

HANDBOOKS PREPARED UNDER THE DIRECTION OF THE
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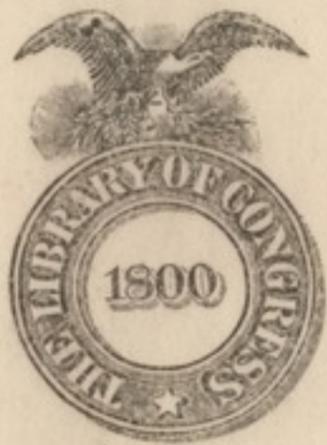
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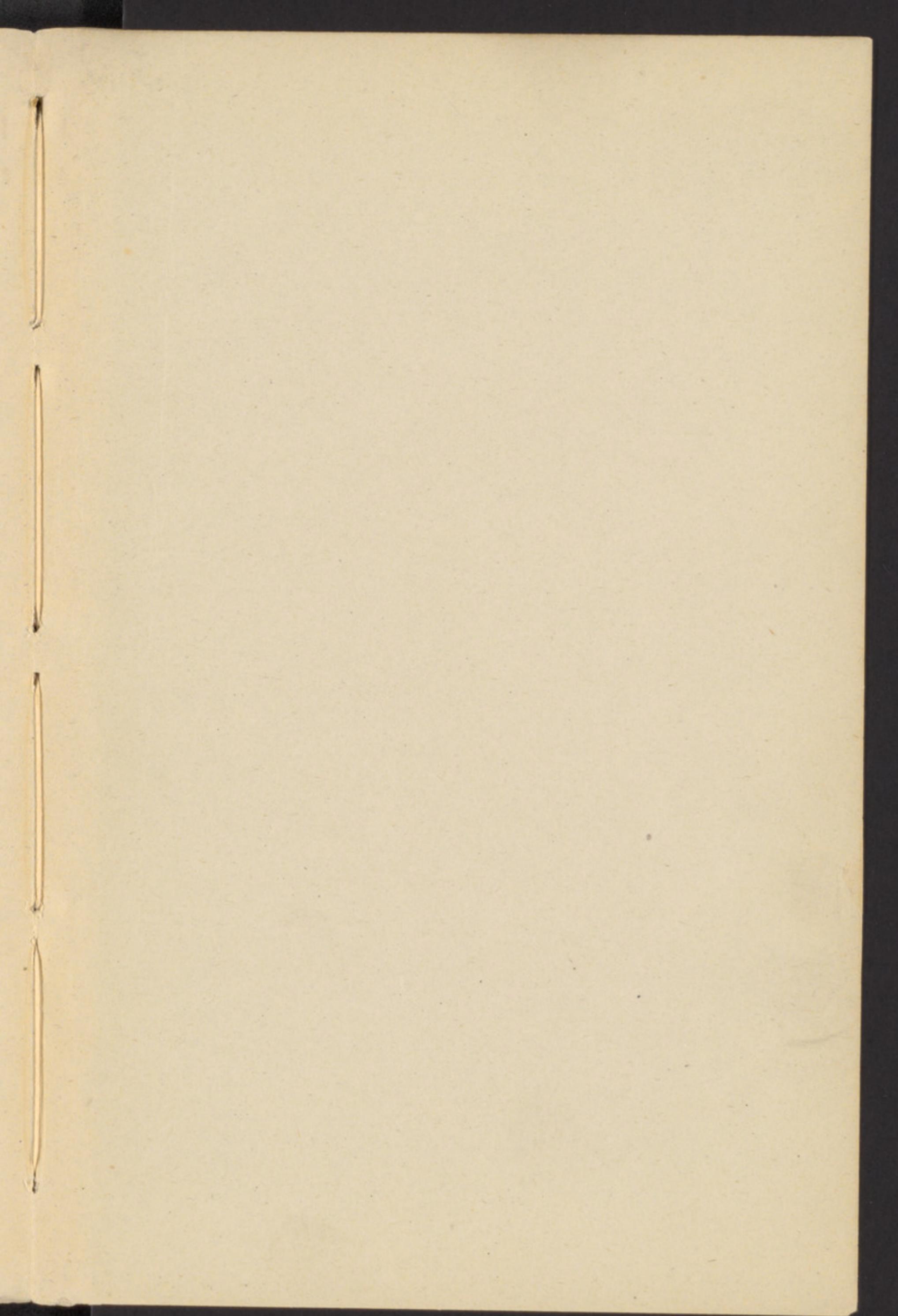
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