashanti stools. If plenty of sawmills were provided, all that is needed for furniture and other constructive purposes could be supplied on the spot.

(*d*) *Land Tenure*

The bulk of the land in the Gold Coast belongs to the tribal " stools," and theoretically there is not a single acre without an owner. In actual fact, belts of unoccupied land lie between the territories of neighbouring tribes, and as this land is gradually brought under cultivation from each end numerous boundary disputes arise, and have to be referred to the Supreme Court. In the old days the tribe held the whole of its land in common, but the family which planted a food patch had first claim upon the fruits of its labour. The introduction of permanent cultivation, especially of cocoa, has altered this. Though in theory communal ownership still holds good, in practice the property of the individual is fully recognised, and on his death his plantation passes to the next-of-kin with the rest of his personal effects.

The natives are extremely tenacious of their traditional rights in the land, and proposed measures such as the Crown Lands Bill of 1894 or the Lands Ordinance of 1897 produced quite a literature of protest. The principle of native ownership has been left entirely undisturbed by the Government, which, however, under such acts as the Public Lands Ordinance of 1876 and the Railway Ordinance of 1898, has the right of compulsory acquisition for the service of the Crown on payment of reasonable compensation.

Concessions, or deeds between Europeans and natives as to timber-felling, rubber-collecting, &c., are examined under the Concessions Ordinance of 1900 by the Supreme Court, which after enquiry issues a cer-

tificate of validity, giving the lessee an indefeasible title. The rent is then paid to the native grantor through the Government.

(3) Fisheries

Fishing is carried on along the coast, in the coastal lagoons of the east, and in the Volta and other large rivers. On the approach of the dry season, when the floods are shrinking, fishermen from the Adda and Kwitta districts go up the Volta in their canoes for distances varying from 150 to 500 miles, building temporary villages in which to smoke and dry their catch, and selling the preserved fish locally or to traders, who can make as much as 300 per cent. profit on sale in the Kumasi markets. Among the fish caught are herring, mackerel, sole, skate and mullet.

(4) Minerals

(*a*) *Natural Resources*

The name of the colony shows that in the past gold was its greatest attraction. The first Portuguese adventurer who farmed the Guinea trade received on the expiry of his contract the surname " Mina," and as coat-of-arms " argent three negroes' heads collared or." To-day the value of the cocoa exported exceeds the value of the gold in the proportion of about 3 to 1; but, with that exception, gold remains the greatest of the natural resources of the colony. It is found in conglomerate reefs in the Tarkwa and Birrim districts, in quartz reefs in the Prestea and Axim districts and Ashanti, and in alluvial form in the Ankobra, Pra, Fura, and Ofin Rivers.

A valuable discovery was made in 1916, when manganese was found in large quantities on the Dagwin Extension Concession, 30 miles only from Sekondi, and close to the railway.

Iron ores of good quality are widely distributed as surface deposits; tin and molybdenum ore exist in small quantities in the Winneba district; there is good

bauxite on the Kwahu plateau, and very small quantities of copper, nickel ore and asbestos exist in several places. Salt is obtained by the natives by evaporation or from brine springs. Oil-shales of poor quality, and a little bitumen and heavy oil, are to be found along the western coast. Clay-shales suitable for brick and tile making occur in many places, and there is white marble and other building stone, as well as marble and limestone suited for the manufacture of lime and cement. There are slates and shales of different colours, from which good pigments can be made.

Under the Mining Rights Regulation Ordinance, 1905, amended 1915, the Governor appoints a Secretary for Mines, who supervises the exercise of mining rights within the colony. Regulations under this ordinance, made by the Governor in Council, control work on the surface and underground, the use of machinery and explosives, &c., and direct that every month the responsible manager of each mine shall make a return to the Secretary of the number of tons of ore treated and the number of ounces of gold obtained, and also every three months shall make returns of the number of persons in his employ and the development of his mine.

Under the Mineral Oil Pre-emption Ordinance, 1907, the Government has the right of pre-emption of all crude oil obtained in the colony, and of all products of the refining of such oil.

(*b*) *Output*

The conditions of gold-mining in West Africa are difficult, and a good many miscalculations and mistakes were made in the early days of the colony. There have been various dangerous periods, such as the boom after the Ashanti war of 1900, when concessions were taken up recklessly, and the mines fell into disrepute. The present war has resulted in the liquidation of certain companies. Yet, on the whole, the recent history of the industry is not discouraging. Between 1901 and 1915 the steady increase in output was only interrupted

once, in 1910, when certain mines suspended production in order to pay attention to development.

