HANDBOOKS PREPARED UNDER THE DIRECTION OF THE HISTORICAL SECTION OF THE FOREIGN OFFICE—No. 102

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SENEGAL

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 colony of Senegal, ceded to France by the Treaty of Paris in 1814, consists of the whole region between the Senegal river, the Atlantic Ocean, and French and Portuguese Guinea, with the exception of the British colony of the Gambia, which forms an enclave about 200 miles in length and some 30 miles in breadth between Senegal proper and the district of Kasamanse. French Senegal lies roughly between 12° and 16° 40′ north latitude and 11° 20′ and 17° 40′ west longitude, and occupies an area of 74,000 square miles.

On the west Senegal is bounded by the Atlantic Ocean, on the south it is divided from Portuguese Guinea by a line which was fixed by treaty in 1886 and delimited 1902-5, running east from a point midway between the mouths of the Kasamanse and Kasheo (Cacheo), keeping at an equal distance from both rivers, and then following the parallel 12° 40′ north from about 15° west longitude to 13° 40′ west longitude. The southern boundary then extends from the latter point along the northern border of French Guinea by an irregular line which passes north of Itiu and Medina Kuta to Irimalo.

From Irimalo the eastern and northern boundaries follow the courses first of the Faleme and then of the Senegal river itself as far as its outlet into the Atlantic Ocean.

The boundary of the British colony of the Gambia follows the Gambia river at a distance of 6 to 15 miles on each side as far as the river port of Yabu Tenda, which was ceded to France under the Anglo-French Convention of April 8, 1904.

(2) Surface, Coast, and River System

Surface

That part of Senegal colony which lies north of the Gambia river is an arid, sandy plain, seldom rising over 500 ft. above sea-level. Though devoid of surface water for eight months of the year, it produces luxuriant pastures after the rains. The difficulties of obtaining water, however, have now been largely overcome by the excellent system of wells which has been introduced by the French, these assuring a permanent water supply.

South of the Gambia colony is the valley of the Kasamanse, which is very fertile, while in the south-east, between the Gambia and Faleme, the northern part of the Futa Jalon massif forms a compact mountain district traversed by fertile valleys and attaining a maximum altitude of 4,000 ft.

This mountainous region is carried over the border of the neighbouring colony of Upper Senegal and Niger by the steep range of the Tamba-Ura.

Coast

The total length of the coast-line (excluding that of the Gambia colony) is about 260 miles. Between the mouth of the Senegal and the port of St. Louis it is defended from the sea by a triple row of sandbanks, which form bars at the river mouths; these bars are a serious obstacle in the way of the proper development of the Senegalese harbours. Further south the coast becomes marshy and fertile.

River System

The southern part of French Senegal is traversed by various small streams, which have sluggish courses and find their way to the sea through regions of marsh. The most important of these is the Kasamanse, whose course lies just to the north of the frontier of Portuguese Guinea, and which, entering the sea at Carabane, has a fairly wide estuary.

The upper waters of the Gambia, as far as Yabu Tenda, flow through French Senegal, but this part of the river is not of much practical value, and by far the most important part of its course lies within British territory.

The Senegal, however, which forms the northern and to a great extent the eastern boundary, is the most important of the rivers. It has a course of about 1,000 miles, and is formed by the confluence of the Bakhoy (White) and Bafing (Black) rivers, which meet at Bafulabe. The first of these two rivers rises in the hills which divide the basins of the Senegal and Niger, and the second in the northern part of the Futa Jalon (see the section on " Surface " above).

After the meeting of these two rivers, the Senegal, thus formed, flows north-north-west between rocky banks, its course being much interrupted by falls. Between Kayes, which is just across the Upper Senegal and Niger border, and Bakel there are 27 sets of narrows. Just before reaching Bakel the Senegal receives from the south its most important tributary, the Faleme (see below). It then flows in a north-westerly direction through flat country to the sea, dividing to form a series of long fertile islands and *marigots* (lagoons). At its mouth the Senegal is both wide and deep, but the estuary is closed by a shifting bar. Works have been undertaken with the object of reducing the bar and fixing the position of the river mouth.

The river, which has a slight gradient, is subject to great seasonal variations, while every few years an abnormal rise occurs which inundates and fertilizes the country for 10 to 15 miles on each side of the banks.

The Faleme, the chief tributary of the Senegal, rises in the Futa Jalon, and consists of a series of reaches often 10 ft. or 12 ft. deep, separated by reefs, falls and rapids.

South of the town of Richard-Toll, near the mouth of the Senegal, is Lake Guier, or Panieful ($7\frac{1}{2}$ by 5 miles in extent), which extends as far as Merinaghen.

This stretch of water, if dammed, would be a valuable reservoir, and would provide a waterway from the Senegal to the sandy wastes of the Jolof country.

(3) Climate

The nearness of the country to the Equator and its exposure to the moisture-laden west winds from the Atlantic render both heat and damp in Senegal excessive.

Temperature.—The average temperatures are higher on the coast than inland. The January means are 72° F. (22° C.) at St. Louis, 70° F. (21° C.) at Dakar, 62° F. (16½° C.) at Kayes; and at this period the nights are often fairly cool. From March to May is a period of intense heat, which is usually rainless; mean temperatures at this time are 71° F. (21½° C.) at St. Louis, 73° F. (23° C.) at Dakar, and 95° F. (35° C.) at Kayes. The intense heats of the rainy season are at their greatest in September and October, when the mean temperatures are 85° F. (29½° C.) at St. Louis, 82° F. (28° C.) at Dakar, and 85° F. (29½° C.) at Kayes.

Rainfall.—The dry season begins in November or December, and ends about May or June. During this time the prevalent wind is the *harmattan*, which blows from the north and is dry and bracing. The rainy season begins at the end of June or early in July, and is often accompanied by violent storms and stifling damp heat. The rains decrease in amount from south to north and from west to east. The amount varies from 12·5 in. (318 mm.) at St. Louis, of which three-quarters fall in August, and 19·89 in. (505 mm.) at Dakar to the enormous amount of 157·5 in. (4,000 mm.) in the intensely hot Kasamanse valley.

(4) Sanitary Conditions

The climate of French Senegal is, on the whole, the least healthy of that of any of the French possessions in Africa, and the country is certainly less suitable for

European residence than Upper Senegal and Niger. The worst districts are the valleys of the Kasamanse and Salum and that of the Senegal near Kayes, all of which regions are swampy and infested with malaria and dysentery.

The principal scourge of the native population is sleeping-sickness, which is especially prevalent in the valley of the Kasamanse. Attempts are being made to combat this disease by the destruction of jungle in which the *glossina palpalis* breeds, and also by inducing those natives working in infected areas to wear clothing. A bacteriological laboratory at Bamako is devoted to the study of the disease. Other diseases common among the natives are small-pox, leprosy, elephantiasis, and guinea worm; but these are seldom contracted by Europeans, who are most affected by malaria, which is endemic in all the river valleys, dysentery resulting from infected water, bilious fever, and rheumatism.

The health of the towns, however, has now greatly improved, owing to sanitary measures. Dakar, which was formerly a hotbed of disease and particularly subject to outbreaks of yellow fever, now seldom suffers from the latter plague, while malaria has been reduced by half. The French do their best to fight the malaria-carrying mosquito wherever possible, and have carried out many drainage works in swampy districts.

(5) Race and Language

Race

The native inhabitants of Senegal fall into two main categories; the first composed of various pastoral and more or less nomad peoples, of which the chief are the Moors and Peuls, and the second of Negro races which chiefly inhabit the coast regions.

Of this latter class the most important are the Wolofs. These are an indigenous negro stock, forming the bulk of the coast population between St. Louis

and the Gambia, and extending inland to the Faleme. They are pure negroes of a fine physical type, and are described as docile, industrious, and fairly intelligent. In religion they are Moslems, and number over 420,000.

Another people, closely related to the Wolofs in race and dialect, is the tribe of the Serers, who are, however, much less intelligent. The Serers inhabit the Salum, Sine, Lower Kasamanse, and Cape Verde districts, and number about 220,000. They are fetishists, and much addicted to magic.

Of the pastoral peoples the chief are the Moors, of whom many migrate into Senegal during the dry season, returning to the deserts of the north when the rains come. The Moorish tribes appear to number about 16,000, but any exact estimate of their numbers is impossible. The Peuls are another important group who have established themselves in the Futa Jalon district, although they have penetrated to every region suitable for grazing. Their approximate number is 120,000. Both these peoples are Moslems.

A fuller discussion of these and the various other tribes inhabiting the country will be found in *Upper Senegal and Niger*, No. 107 of this series.