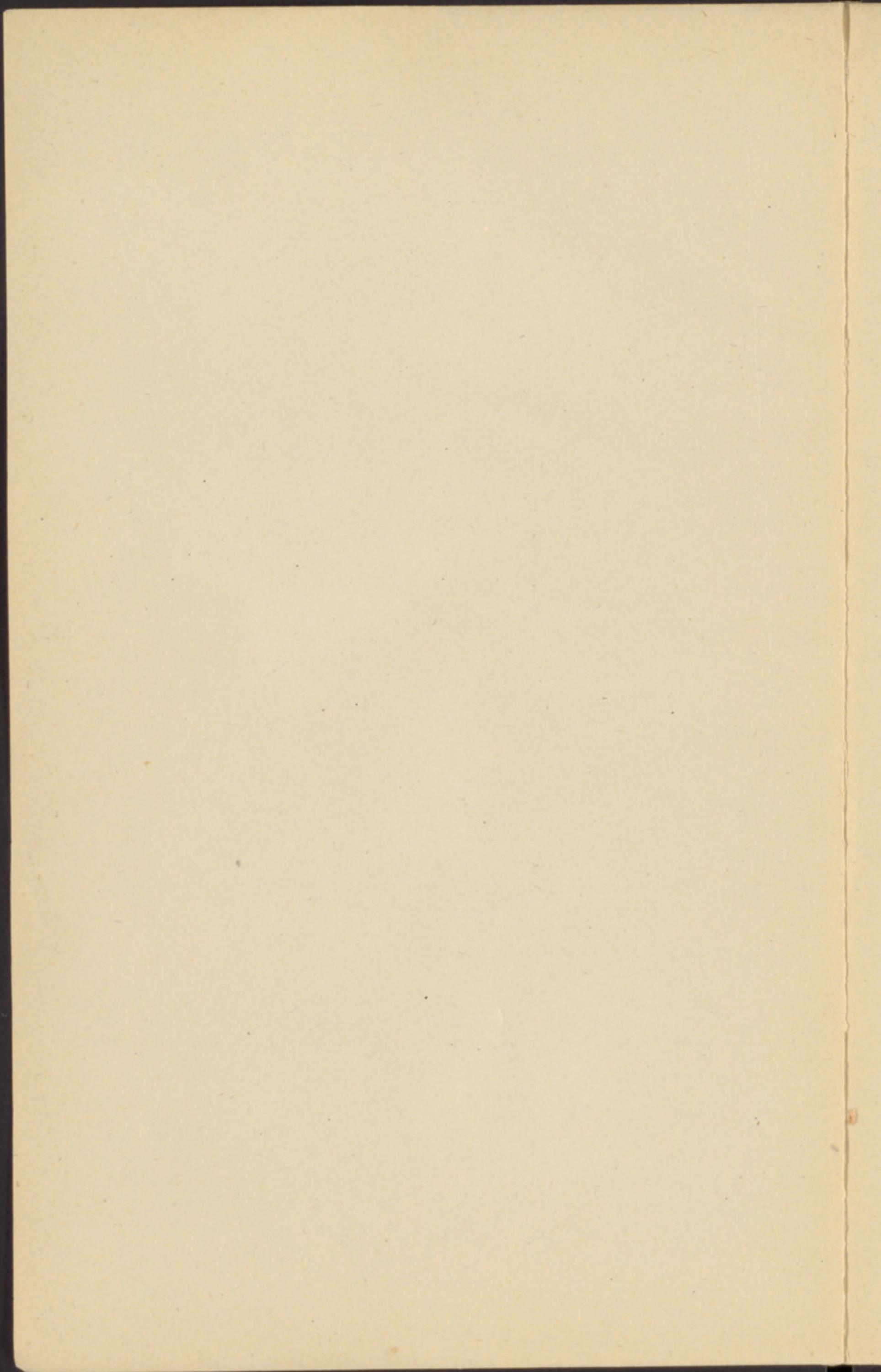
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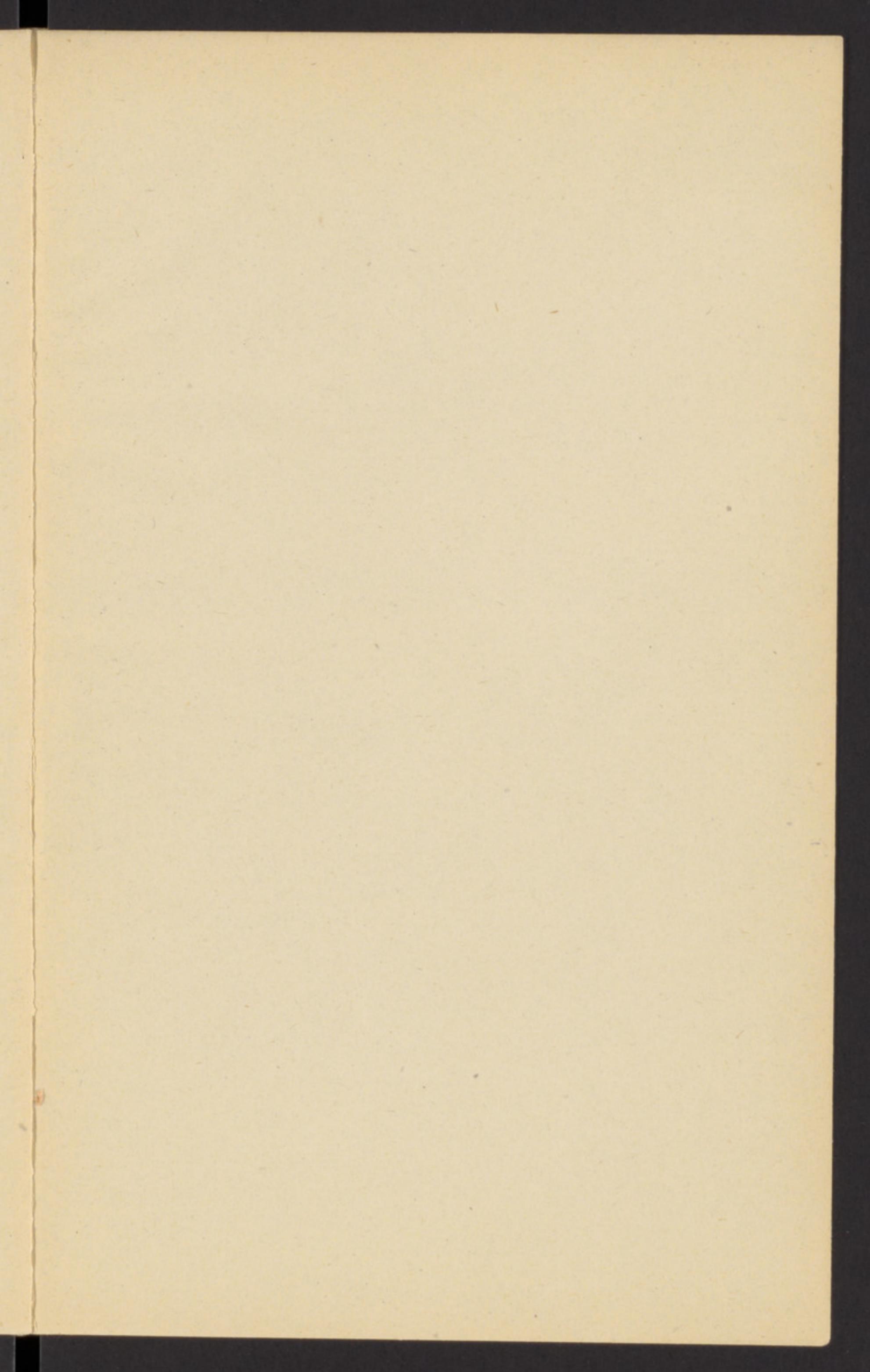