The following figures, taken from the Mining Report for 1916, show the output of gold for every third year from 1901 :—

Year.	Quantity.	Estimated Value.
	Ozs.	£
1901	5,222	22,187
1904	89,096	378,480
1907	273,898	1,163,516
1910	183,691	780,398
1913	388,126	1,648,769
1916	383,650	1,629,746

Work upon the manganese deposits was started in August 1916 by the Wassaw Exploring Syndicate, and by the end of the year 4,258 tons had been shipped.

(c) *Methods of Extraction*

Most of the gold is obtained by mining and crushing, but dredging is also practised in the Ankobra, Pra, Fura, and Ofin Rivers. The following table[1] shows the quantities secured by the two methods in recent years :—

Year.	By Crushing	By Dredging.
	Ozs.	Ozs.
1913	378,819	9,307
1914	402,231	8,423
1915	398,138	5,642
1916	378,785	4,866

[1] The figures are taken from the Annual Reports, 1913, 1914, 1915, 1916.

The tribes on the coast east of Accra procure salt by evaporating the water of the sea or lagoons, and the people of Daboya, on the White Volta, west of Tamale, get weak brine from springs, and strengthen it with salt obtained by the soaking and evaporation of saliferous sands on the river flat.

(5) Other Industries

There are few industries besides farming and mining. Hausas resident in the Territories and Ashanti do leather-dressing and make slippers, horse-trappings, purses, &c., and the natives are learning the art from them. Baskets and earthenware pots are made where the raw material is obtainable. Fine goldsmiths' work is done in Ashanti. Spinning and weaving and dyeing are carried on, mainly in the Northern Territories, and silk garments of considerable beauty and value are a speciality of Ashanti.

(6) Power

At present no waterfalls are used for the generation of power, but it is believed that some of the rapids might be utilised in this way. At Senkye, on the Volta, for instance, the river is said to fall 34 ft. in two furlongs.

(C) COMMERCE

(1) Domestic

(*a*) *Towns, Markets, &c.*

The villages of the bush trade with each other in groups, the market moving in turn from one group to another. Some of the larger villages, however, have a daily market.

Kumasi (Coomassie), the capital of Ashanti, has become an important trading centre since the pacification of the kingdom and the completion of the railway. Trade routes converge upon it from north and south,

and many European firms have houses there. In 1911 Kumasi was the second largest town in the Gold Coast, with a population of 18,853. Its estimated population in 1915 was 24,000.

The original European settlements were all made along the coast, and to this day the ports, especially Axim, Sekondi, Cape Coast, Saltpond, Winneba, Accra and Kwitta, remain the chief towns of the southern district. Among these Accra stands first, as the seat of government, with the largest population (19,582 in 1911) and the greatest volume of trade.

There are Chambers of Commerce at Accra, Cape Coast, Tarkwa, Sekondi, and Kumasi.

German firms were established in most of the principal towns. Among the more important were T. Morgan and Son, Schenk and Barber, the German West African Trading Company, Chevalier and Co., Luther and Seyfert, and the Basel and Bremen Missions.

(*b*) *Methods of Economic Penetration*

The German manufacturer in the past obtained a hold upon the Gold Coast market mainly by attention to the following three points :—

He put up his samples in such a way that their merits, with prices and conditions of purchase, could be seen at a glance and without effort.

He was ready to make alterations in his wares to meet the wishes of prospective purchasers. The "Benz" motor, for example, which has no advantage in price or quality over British vehicles, was bought because the manufacturers were willing to make alterations when requested to suit the peculiarities of the local roads.

He paid attention to gloss and glitter, which count for much in Gold Coast trade. In beads, for instance, two local firms made it their business to study fashions and keep the manufacturers informed as to the popularity of any special kind.

In these respects the British manufacturer will do well to follow the example of the German, if he wishes to compete on favourable terms.

(2) Foreign

(*a*) *Exports*

Quantities and Values.—The seaborne trade of the colony is in a very satisfactory state. The report of the Customs and Marine Departments shows that during the last few years the total value of commercial exports, exclusive of Government exports and specie, varied as follows:—

	£
1912	4,004,294
1913	5,023,646
1914	4,469,753
1915	5,814,810
1916	5,576,134

The slight decrease in 1916 is not a serious matter, when it is remembered that the exports for 1915 represented an increase of £791,168 over 1913, which till then had been the record year.

