

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE
HISTORICAL SECTION OF THE FOREIGN OFFICE.—No. 123

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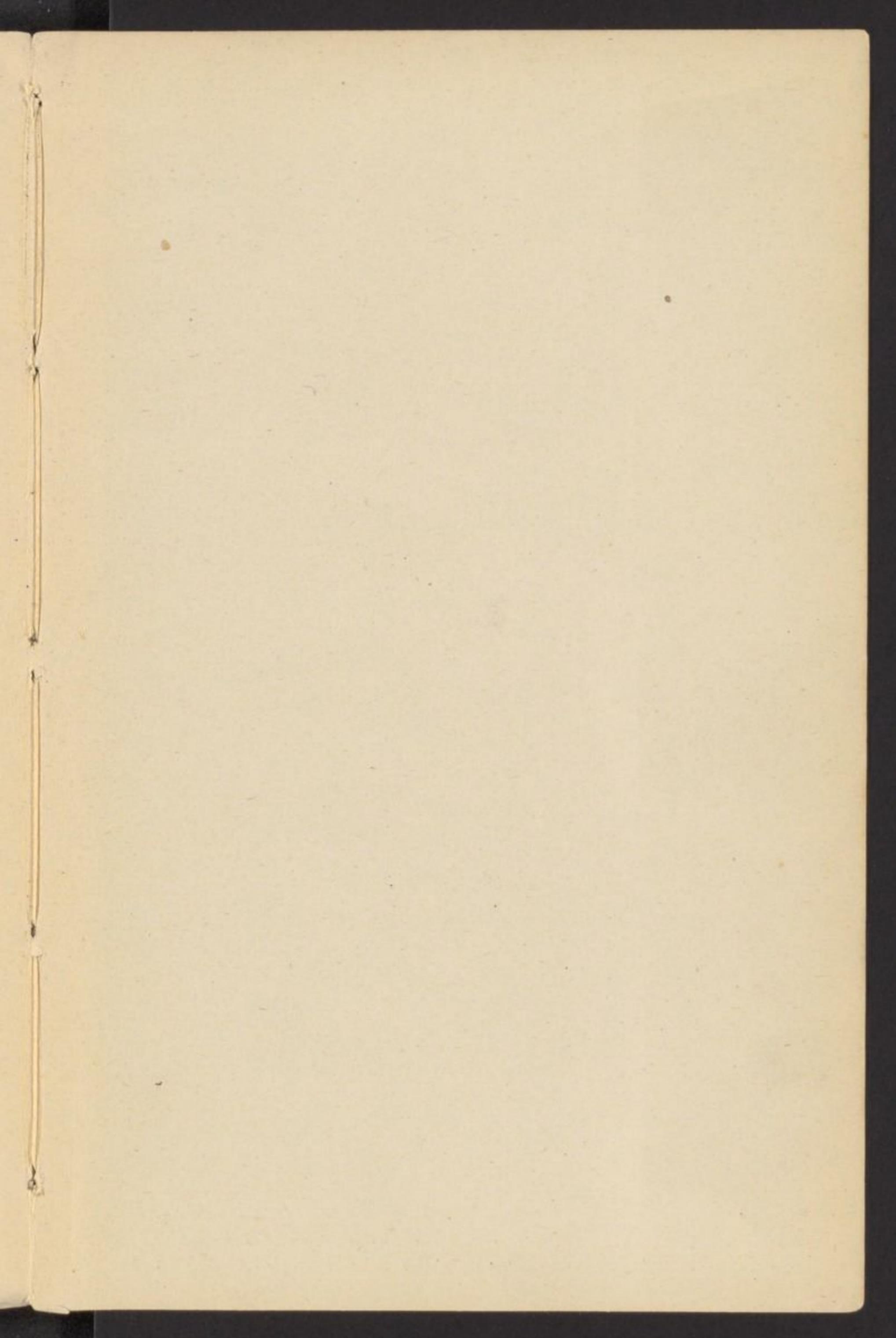
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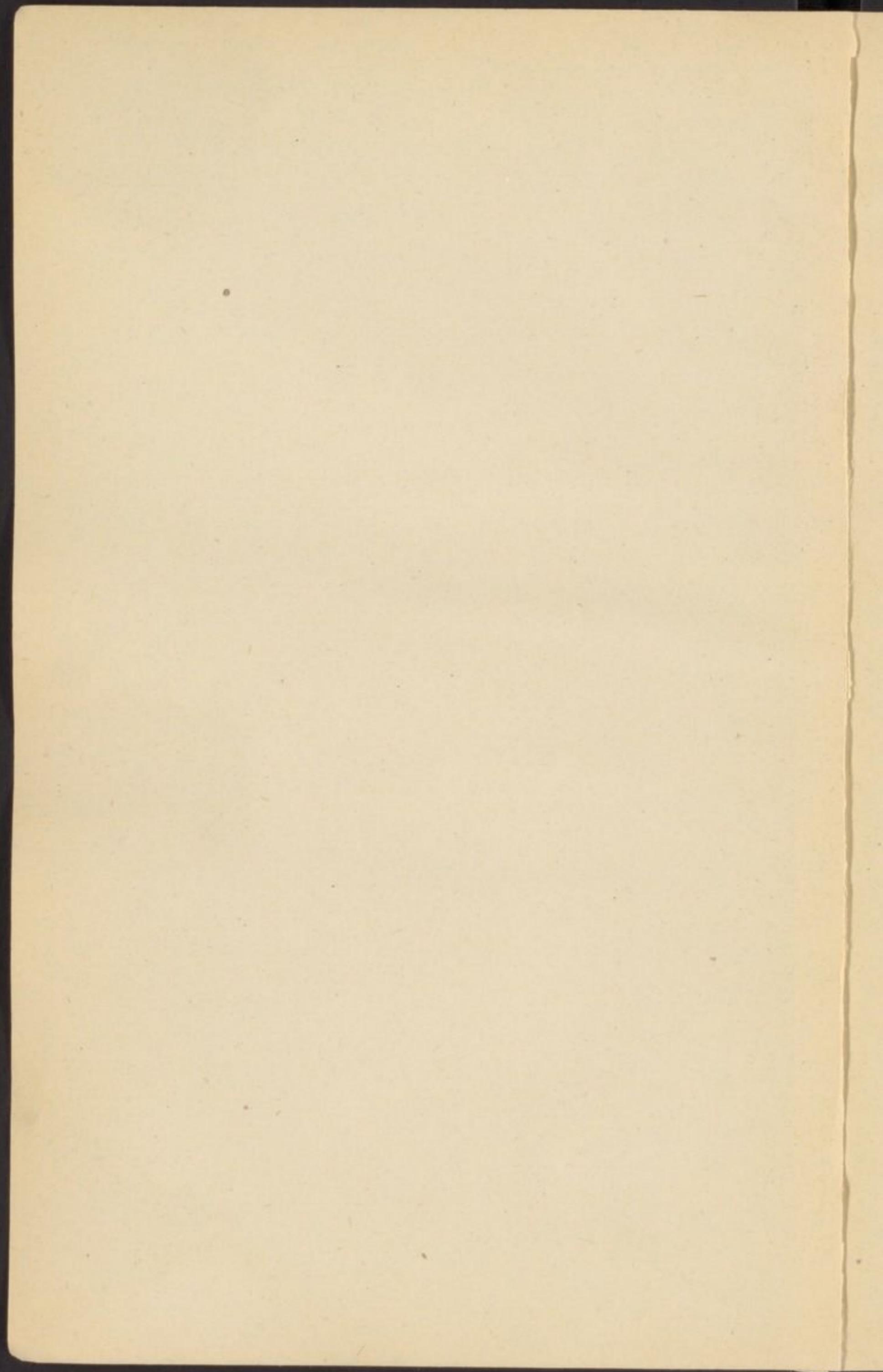