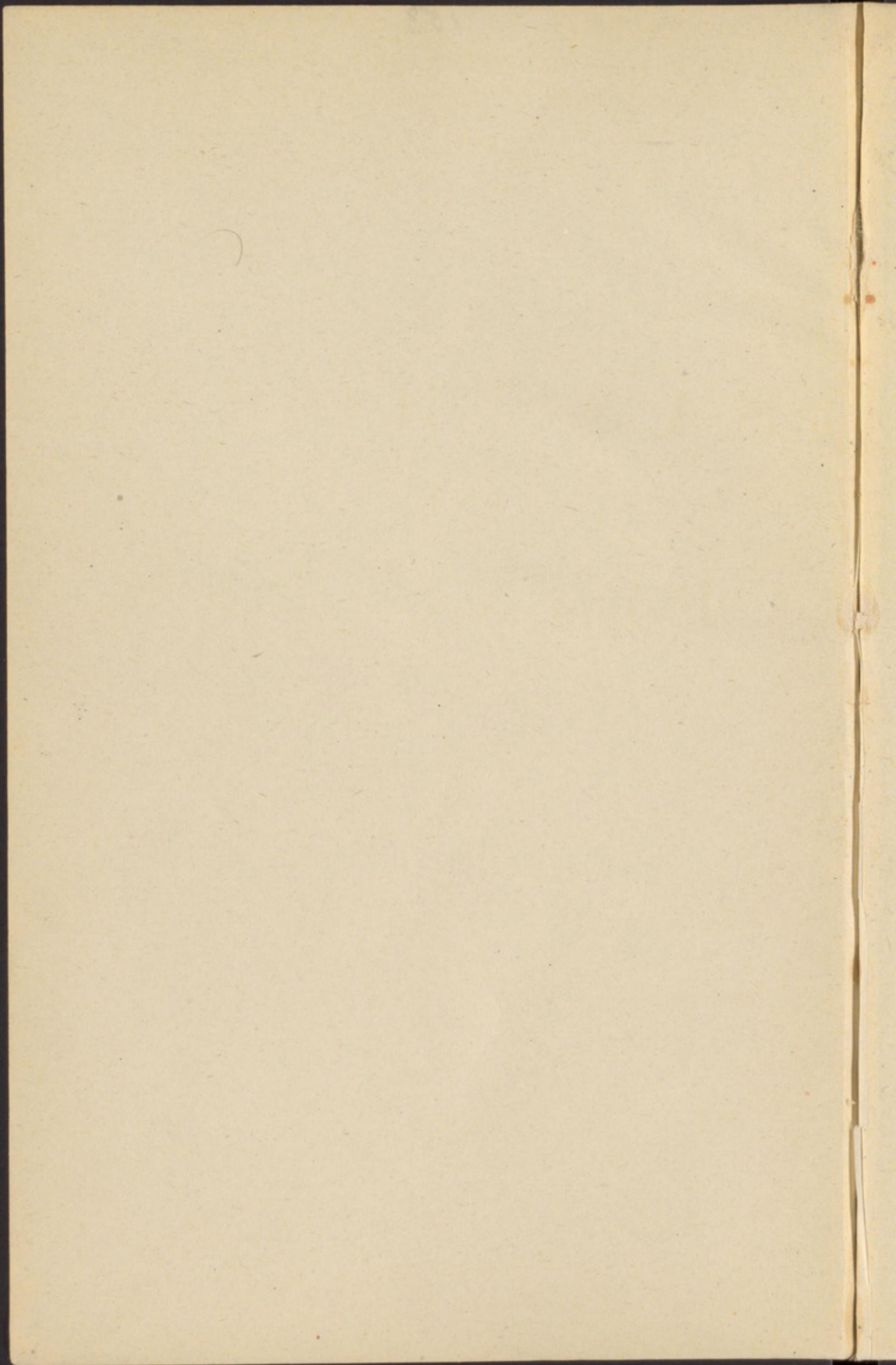


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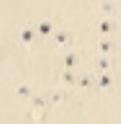
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EDITORIAL NOTE

IN the spring of 1917 the Foreign Office, in connexion 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 inquiries 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

THE Portuguese islands of San Thomé and Príncipe (Ilha de São Thomé and Ilha do Príncipe) lie in that part of the Gulf of Guinea which is known as the Bight of Biafra. Príncipe, which is about 80 miles north-north-west of San Thomé, is 9 miles long, with an average breadth of 4 miles, and lies 120 miles from Cape San Juan in Spanish Guinea, between latitudes $1^{\circ} 42'$ and $1^{\circ} 32'$ north and longitudes $7^{\circ} 20'$ and $7^{\circ} 28'$ east. San Thomé, which is about 25 miles long and 15 miles broad, lies between latitudes $0^{\circ} 24'$ north and $0^{\circ} 1'$ south and longitudes $6^{\circ} 28'$ and $6^{\circ} 46'$ east. The area of the two islands is about 320 square miles.

(2) SURFACE, COASTS, AND RIVERS

Surface

Both islands are of volcanic formation. In the north of San Thomé the old craters are well preserved, and in the south there are great volcanic dikes, but from whatever point it is viewed the island appears as a chaos of mountains cut up by deep ravines. It reaches its highest point in Pico de San Thomé (7,021 ft.). In the north and north-east there are considerable tracts of low-lying ground.