The branch of trade most capable of rapid expansion is, of course, that in cocoa. The exports for the last five years were as follows:—

Year.	Quantity.	Value.
	Tons.	£
1912	38,647	1,642,733
1913	50,554	2,489,218
1914	52,888	2,193,749
1915	77,278	3,651,341
1916	72,161	3,847,720

The crops have been steadily increasing, and that for 1917 probably exceeded all previous records, but the amount exported has been affected by the dislocation of

trade and the shortage of shipping. The restriction of the amount imported from the colony into the United Kingdom to 50 per cent. of the import from the colony of the previous twelve months was enforced in February 1917, and caused an acute crisis in the local markets. Cocoa was unsaleable except at quite unremunerative prices. In the first nine months of 1917, 68,247 tons were shipped, but their value was only £2,485,380, as against the £3,847,720 obtained for 72,161 tons the previous year.

The trade in gold has since 1911 shown a steady increase, although in 1916 the export figures showed a decrease, due to the retention of stocks in the colony.

The trade in palm oil, palm kernels, and rubber had been declining for years, and reached its lowest level in 1915. This decay was due partly to bad seasons; partly, after war began, to the loss of the German market; but mainly to the rivalry of the more profitable and less laborious cocoa industry. As has been noted elsewhere, a revival of these three industries began in 1916.

For a table showing the amount and value of the principal exports for every third year between 1907 and 1916 see Table III in the Appendix (pp. 61-2).

It must be remembered that in addition to the seaborne trade there is a good deal of trade across the inland frontiers and through the Northern Territories, as to which exact statistics are not obtainable. The report on Ashanti for 1915 calls attention to the fact that the cattle trade there depends upon the supply which is allowed to come in from French territory, and that the extension of the French railways behind the Northern Territories may seriously affect this trade by diverting the cattle to the coast.

Countries of Destination.—The United Kingdom has always been the chief customer of the Gold Coast, and remains so, in spite of decreases due to the war. In 1916, 62 per cent. of the total exports went to this country, as against 75 per cent. in 1915 and 68 per cent. in the two previous years. Germany used to rank

second; though even in 1913, when the value of goods exported to that country reached its maximum, it was only 17 per cent. of the whole. The most noticeable recent feature has been the expansion of trade with France and the United States. Exports to France in 1912 stood at £384,219; four years later they had more than trebled, reaching a total of £1,374,815, or 24 per cent., as against 10 per cent. During the same period the percentage shipped to the United States rose from 2 to 12, and the value of goods exported in 1916 was more than eight times the total for 1912. A great deal of cocoa which used to go to America and France *via* the British markets is now shipped direct.

For tables showing the value of goods, exclusive of specie, exported to the principal markets between 1912 and 1916, and the proportion of goods shipped to British and foreign markets, see Table IV in the Appendix (p. 62).

(*b*) *Imports*

Quantities and Values. The commercial imports for the five years ending with 1916 were valued as follows:—

	£
1912	3,140,786
1913	3,250,673
1914	3,158,171
1915	3,116,686
1916	4,881,920

These figures show that the purchasing power of the inhabitants of the Gold Coast has remained very stable. The large increase in 1916 is, of course, partly due to raised prices; but, with the exception of the imports of cotton goods, soap, and gin, the increase in value was accompanied by an increase in quantity. The figures are, therefore, an index to the improved standards of living and commercial prosperity of the buyers.

The quantities and values of the chief articles imported between 1912 and 1916 are shown in Table V in the Appendix (p. 63).

Countries of Origin.—In the Appendix (Table VI, p. 64) will be found a return showing the value of imports, exclusive of specie, from the principal supplying countries between 1912 and 1916, and the percentage of each item to the total imports for the year.

It is not easy from statistics to make any confident generalisation as to the relative position of the countries competing to supply the Gold Coast. The United Kingdom, which before the war held first place, still continues to do so, and has undoubtedly captured a great deal of trade from her rivals. In 1914, for example, when the total increase in the value of imports from all countries was only £80,340, the United Kingdom secured a net increase of £192,078. Between 1910 and 1916 the value of her market in the Gold Coast increased by over a million and a half pounds, yet the percentage of her contribution to the total imports was exactly the same in the latter year as in the former. The only statement which can be made with certainty is that arbitrary conditions incidental to the war have improved what was already an advantageous position, and that it remains to be seen whether British enterprise can render the improvement permanent.