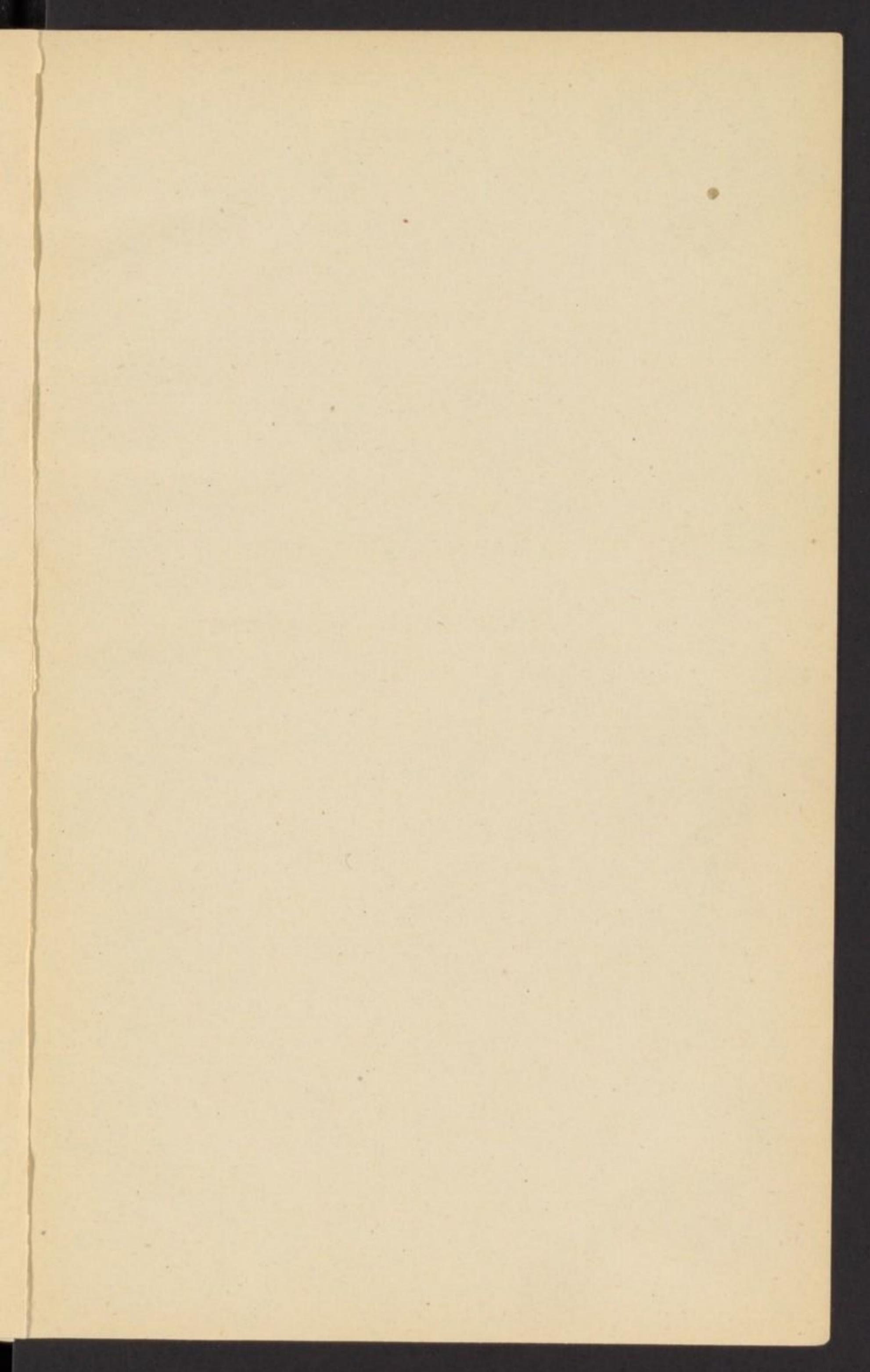


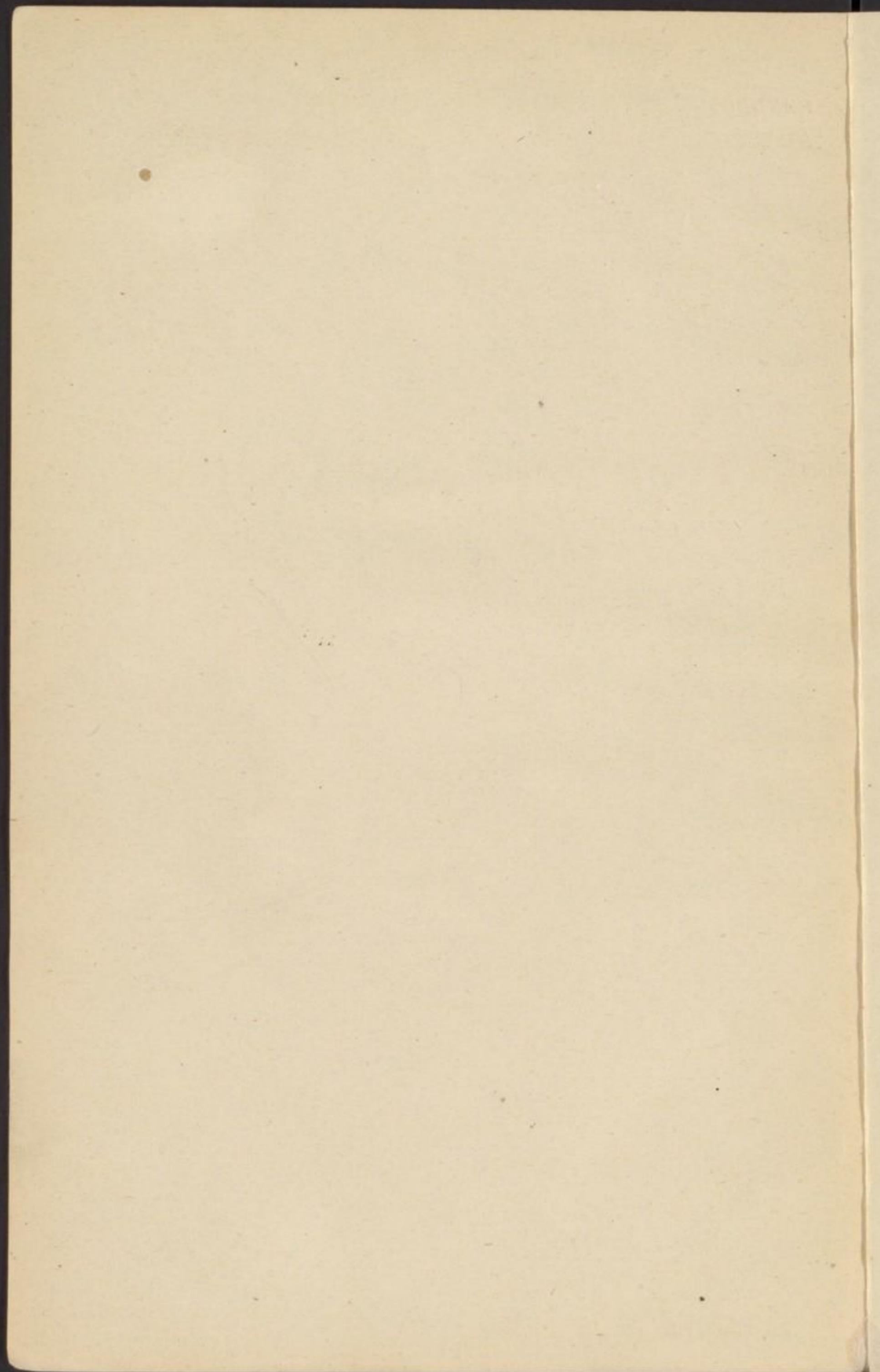
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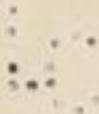
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CANARY ISLANDS

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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 EXTENT

THE Canary archipelago consists of a group of Spanish islands in the Atlantic Ocean, south-west of Morocco, situated between $27^{\circ} 37'$ and $29^{\circ} 24'$ north latitude and $18^{\circ} 10'$ and $13^{\circ} 25'$ west longitude. They are separated from the African continent by a minimum distance of 69 miles, this being the measurement between the south-eastern extremity of the island of Fuerteventura and Cape Juby on the coast of Africa. The width of the group from east to west is 286 miles, and the joint area of the islands 3,342 square miles.

(2) SURFACE AND COASTS

Surface

The Canary archipelago consists of seven main islands and six uninhabited islets. The islands can be divided into three groups:—

(a) The first or central group embraces the two large islands of Teneriffe and Grand Canary, the most important in the archipelago, on which are situated the towns of Santa Cruz de Tenerife and Las Palmas, with their important harbours.

(b) The second or western group consists of the smaller islands of Gomera and Hierro (Ferro) and the large island of Palma, the most important island after Teneriffe and Grand Canary.

(c) The third or eastern group, which is the nearest to the African coast, consists of the islands of Fuerteventura and Lanzarote, with the islets in their vicinity,

which are uninhabited but for occasional fishing settlements.

The surface of the islands is formed chiefly of lofty dome-shaped heights, long slightly articulated ridges, and deep volcanic cauldrons. Bleak level pumice-covered tracts alternate with green hilly spaces and broad troughs rich in mould and covered with artificial terraces; and the whole is surrounded by lava slopes and intersected by deeply eroded, steep-sided radial ravines called *barrancos*, which form a characteristic feature of the islands.

The layers of volcanic material form, in combination with vegetable detritus, a soil of great fertility; and, though this soil is generally shallow, decomposition has in some parts formed deposits of considerable thickness. There is still much *malpais*, or unredeemed land, a wild chaos of sharp-edged lava masses. Only about one-fifth of the possible area is at present under cultivation, and the forests have in the past been much neglected (see p. 24).