Language

Arabic is spoken by the Moors, and Fula or Peul by the Peuls. Among the many tribes composing the rest of the population there are countless varying dialects spoken, though some have achieved much greater importance than others. Thus Wolof has become the commercial dialect for the whole of Senegal, and Fula has spread to many other races beside the Peuls.

(6) Population

Distribution

In 1911 the total population of Senegal was 1,247,301, of whom 5,000 were Europeans, as against 1,128,438 in 1908, of whom 4,844 were Europeans.

The figures for 1916 are given as 1,259,920, including 4,113 Europeans.

Senegal, like most other countries in the equatorial regions, is thinly inhabited, having an average only of about 17 persons per square mile. The population in general increases from north to south, depending largely upon the adequacy or otherwise of the water supply.

Towns and Villages

The majority of the inhabitants, with the exception of the Moors and other more or less nomad races, are village-dwellers, and there are few large towns. The chief are the French settlements of St. Louis (with 21,801 native inhabitants), Dakar (16,148), and Rufisque (11,793), all of which are situated on the coast.

Movement

There are no detailed figures available, but it is probable that the native population is increasing, the Wolofs and Peuls in particular showing a substantial excess of births over deaths. It may be noted that between 1908 and 1911 the populations of the towns in Senegal decreased, although the contrary was the case in the neighbouring colony of Upper Senegal and Niger.

II. POLITICAL HISTORY

Chronological Summary

1626 Beginning of French activity on the Senegal.
1700-15 Effective settlement on the Senegal by Royal Senegal Company.
1727 Argin acquired from the Netherlands.
1758 Senegal passes to the English.
1783 Restoration of Senegal to France, subject to right of English to trade to Portendic.
1814 Restoration to France of her African possessions as they existed on January 1, 1792.
1817 Exploration of territory round Senegal begun.
1854-63 Faidherbe, as Governor, extends limits of colony, defeating El Haj Omar.
1857 Britain abandons rights at Portendic in exchange for French factory of Albreda.
1868-69 and 1875-76. Abortive suggestions for cession of the Gambia to France.
1889 Boundary of Senegal and the Gambia defined.
1891 Further arrangements for delimitation of Gambia boundary (June 9).
1904 Modification of Senegal-Gambia boundary. Yabu Tenda ceded to France. Senegal becomes part of Government-General of French West Africa, and the protected territories on the left bank of the Senegal are added to it.

(1) *Creation of the Colony*

There is some evidence[1] that about 1364 Dieppe merchants succeeded in reaching the Senegal coast, and that in the following years they penetrated further south and established themselves at Elmina, Accra, and Kormantin on the Gold Coast. It is more certain that from 1470 onwards French, Portuguese, and English vessels began to visit the coast for trade, with-

[1] See *Journal of the African Society*, VII, 190-204.

out, however, establishing any lasting political control. After 1626, when a Norman chartered company began attempts at settlement, the efforts of France to obtain possession of the coast became definite. In 1637 an expedition under Captain Lambert explored the River Senegal for 110 miles from its mouth, and established a fort at St. Louis. The Norman company parted with its interests to the French West India Company, which in its turn passed them on to the Royal Senegal Company; and it was owing to the efforts of the representative of this association, A. Brue, in the period from 1700-15, that the sovereignty of France on the Senegal river came to be effectively established. In 1727 Argin was ceded by the Netherlands to France. In 1758, however, as a result of the war in Europe, Senegal passed into British hands, but by the Treaty of Versailles (1783) Senegal and Goree, with the forts of St. Louis, Podor, Galam, Argin, and Portendic were restored to France, subject to the right of the English to carry on the gum trade from the Bay of Saint John to the port of Portendic. The territory suffered further vicissitudes in the Revolutionary and Napoleonic wars; but the treaties of 1814 and 1815 restored to France her possessions in Africa as they existed on January 1, 1792.

The restoration of the territory was followed by French activity in exploration. In 1818 the sources of the Gambia were discovered, and Kaarta was explored; in 1827 R. Callié reached the Upper Niger by the River Nuñez, and penetrated to Timbuktu. Advance, however, in this direction was blocked by the revival of the Fula power under El Haj Omar, while the Trarzas, whose territory lay on the northern bank of the Senegal, were unwilling to accept French sovereignty. The creation of the Colony of Senegal was due, in fact, to the work of General Faidherbe, who held the office of Governor with one short interval from 1854 to 1863. When he arrived the Colony consisted only of St. Louis, two or three villages on Barbary Point, the islands of Sor, Babage, and Goree, and a few isolated

forts, the furthest inland being Senudebu, on the Faleme. The total population was only 17,466, and the surrounding country was thinly populated and scantily cultivated. Faidherbe defeated the Moorish tribes from the north of the Senegal, built the fort of Medina to check the advance of El Haj Omar, defeated his army of 20,000 men, compelled him in 1860 to accept a treaty of protection, and annexed many territories on the Upper Senegal, the country intervening between St. Louis and the Gambia, and the valley of the Kasamanse river between the Gambia and Portuguese Guinea, thus in large measure cutting off the Gambia from any possibility of expansion. His internal reforms were no less important; he organized a police service, supplied St. Louis with water, built roads and bridges, and opened a civil school to which Mohammedan parents could send their children. When Faidherbe resigned his post, he had in effect acquired all the territory which is now subject to direct administration, as distinct from the Protectorate, which in 1904 was ascribed to Senegal and detached from the French Sudan, and the acquisition of which falls in the period after 1880. The only matter of importance left outstanding was the determination of the exact boundaries with the Gambia and Portuguese Guinea.

(2) *Boundaries with the Gambia and Portuguese Guinea*

Boundary with the Gambia.—By a Convention of March 7, 1857, the English right of trading to Portendic was abandoned in return for the surrender by France of her factory at Albreda on the River Gambia, which she claimed the right to occupy under the Treaty of 1815.[1] The actual boundary with the Gambia was determined by Article I of the arrangement of August 10, 1889, and a delimitation was accepted by a *procès-verbal* of June 9, 1891, the results of which were

[1] France retained a right of access to the Gambia for commercial purposes, and *de facto* engrossed most of the trade.

slightly modified by Boundary Commissions from 1895 to 1905. Under the Anglo-French Convention of April 8, 1904, a substantial concession was made to France; Yabu Tenda being conceded to that Power and a guarantee being given of free access to the river at some other point if Yabu Tenda proved to be beyond the limits of navigation.[1] The obvious advantage to Senegal of securing the Gambia led to negotiations both in 1868-69,[2] and in 1875-76, which would have given France the Gambia in exchange for the surrender of her claims further south; but these proposals, which met with strong opposition in England, fell through owing to the objections raised by the inhabitants of the Gambia, and by merchants trading to it, to the transfer of that territory to French control and to its subjection to a protective tariff.

Boundary with Portuguese Guinea.—On the south the boundary with Portuguese territory remained undefined until laid down by the Convention of May 12, 1886.

[1] It appears that prior to the war France had not taken advantage of this concession. See *Gambia*, No. 91 of this series.

[2] See H.C. Paper No. 444 of 1870.

III. SOCIAL AND POLITICAL CONDITIONS

(1) Religious

The religious conditions in Senegal are described in *French West Africa*, No. 100 of this series.

(2) Political

By the Decree of October 18, 1904, Senegal forms part of the Government-General of West Africa, and is divided into two portions; the territory under direct administration, and the Protectorate, until that date part of Senegambia-Niger. The distinction between the two portions of the territory is pronounced. The Protectorate has a separate budget, and is governed on the same lines as the other French West African Colonies, the Lieutenant-Governor being assisted by the Privy Council of Senegal, augmented by two native members and serving as a Council of Administration. The Colony proper has a General Council, and four municipal Communes—St. Louis, Dakar, Goree, and Rufisque, constituted by Decrees of 1872 and 1880. The natives of these four Communes are French citizens as well as subjects, and enjoy the franchise in elections to the General Council and to the governing bodies of the Communes, and the Council returns a deputy to the French Parliament. For administrative purposes the Lieutenant-Governor is aided by a Privy Council.

The General Council enjoys large powers in matters of finance and taxation, although the provisions of the Decree of December 30, 1912, ensure the per-

formance of all absolutely necessary public services, and the Council is liable at any time to be overridden by a French law. In practice, even more importance attaches to the control of the municipalities which is enjoyed by the native population, though these bodies also are in financial matters subject to governmental control. The natives of these Communes also enjoy the special right of being subject to the jurisdiction of the French Courts alone, not only in Senegal itself, but also within the sphere of jurisdiction of the Courts of First Instance and Justices of the Peace with extended powers in other parts of French West Africa.[1]

(3) Military Organization

Military organization in Senegal is described in *French West Africa.*

(4) Public Education

Public education in Senegal is described in *French West Africa.*

[1] Decree of March 9, 1914.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

Before the establishment in 1904 of the General Budget, the Colonies of French West Africa were unable, owing to the insufficiency of their individual credit and resources, to pursue the execution of the large public works necessary for the economic development of the country. The General Budget provides for services common to the whole of French West Africa, and since its creation large loans have been raised and the means of communication have been improved.