Príncipe is similar in structure. The northern part, though lofty, is tame compared with the southern, which consists of steep and rugged mountains surrounded by gigantic natural obelisks of most fantastic shapes, the whole culminating in a peak 3,050 ft. above sea-level. In the vicinity of the rivers and in the lowlands near the coast there is much marshy ground.

Coasts

The most characteristic feature of the coast of San Thomé is the alternation of rocky promontories and sandy bays. Off it there are several islands. San Thomé is somewhat difficult to approach.

The coast of Principe is similar in character to that of San Thomé, and Santo Antonio Bay, on the east coast, is the most important inlet in the island. A number of rocky islets lie at varying distances from the coast.

Rivers

Both islands contain many streams, which all rise upon the mountains and descend as torrents, forming numerous waterfalls on the way.

(3) CLIMATE

In San Thomé the south-western districts receive rain at all seasons of the year, but the north-eastern have a well-marked dry season from June to September. During the remainder of the year, as the winds blow over the warm Guinea current, the region in question receives a heavy rainfall. On the greater part of the mountain region rain falls at all times of the year.

The town of San Thomé on the north-east coast appears to have a rainfall of about 50 inches (1,270 mm.), and Monte Café, at a height of 2,263 ft., one of 100 inches (2,540 mm.). In the more exposed parts of the island the yearly precipitation is probably twice or three times as much.

The temperature is high and fairly uniform throughout the year. The town of San Thomé has a mean annual temperature of about 77° F. (25° C.), with a range of 4° or 5° F. (2.2° to 2.8° C.) between the hottest and coldest months. On Monte Café the mean annual temperature is about 69° F. (20.5° C.), and the annual range between 6° and 7° F. (3.3° and 3.9° C.).

The climatic conditions of Principe are, on the whole,

similar to those of San Thomé. July and August are dry, while the remainder of the year is hot and humid.

(4) SANITARY CONDITIONS

The low coast land of San Thomé is very unhealthy for Europeans, but in the higher parts of the country good health may be enjoyed. In the town itself health conditions are very bad ; there are no sanitary arrangements, and the water-supply is very impure. Common ailments, alike among Europeans and natives, are black-water fever, pneumonia, dysentery, malaria, enteric, phthisis, and sleeping-sickness.

Sleeping-sickness was at one time the scourge of Principe, but owing to preventive measures the island was in October 1914 officially declared to be free of the disease.

(5) RACE AND LANGUAGE

The natives are of mixed origin. They are descended from Portuguese convicts and young Jews, who were among the original settlers, free colonists from Portugal, and slaves from Gabun and other parts of the Guinea coast. The Portuguese and Jews at least appear to have intermarried, and their descendants form a dark-skinned indolent race, to which the term 'native' is generally applied. In the west of San Thomé there are about 2,000 Angolares (see p. 7).

The labour imported for the development of the cocoa industry within recent years from the Portuguese colonies in other parts of Africa does not form a permanent element in the population, as the immigrants are now repatriated when their contracts expire.

The European population is mainly drawn from Portugal.

Portuguese is the official language, but it is spoken by only a small part of the population. The natives use a Negro-Portuguese language peculiar to the islands. The Angolares retain their old Bunda form of speech, and the *serviçaes*, or indentured labourers

imported from the mainland, speak the Bantu dialects of the districts from which they have come.

(6) POPULATION

In 1914 the population of San Thomé and Príncipe numbered 58,907, composed as follows :

<i>San Thomé.</i>	<i>Men.</i>	<i>Women.</i>	<i>Total.</i>
Europeans and half-castes .	1,323	78	1,401
Natives	9,633	10,118	19,751
<i>Serviçaes</i>	23,341	9,476	32,817
			53,969
 <i>Príncipe.</i>			
Europeans and half-castes			169
Natives			550
<i>Serviçaes</i>			4,219
			4,938
		Total	58,907

The density of population in San Thomé is thus about 105 to the square mile and in Príncipe about 112. In 1916 unofficial Portuguese sources placed the number of inhabitants of San Thomé at 40,000 and of Príncipe at 3,000. These figures suggest a different basis of calculation, but it is also possible that the population may have declined. In San Thomé the majority of the natives are found in the town of the same name and in seven or eight villages in the eastern half of the island. The Angolares are found mainly on the south and west coasts. The *serviçaes* live upon the *roças* or plantations which are distributed throughout the island.