The altitude of the highest summits on all the islands is considerable. That of the famous Peak of Teneriffe is 12,192 ft.; that of the next highest, on Palma Island, 7,768 ft.; of Grand Canary, 6,400 ft.; of Hierro, 4,990 ft.; of Gomera, 4,400 ft.; of Fuerteventura, 2,770 ft.; and of Lanzarote, 2,244 ft. The last volcanic eruption occurred on the island of Lanzarote in 1824.

There are no perennial streams, and most of the islands lack water, want of rain sometimes causing much distress in the eastern Canaries. Serious droughts, however, are rare. The *boadas*, or smaller water-courses, owing to the steepness of the mountains and the jagged rocks, are seldom of much use for navigation.

Teneriffe (Spanish, *Tenerife*) is some 52 miles long by 31 miles broad, and its area is 919 square miles. The island is, by virtue of containing the celebrated Peak, the meteorological centre of this part of the world. Forests and rich brushwood cover parts of the higher ground, and some of the valleys and slopes abound in

vegetation and are as fertile as any part of the archipelago. Two-thirds of the surface of the Peak are covered with vegetation, and the mountain itself contains three craters, one within the other.

Grand Canary (Gran Canaria).—The nearest point of this island is distant 31 miles from Teneriffe. It is almost circular, and consists of a tableland with sloping sides furrowed by long and deep ravines. Its greatest length is $34\frac{1}{2}$ miles, its width $29\frac{1}{2}$ miles, and its area 631 square miles. The three highest peaks are respectively 6,401, 6,109, and 6,066 ft. high. The island is more fertile and much better watered than Teneriffe and most other islands of the group. At the north-western extremity of Grand Canary is the Isleta peninsula (altitude 786 ft.), which is connected with the island by a low sandy isthmus, $1\frac{1}{2}$ miles long and 600 yards wide.

Palma, 53 miles north-west of Teneriffe, is the third island in importance. It is 29 miles long and 17 miles broad at its northern part, and its area is 318 square miles. A chain of mountains divides the island into two parts, of which the highest peaks are 7,768 and 7,707 ft. above sea-level, while deep gorges radiate in all directions towards the coast. An interesting feature of the island is the Gran Caldera, an immense depression over 4 miles in diameter and 5,000 to 6,000 ft. deep, the interior of which is clad with forests of Canary pine. Palma is considered to be the most fertile island of the group, and is perhaps the first in point of beauty.

Gomera lies between Hierro (Ferro) and Teneriffe, from the latter of which it is separated by a strait 17 miles broad. Its area is 172 square miles. The heights are covered with splendid woods, water is plentiful, and there is a general abundance of verdure and cultivation.

Hierro or Ferro.—This is the smallest and most westerly of the Canaries, lying 33 miles west of Gomera; it is 18 miles long by 13 miles broad, and is 122 square miles in area. The southern half of the island is very barren, but abundant laurel woods and

the rich Canary flora cover the northern slopes, and conditions for vineyards and orchards are especially favourable.

Fuerteventura is the nearest island to the African coast. Its breadth is 63 miles, its length 21 miles, and its area 788 square miles. The surface is a barren plain of sand and rock, intersected by two lines of extinct volcanoes running north and south. There is less water, and consequently less forest and verdure generally, than on the other islands, but cereals thrive.

Lanzarote is the most easterly of the islands and lies north-east of *Fuerteventura*. It is $36\frac{1}{2}$ miles long by 13 miles broad, and its area is 380 square miles. The surface is less mountainous and broken than that of the western islands. Rainfall is scanty and springs are few, but in wet years the broad, stony or sandy plains become as fertile as those of *Fuerteventura*.

Coasts

The Canaries are oceanic islands, and all the channels between the islands are clear. Each island, however, is surrounded by a shallow belt, and the lower the level of the island the nearer this submerged zone approaches the surface. The eastern islands are encircled by the largest extent of anchorage. There are few or no beaches on the lofty islands, but both *Lanzarote* and *Fuerteventura* have magnificent stretches of white African sand.

The coasts are for the most part jagged and dangerous, and though they are broken at many points there are few bays capable of affording shelter to a vessel of any size. The only extensive harbour is that of La Luz, in Grand Canary, which is sheltered by the *Isleta* and its sandy isthmus. The roads of *Teneriffe* are open to all winds.

(3) CLIMATE

The outstanding feature of the climate is the remarkably equable temperature. The mean annual range amounts to only 11° - 14° F. (6° - 8° C.) between the

winter average of 61°-63° F. (16°-17° C.) and the average of the hottest month (August) of 72°-75° F. (22°-24° C.) at sea-level. The temperature remains persistently high during the autumn.

Nearly all the rain falls during the winter, June, July, and August being practically rainless. Teneriffe (Guímar) has an average annual rainfall of 13·7 inches (350 mm.) and Las Palmas 11·4 inches (290 mm.). The mean percentage of cloud is somewhat high, and the fierceness of the sun's rays is tempered to an extent which renders the climate one of the pleasantest in the world.

Fuerteventura and Lanzarote, owing to their proximity to the African coast, are specially liable to drought: indeed, it is on record that on one occasion Lanzarote was for several years rendered altogether uninhabitable.

(4) SANITARY CONDITIONS

The climate generally is extremely healthy, and malaria may be said to be absent. No strict regime is necessary, but it is advisable to spend the mid-day hours of July and August within shelter. Among the natives tuberculosis is prevalent, while syphilis, with the maladies that follow in its wake, is extremely prevalent. Anæmia prevails, chiefly among the women of the well-to-do classes. Skin diseases, due to malnutrition, are prevalent among the poorer classes, and leprosy is not infrequent.

(5) RACE AND LANGUAGE

The chief race inhabiting the islands in ancient times was that of the Guanches, but since the Spanish conquest four centuries ago primitive types have almost completely disappeared, owing to successive crossings with the Spaniards. Racial characteristics are therefore chiefly Spanish.

A somewhat corrupt form of Spanish is the only language in use among the natives.

(6) POPULATION

Distribution

The estimated population in 1914 was 478,509. Some foreigners, especially English, reside permanently in the Canaries for the sake of the climate. There are 300 British residents in Las Palmas alone. According to a writer of some authority the distribution of population on the seven islands is as follows:

Name of Island.	Area in sq. miles.	Population.	Number of cities, towns, villages or hamlets over which the population is spread.		
			Cities.	Towns.	Villages or Hamlets.
Teneriffe ...	919	183,844	2	4	152
Grand Canary...	631	164,140	3	3	178
Palma ...	318	49,464	—	1	69
Lanzarote ...	380	20,723	—	1	63
Gomera ...	172	15,358	—	1	36
Fuerteventura	788	12,963	—	1	13
Hierro... ..	122	6,508	—	1	11

Towns and Villages

The chief towns on Teneriffe are Santa Cruz de Tenerife (pop. 61,000), the capital of the Canaries; San Cristobal de la Laguna (pop. about 16,000), the old capital; Orotava (or Puerto de la Cruz, pop. about 6,000), a poorly sheltered port at the foot of the Orotava valley; and Villa de Orotava (pop. about 11,000), a favourite health resort.

The chief towns on Grand Canary are Las Palmas (pop. 60,338), the chief commercial town and the judicial capital of the archipelago; Arucas (pop. between 9,000 and 10,000), the chief centre of the cochineal and sugar industries; and Telde (pop. over 9,000), near the orange groves, where the best fruit of the archipelago is produced.

The chief towns of Palma are Santa Cruz de la Palma (pop. over 7,000), the capital of the island,

which possesses an excellent harbour and is surrounded by very fertile country; and Los Llanos (pop. about 7,000).

The chief towns of the other islands are little more than large villages. They are San Sebastian (pop. 4,000), capital of Gomera; Valverde (pop. 7,667), capital of Hierro; Puerto de Cabras (pop. 920), capital of Fuerteventura; and Arrecife (pop. some 4,000), capital of Lanzarote.

Movement

During the year 1914 there were born on the archipelago 13,304 children (the majority males), of which 396 were stillborn or died within 24 hours after birth, leaving a total of 12,908. The deaths during the same year numbered 6,970. Emigration takes place in considerable numbers, chiefly to Cuba or to the South American republics. (See also below, p. 20.)

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- 1402 First settlement in the Canaries by Jean de Bethencourt.
 1405 Conquest of Hierro.
 1424 Portuguese expedition against Teneriffe and Grand Canary.
 1443 Second Portuguese expedition to Palma and Gomera.
 1455 Cadamosto's visit.
 1479 Portuguese claims surrendered to Spain.
 1483 Final conquest of Grand Canary.
 1492 Columbus sails from Gomera on his voyage to America.
 1493 Final conquest of Palma.
 1496 Final conquest of Teneriffe.
 1569, 1586 Moorish expeditions against Lanzarote and Fuerteventura.
 1595 Drake's unsuccessful attack on Las Palmas.
 1599 Dutch attack on Las Palmas.
 1656 Blake's attack on Santa Cruz.
 1749 Last attack by the Moors.
 1797 Nelson's attack on Santa Cruz.
 1821 The Canaries become a Spanish province, with Santa Cruz as capital.