(1) Internal

(*a*) *Roads*

The only roads, properly so-called, in Senegal are in the towns and their immediate neighbourhood. There are, however, numerous tracks and caravan routes traversing the country in every direction. These are constructed simply by clearing and levelling the ground, and their upkeep does not entail any great expenditure. One of the most important is that which starts from Tivawane and crosses Baol. On most of these tracks light vehicles can travel during the dry season. The principal means of transport are native porters, who carry goods on their heads, and pack animals—camels, oxen, and donkeys—which of late have been increasingly employed. Horses, which are used only for riding, and camels are numerous in the northern part of the colony, in Baol, and even in Salum, but they cannot be acclimatised in Bundu, Upper Gambia, and other southern provinces. The donkey can be used everywhere.

(*b*) *Rivers*

In Senegal, as in most parts of Africa, the value of the rivers is much diminished by the great variation in

the height of the water at the different seasons of the year, and by the bars at the river mouths. Nevertheless the Senegal river is the principal trade route of the country and the chief means of access to the interior.

The *River Senegal* is navigable during the high-water season as far as Kayes in Upper Senegal and Niger, 924 km. from the mouth. Although the channel as far as Kayes has been buoyed, navigation is always difficult. From August 20 to September 20 sea-going vessels of about 800 to 1,000 tons and drawing about 15 ft. can go up to Kayes, which is thus in direct communication with Europe. They are generally obliged, however, to unload partially at Dakar in order to cross the bar of the Senegal, and then to load again at St. Louis with merchandise which has come by rail from Dakar. From August 1 to October 15 Kayes can be reached by river steamers drawing 10 ft., from July 14 to November 10 by launches drawing 6 ft., and from July 1 to December 15 by flat-bottomed sternwheelers drawing 2 ft. Podor can be reached at all seasons by steamers drawing 10 ft., and Mafu is always accessible for sternwheelers. During the season of low water barges can be used between Mafu and Kayes, but they have sometimes to unload when they cross the shallows, and during April and May navigation is almost impossible even for them.

Kayes is in regular communication with the port of St. Louis by the steamers of the Compagnie des Messageries Africaines, which leave St. Louis every fortnight. The journey up the river takes three to five days, and the return journey two to three. During the dry season, the company's steamers cannot go beyond Podor, above which transport is supplied first by sternwheelers belonging to the Government of Upper Senegal and Niger, and, above Mafu, by barges carrying from two to five tons. When the water is at its lowest the journey takes at least fifteen days.

The river is not open to any but French shipping above the bridge at St. Louis.

Of such tributaries of the Senegal as flow through the territory under consideration, the *Faleme* is navigable by steamers not exceeding 10 ft. in draught from the middle of July to the middle of September as far as Golongina-Koba, 170 km. from its junction with the main stream. Between Golongina and Waiagu the rapids render navigation by steamers impossible at any time; and it is only with great difficulty that barges are towed up during the flood season. From Waiagu to Irimalo the river is navigable by vessels drawing 3 ft. from July to October. For the first six months of the year, however, the Faleme is not navigable at all.

The *Salum*, which enters the sea about midway between Dakar and Bathurst, is now a tidal estuary, receiving fresh water only during the rains. It is navigable for about 145 km. from its mouth. The principal ports are Fundiun and Kaolak; the latter is about 95 km. from the mouth and can be reached by large vessels at all seasons. Barges can ascend as far as the village of Tikat, close to Malem. The banks of the Salum are marshy, and vessels have to load and discharge at long wooden jetties. The chief arm of the Salum, the *Sine*, ascends north from Fundiun, 12 miles from the coast, to the edge of the Ferlo. Lighters can get as far north as Fatik, whence they bring cargoes of ground-nuts to Fundiun.

The *Kasamanse* is accessible for ships of considerable tonnage as far as Adeane, on the opposite bank to the tributary known as the Songrogru, and for schooners and cutters as far as Sedhiu, 165 km. from the coast; barges and canoes can reach Garcia, where a rocky dam bars further progress. At Ziginchor, the most important port of the district, there is a depth of 23 ft., and large ships can reach this port if they are guided by special pilots. The port of Balandine, north of the river, is accessible through the *marigots*. Numerous other *marigots*, extending in every direction, form a network of waterways.

(c) *Railways*

The first railway to be constructed in Senegal was the line from Dakar to St. Louis, which was completed in 1885. Since at the time of its construction the credit of the colony was very low, it had to be conceded to a company. It was arranged that the State should provide 15,000,000 francs, three-quarters of the capital required; that the company should provide the remainder, the State guaranteeing a revenue of 1,154 francs per km. of line opened; and that the concession should last for 99 years. The company was formed in 1883. The agreement between the company and the Government contemplated the establishment of a reserve fund to provide for improvements, the surplus of which should be assigned to the State to indemnify it against liability under the kilometric guarantee. Since 1900 the State has no longer furnished a guarantee, and has recovered, by means of annual reimbursements, a part of the advances made by it to the company. The finances of the company are in a very flourishing condition, owing chiefly to the development of the ground-nut trade in the districts through which the railway passes.

This line has been a very important agent in the pacification of the regions it traverses; but the economic development of the country was not foreseen, and it was therefore constructed as cheaply as possible, the cost, under the initial contract, being 68,000 francs per km. The rapid growth of traffic, however, necessitated a strengthening of the line, which brought the total cost of construction to 21,698,630 francs, or 82,200 francs per km.

The railway is 264 km. long, and runs through a region which is almost entirely flat, the greatest height it reaches being only 110 metres above sea-level; there are consequently no engineering works of any importance. The line is single and one metre in gauge.

The journey from St. Louis to Dakar takes about 10 hours; there are two trains in each direction daily and an express once a week. In addition, during the

season of the ground-nut trade, there is a goods service of about ten trains a day, and sometimes more.

A railway is in course of construction from Thies, on the Dakar—St. Louis line, to Ambidedi, where it will reach the River Senegal, and Kayes. This railway will be of the greatest value to the French colonies. Not only will it lead to increased production in the country through which it passes, but it will also serve as a stimulus to the commerce of Upper Senegal and Niger, which has hitherto been hampered by the difficulties of transport on the Senegal river. In 1915 the line was completed from Thies to Cotiari-Naude, a distance of 422 km., with a branch of 22 km. from Gingineo to Kaolak. At the other end of the route, in the colony of Upper Senegal and Niger, the section from Kayes to Ambidedi, 44 km. in length, has been constructed. The total cost of the line, it is estimated, will be 50,000,000 francs, or 73,000 francs per km. Up to April 1, 1913, when 396 km. of the Senegal part of the line had been constructed, including the Kaolak branch, the expenditure was 27,170,000 francs, or 68,600 francs per km. The Kayes—Ambidedi section cost 3,050,000 or 69,300 francs per km.

The train service was reduced during the war. On most sections of the line from Thies to Cotiari-Naude there was in 1915 one train a day in each direction, but between Thies and N'Diurbel two trains a day were run, and between Kussauar and Kungheul there was an extra train each way twice a week.

The receipts and expenditure, and the number of passengers and amount of goods carried on the completed sections during the years 1910 to 1913 were as follows:—

	Receipts.	Expenditure.	Goods.	Passengers.
	Frs.	Frs.	Tons.	No.
1910 ..	952,407	950,592		
1911 ..	1,222,234	832,680		
1912 ..	1,188,603	1,135,922	66,099	192,163
1913 ..	1,478,632	1,448,086	76,464	249,793

The receipts and expenditure of this line have been incorporated in a special budget attached to the General Budget.

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

In 1915 there were 59 post and telegraph offices in Senegal. The mails are carried by train, boat, or native runners. Most of the large towns have a telephone system, and Dakar, Rufisque, and Goree are connected by telephone.

(2) External

(*a*) *Ports*

The three chief ports of Senegal are St. Louis, Dakar, and Rufisque. There are also various small ports on the Salum and Kasamanse estuaries.

The port of *St. Louis*, which is situated on an island 18·5 km. above the mouth of the Senegal, has a completely protected anchorage, but the approach is over a dangerous shifting bar, which frequently obliges ships drawing over 8 ft. to wait outside for days or unload partially before they can enter. Various surveys have been made with a view to reducing the dangers of entering the river and the port, but so far no works have been carried out. From St. Louis there is direct access by water to the interior, and it is connected by rail with Dakar. It is the chief port for goods going to and coming from the French Sudan.