The other striking fact is the steady growth in volume of the import trade from the United States. Some of the quite recent advances, such as the rise in the value of building materials, perfumery, sugar, and provisions in 1916, are directly due to the war, but the process of expansion had begun earlier. In 1910 the value of the goods imported from America was only £20,141; in 1913 it had risen to just over a quarter of a million; in 1916 it was over three-quarters of a million.

The totals of imports shown from each country are rather misleading, because they include goods originating elsewhere, and shipped from that country. Motor vehicles, for example, are mainly of American origin, whether they reach the Gold Coast direct or through the markets of the United Kingdom. Beads used to come mainly from Austria before the war; and British

manufacturers could supply no substitute except imitation coral at high prices. Now Italy supplies them, and the import has risen again, but the increase appears in the statistics as coming from the United Kingdom.

(c) *Customs and Tariffs*

On account of an agreement with Germany, tariffs east and west of the Volta differed till 1915, when they were assimilated.

The only export duty is that of $\frac{1}{4}d.$ per lb. on cocoa, which has been in force since October 1916. It realised in 1916 only £32,568, instead of the £60,000 anticipated, but this was due to temporary conditions.

Specific import duties are paid on 24 articles, of which the most important are ale and porter (2*s.* per imperial gallon), kerosene and other lamp-oils (3*d.* per gallon), tobacco (manufactured 1*s.* 6*d.* per lb., unmanufactured 1*s.* per lb., cigars 1*s.* per 50, cigarettes 9*d.* per 100), and spirits. The duties on the last vary according to alcoholic strength. They have been raised since March 1915 to 7*s.* 6*d.* the proof gallon.

All other imported goods not specifically exempted pay an *ad valorem* duty of $12\frac{1}{2}$ per cent. Exemptions apply to 65 articles. Among these are goods imported for Government service: railway plant; agricultural implements and machinery, seeds, plants, and manures; manufacturing, marine, mining, and gold-dredging machinery; West African produce; machinery for preparing native produce and developing native industries, and material for packing native goods; coal, coke, and patent fuel; vehicles of all sorts; trade samples; printed books; and articles needed in the interests of public health, such as crude petroleum for destroying mosquitoes, quinine, and mosquito-netting.

(D) FINANCE

(a) *Public Finance*

The financial condition of the Gold Coast is satisfactory. Its budget shows a steadily rising revenue, de-

rived mainly from Customs duties and the railways. In 1907 the total revenue was £708,718; in 1916, £1,835,989. Expenditure has risen in the same period from £617,124 to £1,465,946, an increase which is encouraging, because it implies extensive public works, growing business in every Department, additional staff and transport charges, all due to the prosperity and development of the colony.

The following table[1] shows the revenue, expenditure, and public debt between 1912 and 1916 :—

Year.	Revenue.	Expenditure.	Public Debt.
	£	£	£
1912	1,230,851	1,157,092	2,469,118
1913	1,301,566	1,353,291	2,449,118
1914	1,331,713	1,775,850	3,464,118
1915	1,456,130	1,627,015	3,444,118
1916	1,835,989	1,465,946	3,424,118

The principal heads of revenue in 1913 were as follows :—

	£
Customs	779,593
Light dues	2,956
Licences, &c.	43,354
Fees of Court, &c.	49,903
Railways	357,329
Posts and telegraphs ...	6,596
Rents of Government land ...	1,201
Interest	3,416
Ashanti	49,882
Northern Territories ...	3,708
Miscellaneous	3,548
Total	£1,301,486
Land sales, extraordinary revenue	80
Grand total	£1,301,566

[1] Figures taken from the Annual Reports.

(*b*) *Currency*

The supply of currency is controlled by the West African Currency Board, which has its headquarters in London.

British gold and silver coins, and the special British West African silver currency, introduced in 1913, are legal tender to any amount. There is also a subsidiary nickel currency, introduced in 1912, with coins of three denominations, viz., one penny, one-half penny, and one-tenth of a penny. These and British bronze coins are legal tender up to one shilling. Experimental issues of West African currency notes for £1 and 10*s*. were introduced in September 1916, and in January 1917 2*s*. notes were provided, in view of the popularity of the florin in the Gold Coast. These notes were welcomed by the Europeans and the educated natives, but the more illiterate natives, especially up-country, are still rather reluctant to accept them. A paper currency in Africa has the disadvantage that it is ill-suited to burying, the native's favourite method of preserving his valuables. The amount of these notes in circulation during 1916 was £11,000 in £1 and £3,750 in 10*s*. notes.