(1) EARLY HISTORY

THE group of islands known as the Canaries differs in several respects from the other Atlantic groups discovered and occupied by European nations in the fifteenth century. In the first place, the existence of these islands had been well known from early times; they had often been visited by sailors in the thirteenth and fourteenth centuries, and they were shown with some accuracy in Genoese and Catalan maps. In the second place, they were not, like Madeira, the Azores, and the Cape Verde Islands, uninhabited, but were occupied by a fair race known as the Guanches, who were akin to the Berbers. The conquest and settlement of the Canaries were therefore not such simple matters as in the case of the other groups.

(2) FRENCH EXPEDITIONS

The first permanent settlement was made by a French expedition, the private venture of a Norman nobleman, Messire Jean de Bethencourt of Caux. He sailed from La Rochelle in 1402, and landed on the island of Lanzarote in July of the same year. He shortly afterwards made an expedition into Fuerteventura without much success. After building a fort, which he called Rubicon, in Lanzarote, he went to Spain and asked for assistance from the King of Castille, offering to hold his new dominion as a vassal of that kingdom. The offer was accepted, and the Spanish dominion in the Canaries is founded on this event. Before his return his companion Gadifer had sailed round the whole group and made several landings, being especially well received in Gomera. Bethencourt on his return completed the conquest of Erbanie or Fuerteventura, and erected a fort to defend it against attacks from "the King of Fez," who claimed the islands as his own. This fact, together with the mention of "Saracen Kings" in Fuerteventura and Lanzarote, makes it probable that the Moslem rulers of Morocco, whether of Arab or Berber descent, had been accustomed to visit the two eastern islands before Bethencourt's expedition. Shortly afterwards he visited Grand Canary, but was driven off. Dissensions with Gadifer, who claimed a share in the islands which Bethencourt was not inclined to allow him, added to the difficulties, and Bethencourt found it necessary to visit Spain again to obtain further help. Gadifer left at the same time; obtaining no satisfaction in Spain, he returned to France, and no more is heard of him. It is evident, however, that whatever success had been obtained was to a considerable extent due to his energy.

After his return Bethencourt completed the conquest of Fuerteventura and Lanzarote. The Kings, who are alluded to as both Saracen and heathen, submitted, and became Christians. Bethencourt next proceeded to Normandy, and collected a number of settlers, whom he

took back with him to Lanzarote. He again attempted the conquest of Grand Canary, but was again driven off with loss. He also landed in Hierro (or Ferro) and took possession of it, entrapping most of its simple inhabitants and making slaves of them. In this island he settled most of the immigrants from Normandy. A landing was also made on the island of Palma, and some fighting took place, but it was not colonised at this time. This was the last of Bethencourt's conquests. In 1406 he returned to his home, leaving his nephew, Maciot de Bethencourt, in charge of the Canaries. At this time, therefore, the largest and most populous islands, Teneriffe and Grand Canary, were still absolutely independent. Palma had been the scene of some fighting, apparently without result, and Gomera had also been visited without any settlement being made. Bethencourt's new country, therefore, consisted of Lanzarote, Fuerteventura, and Hierro, although Castille no doubt claimed suzerainty over the whole group. When Azurara wrote in 1452 he describes Lanzarote, Fuerteventura, and Ferro (Hierro) as the only islands with a Christian population—Palma and Gomera, as well as the larger islands, being still independent and entirely pagan.

According to the Portuguese historian De Barros,¹ Maciot de Bethencourt made an expedition against Gomera, but it is clear that he did not conquer it. He took no interest in his Canary seigniory, and seems to have ruled it badly. His principal aim seems to have been to dispose of it to the best advantage, but it is probable that the rights he could dispose of were not valuable, as Jean de Bethencourt was still living, and Maciot was only his deputy. He first sold his rights to Pedro Barba de Campos, who came out in command of a Royal fleet from Castille; then to Prince Henry the Navigator of Portugal; and afterwards to other persons in Spain. After the colonisation of Madeira by Portugal he took up his residence there, and married

¹ Decadas I, Book 1, ch. 12.

his daughter to Gonçavez da Camara, Governor of that island. As she left no children, Maciot's nephews succeeded, and founded the Bethencourt families still existing in Madeira and the Azores.

(3) PORTUGUESE EXPEDITIONS

Apparently Maciot's cession to Prince Henry included Gomera, but the important islands of Teneriffe (also called Inferno), Grand Canary, and Palma were held to be independent, and Prince Henry determined to add them to the other new possessions of Portugal. He sent out an expedition in 1424, but found it insufficient for the purpose, and withdrew, partly, no doubt, in order to remain on friendly terms with Castille. In 1443, however, three ships from one of his exploring fleets along the African coast turned aside to the Canaries, and visited Gomera and Palma, taking some of the natives back as prisoners. Prince Henry, finding that those from Gomera had been taken by treachery, treated them well and sent them back to their homes. The Venetian, Cadamosto, who visited the Canaries in 1455 under Prince Henry's flag, found the three islands of Teneriffe, Grand Canary, and Palma still independent and pagan. Another Portuguese claim arose from the gift by Henry IV of Castille of all his rights in the islands to a Portuguese nobleman, Martinho d'Athayde, Count of Atouguia, who had escorted the King's Portuguese bride to Castille. The Count sold his rights to the Marquess de Menezes, and he, in his turn, transferred them to Dom Fernando, nephew and heir of Prince Henry. However, these claims ultimately came to nothing, for during the reign of Dom João I Portugal wished to keep on good terms with Spain.

(4) SPANISH RULE

In 1479, by the terms of the peace between Spain and Portugal, all Portuguese claims over the

Canaries were abandoned, and since then Spanish rights have been unchallenged. Nevertheless, the larger islands were by no means as yet fully conquered. Many expeditions had already been sent against them, and others were yet to follow. The island of Gomera was held by the Herrera family as a seigniory, and served as a convenient point for attacking the larger islands, the natives often assisting the Spaniards. Diego de Herrera in 1464 established himself for a time in Teneriffe, and obtained a cession of the island to Castille, but a rising of the Guanches soon afterwards drove out the Spaniards. After his first success at Teneriffe, Herrera invaded Grand Canary, but failed to establish himself there. In 1466 he succeeded in erecting a fort at Gaudo Bay. In 1478 a more important expedition under Juan Rejon was despatched, and fighting went on, with many fluctuations, till 1483, when the last independent Canarios surrendered.

The islands of Teneriffe and Palma remained to be dealt with. After the conquest of Granada, Fernando de Lugo, who owned lands in Gomera, undertook their conquest. He landed first in Palma in 1491, and after a long struggle subdued it in 1493. De Lugo immediately sailed from Palma to Santa Cruz, in Teneriffe, and landed his forces there, accompanied by a large body of natives of Grand Canary and Gomera. This campaign went on with many vicissitudes till 1496, when the last of the Guanches, who were much reduced by disease, surrendered. It was during this period that Columbus started on his great voyage of discovery in 1492. He sailed from Palos to the Canaries, and anchored at the harbour of San Sebastian, in Gomera, whence, after taking in provisions, he sailed west on September 7, 1492.

From this point onwards the Canary Islands are a purely Spanish country. The Guanches disappear as a separate race. They were converted and absorbed, but not exterminated, and there is no doubt that their descendants form a considerable element in the present

population.¹ In the sixteenth century Laguna, a town nearly 2,000 feet above the sea, which had been one of the principal resorts of the Guanches, became the capital of the whole group, as its inland position protected it from attacks by sea, such as that of Drake and Hawkins in 1595 and that of Blake in 1656. In the latter great damage was done to the port of Santa Cruz in Teneriffe; and Las Palmas, in Grand Canary, was also often attacked. Laguna retained its rank as capital until 1821, when Santa Cruz took its place, having earned the distinction by the repulse of Nelson's expedition in 1797. At the same time the old system of government, which was feudal in its character, was abolished, and the Canary Islands became a province of Spain.

The history of the Canary Islands from the time of their final conquest, with the exception of the occasional visits of foreign fleets in war-time, is concerned mainly with agricultural vicissitudes.

¹ On this point see A. Samler Brown, *Madeira, &c.*, p. 917.

III. SOCIAL AND POLITICAL CONDITIONS

THE Canary Islands are treated for administrative purposes as a province of Spain, under a Governor whose capital is Santa Cruz, in Teneriffe.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads and Paths*

As no railways have been constructed on any of the islands of the archipelago, and there are no navigable waterways, the only method of travelling or conveying goods from place to place is by roads and paths. The made roads are very limited in extent and almost exclusively confined to radiants from the principal towns, wide areas being served only by bridle-paths, which in the mountainous districts are often dangerous to traverse.