The principal natural harbour of Senegal is formed by the Cape Verde peninsula, which encloses a bay facing south-east and affording a safe and deep anchorage. Its entrance is 3,200 metres wide, and the distance from the entrance to the shore 1,600 metres. On the west side of the bay is the great commercial and naval port of *Dakar*, with an artificial harbour formed by two jetties, respectively 650 metres and 2,080 metres in length, and with an entrance 250 metres wide. The natural depth in the region of the entrance is from 28 ft. to 32 ft. 9 in., and it has been regularised to at

least 30 ft. 6 in. Immediately outside the jetties the sea bottom falls very rapidly to a great depth. Access to the port is thus safe and easy.

The total area of the part of the Dakar roads sheltered by the jetties is about 225 hectares, of which 94 are dredged. A depth of 30 ft. 6 in. has been secured on 49 hectares, of 26 ft. on 17 hectares, and of 21 ft. on 28 hectares. The area 30 ft. 6 in. in depth forms the naval port, but may be used by merchant ships.

The commercial port comprises three basins, one 28 ft. in depth and the others 21 ft. These basins are separated by two moles 80 and 100 metres wide respectively, and each about 300 metres long. The total length of the quays is 2,087 metres, of which 708 metres have 28 ft. of water alongside, and the remainder 21 ft.

It is proposed to construct a half-mole against the southern jetty and to dredge that part of the roads which is at present unused. This work will increase the number of anchorages for ships in the roads by four, and the number of berths at the quay by five.

The port possesses nine sheds, covering a total area of 5,185 square metres, 3 km. of railways, pipes for the distribution of water to all the quays, three electric cranes with a lifting capacity of 1½ tons each, and a pontoon of 50 tons. The sum of 1,600,000 francs is to be set apart for the completion of the port's equipment, which will eventually include three new sheds, with an aggregate area of 1,800 square metres, three cranes similar to those already in use, and 1 km. of new rails.

The Navy has constructed a dry dock 200 metres long, 25 metres broad, and 28½ ft. deep, and erected workshops for the repairing of ships. Merchant vessels are permitted to use these works. There are also the workshops and the patent slip of the Compagnie des Charbonnages; the latter can receive ships of several thousand tons.

There are two coaling companies at Dakar. The Compagnie Française des Charbonnages has great stores to the west of the roads, and keeps a permanent

stock of 5,000 tons. The "Sénégal" company, formed by four Italian shipping companies, can ship as much as 140 tons an hour by means of four lighters.

The position of Dakar on the most westerly point of the African continent makes it a suitable port of call for vessels plying between Europe and ports of the South Atlantic. It has, however, three formidable competitors in Santa Cruz de Tenerife and Las Palmas, in the Canary Islands, and St. Vincent, in the Cape Verde Islands, all of which are long-established ports of call for vessels trading with the Cape or South America. The Government of French West Africa has neglected nothing which might attract shipping to Dakar. It has been made a cheap port; no dues are exacted, except for services rendered, such as pilotage, and in no case are the charges heavy; water is supplied at a low rate; and great advantages have been given to the "Sénégal" company in order to enable ships to coal quickly.

Dakar is the chief port for the import trade of Senegal, as is shown by the following statistics of the value of the imports discharged at Senegalese ports in 1913 and 1914:—

	1913.	1914.
	Frs.	Frs.
Dakar	41,049,318	35,674,675
St. Louis	13,004,179	14,426,552
Rufisque	24,107,030	20,589,470
Other ports	9,910,268	9,377,956

The leading position of Dakar is largely due to the fact that goods can be much more speedily handled there than at any of the other ports. When the completion of the Thies—Kayes railway gives Dakar direct communication with the Sudan, it will undoubtedly take from St. Louis that part of the Sudan traffic that consists of merchandise requiring rapid transport.

On the other hand, the export trade of Dakar is comparatively small. The following figures show the value of the goods shipped from the ports of Senegal in 1913 and 1914:—

	1913.	1914.
	Frs.	Frs.
Dakar	13,396,859	9,536,472
Rufisque	26,692,191	33,150,021
St. Louis	3,527,820	2,322,312
Other ports	26,320,955	35,378,583

The export of ground-nuts, the chief product of Senegal, is mainly carried on from the port of Rufisque, which is near the chief centres of production, and has long been established as the chief ground-nut market. Ground-nuts produced on the banks of the Salum and in adjacent districts are shipped at the ports of that estuary. The handling of this product requires more space than is available for it at Dakar.

The excess of imports over exports at Dakar gives rise to great inconveniences, and it is essential to the future development of the port that ships unloading there should be guaranteed a return freight. At present ships, after discharging at Dakar, are often obliged to go to Rufisque and the Salum ports for a homeward cargo. It is possible that in the future a port in the north of the Dakar roads may be created, with adequate space and apparatus for the shipment of ground-nuts. Such a port might be linked with the Dakar railway by a branch line running on to the quays, which would remove the risk of congestion at the present station at Dakar.

The coasting trade is only of minor importance at Dakar. The chief function of the coasting vessels is to collect or distribute the cargoes of large steamers which do not call at the smaller ports of West Africa. They also carry goods which larger vessels have had to discharge in order to enter the less accessible ports.

The port of Dakar has a special budget, attached to the General Budget, which balances only by the aid of an annual subsidy from the General Government.

At *Rufisque* there is a pier, 140 metres long, to the east of which there are two wharves, each 198 metres long, for discharging cargo; a third wharf was being constructed in 1913. The anchorage, in from 21 to 42 ft., is good during eight months of the year, but from July to November south-west winds send in a very heavy swell. Ships are always obliged to lie nearly a mile from the shore, and loading and discharging are consequently expensive. The port has been provided with special accommodation for handling ground-nuts.

Kaolak, 120 km. from the mouth of the Salum, can be reached by vessels of 8 ft. draught. Ships moor in a depth of 16 ft. at low tide close to the south bank. Kaolak is an important centre for the ground-nut trade.

Carabane, on the Kasamanse river, is frequented by steamers and trading vessels, which either take in cargo alongside the staging or anchor off the port in from 27 to 30 ft. of water. It is a place of some commercial importance.

At *Ziginchor*, on the Kasamanse river, there is a staging with 18 ft. of water alongside.

(*b*) *Shipping Lines*

Before the war the following steamship lines had regular services to Senegal:—

Compagnie Sud-Atlantique: mail steamers from Bordeaux every fortnight; " mixed " steamers every four weeks.

Chargeurs Réunis: mail steamers every month from Havre; cargo steamers every month from Dunkirk. This line had a service round the world, which touched at Dakar every 45 days on the voyage from South America to La Pallice and Liverpool.

Fraissinet et Cie. : every month from Marseilles.

Société Générale des Transports Maritimes: three times a month from Marseilles, *en route* for South America, with other occasional sailings.

Buhan & Teisseire: every 45 days.

British and African Co.: every month from Liverpool, *en route* for the Congo.

African Steamship Co.: every month from Liverpool, *en route* for the Congo.

Elder, Dempster & Co.: every month.

Compagnie Belge Maritime du Congo: every three weeks from La Pallice.

Compañía General Transatlántica Española: every three months from Barcelona, *en route* for St. Paul de Loanda.

La Veloce Navigazione Italiana and Navigazione Generale Italiana: joint service twice a month.

Woermann Linie, Hamburg–Amerika Linie, Hamburg–Bremer–Afrika Linie, Hamburg Linie: joint service three times a month, *en route* for various ports of West Africa.

Besides the companies enumerated above, several French shipping firms ran steamers to Senegal at irregular intervals.

The Gambia, Kasamanse, and Portuguese Guinea Line maintained two monthly coastal services from Dakar, one to Carabane, Ziginchor, and Bathurst, and the other to Carabane, Ziginchor, and Bissau. The Lévrier Bay Line ran boats every month between Dakar and Port Étienne.

(*c*) *Telegraphic and Wireless Communications*

Dakar is served by three submarine cables. One connects the port with Brest, and another affords communication with a number of important points on the West African coast. Both of these are under French control. A third line, which belongs to the South American Co., links Dakar and Pernambuco.

There are wireless stations at Dakar and Rufisque. The one at Dakar is used for communication with ships at sea; its normal range is 460 km. by day and 830 by

night. The principal function of the station at Rufisque is to communicate with Konakry and Port Étienne; but it is capable of sending messages as far as the coast of Brazil.