(*c*) *Banking*

The Bank of British West Africa opened a business at Accra in 1897, and since then has established branches at Axim, Cape Coast, Kumasi, Komfrodua, Nsawam, Saltpond, Sekondi, Tarkwa, and Winneba. There was no competition until 1917, when the Colonial Bank began business at Accra and Sekondi.

(E) GENERAL REMARKS

The great fact to be borne in mind is that the Gold Coast is a land of promise, many of whose potentialities

were concealed by circumstances until so recent a date that even now they are not generally realised.

No one reading the older and newer books published by officials and others familiar with Gold Coast conditions can fail to be struck by the change of tone produced by the recent developments. In 1883 Colonel A. B. Ellis lamented that, " inhabited by any other race of men, this country would surpass the whole world in agricultural wealth; but, as it is, it is lost to mankind, and there is every probability of its remaining so." Miss Kingsley, writing at the close of the nineteenth century, deplored the difficulties put in the way of British merchants, struggling to secure for British manufactures " the richest feeding-grounds in the whole world." She noted with a mixture of amusement and consternation the tendency of the " old coaster " to pride himself on his miseries and to paint the horrors of his lot in lurid colours to the newcomer.

The more recent literature of the Coast strikes an entirely different note. Mr. W. W. Claridge, Senior Medical Officer, in his *History of the Gold Coast and Ashanti*, published in 1915, writes throughout with sympathy and enthusiasm, and closes with an encouraging picture of the progress made since 1900. Sir Hugh Clifford, in his introduction, dissociates himself from the author's strictures upon the climate, and both there and in other spoken and written utterances shows warm confidence in the qualities of the people and the future of the country committed to his charge.

A climate still unhealthy, though mitigated by increased medical and sanitary precautions; rivers unsuitable for extensive navigation; harbours whose defects can only be moderated, not removed, by modern ingenuity—these are the three factors which hold back the colony. Against them must be set mineral wealth, a fertile soil, and a greater variety of resources than perhaps in any other part of West Africa. Moreover, though the Gold Coast has for centuries been connected with Great Britain, its history as an organized colony is new. The resources of civilization have been brought

to bear on it for only a limited time. If they have already accomplished so much, there is every reason for expecting that greater success lies ahead, and that the colony will prove to be one of the most valuable of England's tropical possessions.

APPENDIX

I. TREATIES

(a) *With Denmark.*—By a Convention of August 17, 1850,[1] Denmark ceded to Great Britain for £10,000 all the Danish forts on the Gold Coast and " all other possessions, property, and territorial rights whatever belonging to His Danish Majesty on the said coast." By a Declaration of May 9, 1887,[2] the chiefs of Aquamoo admitted that they were under the British protectorate, on the ground that they had enjoyed Danish protection, and that the right had passed to Britain on the cession of 1850.

(b) *With the Netherlands.*—By a Convention of March 5, 1867,[3] it was agreed by Great Britain and the Netherlands that there should be an exchange of the forts and possessions of the two Powers on the Gold Coast, so that the boundary between the British and the Dutch possessions should be fixed at a straight line running north to the Ashanti boundary from the mouth of the Sweet River. By the Treaty of February 25, 1871,[4] it was agreed that the King of the Netherlands should transfer to the Queen of the United Kingdom " all the rights of sovereignty, jurisdiction, and property which he possesses on the coast of Guinea." A protocol of November 2, 1871,[5] provided that if recruitment of free labourers were permitted from British possessions on the coast of Guinea to British colonies, it should equally be permitted to Netherland colonies.

(c) *With Germany.*—On July 14, 1886,[6] an agreement as to the boundary between Togoland and the Gold Coast was arranged by British and German Commissioners. It was further elaborated in December 1887, and made definitive by notes of March 12 and 14, 1888.[7] The frontier was definitively laid down

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[1] Hertslet, *Map of Africa by Treaty*, ii, 608.
[2] *Ibid.*, ii, 609.
[3] *Ibid.*, iii, 977.
[4] *Ibid.*, iii, 979.
[5] *Ibid.*, iii, 980.
[6] Apparently not published.
[7] Hertslet, iii, 890.