On Teneriffe two main roads run from Santa Cruz, one westward along the north coast, past Orotava, to Buenavista, the other southward along the east coast through Guímar to Fasnia. These with their branches amount to about 120 miles, and it is proposed, in order to render the Peak district more accessible, to convert the existing track from Icod de los Vinos (on the northern road) to Guia into a carriage road. There is an electric tramway between Santa Cruz and Tagaronte, whence there is a service of motor cars to Orotava.

On Grand Canary roads, with a total length of over 100 miles, run from Las Palmas northward to Puerto de la Luz, westward along the north coast (with several short branches) to Puerto de las Nieves, southwestward to San Mateo, and southward through Telde and Aguimes to San Bartolomé de Tirajana. Between Las Palmas and Puerto de la Luz is an electric tramway.

The southern half of Palma is encircled by a road which runs southward from Santa Cruz to San Antonio and thence northward to Las Manchas, where it bifurcates to Los Llanos and El Paso. Both these villages lie on the edge of the Caldera and on the bridle-path connecting Santa Cruz with Puerto de Tzacorte, a port of call for sailing craft on the west coast. It has been proposed to build a road from El Paso, through the Cumbre Nueva at an elevation of 4,750 ft., to San Pedro, a village on the east coast about six miles south of Santa Cruz; this would enormously shorten the carriage journey from the capital to the Caldera. Up to 1913 there was a service of motor cars between Santa Cruz and Los Llanos.

Fuerteventura and Lanzarote have respectively $26\frac{1}{2}$ miles and $41\frac{3}{4}$ miles of made roads, with continuations in prospect; but since these islands are comparatively level, with sandy surfaces, and thus suited to the use of dromedaries and donkeys as beasts of burden, an elaborate system of roads would be superfluous.

The small islands of Gomera and Hierro have only bridle-paths.

(b) *Posts, Telegraphs, and Telephones*

All the islands have post offices, and the five larger islands are well provided as regards both letter mails and telegraphic communication. Grand Canary and Teneriffe have in addition very fair telephone services. With Gomera and Hierro communication is irregular, and there is no cable connection.

(2) EXTERNAL

(a) *Ports*

(i) *Accommodation*.—All the ports in the Canary Islands are free ports, the principal being Santa Cruz de Tenerife, and Puerto de la Luz, for Las Palmas, on Grand Canary. *Santa Cruz de Tenerife* has a very fair harbour, protected by a breakwater and by a mole 1,400 ft. long and open only to the east. Landing and

embarkation are effected by means of small boats and steam launches, as the quays do not admit of vessels being moored alongside. Improvements are being carried out on lines sanctioned some years before the war.

Puerto de la Luz has a harbour created by the construction of a mole at right angles to the shore and a breakwater perpendicular to the peninsula known as the *Isleta*, which itself forms a right angle with the shore, the enclosed water-space being roughly square. This furnishes an excellent shelter from the prevailing winds, and improvements are still in progress in anticipation of a large trade when conditions again become normal. At present passengers have to land at and embark from the mole. *Las Palmas* itself, though on the sea front, possesses only an open roadstead.

Besides *Santa Cruz de Tenerife* and *Puerto de la Luz*, *Orotava* on *Teneriffe* and *Santa Cruz de la Palma* are the only ports visited by ocean-going steamers.

Minor ports are, on *Teneriffe*, *San Andres*, five miles north of the capital, and *Garachico*, on the west coast; on *Grand Canary*, *Agate* or *Puerto de las Nieves*, used almost exclusively by small sailing craft; on *Palma*, *San Andres*, on the north-east coast, and *Puerto de Tazacorte*, on the west coast; on *Fuerteventura*, *Puerto de Cabras*, an open bay, provided with a mole on which passengers and baggage are landed; on *Gomera*, *San Sebastian*, an open roadstead, where a small boat harbour has been projected; on *Hierro*, *Puerto de la Estaca*, which is merely a landing-place for boats, the construction of a mole having been sanctioned, but, as far as has been ascertained, not yet begun.

Puerto Arrecife, on *Lanzarote*, is, as its name implies, a natural harbour formed by a reef of rocks. This reef extends some miles along the coast and thus forms a breakwater. The channel, a mile wide, between the north-eastern end of *Lanzarote* and the uninhabited

island of Graciosa, is the only safe harbour in the archipelago for vessels of large size; but the precipitous cliffs on its shores make landing extremely difficult.

(ii) *Nature and Volume of Trade.*—In 1912 the number of steamships entered and cleared at Santa Cruz de Tenerife was 2,484 with a total tonnage (cargo or ballast) of 6,555,902 tons; of these 1,394 (of 4,096,876 tons) were British, 154 (of 433,800 tons) Spanish, 361 (of 952,809 tons) German, 192 (of 406,932 tons) French, and 162 (of 177,633 tons) Norwegian.

At Puerto de la Luz (Las Palmas) in the same year 4,888 steamships were entered and cleared, of which (including coasting trade) 2,449 were British, 996 Spanish, and 719 German, the gross tonnage being 15,082,897; there were also 1,600 sailing vessels, of which 1,602 were Spanish, with a tonnage of 88,051 tons.

The number of ships entered and cleared at Orotava was 115, of which 62 (of 68,890 tons) were British, 31 (of 19,667 tons) were German, and 22 (of 19,993 tons) were Norwegian.

At Santa Cruz de la Palma the number of ocean-going steamers entered and cleared was 131, and their tonnage 240,860; these included 21 British ships, of 17,888 tons; 78 Spanish ships, of 137,427 tons; and 20 German ships, of 48,381 tons.

Except in the case of Santa Cruz de Tenerife, where the number of ships was less by 350 and the tonnage by more than a million, the figures for 1913 show a decided increase over those for 1912; but in 1914, owing to the conditions created by the war, there was a marked falling off.

(b) *Shipping Lines*

Spanish.—The liners of the Sociedad de Navegación é Industria visit Teneriffe and Grand Canary six times a month, and those of the Compañía Transatlántica de Barcelona thrice a month, on both their

outward and homeward voyages; the former company calling also at Palma every fortnight and the latter monthly.

British.—The Union Castle Line calls at Teneriffe and Las Palmas on alternate Saturdays, the British and African Steam Navigation Co. weekly, with an extra service every alternate Wednesday. The Royal Mail Steam Packet Co. (Morocco service) send their boats to both ports fortnightly, and the Yeoward Line weekly, including Orotava in their ports of call. Other liners take one or other port fortnightly, the Harrison Line calling at Las Palmas on the outward voyage and at Teneriffe on the homeward.

German.—Before the war the Hamburg-Süd-Amerika Linie used to make several calls, both outward and homeward, every month, and four other German companies (the Woermann, Hamburg-Amerika, Hamburg-Bremer-Afrika, and Deutsche Ost-Afrika) used between them to give Las Palmas twelve or thirteen calls every month, and Teneriffe five or six.

Other Nationalities.—La Veloce Italiana used to have monthly sailings to and from the islands, and the French Société Générale called fortnightly on the homeward voyage.

(c) *Cable and Wireless Communication*

Teneriffe has two submarine cables: one to Cadiz, the other to Emden. Grand Canary has a wireless station at Punta Melanara, thirteen miles south of Las Palmas, and there is another on Teneriffe close to the town of Santa Cruz.

(B) INDUSTRY

(1) LABOUR

(a) *Supply*

The inhabitants of the archipelago are of European type and of good physique; but, though capable of hard work and frugal in their mode of living, the men retain the African characteristic of reluctance to do anything

for themselves that they can compel their womenfolk to do for them; this being especially the case as regards agriculture and transport. The lower classes being for the most part illiterate and thus debarred from rising to any high level in the arts and crafts they practise, there are very few good mechanics among them; but they furnish a sufficient contingent of labour for the sugar and tobacco factories, the silk and woollen mills, and the fish-curing establishments which exist on the islands.

(b) *Conditions*

In some of the islands field labour and the hire of mules or oxen for agricultural operations are still paid for in kind, and in the remoter regions provisions are bartered rather than sold, but these customs are dying out. They were, however, favourable on the whole to the labourer, as the standard of value employed was grain, generally maize—a commodity in universal demand, and but little liable to fluctuation.

The housing of the working classes is primitive everywhere, the lava caves which abound throughout the islands affording shelter where cottages are not available. The food of the labourers consists for the most part of *gofio* (a kind of porridge made of parched grain), maize when obtainable, or, in hard times, the seed of the ice-plant or other edible grain. On this dietary the Canary Islander will work from dawn to sunset, with an interval of two hours for the mid-day meal.

(c) *Emigration*

In every year there is a certain amount of emigration, mainly to Cuba and the South American Republics. The numbers emigrating in 1911 were 3,671; in 1912, 2,870, of which 2,423 went to Cuba; and in 1914, 4,500 (described by His Majesty's Consul at Teneriffe as "about the average number"), of which Cuba received some 3,000. It is only under pressure of famine, however, that emigration takes place on any considerable scale.