(B) INDUSTRY

(1) Labour

Senegal, like the other colonies of French West Africa, is sparsely populated, having only about seven inhabitants to the square kilometre. It was for long devastated by internal warfare, and the population will undoubtedly increase under French rule. As the economic development of the country has not proceeded far, the supply of labour has hitherto been adequate. The Senegalese are docile, and, for Africans, industrious; their intelligence is sufficient for all the kinds of work that are needed. Joiners and carpenters, blacksmiths and locksmiths are numerous and efficient. Unskilled labour is plentiful, and is recruited principally from among the Tukulors and Bambaras. Since the opening up of the country some of the tribes have shown remarkable commercial ability.

Owing to their skilful craftsmanship, the natives of Senegal are much in request, and have been recruited in very large numbers for work in other regions. Their emigration has consequently had to be superintended and controlled by the Government. No person may engage natives for work outside the colony without the permission of the Governor.

Senegal has attracted few European settlers, and in 1913 the number of white residents in the colony did not reach 5,000. The climate restricts the activities of Europeans, but there are said to be good opportunities for men skilled in sedentary trades, such as shoemaking or tailoring.

(2) Agriculture

The area under cultivation in Senegal may be estimated at not less than 150,000 hectares; it lies principally in the districts of Walo, Cayor, and Baol.

(a) *Products of Commercial Value*

(i) *Vegetable Products.—Cotton* is cultivated, and also grows wild. The native variety is very white, and although it is a little short the natives succeed in weaving it into a strong fabric. The yield varies greatly according to the conditions, but may be estimated at between 250 and 400 kg. of unginned cotton per hectare.

Experiments have been made in the cultivation of the American and Egyptian varieties. In the valley of the River Senegal there are large areas where cotton-growing will be possible when a scheme of irrigation has been devised and carried out.

Ground-nuts are the principal source of the colony's wealth, and the value of the export of ground-nuts is three times as great as that of all the other exports together. In 1913 the export amounted to nearly 230,000 metric tons, valued at over 57,000,000 francs. The districts with the largest production are those of Cayor, Baol, Salum, and Niani-Uli. The ground-nut is also extensively cultivated in Upper Gambia and Kasamanse, but here the soil is not very suitable and the crop is comparatively poor. The construction of railways has given a great stimulus to the export trade, for ground-nuts are heavy, and unless mechanical means of transport are available cannot be profitably grown, except near the ports.

The nut yields a fine colourless oil which is used for the table and in the manufacture of margarine, cheese, and various conserves. After the oil has been expressed, the residual cake forms a valuable feeding stuff for cattle and other stock, and damaged and mouldy ground-nut cake is used widely as a fertiliser. The ground-nut plants are harvested at the same time as the nuts and used as food for cattle; they are sold in the interior of the country at about 10 centimes the kilogram.

The yield of ground-nuts in Senegal is reported to be from 1,500 to 1,800 kg. per hectare. From 100 kg.

of the finer varieties, 30 kg. of fine edible oil and 7 or 8 kg. of manufacturing oil can be obtained.

In the rotation of crops the ground-nut is of great value, as it is a leguminous plant which has the power of fixing the nitrogen of the air and making it available in the soil as plant food. Notwithstanding the rapid increase of its cultivation in West Africa, there is little danger of over-production, as ground-nut oil is in growing demand.

Gum, which used to be one of the most important products, has of late declined in value, owing to the use of dextrine as a substitute for it, and to the increase of the exports from the Egyptian Sudan. Its commercial importance, however, is still considerable. It is furnished chiefly by the *Acacia verek*, which is abundant in Walo, Jolof, and Cayor, but the product of this tree is sometimes mixed with gum derived from other varieties. Much of the gum exported from Senegalese ports comes from outside the colony. The most valuable kind, worth between 65 and 75 centimes per kg. in France, comes from Podor on the River Senegal, but is largely collected in regions which belong to Mauretania.

Maize is increasingly cultivated, especially in Upper Gambia and Futa; it ripens early, and so provides abundant food for the natives before the millet harvest. If cut while green it constitutes an excellent forage.

Millet is the most important of the cereals, and forms the chief food of the natives. Two kinds are grown, the large millet (*Andropogon sorghum*) and the small millet (*Pennisetum spicatum*). The large millet does best in wet regions, and is extensively grown in the river valleys. The small millet, however, which requires drier ground, is more widely cultivated. The districts of Senegal producing the largest quantities of millet are Futa Toro and Bundu. In Cayor, Salum, and Niani-Uli the natives, absorbed in the cultivation of the ground-nut, grow barely enough millet for their own needs, and the price in these parts often reaches 20 or even 25 centimes the kg., while in Bundu it

varies from 7 to 10 centimes. On account of the liability of millet to disease, and the crudeness of the agricultural methods of the natives, local failures of the harvest are frequent. There is consequently a lively internal trade in millet, and prices vary greatly from district to district. Millet serves a number of purposes. Though valued chiefly as human food, it is also used for feeding live stock. The stalks make good forage, and are employed in the construction of huts and palisades. When burnt they yield potassium salts, which the natives use in the manufacture of a black soap. The natives also obtain a red dye from the plant, and some of the fetishist tribes make from it an alcoholic drink. It is thought, indeed, that if the cultivation of millet extends, it may become possible to distil locally enough spirit to satisfy the native demand.

Palm products are exported in small quantities from Kasamanse. Since the rubber trade began to decay the energies of the natives have been turned to the collection of palm products, and as the trees are abundant, it is possible that the export may become important.

There are a few small coconut palm plantations in the Island of Sor, at the mouth of the Senegal, and also at several points along the coast. The trees flourish, but are not sufficiently numerous to provide copra for export. The plantations are, however, being gradually extended.

Rice grows wild in Uli and Salum, and is cultivated with great care in Kasamanse, where there are extensive rice-swamps in the neighbourhood of Ziginchor. This crop could with advantage be grown on the lands which border the Senegal, and in the hollow flooded by Lake Guier.

Rubber is obtained from the rubber vine, *Landolphia heudelotii*, which is abundant in Kasamanse. The export, however, has lately decreased, owing chiefly to the competition of plantation rubber from other regions.

Sesame is cultivated in most of the villages of Upper Gambia and Niani-Uli. It yields an oil similar to that of the ground-nut, but finer, and it has a commercial value of at least one-third more. It is sometimes grown between rows of maize or cotton. Its average yield under native cultivation is about 1,000 to 1,500 kg. per hectare. The crop is grown only in small quantities, and there is no export.

Shea butter is obtained from the shea tree, which is found in the south of the colony, where it is most abundant in the districts of Dentilia and Niocolo (Upper Gambia). The economic value of the tree is discussed in *Upper Senegal and Niger*, No. 107 of this series.

(ii) *Live-stock and Animal Products.—Cattle* are reared throughout the colony, especially amongst the Peuls, the Tukulors, and the Serers. There are two principal breeds : one horned and large, yielding little milk, but easy to rear and valuable as beasts of burden ; the other hornless and small, but well-proportioned and strong, and much used for agricultural work and transport. *Sheep* and *goats* are of no great importance; the former have no wool, and the latter give little milk. Owing to the prevalence of Mohammedanism, pigs are comparatively rare.

Camels are numerous in Senegal during the dry season. They almost all belong to the Moors, who send them to the north of the river during the wet season, as more than three-quarters of them die if they are left in Senegal. Those that are acclimatised are worth from 500 to 600 francs, while others are worth only from 250 to 300 francs.

Horses are found throughout Senegal, except in Kasamanse and Upper Gambia, where the climate is unfavourable for them. *Donkeys* are numerous. *Fowls* and *ducks* exist in large numbers.

Ivory used to be exported in considerable quantities, but the export is now insignificant. The elephant is becoming rare, but is still found in Kasamanse and other southern regions.

Wax comes chiefly from Kasamanse. Bees are abundant in many districts, but the natives often make no use of the wax. Formerly there was a fairly large trade in wax in Senegal, and it will probably be revived as the penetration of the country by the French proceeds.

(*b*) *Methods of Cultivation*

Agriculture is almost entirely in the hands of the natives. Their methods of cultivation are rudimentary and their tools primitive. The ground is cleared of grass and shrubs, and these are burnt and the ashes strewn over the fields; no other fertiliser is employed, the natives being quite ignorant of the use of manure. The ground is then roughly broken up to a depth rarely exceeding 4 in. by means of a short-handled implement resembling a hoe. In parts of the country where the soil is largely clay and tends to be impermeable, the cultivation is a little more thorough, and furrows are made to drain off the water.