by Article IV of the Anglo-German Treaty of July 1, 1890,[1] from the sea coast up to the junction of the River Daka with the Volta, above which there was to be a neutral zone. By Articles I and V of the Convention of November 14, 1899, the eastern portion of the neutral zone was recognised as German, and the boundary was defined as running along the River Daka to 9° north latitude, whence the frontier was to run north, leaving Morozugu to Great Britain, and to be fixed on the spot by a mixed Commission " in such manner that Gambaga and all the territories of Mamprusi shall fall to Great Britain, and that Yendi and all the territories of Chakosi shall fall to Germany." Arrangements for the delimitation on this basis were made by a Convention of September 26—December 2, 1901;[2] the work was carried out by a Commission in 1901-2; and the final result adopted by an exchange of notes of June 25, 1904,[3] which was slightly modified in 1907 as a result of the actual survey carried out. There was, however, still left undecided the exact boundary between 6° 10′ and 6° 20′ north latitude. A Convention of February 24, 1894,[4] established a customs union between the Gold Coast Colony east of the Volta and Togoland; but this terminated on the motion of Germany on April 30, 1904.

(d) *With France.*—By Article III (1) of the Anglo-French Agreement of August 10, 1889,[5] it was agreed that the western boundary should start from Newtown, and proceed by the left bank of the Tendo and Ahy Lagoons and the Tendo River as far as Nugua, and that it should be prolonged thence, in accordance with the treaties made with native chiefs by the two Powers, to the 9° north latitude. By the further Agreement of June 26, 1891,[6] the line was to be drawn from Nugua *viâ* Bonko to the intersection of the Volta by the road from Bandaghadi to Kirhindi, and then along the Volta to 9° north latitude. The exact definition of the proposed line was laid down by an arrangement of July 12, 1893,[7] which definitely ascribed Nugua to France. It was definitely traced out with slight changes by Agreements of February 1, April 23, and May 11, 1903,[8] which defined the boundary of the Gold Coast and the Ivory Coast from Nugua to 9°, and were finally accepted by an exchange of notes of May 11 and 15, 1905.[9] The boundary from 9° was determined by Article I of the Anglo-

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[1] Hertslet, *Map of Africa by Treaty*, iii, 893.
[2] *Ibid.*, iii, 927.
[3] *Ibid.*, iii, 935 (which gives the alterations made in 1907).
[4] *Ibid.*, iii, 915.
[5] *Ibid.*, ii, 730.
[6] *Ibid.*, ii, 744.
[7] *Ibid.*, ii, 754.
[8] *Ibid.*, ii, 803, 806.
[9] *Ibid.*, ii, 832.

French Treaty of June 14, 1898,[1] as following the Volta to 11° north latitude; then past Sapeliga to the River Nuhau, along that river to a point two miles east of the Gambaga—Tenkrugu road, thence to the intersection with 11° of the road from Sansanné-Mango to Pama. This general description was made precise, with minor modifications, by an exchange of notes of March 18 and April 25, 1904,[2] and a further Agreement of May 24 and July 19, 1906.[3]

II. GOLD COAST SHIPPING, 1912-1916[4]

Nationality.	1912.		1913.		1914.		1915.		1916.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	398	827,390	403	907,065	419	946,093	289	687,167	283	642,346
German	223	500,998	229	499,672	161	362,292	...	...	...	...
French	64	118,951	55	99,084	54	102,257	60	118,156	55	122,237
Belgian	1	1,167	...	...	...	...	2	9,582	...	...
Norwegian	...	...	1	864	2	2,223	...	...	1	14
United States of America	...	...	1	2,288	...	...	1	1,086	1	1,718
Italian	...	...	2	3,776	...	...	...	...	...	...
Danish	...	...	1	2,448	...	...	...	...	...	..
Portuguese	...	...	...	...	1	44	...	...	...	...
Spanish	...	...	...	...	...	...	1	832	...	...
Barbados	...	...	...	...	...	...	1	1,583	...	...

III. PRINCIPAL EXPORTS, 1907-1916[5]

Article.	1907.		1910.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Cocoa	20,956,400 lbs.	515,089	50,692,949 lbs.	866,671
Kola Nuts	6,278 packgs.	78,901	5,156,500 ,,	77,716
Guinea Grain	87,074 lbs.	1,127	48,645 ,,	882
Gum Copal	398,363 ,,	5,134	53,847 ,,	647
Lumber	18,528,348 feet	169,458	14,935,935 feet	148,077
Palm Kernels	9,753 tons	101,822	14,182 tons	185,058
Palm Oil	1,867,945 gallons	119,468	2,044,945 gallons	161,388
Rubber	3,549,548 lbs.	333,120	3,223,265 lbs.	358,876
Cotton	56,088 ,,	966	11,421 ,,	263
Copra	386 tons	6,186	755 tons	13,032
Gold	292,125 ounces	1,130,975	204,618 ounces	790,282

[1] Hertslet, *Map of Africa by Treaty*, ii, 786.
[2] *Ibid.*, ii, 822.
[3] *Ibid.*, ii, 847.
[4] These figures are taken from the Annual Reports. They do not include sailing vessels (see p. 30).
[5] The figures are taken from the Report of the Agricultural Department, 1916, and the Report of the Customs and Marine Departments, 1916.