(2) AGRICULTURE

(a) *Products of Commercial Value*

Vegetable Products.—In the archipelago the tropics and the temperate zone are equally well represented. The date, papaya, and tamarind are grown between sea-level and an altitude of about 500 ft., and the cultivation of the pineapple is possible in this region, though not always satisfactory.

From sea-level to an altitude of 1,000 ft. the following products are to be found: bananas, sweet potatoes, gourds, a small quantity of arrowroot, cochineal, castor oil, sugar, cape gooseberries, avocado pears. Potatoes are grown as a winter crop.

Further, a number of products may be found in any region not exceeding 2,000 ft., and in some cases 4,000 ft., above sea-level. The most important are: tobacco, tomatoes, potatoes, yams, onions, beans, lentils, peas, lucerne, sweet pepper, flax, *garbanzos*, lupins, *taga-taste* (a species of broom which stands prolonged drought and serves then as pasture); also cereals, such as wheat, common and bearded, barley, maize, rye, and a certain amount of oats. All English vegetables can be raised, but celery and asparagus are inferior. The mango, vine, orange, citron, almond, olive, pomegranate, peach, apricot, custard apple, guava, loquat, melon, melon pear, strawberry, and granadilla all grow in these altitudes.

Some of these products call for more particular notice. The most important and profitable is the *banana*, which is grown on irrigable land up to about 800 ft., doing well on almost any but sandy or calcareous soil. The annual export from the islands in the years before the war was, on an average, over 3,000,000 crates. The preparation of banana meal for export, and the drying of the fruit into banana-figs, as is successfully done in the Portuguese colonies on the West Coast, are industries which might be developed.

Tomatoes are planted from English seed, and seed *potatoes* are also imported from Europe, the yield being from three to five-fold, and, in exceptional cases, eight-fold. The *sweet potato* (*Ipomoea sp.*) is a tuber-bearing convolvulus, the Demerara variety of which is chiefly cultivated; it grows freely at most altitudes, giving two or three crops a year, and the foliage is a nutritious cattle food. The *oranges* grown at Telde on Grand Canary are said to be the finest in the world, a claim which has also been made with some show of reason for those from Brava and Fogo in the Cape Verde Archipelago. The Telde fruit sometimes weigh as much as ten ounces each, and are very thin skinned. The crop ripens in November.

Among the natural products of the islands may be mentioned the *barilla* (*Mesembryanthemum sp.*), at one time cultivated in Lanzarote for the sake of the soda yielded by it. A wild cactus, known as *tunera* (*Nopalea coccinellifera*), used also to be a source of wealth to the islanders by reason of the nourishment it afforded to the cochineal insect. Neither of these products now retains its earlier importance, the former because of the discovery that soda can be more cheaply manufactured from sea-water, and the latter through the competition of aniline dyes. *Orchilla weed* is another wild product; Fuerteventura, Lanzarote, Gomera, and Hierro produce most of the crop. The *vine* is grown chiefly on Teneriffe, which produces on an average 25,000 pipes of wine out of a total production for the archipelago of 40,000 pipes. Much of this is made into brandy of good quality. The *fig* is a speciality of Hierro, and is reputed an excellent fruit of its kind. A valuable product of Palma is the *almond*, but it is almost entirely uncared for and allowed to spring up spontaneously.

Live-stock and Dairy Produce.—Goats, swine, and sheep are reared, and on Grand Canary a good cheese is made from goats' milk. Jersey cattle have been introduced and crossed with the native stock, the results being satisfactory. The best pasture is to be

found in Hierro, and in the Monte Verde or bracken region of Grand Canary. The method generally adopted for fattening cattle for the market is to turn them loose on land planted with lupins, beans, and similar leguminous crops. The horses reared on the islands are of a small race, but agile and sagacious in negotiating dangerous ground. Dromedaries, donkeys, and mules are bred in Gomera, Lanzarote, and Fuerteventura.

(b) *Methods of Cultivation*

The agricultural machinery used on the islands is of a very primitive description. The plough is a beam with an iron point, drawn in most of the islands by oxen, in Fuerteventura and Lanzarote by dromedaries; but most of the work of breaking the ground is done with the hoe. Threshing is done on a stone floor by oxen harnessed to sledges studded with sharp pieces of basalt; hand machinery imported from America is used for separating maize. The greater part of the land under cultivation is so hilly and stony that it is very doubtful whether any advantage could be gained by the introduction of more elaborate machinery.

Irrigation.—Of all the islands, Grand Canary is best provided in respect of irrigation; Teneriffe comes next; then Palma and Gomera. Hierro, lying further to the west, receives more rain, and does not depend much upon artificial irrigation; while, on the other hand, Fuerteventura and Lanzarote are very badly off for water, and the winter rains on which they depend are capricious. The soil of Fuerteventura is limestone, and water, not too brackish for agricultural purposes, can be obtained by sinking wells. In a wet year, the island grows more wheat than all the other islands together. Grand Canary has many springs of good potable water, and is fairly well provided with storage tanks; one spring near Tejeda gives 88,280 cubic ft. per diem, and furnishes the water-supply for the town of Las Palmas. In Palma a large supply of good water obtained from

four springs rising on the sides of the crater (La Caldera) is supplemented by the supply obtained from the rainfall.

In 1912 an important discovery of water springs was made at Rio Negro, six miles from Santa Cruz de Tenerife. Schemes were at once set on foot for drawing on this supply for the use of the capital and for irrigation in the neighbourhood, by which means a considerable area of land, at present too dry for the purpose, would have been rendered suitable for banana-growing. In 1914, however, on account of various setbacks, little progress had been made in the matter.

(c) *Forestry*

The forests are now receiving attention, but in the past much mischief has been done to the natural timber resources, and indirectly to the climatic conditions of the archipelago, by fire, reckless destruction, and neglect. Replanting is an arduous task, as the peasants persist in the time-honoured practice of driving their goats into the young plantations to the detriment of the saplings, and of lopping the lower branches of the trees for fodder and fuel.

Among the useful indigenous trees are the *Ceratonia siliqua* or carob tree, the Canary pine, the blackwood (*Rhamnus crenulata*), the willow, elder, chestnut, and a curious arboreal heath peculiar to the archipelago.

(d) *Land Tenure*

The *métayer* system is general in the islands. Where the farm is a part of a proprietary estate, the tenant (*medianero*) is a kind of bailiff remunerated on a profit-sharing basis, the effect being to create for him a form of tenant-right. He receives a house on the land and half the seed required for the crop to be raised, but he is expected to find and superintend the labour. The terms of the bargain between landlord and tenant vary according to the crop, the proprietor usually bearing half the expense of preparing and

planting the land, and of gathering and marketing the produce, but none of the cost of the intermediate labour. The proprietor buys and owns the live-stock, paying half the cost of such food as has to be purchased. The proceeds (milk, eggs, or young) are shared. Repairs are done at the proprietor's expense, and taxes are generally shared, two-thirds being paid by the proprietor and one-third by the tenant. Losses are halved between them. When land is let over the head of the *medianero*, he has the right to claim for any improvements he may have made.

(3) FISHERIES

The deep water between the Canary Islands and the African coast from Cape Nun to Cape Blanco is reputed to be the best fishing ground in the world, and, further, the climatic conditions of Lanzarote and Fuerteventura lend themselves admirably to the salting and curing of the fish caught, as well as to the extraction of their oil. Partly, however, through a dislike of new ideas on the part of the islanders, little or nothing has been done to develop the industry. Large curing sheds have, indeed, been erected on the island of Graciosa, to the north of Lanzarote, but the site is so inconvenient that they are but little used.

The waters are rich in the very finest kinds of fish. The cherne or ruffle and the pollack caught there are better in flavour than those of Newfoundland and the North Sea. They are voracious feeders, and both species, as also the sea-bream (*sama*), may easily be caught near the shore by trailing with bait, or in fine weather they may be netted in from fifteen to sixty fathoms in very large quantities.

The boats used range from fifteen to fifty tons, and carry a crew of from fifteen to thirty men. In 1913 the number of boats engaged was from fifty to eighty, of which a few were fitted with tanks for bringing the fish alive to port in Grand Canary and Teneriffe,

where they could be kept alive until purchased. A good deal of the fish caught is consumed locally in the fresh state, but much is salted on board ship and retailed throughout the islands. The processes employed in salting are very imperfect: the fish are gutted, washed, and stacked to drain; they are then salted and stored in the hold. The practice of the French fishermen on the Newfoundland banks is to wash the fish a second time and re-salt them; but this the Canary Islanders refuse to do. The cargo therefore reaches port in a deplorable condition, for the fish will not keep longer than six or eight weeks.

The use of dynamite for taking fish has been forbidden by law, but the practice still continues.