In most districts the crops, with the exception of corn, are grown during the wet season, with an interval of only four or five months between the sowing and the harvest. In the flooded lands, however, the crops are planted after the water has gone down, and are cultivated during the dry season, the water which has been absorbed by the soil being sufficient for them. The natives practise a rudimentary rotation of crops, but, owing to inefficient tillage, the ground is very quickly exhausted. As soon as this happens, the native moves on and clears fresh land.

The native is very improvident. Immediately after the harvest he often disposes of the greater part of the crop, sometimes not even keeping back seed for the next year; consequently, he is frequently obliged to buy grain when it has increased greatly in price. Famine, however, is comparatively rare, and will doubtless cease to cause any apprehension as the means of communication improve.

In all estimates and prophecies as to the future production of the country, the smallness of the population and the mentality of the native must be taken into account. Agricultural work can be carried on only by the natives, and progress can be made only as the native is educated in the use of new methods and implements. The Agricultural Service has organized experimental stations and agricultural schools throughout the country. Seeds and plants are distributed to the natives, instruction in cultivation is given, and experiments are made in order to ascertain which crops and which varieties can be most successfully grown.

Irrigation is not practised by the natives, nor, up to the present, by the French. Various schemes, however, are under consideration. Numerous wells have been dug by the Administration throughout the country.

(c) *Forestry*

In Senegal the diminution of the forest land has been more rapid than in other parts of French West Africa. The old forest areas in the valley of the Senegal river, and even in some of the less accessible regions, have completely disappeared. This is due to several causes--the frequent clearing of fresh ground by the natives, their reckless exploitation of the woods, the damage done by the herds, and the numerous fires. The destruction is producing an increasing dryness of the climate and a steady encroachment of the desert. Various legislative measures have been enacted with a view to checking the devastation. Thus no one may exploit any forest without official authorization; clearings are forbidden on slopes of an angle of 30° or more; in forests where there are valuable trees, for every one that is cut the exploiter must plant at least two of the same or an equally valuable variety; the felling of trees under a certain size is forbidden. Forest reserves have, moreover, been created throughout the country.

(*d*) *Land Tenure*

Under the regulations laid down by the French in all their West African territories, land vacant and without an owner belongs to the State, and lands forming the collective property of the natives or held by the native chiefs as representatives of the native communities cannot be ceded to private persons either by sale or on lease, except with the approval of the Lieutenant-Governor in the Council of Administration. In the eyes of the natives the land belongs to the tribe; a single person or a family can acquire a right to the products of the land, both wild and cultivated, but not to the land itself. This usufruct can, under certain circumstances, be ceded by sale or inheritance; but the proprietary right can be transferred only in a few carefully defined and rare contingencies, for alienation is quite against the spirit of the native tradition.

Grants of land to the extent of 200 hectares can be made to colonists by the Lieutenant-Governor sitting in the Council of Administration. Grants of between 200 and 2,000 hectares are made by the Governor-General on the recommendation of the Lieutenant-Governor after consultation with the Council of Administration, while larger grants require a decree made on the report of the Minister for the Colonies acting on the recommendation of the Governor-General and after consultation with the Commission for Colonial Concessions. On principle the first concession to a company or individual never exceeds 200 hectares, and is made on condition that the land is developed within a fixed time. The grant of further concessions depends on the fulfilment of this obligation.

(3) Fisheries

Fish is very abundant along the coast, but the trade in it is small and local. The native fishermen live chiefly at St. Louis, Rufisque, and Dakar; they furnish these markets with fresh fish, and send sun-dried fish to the stations on the railways. The rivers are full of fish.

(4) Minerals

Limestone containing phosphates occurs at Cape Verde and about 40 miles south of Rufisque. The richest bed of phosphates, over 8 ft. thick, is at Dielor; it has not yet been worked. Limestone for building is quarried at Rufisque and other places.

Salt is obtained by the evaporation of sea-water at Gandiole and Dagana, where the works yield a considerable revenue. Works might be established in the neighbourhood of St. Louis and at many places along the coast from St. Louis to Salum.

(5) Manufactures

The native manufactures are primitive, and their market is entirely local. The principal industries are weaving, dyeing, tanning, smelting, and the manufacture of shoes, pottery, jewels, and bricks. The native weavers produce a durable cloth, capable of competing successfully with imported goods.

Apart from the public services, there are very few industrial undertakings under European direction. There is a glass factory in the town of St. Louis and brickyards in its vicinity. A cold storage company which is established at Lindiane near Kaolak expects to be able to treat from 18,000 to 20,000 head of cattle annually, and will, in addition, take up canning and preserving. The establishment of this company and the similar one in Upper Senegal and Niger should give a considerable impetus to the cattle-rearing industry, which has hitherto been hampered by the difficulty of exporting live-stock.

(C) COMMERCE

(1) Domestic

(*a*) *Principal Branches of Trade*

There is a considerable domestic trade, mainly in cereals and cotton goods. The Moors and the nomad

tribes generally, whose country does not permit of cultivation, exchange their pastoral products for the cereals grown in the agricultural parts of the colony. Moreover, large areas along the railways are almost entirely devoted to the cultivation of the ground-nut, and the inhabitants are obliged to import grain from other districts.

It is impossible to obtain any accurate figures illustrating the extent of this trade, as the innumerable small markets throughout the country cannot be controlled and superintended. The domestic commerce of the colony appears, however, to be consistently on the increase. It is to a large extent conducted by the native pedlars or *diulas*.

(*b*) *Towns*[1]

St. Louis is the chief town of Senegal and the seat of the Administration of the colony.

Dakar is the seat of the Government of French West Africa and an important port. The town is of recent construction and is growing rapidly. It has well-paved streets, electric lighting, and telephone and water systems.

Rufisque is an important centre of the ground-nut trade. A system of tramways connects the chief business houses with the station and wharves.

Goree, the oldest European settlement on the coast, was formerly much frequented by traders because of its safe position on an island; it is now, however, quite insignificant.

Other centres of importance in Senegal are *Nianing* and *Joal*, on the coast between Rufisque and Salum; *Thies*, *Tivawane*, *Mekhi*, and *Luga*, on the St. Louis railway; *Dagana*, *Podor*, *Matam*, and *Bakel*, on the River Senegal; *Fundiun*, *Kaolak*, and *Fatik*, in Sine-Salum; and *Ziginchor*, in Kasamanse.

[1] See also above, under Ports, p. 19.

(c) *Organizations to promote Trade and Commerce*

There are Chambers of Commerce at Dakar, St. Louis, Rufisque, Kaolak, and Ziginchor.

(d) *Foreign Interests*

There is a preferential tariff in favour of French goods. The British merchant is, therefore, considerably handicapped; but, in spite of every effort made by the French authorities to encourage the goods of their own nation, and in spite of the introduction of a new tariff on cottons, British cotton goods are much more popular with the natives than any others. Of the imports of cotton goods in 1913, exclusive of the so-called guinea cloth, 71 per cent. came from the United Kingdom.

(2) Foreign

(a) *Exports and Imports*

In 1913 the exports of Senegal were valued at 72,937,825 francs (£2,917,513), the imports at 88,070,795 francs (£3,522,831). These figures were higher than any previously reached by the foreign trade of the colony, which had steadily increased since 1904, the slight fall in the returns for 1911 and 1912 being largely due to new methods of compiling the statistics, greater care being thenceforth taken to discriminate between the genuine foreign trade of the colony and the transit trade to and from Upper Senegal and Niger.

The export trade of Senegal is mainly dependent on the ground-nut harvest. In 1913, 229,961 metric tons of ground-nuts, valued at 57,283,621 francs (£2,291,345) were exported. Their principal destination was France, but considerable quantities went also to Holland and Germany. Other exports were insignificant in comparison, the chief being gum, hides, and

palm kernels. Germany used to take almost the whole of the palm kernels, while the greater part of the hides went to the United Kingdom, which, however, took only a small proportion of Senegalese goods as a whole.

It is interesting to note that imports for the public services, which in 1911 were valued at 9,000,000 francs and in 1912 at 8,000,000, fell, in 1913, to a value of 5,000,000. Thus the striking growth of the import trade during the last-named year was due solely to commercial transactions. The most certain indication of the prosperity of the country was the remarkable increase in the import of cotton materials, which have always formed the principal branch of trade in Senegal. Next to cotton goods in value were sugar, kola nuts, rice, and wines and spirits, but these were imported in relatively small quantities.

France naturally heads the list of countries of origin, and in 1913 she supplied Senegal with goods of a value of 41,801,235 francs (£1,672,049). The contribution of the United Kingdom was also considerable, being valued at 24,135,758 francs (£965,430), accounted for mainly by cotton goods. No other country furnished as much as 5,000,000 francs' worth of goods.