III. PRINCIPAL EXPORTS, 1907-1916—(*continued*).

Article.	1913.		1916.	
	Quantity.	Value.	Quantity.	Value.
		£		£
Cocoa	113,239,980 lbs.	2,489,218	72,161 tons	3,847,720
Kola Nuts	7,024,868 ,,	144,705	6,742,898 lbs.	130,571
Guinea Grain	41,036 ,,	706	2,380 ,,	38
Gum Copal	38,205 ,,	555	12,594 ,,	132
Lumber	37,391,848 feet	366,094	10,334,793 feet	93,980
Palm Kernels	9,744 tons	159,128	5,857 tons	85,899
Palm Oil...	860,155 gallons	65,652	450,360 gallons	38,299
Rubber	1,317,369 lbs.	87,915	2,215,973 lbs.	78,865
Cotton	27,497 ,,	688	18,896 ,,	447
Copra	629 tons	14,292	633 tons	14,386
Gold	422,602 ounces	1,626,003	315,871 ounces	1,200,868

IV.—Return Showing the Destinations of Exports between 1912 and 1916,[1] and the Percentage of each Country's Goods to the Total Exports for the Year.

Country.	1912.		1913.		1914.		1915.		1916.	
	Value.	%	Value.	%	Value.	%	Value.	%	Value.	%
	£		£		£		£		£	
United Kingdom	2,677,575	67	3,416,637	68	3,028,997	68	4,370,377	75	3,453,888	62
Nigeria	133,977	3	145,023	3	141,968	3	139,247	2	130,913	2
Germany	731,122	18	899,468	17	554,632	12	...	...	...	...
France	384,219	10	455,585	9	528,780	12	963,634	16	1,374,815	24
United States ...	72,135	2	101,055	2	93,383	2	329,466	6	603,772	12
Holland	...	...	...	...	116,948	3	...	...	...	...

If these figures are combined, to show the proportion of goods shipped to British and foreign markets, the results work out as follows:—

Country.	1912.		1913.		1914.		1915.		1916.	
	Value.	%	Value.	%	Value.	%	Value.	%	Value.	%
	£		£		£		£		£	
Great Britain and British colonies	2,811,552	70	3,561,660	71	3,170,965	71	4,509,624	77	3,584,801	64
Other countries ...	1,187,476	30	1,456,108	28	1,293,743	29	1,293,100	22	1,978,587	36

[1] From the Annual Report, 1916.