(4) MINERALS

Minerals known to exist include specular iron, iron pyrites, olivine, obsidian, and a few others, but none of the deposits has hitherto been worked to any useful purpose. One firm is engaged in quarrying pumice stone about the base of the Peak of Teneriffe, and in extracting sulphur from its summit, where there are large deposits.

Copper ore and globules of pure copper have been found in the Caldera of Palma, but there is no report of mining activity, nor do the Canaries offer a promising field for prospecting.

(5) MANUFACTURES

For the most part, the manufactures of the islands are merely domestic. On Palma, silk is grown, spun, woven, and dyed, but not on any large scale; brass-mounted knives and pipes, and water-barrels of original pattern are made; also brushes, baskets, lace-work, and embroidery, the last being a growing industry which may have some future before it. On the same island, tobacco, raised locally from seed imported from Havana, is made into cigars, the better

qualities of which can hardly be distinguished from those of Cuba. A certain amount of wool is grown on Palma and manufactured into the blanket cloaks known as *mantas*, which are very generally worn by the peasantry. On the other islands, these garments are fashioned out of imported English blankets, except on Grand Canary, where they are made of native wool.

Both Grand Canary and Teneriffe have a growing industry in drawn linen (*calado*) work and embroidery. A speciality of the former island is the cheese known as *flor de Canaria*, made from milk curdled by means of the wild artichoke or *cardo*. On Grand Canary there is a small community of potters, mostly cave-dwellers, regarded by their neighbours as outcasts, and consequently intermarrying almost entirely among themselves. Their implements of handicraft are primitive, and the use of the potter's wheel is not known to them, the vessels they make being shaped by means of round stones.

Hierro is noted for its white wine, produced in the district of El Golfo; it possesses a natural alcoholic strength sufficient to enable it to be kept without fortification.

(6) POWER

The towns of Santa Cruz de Tenerife and Las Palmas possess electric lighting and tramway services, with power stations inside the municipal limits. Hydro-electric installations are impossible on the islands, owing to the absence of running water.

(C) COMMERCE

Although the islands are technically a province of Spain, it is convenient to treat the trade between the Canaries and peninsular Spain as foreign rather than domestic. Spain competes for the custom of the province on equal terms with such foreign rivals as England and Germany.

(1) DOMESTIC

Interinsular trading activity consists in the main of marketing the produce of fields, plantations, and fisheries, supplying ships with coal, and catering for visitors. In the last the local industries already referred to play some small part, but most of the necessities of life are imported.

The only organization on record for the promotion of commerce is the Teneriffe-American Board of Trade,¹ formed with a view to creating closer communication and increasing commercial information. The American Consul at Las Palmas states it to be "the first organization intended to cultivate the commerce of any special country ever organized in the Canary Islands," and adds that it is an "encouraging sign of the progressiveness of the business men interested in this trade." Committees, he says, have been appointed to take up such problems as larger credits, standardised methods for financial ratings, and more frequent steamer service. The main aim would appear to be the elimination of the Liverpool and Hamburg middleman by promoting direct trade between the United States and the islands.

(2) FOREIGN

There are no official figures published for the foreign trade of the archipelago, and those given in the Appendix have been collected by the British consuls from ships' manifests or have been furnished to them by the courtesy of British merchants. Their accuracy or completeness, therefore, cannot be taken for granted; but they serve to show the general characteristics and tendencies of the trade.

(a) Exports

The article of export bringing the greatest return is the banana; next comes the tomato, and then the potato.

¹ U.S.A. Commerce Report (Supplement), May 16, 1910.

For all the three vegetables mentioned the United Kingdom is the most important customer, taking more than half the bananas exported, about five-sixths of the tomatoes, and all but a small quantity of the potatoes. There has been a marked increase in the quantity of bananas taken by France in recent years. Figures showing the quantities of these three products exported to the principal countries in 1912, 1913, and 1914, are given in the Appendix (Table I); figures of the values are not available. The export of other products and of domestic manufactures, such as embroidery, is insignificant.

(b) *Imports*

Nearly all the manufactured goods and a large proportion of the raw products required in the islands are imported. Spain supplies them almost exclusively with oil and wine; but the United Kingdom has hitherto held the lion's share of the trade in coal for the coaling stations, and in many other commodities, notably chemical manures, flour, maize, rice, hardware, cotton goods, and various articles imported in smaller quantities, such as biscuits, candles, and soap. In other cases, as will appear from the figures given in the Appendix, the proportion furnished by the United Kingdom is considerable but not predominant, and in some the competition of other countries has made itself felt in recent years. The quantities of sugar supplied by Germany have steadily increased, while those from the United Kingdom have declined; and there has been a similar though less marked diversion of the maize trade to the Argentine Republic, which now also supplies a small quantity of wheat. On the other hand, the imports of beer from the United Kingdom have grown, while those from Germany, though still the larger, have diminished. Other main sources of supply are Belgium for cement, iron and steel, the United States for petroleum, and Sweden and Norway for timber. During 1915 lumber and coal began to arrive direct from the United States, and the total imports of

all commodities from that country were 75 per cent. more than in 1914, those for the second half-year being 50 per cent. more than those for the first half-year.

Table II of the Appendix shows the quantities and the principal countries of origin of the more important goods brought into the islands in the years 1912-14. Figures for values are not available.

(c) Customs and Tariffs

Certain specified goods are excluded from the declaration making the ports of the islands free ports, and these come under the tariff of peninsular Spain. The articles taxed include pepper and chocolate, which pay 200 pesetas per 100 kg.; tea, 150 pesetas; cocoa, 100 pesetas; alcohol and spirits, 100 pesetas per hectolitre. There is a nominal duty on tobacco.

(D) FINANCE

(1) Public Finance and Currency

The fiscal and monetary arrangements of the Canary Islands are those of Spain, of which the islands are a province and, for administrative purposes, an integral part.

(2) Banking

The Bank of Spain has branches at Santa Cruz de Tenerife and Las Palmas, Grand Canary. British, Continental, and American banks are represented by a number of private banking houses, among which may be mentioned Miller, Wolfson & Co. and Hamilton & Co., of Santa Cruz; Nicholas Dehesa, of Teneriffe, Las Palmas, and Santa Cruz de la Palma; and T. M. Reid, of Orotava.

(E) GENERAL REMARKS

The Canary Islands have three distinct economic functions. They are an important coaling station, a rich centre for the production and export of certain valuable kinds of fruit and vegetables, and a popular

health and holiday resort. In the development of their industries, all of which are of comparatively recent origin, and in the benefits to be reaped from them, the United Kingdom has so far had the main share.

Between 1909 and 1912 the import of coal increased from 484,000 tons to 1,347,000 tons. This was due to rivalry between the importing firms, the effect of which was to cheapen coal and so to enhance the popularity of the islands as a coaling station. In 1913 prices, which indeed had fallen so low as to cease to be remunerative, rose once more, but there was every indication that, in normal circumstances, the demand for coal would have continued. Lying, as they do, on the main route from Europe both to South Africa and to South America, the Canaries are likely to increase in importance in this respect with the growth of trade in the southern hemisphere. Hitherto practically all the coal imported has come from the United Kingdom, and by far the greater part of it has been used in British ships. As already noted, however, in 1915 a certain amount was supplied by the United States.

As a producing country, the islands nowadays owe their prosperity mainly to the banana. The tomato trade is also growing, and had it not been for a bad season in 1913 the figures would have shown an even greater development than in fact they do; while the decline of the export of potatoes is due to the persistence of disease which might be eradicated if the planters would take better care of their crops. Banana-growing, however, is so profitable an industry that it is likely to become more and more popular, especially if by means of irrigation the area of suitable land can be extended. The demand for the fruit has in recent years increased in both France and Germany, although the greater part of the export still goes to Great Britain. Germans have, moreover, been buying land near Las Palmas for the purpose of rearing crops of this fruit.

In connection with the schemes for the improvement of the island harbours—a natural consequence of the

growth of trade—Germans have also taken steps towards securing valuable foreshore sites in the neighbourhood of the ports. They have also acquired prominence in the trade of hotel-keeping.

The requirements of the visitors have offered the islanders a source of livelihood which has tempted them to neglect the exploitation of their own resources except within narrow limits. They have therefore been almost entirely dependent on the outside world for the supply of the necessaries of life, which they have obtained, as has been shown, mainly from the United Kingdom, but in increasing measure from Germany, the United States and South America. Consequently they have been very seriously affected by the European war. The absence of visitors, the decrease of the coaling trade, the disorganization of the markets, and the cutting off of certain sources of essential supplies have put an end to the prosperity which the islands had lately been enjoying, and have brought instead a period of lean years from the effects of which recovery cannot but be slow.