Detailed statistics of the foreign trade of Senegal are given in the Appendix, Tables II-VI.

During the first seven months of 1914 trade in Senegal was very prosperous. It suffered a sudden check at the outbreak of war, although the closing of the German markets did not affect trade to so great an extent as in the case of some of the other French colonies. That the export figures for 1914 surpassed those for 1913 was due entirely to the splendid groundnut harvest; there was a decrease in the export of all other products.

(*b*) *Customs and Tariffs*

There is one tariff for all the colonies forming French West Africa, with the exception of the Ivory Coast and Dahomey. There is a general *ad valorem*

duty of 5 per cent. on imports of French origin, and of 12 per cent. on those from elsewhere. Certain goods are, however, exempt, the chief being cattle (with a few exceptions), meat, fish, certain fruits, vegetables, and agricultural machinery. Certain other articles are subject to special duties, the most important of which are shown in the following table:—

Products.	Unit of Tax.	Amount of Tax.	
		French goods.	Foreign goods.
Alcohol and wines with more than 16 per cent. of alcohol	hl.	215·00 fr.	255·00 fr.
Arms, etc.	*ad val.*	15 per cent.	22 per cent.
Guinea cloth	*ad val.*	5 per cent.	12 per cent.
Gunpowder and Saltpetre ..	100 kg.	50·00 fr.	70·00 fr.
Kola nuts	100 kg.	—	75·00 fr.
Palm oil, etc.	*ad val.*	5 per cent.	6 per cent.
Salt	100 kg.	1·50 fr.	2·00 fr.
Spirits—			
Over 25 parts alcohol ..	hl.	120·00 fr.	150·00 fr.
25 parts and under ..	hl.	70·00 fr.	90·00 fr.
Sugar	100 kg.	5·00 fr.	10·50 fr.
Tobacco—			
Leaf	100 kg.	125·00 fr.	125·00 fr.
Cigars	100 kg.	400·00 fr.	540·00 fr.
Cigarettes	100 kg.	300·00 fr.	400·00 fr.
Other	100 kg.	200·00 fr.	270·00 fr.

These charges are modified in certain parts of the colonies. Thus in Senegal the two rates for guinea cloth are respectively ·025 fr. and ·06 fr. per metre. Several of the duties specified above are reduced in favour of goods entering Kasamanse.

There is an *ad valorem* export duty of 7 per cent. on rubber.

On entry into France, goods imported from the colonies of French West Africa pay, with a few exceptions, the duties established in the minimum

tariff. The exceptions in the case of Senegal are palm oil, timber, and an annually determined quantity of cattle, sheep, and meat. These goods enter free.

(D) FINANCE

(1) *Public Finance*

In 1904 a General Budget was established for the whole of French West Africa, and its relation to the revenue and expenditure of the several colonies was defined. To the General Budget are attached eight other budgets, among them those of the Kayes—Niger and Thies—Kayes railways, and the port of Dakar.

The chief expenses with which the General Budget is concerned are the charges on the debt and public works. The chief source of income within its purview is the tariff.

Of the revenues and disbursements which are outside the scope of the General Budget, some concern only the communes, but the majority are controlled by the Governments of the individual colonies. The most important of the revenues falling under this head are the poll-tax and the licence duties.

The poll-tax in Senegal is chargeable upon all natives above the age of 12 years, with the exception of a few specified classes, among which are the troops and the inhabitants of the communes. In the Protectorate the amount of the tax varies from 3 to 5 francs, according to the district, and in the territory under direct administration it is fixed at 4 francs. It is paid, as a rule, in cash, but in some parts where the currency is scarce it is paid in kind.

The finances of the territory under direct administration are kept distinct from those of the Protectorate. In 1913 the revenue and expenditure for the territory under direct administration were 2,502,600 francs (£100,104) and 2,366,886 francs (£94,675) respectively, and for the Protectorate 6,622,031 francs (£264,881) and 5,892,326 francs (£235,693) respec-

tively. The following tables show the chief features of the revenue and expenditure in that year:—

REVENUE

	Territory under Direct Administration.	Protectorate.
Direct Taxation—	Francs.	Francs.
Poll tax	157,027	5,138,097·20
Patents and licences	545,177·95	193,945·25
Other direct taxes	100,593·28	30,042·64
Indirect Taxation	201,488·73	..
Posts and telegraphs	38,471·60	592,077·44
Domain lands	33,038·35	85,250·12
Receipts provided by former Budget	43,725·01	116,075·48
Subsidy from General Budget ..	739,000	142,000
Other receipts	644,078·37	324,543·73
Total ..	2,502,600·29	6,622,031·86

EXPENDITURE

	Territory under Direct Administration.	Protectorate.
	Francs.	Francs.
Central Administration	..	530,750·93
Local Administration of Circles ..	..	998,803·92
Treasury and collection of taxes ..	104,340·61	374,158·04
Justice	29,743·20	44,643·31
Education	99,735·27	230,822·10
Police and prisons	164,769·07	461,293·80
Posts and telegraphs	..	817,463·72
Wireless telegraphy		49,385·98
Sanitary service and poor relief ..	310,776·38	392,500·44
Public works	430,596·94	1,061,053·99
Travelling and transport expenses ..	42,894·65	431,765·41
Expenses charged from former Budgets	258,934·82	..
Water supply	470,973·17	..
Other expenses	454,122·06	499,685·21
Total ..	2,366,886·17	5,892,326·85

A Reserve Fund has been formed for both the territory under direct administration and the Protectorate; for the former the minimum was fixed at 400,000 francs, for the latter at 600,000. On May 31, 1914, the balance in hand was 1,363,411 francs for the territory under direct administration and 2,644,419 for the Protectorate.

(2) *Currency*

The money in circulation is French gold and silver, the silver five-franc piece being much used. The natives in their small daily transactions continue to use cowries, of which between 3,000 and 12,000, according to the district and the time of year, make up five francs. The rate of exchange is very high at the time when the taxes are collected.

(3) *Banking*

The Banque de l'Afrique Occidentale undertakes all forms of banking operations in French West Africa for France and also for other countries. It was founded in 1901, with a capital of 1,500,000 francs allotted in shares of 500 francs each. This capital was later raised to 5,895,000 francs, divided into 11,790 shares, of which, in 1915, 70 were entirely paid up, and the remainder paid up on 175 francs only. The offices of the bank are at Paris; there is a branch at St. Louis, and agencies at Rufisque and Dakar. The bank issues notes of several denominations, which, however, are current only in the district of the agencies at which they are payable.

(E) GENERAL REMARKS

On the outbreak of war the situation of Senegal was very satisfactory. The increase in prosperity during the previous ten years had been rapid and continuous. Although the export of some of the more valuable products, such as rubber, ivory, and gum, had decreased

considerably, the development of other branches of trade had more than compensated for the loss, and the exploitation of numerous products was beginning. Trade has necessarily suffered since the outbreak of hostilities, but the general opinion appears to be that the end of the war will immediately be followed by a renewal of the former steady advance. These hopes of prosperity are based on the fact that the exports consist of raw products which are in general demand, and derive further justification from the circumstance that labour has not been materially disturbed by the war.

APPENDIX

Extracts from Treaties, etc.

I

CONVENTION BETWEEN FRANCE AND PORTUGAL, RELATIVE TO THE DELIMITATION OF THEIR RESPECTIVE POSSESSIONS IN WEST AFRICA. PARIS, MAY 12, 1886.

Art. I.—In Guinea, the frontier which shall separate the Portuguese from the French possessions, will follow, in accordance with the tracing upon Map I, which is annexed to the present Convention:—

In the north, a line which, starting from Cape Roxo, will keep, as far as the nature of the ground will permit, at an equal distance from the Rivers Cassamance (Casamansa) and San Domingo de Cacheu (São Domingos de Cacheu) to the point of intersection of 17° 30′ longitude west of Paris with the parallel 12° 40′ of north latitude; between this point and 16° of longitude west of Paris, the frontier shall be merged in the parallel 12° 40′ of north latitude:—

In the east, the frontier will follow the meridian of 16° west from the 12° 40′ parallel of north latitude to the 11° 40′ parallel north latitude:—

* * * * *

Portugal will possess all the islands included between the meridian of Cape Roxo, the coast, and the southern boundary formed by a line following the thalweg of the River Cajet, and afterwards turning towards the south-west across the Passe des Pilots, where it reaches 10° 40′ north latitude, and follows it as far as the meridian of Cape Roxo.

II

ARRANGEMENT CONCERNING THE DELIMITATION OF THE ENGLISH AND FRENCH POSSESSIONS ON THE WEST COAST OF AFRICA. SIGNED AT PARIS, AUGUST 10, 1889.