V. TABLE OF PRINCIPAL IMPORTS, 1912-1916[1]

Article.	Weight or Measure.	1912.		1913.		1914.		1915.		1916.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			£		£		£		£		£
Ale and porter	gallons	122,087	20,742	148,553	21,991	151,152	22,765	119,671	20,026	148,259	30,307
Apparel, wearing	...	...	103,914	...	91,555	...	107,014	...	84,608	...	152,936
Beads	...	...	44,649	...	47,383	...	39,124	...	8,505	...	36,066
Beef and pork	barrels	3,455	10,956	4,816	13,893	9,075	29,404	lbs. 809,868	18,782	lbs. 1,050,306	21,867
Bread and biscuits	cwts.	32,067	41,688	35,013	46,386	15,057	19,750	12,405	22,129	9,825	18,676
Carriages, carts and motor vehicles	...	636	31,497	1,169	53,033	929	79,247	515	95,175	3,681	179,130
Coal	tons	43,013	67,516	51,666	84,475	68,031	139,228	42,751	83,193	38,346	87,673
Cotton (yarn and twist)	lbs.	485,278	28,477	419,423	21,324	254,583	15,689	198,016	10,676	247,287	20,166
Cotton goods (other)	...	...	689,146	...	704,206	...	602,594	lbs. 13,194,866	739,462	lbs. 10,703,826	1,038,186
Flour	barrels	43,648	67,348	53,824	79,575	47,007	68.125	39,599	76,515	69,367	89,243
Furniture	...	...	39,183	...	47,841	...	56.758	...	50,505	...	68,471
Hardware	...	...	109,760	...	121,064	...	120,985	...	87,946	...	174,799
Lumber	feet	4,058,383	40,423	6,304,397	54,826	5,226,540	64,415	4,883,063	50,302	2,904,125	41,232
Machinery	...	...	245,881	...	190,557	...	195,911	...	172,323	...	115,971
Oil	gallons	1,257,560	36,466	1,189,659	38,145	1,324,151	43 348	945,453	28,822	1,269,441	44,314
Perfumery	...	...	44,336	...	43,346	...	44,421	...	35,785	...	102,916
Provisions	...	...	196,926	...	239,624	...	248,787	...	182,100	...	335,317
Railway plant and rolling-stock	...	...	2,386	...	...	...	...	...	47,545	...	74,107
Rice	cwts.	146,618	106,888	159,636	111,233	146,816	96,578	154,057	119,144	106,664	105,192
Salt	cwts.	103,982	13,751	...	...	...	...	105.590	18,352	111,903	25,853
Silk goods	...	...	29,375	...	22,229	...	22,109	...	13,094	...	13,458
Soap	lbs.	5,295,826	43,564	6,174,651	50,206	6,023,915	53,339	cwts. 67,429	67,614	cwts. 59,581	71,748
Spirits (gin and Geneva)	gallons	578,675	84,852	558,868	84,367	573,682	86,215	502,171	88,074	489,667	130,602
Spirits (rum)	gallons	1,224,475	105,537	1,153,456	100,093	1,095,076	98,341	989,083	100,346	1,213,756	162,308
Spirits (other)	gallons	50,028	29,878	50,854	29,742	53,853	31,061	43,573	27,355	82,407	61,876
Sugar	cwts.	38,227	45,460	58,987	56,614	47,787	52,015	29,120	48,082	34,974	73,517
Tobacco (manufactured)	lbs.	147,452	42,423	170,810	49,134	209,748	64,658	19,536	45,042	...	120,550
Tobacco (unmanufactured)	lbs.	1,528,611	48,106	1,369,119	45,205	1,540,014	49,330	2,312,464	80,811	1,966,895	76,772
Wines	gallons	88,090	24,492	70,911	21,485	67,282	21,010	38,414	14,300	58,998	33,046

[1] From the Annual Reports, 1912-1916.

VI.—A Return showing the Principal Countries of Origin for Imports, 1912-1916, and the Percentage of each item to the total Imports for the Year.[1]

Country.	1912.		1913.		1914.		1915.		1916.	
	Value.	%	Value.	%	Value.	%	Value.	%	Value.	%
	£		£		£		£		£	
United Kingdom ...	2,317,732	70	2,468,604	70	2,660,682	74	2,734,991	79	3,860,765	75
Nigeria	18,314	1	23,535	1	24,312	1	36,351	1	75,902	2
Germany	379,027	11	386,670	11	289,288	8	9,839	...	128	...
France	42,604	1	44,299	1	32,979	1	37,285	1	77,089	2
United States ...	229,604	7	251,742	7	270,176	8	349,106	10	751,225	15
Holland	182,965	6	189,165	5	170,810	5	199,644	6	217,976	4
Other countries ...	109,574	3	124,964	4	121,072	3	95,588	3	81,759	2

[1] From the Annual Report, 1916.

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A standard work on the Colony and Protectorate has lately been written, *A History of the Gold Coast and Ashanti*, by W. Walton Claridge, with an Introduction by the Governor, Sir Hugh Clifford, 2 vols., John Murray, 1915. See also *The Partition of Africa*, No. 89, and *British West Africa*, No. 90 of this series.

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Maps

There are War Office maps of the Gold Coast Colony, Ashanti and Northern Territories on the scales of 1:1,000,000 and 1:250,000. Of these the former (G.S.G.S. 2564) is a single sheet and is corrected to 1916. The second (G.S.G.S. 1764) is in course of publication. North of latitude 7° north there are nine compiled sheets (G.S.G.S. 1764 and 2721), and one, the Tarkwa sheet (G.S.G.S. 1764), which falls within the surveyed area. South of latitude 7° north the country has been completely surveyed, and sheets for the whole area are published under the direction of the Director of Surveys, Gold Coast. Publication commenced 1907. (Agents: W. and A. K. Johnston, Edinburgh, and L. Stanford, Ltd., London.)

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