APPENDIX

TABLE I.—QUANTITIES OF BANANAS, TOMATOES AND POTATOES EXPORTED, 1912—1914

Country of destination.	1912.	1913.	1914.
BANANAS			
	Crates.	Crates.	Crates.
United Kingdom ..	1,526,640	1,996,905	2,275,833
Spain ..	30,762	28,107	31,284
France ..	401,054	612,533	462,110
Germany ..	710,338	775,797	474,940
Other countries ..	54,651	75,109	91,482
Total crates ..	2,723,445	3,488,451	3,335,649
TOMATOES			
	Bundles.	Bundles.	Bundles.
United Kingdom ..	996,891	1,054,653	935,071
Spain ..	13,771	26,065	31,016
France ..	8,958	9,755	7,961
Germany ..	143,528	175,550	141,131
Other countries ..	2,988	4,569	8,764
Total bundles ..	1,166,136	1,270,592	1,123,943
POTATOES			
	Cases.	Cases.	Cases.
United Kingdom ..	211,862	238,817	333,396
Spain ..	—	—	—
France ..	—	138	268
Germany ..	40,475	12,603	30,018
Other countries ..	400	40	10
Total cases ..	252,737	251,598	363,692

TABLE II.—QUANTITIES OF PRINCIPAL ARTICLES IMPORTED,
1912—1914

Country of origin.	1912 <i>Gallons</i>	1913 <i>Gallons</i>	1914 <i>Gallons</i>
BEER			
United Kingdom ..	19,372	30,284	31,969
Spain	6,737	6,612	8,019
Germany	93,000	86,655	45,309
Other countries ..	7,433	15,204	7,269
Total gallons ..	126,542	138,755	92,566
WINE			
United Kingdom ..	1,570	7,308	785
Spain	132,332	142,853	155,408
Germany	3,740	4,200	4,207
Other countries ¹ ..	3,640	5,084	4,506
Total gallons ..	141,282	159,445	164,906
LIQUEURS			
United Kingdom ..	3,280	2,105	2,420
Spain	3,000	3,341	3,620
Germany	288	109	101
Other countries ² ..	2,351	783	2,034
Total gallons ..	8,919	6,338	8,175
OIL			
United Kingdom ..	70	4,016	6,179
Spain	120,678	109,209	109,450
Germany	25	688	110
Other countries ..	386	202	435
Total gallons ..	121,159	114,115	116,174
PETROLEUM			
United Kingdom ..	5,922	517	687
Spain	—	5,914	133
Germany	—	—	—
Other countries ³ ..	85,305	72,191	205,074
Total gallons ..	91,227	78,622	205,894

¹ Chiefly Italy.² Chiefly France.³ Almost entirely the United States. The increase in 1914 was due to the establishment of depots at Santa Cruz by the American Vacuum Oil Company, which keeps stocks there not only for local consumption but also for shipment to West African ports.

TABLE II.—Continued.

Country of origin.	1912 <i>Metric Tons</i>	1913 <i>Metric Tons</i>	1914 <i>Metric Tons</i>
CHEMICAL MANURES			
United Kingdom ..	3,228	3,595	3,533
Spain	175	365	257
Germany	942	1,261	942
Other countries ..	1,409	1,492	1,538
Total metric tons ..	5,754	6,713	6,270
COAL			
United Kingdom Total metric tons ..	1,347,036	1,160,000	706,565
CEMENT			
United Kingdom ..	1,314	1,111	925
Spain	—	22	157
Germany	696	309	93
Other countries ¹ ..	3,092	3,272	1,897
Total metric tons ..	5,102	4,714	3,072
TIMBER			
United Kingdom ..	32	4	40
Spain	174	156	261
Germany	30	30	43
Other countries ² ..	10,817	10,222	5,530
Total metric tons ..	11,053	10,412	5,874
IRON AND STEEL			
United Kingdom ..	351	253	446
Spain	47	98	85
Germany	214	78	81
Other countries ¹ ..	570	585	599
Total metric tons ..	1,182	1,014	1,211
FLOUR			
United Kingdom ..	5,714	5,841	4,303
Spain	—	25	64
Germany	1	1	20
Other countries ..	63	36	335
Total metric tons ..	5,778	5,903	4,722

¹ Chiefly Belgium.² Chiefly Sweden and Norway.

TABLE II.—Continued.

Country of origin.	1912 <i>Metric Tons</i>	1913 <i>Metric Tons</i>	1914 <i>Metric Tons</i>
WHEAT			
United Kingdom ..	1,798	2,014	2,776
Spain	—	—	—
Germany	2,242	3,177	1,076
Other countries ..	—	93	78
Total metric tons ..	4,040	5,284	3,930
MAIZE			
United Kingdom ..	2,021	3,079	2,841
Spain	—	—	—
Germany	176	604	—
Other countries ¹ ..	2,591	2,330	2,108
Total metric tons ..	4,788	6,013	4,949
SUGAR			
United Kingdom ..	228	57	10
Spain	—	—	612
Germany	490	948	724
Other countries ..	5	84	19
Total metric tons ..	723	1,089	1,365
TEXTILES: COTTON			
United Kingdom ..	337	389	277
Spain	324	265	220
Germany	27	32	17
Other countries ..	54	65	50
Total metric tons ..	742	751	564

¹ Entirely the Argentine Republic, except for a small quantity from Cape Colony in 1914.

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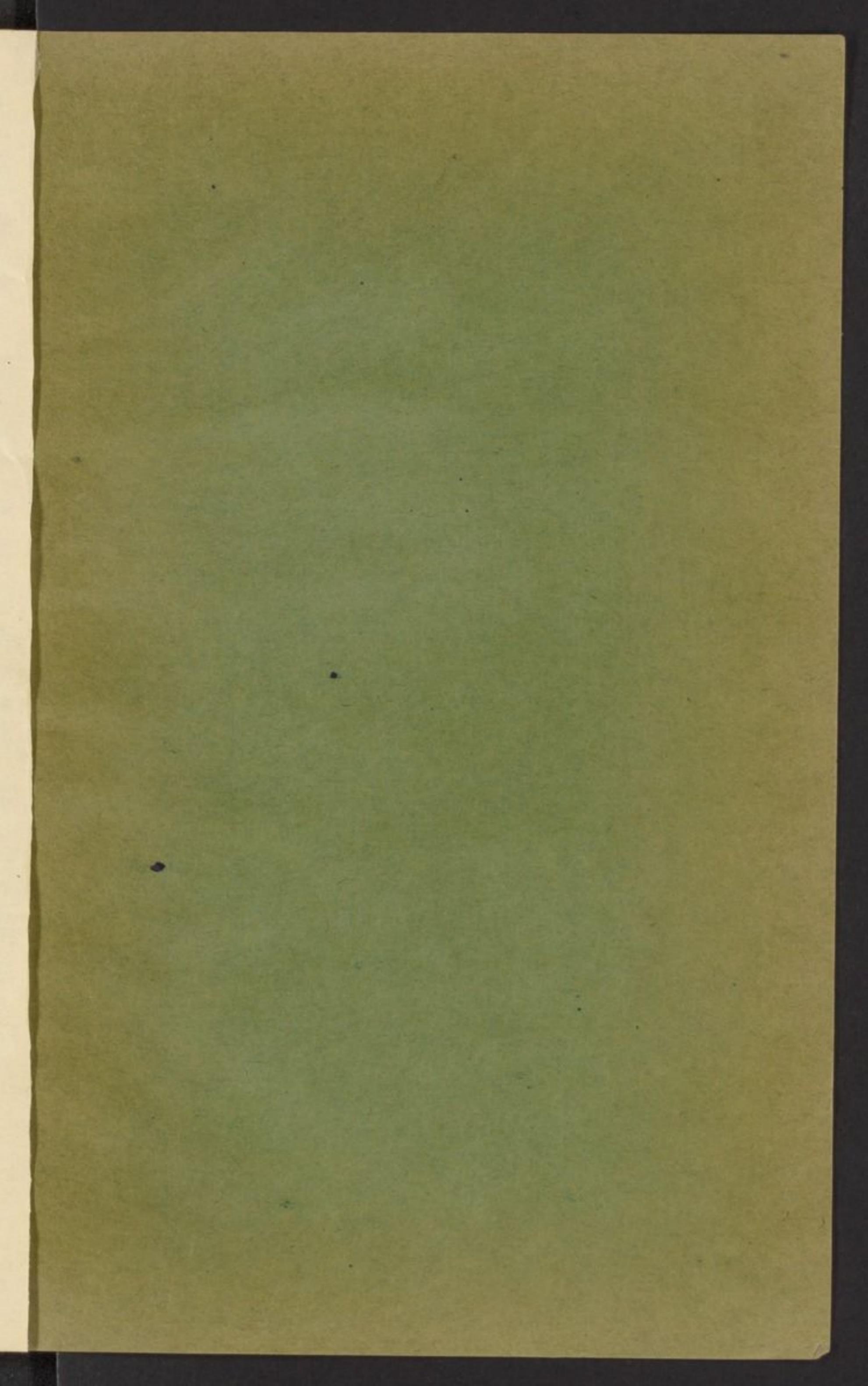
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