Art. I.—In Senegambia, the frontier line between the English and French possessions shall be established as follows:—

1. To the north of the Gambia (right bank) the line shall start from Jinnak Creek and follow the parallel which, traversing the coast at this point (about 13° 36′ north), intersects the Gambia at the great bend it makes towards the north opposite a small island situated at the entrance of Sarmi Creek in the country of Niamena.

From this point the frontier line shall follow the right bank as far as Yarbutenda, at a distance of 10 kilom, from the river.

2. To the south (left bank) the line, starting from the mouth of the San Pedro, shall follow the left bank as far as 13° 10′ of north latitude. The frontier shall thence follow the parallel which, starting from this point, goes as far as Sandeng (end of the Vintang Creek, English map).

The line shall then trend upwards in the direction of the Gambia, following the meridian which passes through Sandeng to a distance of 10 kilom. from the river.

The frontier shall then follow the left bank of the river at the same distance of 10 kilom. as far as, and including, Yarbutenda.

III

CONVENTION BETWEEN GREAT BRITAIN AND FRANCE, RESPECTING NEWFOUNDLAND, AND WEST AND CENTRAL AFRICA. SIGNED AT LONDON, APRIL 8, 1904.

Art. V.—The present frontier between Senegambia and the English Colony of the Gambia shall be modified so as to give to France Yarbutenda and the lands and landing-places belonging to that locality.

In the event of the river not being open to maritime navigation up to that point, access shall be assured to the French Government at a point lower down on the River Gambia, which shall be recognized by mutual agreement as being accessible to merchant ships engaged in maritime navigation.

The conditions which shall govern transit on the River Gambia and its tributaries, as well as the method of access to the point that may be reserved to France in accordance with the preceding

paragraph, shall form the subject of future agreement between the two Governments.

In any case, it is understood that these conditions shall be at least as favourable as those of the system instituted by application of the General Act of the African Conference of February 26, 1885, and of the Anglo-French Convention of June 14, 1898, to the English portion of the basin of the Niger.

Statistics

Table I—RETURN OF SHIPPING AT THE PORTS OF SENEGAL, 1913

Vessels Entered

—	Ships.		Merchandise Landed.	
	Number.	Tonnage.	Tons.	Value in Francs.
Austrian	4	13,165	..	..
Belgian	36	164,034	..	..
British	200	266,812	123,016	27,884,039
Danish	28	25,826	21,924	1,411,108
Dutch	16	1,760	..	..
French	450	1,077,782	113,591	62,011,983
German	97	176,454	20,739	7,030,690
Greek	21	33,361	10,108	3,262,118
Italian	233	762,380	125,132	4,665,707
Norwegian	110	75,534	32,560	5,515,611
Portuguese .. .	30	4,449	2,494	85,144
Spanish	15	20,584	3,019	105,350
Swedish	28	26,537	19,533	2,913,218
Others	5	4,061	2,484	86,658
Total ..	1,273	2,652,739	474,600	114,971,626

VESSELS CLEARED

—	Ships.		Merchandise Shipped.	
	Number.	Tonnage.	Tons.	Value in Francs.
Austrian	4	13,165	285	9,690
Belgian	36	164,034	16,568	574,386
British	210	377,577	40,026	12,035,457
Danish	33	31,143	22,528	5,811,785
Dutch	17	2,664	2,447	400,818
French	472	1,091,937	186,420	33,518,154
German	98	177,516	17,458	4,180,213
Greek	21	34,103	10,206	3,734,049
Italian	232	760,878	130,236	6,453,571
Norwegian	104	91,520	61,857	15,298,275
Portuguese	28	4.303	733	136,797
Spanish	15	20,584	1,493	51,574
Swedish	37	35,014	28,278	7,027,689
Others	4	3,027	235	16,731
Total ..	1,311	2,807,465	518,770	89,249,189

TABLE II.—IMPORTS AND EXPORTS, 1904–1914

—	Imports.	Exports.	Total.
	Francs.	Francs.	Francs.
1904..	49,846,739	29,920,893	79,767,632
1905..	53,314,778	24,564,355	77,879,133
1906..	54,166,000	35,719,000	89,885,000
1907..	54,696,406	43,858,850	98,555,256
1908..	69,376,445	45,957,694	115,334,139
1909..	67,912,239	59,164,917	127,077,156
1910..	82.607,568	64,254,179	146,861,747
1911..	74,743,558	53,382,434	128,125,992
1912..	67,859,907	56,019,804	123,879,711
1913..	88,070,795	72,937,825	161,008,620
1914..	80,068,656	80,447,385	160,516,041

TABLE III.—VALUE OF EXPORTS, 1910, 1912, 1913

—	1910.	1912.	1913.
	Francs.	Francs.	Francs.
Cattle	44,375	264,425	298,650
Gold..	166,785	8,700	36,000
Ground-nuts	49,770,741	41,162,966	57,283,621
Gum	1,331,601	2,315,494	2,130,142
Hides	356,542	565,732	802,931
Ivory	111,482	2,560	736
Palm kernels	359,903	705,514	760,411
Rubber	5,060,046	1,077,111	492,792
Wax	129,452	150,888	157,548
Miscellaneous	6,923,252	9,766,414	10,974,994
Total	64,254,179	56,019,804	72,937,825

TABLE IV.—COUNTRIES OF DESTINATION OF EXPORTS, 1910, 1912, 1913

	1910.	1912.	1913.
	Francs.	Francs.	Francs.
Belgium	650,169	727,191	700,662
British Colonies	457,767	323,289	962,068
Denmark	—	—	607,608
France	42,053,281	32,534,443	44,105,625
French Colonies	7,351	2,200	14,718
Germany	3,917,178	5,119,257	7,155,050
Holland	7,919,436	5,623,574	6,875,246
Portugal	440,400	715,820	314,480
Portuguese Colonies ..	66,282	101,270	142,701
Spanish Colonies	—	102,341	170,494
United Kingdom .. .	1,093,525	976,699	1,033,982
Other countries	1,025,618	437,405	475,481
Total	57,631,007	46,663,489	62,558,115
Re-exports (destination not stated)	6,623,172	9,356,315	10,379,710
Grand Total	64,254,179	56,019,804	72,937,825

TABLE V.—VALUE OF IMPORTS, 1910, 1912, 1913

—	1910.	1912.	1913.
	Francs.	Francs.	Francs.
Biscuits	892,037	1,078,422	1,221,844
Building materials (other than wood)	1,501,501	1,228,313	1,463,994
Clothing	1,178,561	1,340,736	1,401,669
Cotton goods (other than guinea cloth)	15,558,214	9,539,723	18,874,372
Cotton thread	775,125	727,520	702,438
Firearms	122,639	59,434	68,942
Flour	1,287,669	1,251,615	1,311,348
Guinea cloth	5,205,998	2,796,231	2,665,148
Kola nuts	3,759,549	3,384.892	4,689,364
Machinery	2,710,854	1,231,880	2,053,707
Oils (vegetable)	1,606,139	1,586,385	1,835.206
Rice	5,549,006	4,952,036	4,626,616
Silver	3,105,445	735,038	2,173,032
Soap (other than perfumery) ..	633,182	596,806	630,834
Sugar	2,685,684	3,035,022	5,420,267
Tobacco..	1,485,017	1,583,269	1,958,613
Wines, spirits, etc.	4,490,676	3,452,062	4,621,837
Miscellaneous	30,060,272	29,280,523	32,351,564
Total	82,607,568	67,859,907	88,070,795

TABLE VI.—COUNTRIES OF ORIGIN OF IMPORTS, 1910, 1912, 1913

	1910.	1912.	1913.
French goods—	Francs.	Francs.	Francs.
France	43,773,677	33,731,071	41,801,235
French Colonies	2,303,009	1,003,250	793,272
Foreign goods—			
Austria-Hungary ..	197,996	198,397	57,533
Belgium	646,849	557,493	784,804
France	3,396,850	2,795,317	1,203,561
Germany	2,723,108	2,598,809	1,997,891
Holland	1,673,480	1,358,334	3,038,905
Italy	1,540,954	656,328	—
Switzerland	7,130	19,746	55,046
United Kingdom ..	18,559,927	14,185,987	24,135,758
United States	1,323,239	5,171,050	4,973,009
Other countries	6,461,349	5,584,125	9,229,781
Total	82,607,568	67,859,907	88,070,795

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MAPS

The territory of Senegal is shown, but without detail, on the general War Office map of West Africa, G.S.G.S. 2434, scale 1 : 6,336,000, 1903 (additions 1914, boundaries corrected 1919).

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