Santo Antonio is the only place in Príncipe which merits the name of town, and the bulk of the native population is settled in and about it.

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- 1471 to 1481. Discovery of San Thomé and adjacent islands.
1493. First colonization of San Thomé, and introduction of sugar.
1520 (*circa*). Sugar-cane introduced into Principe.
1567. San Thomé attacked by the French.
1600. San Thomé attacked by the Dutch.
1641-4. San Thomé taken and held by the Dutch.
1680. Ajuda (Whydah) first occupied.
1693. Slave outbreak in San Thomé.
1709. Second French attack.
1735. Government moved from San Thomé to Principe.
1778. Fernando Po and Anno Bom (Annobon) ceded to Spain.
1822. Cocoa cultivation introduced.
1844. Ajuda reoccupied.
1852. Capital of San Thomé and Principe brought back to Anna de Chaves in former island.
1876. Slavery in San Thomé and Principe abolished, and system of apprenticeship substituted.
1886. Portuguese protectorate declared over Dahomey sea-coast.
1887. Portuguese protectorate withdrawn.
1892. Dahomey (including Ajuda) under French protection.
1911. The apprenticeship system discontinued.

(a) DISCOVERY AND NAMING OF THE ISLANDS

THE chain of islands in the Bight of Biafra (or the Gulf of the Mafras in its original Portuguese form) were discovered by Portuguese explorers before the end of the reign of King Affonso V, who died in the year 1481. De Barros states that he was unable to trace the exact dates of the discovery of San Thomé, Principe, and Anno Bom (Annobon), but the island now known

as Fernando Po was found by Fernão do Po in 1478 and named by him Formosa (beautiful). His own name was afterwards given to this island. Other accounts attribute the discovery of San Thomé and Fernando Po to João de Santarem and Pedro d'Escobar on December 21, 1470 (or 1471), of Anno Bom (Happy New Year) on January 1 of the next year, and of Principe on the 17th of the same month. These four islands remained subject to Portugal till October 24, 1778, when Fernando Po and Anno Bom were ceded to Spain in exchange for certain concessions made to Portugal by the Treaty of El Pardo.

San Thomé and Principe are still Portuguese colonies. The first-named received its name from being discovered on St. Thomas's Day, and the second from the Prince, eldest son of King Affonso V.

(b) HISTORY OF SAN THOMÉ

The colonization of San Thomé began in 1493, and the settlers seem to have been mainly convicts and Jewish boys who had been taken from their parents. From these and from freed slave-women the native element of the population is said to be largely derived. From the beginning cultivation depended on slave labour. There is no aboriginal element, all these islands having been uninhabited when discovered. Sugar was the principal crop and prospered exceedingly, so much so that by the middle of the sixteenth century the population amounted to 50,000 on an area of 400 square miles, a great part of which is mountain. At the same time there are said to have been 80 sugar-mills.

This prosperity as usual attracted raiders. French ships plundered San Thomé in 1567 (probably the raiders under Montluc who had attacked Funchal in Madeira in October 1566). The Dutch did the same in 1600, but their most serious visitation took place at the same time as their conquest of Loanda. The whole of this expedition seems to have been inspired by the desire to obtain command of the slave-market. San Thomé was held by

the Dutch from 1641 to 1644, and even then they are said to have been heavily bribed to leave the island. The French took the town of Anna de Chaves in 1709, burnt it, and exacted a large sum from the inhabitants. San Thomé also suffered at intervals from slave revolts, and had great trouble with a race known as Angolares, who were descended from a number of Angola slaves wrecked some time between 1520 and 1540 on a part of the island, where they settled and multiplied. The last of these outbreaks was subdued in 1693.

The principal cause of the decline of San Thomé was, however, the great development of sugar cultivation in Brazil, which led to a large emigration of owners and their slaves to that country. Both this island and Principe gradually fell into decay, and at last came to exist almost entirely by provisioning slave-ships. They were nicknamed for this reason 'the inn' (*a estalagem*) of the Gulf of Guinea. The Government was removed from San Thomé to Principe in 1735 and was not brought back till 1852.

The abolition of the slave-trade brought about the complete ruin of these islands. The last slaves were liberated in 1875, and slavery was abolished in both islands by a royal decree of February 3, 1876.

The fine soil and natural capabilities of San Thomé, however, led to the introduction of several staples which were found suitable. Rubber, cinchona, coffee, and cocoa all prospered, but cocoa, first introduced in 1822, gradually almost monopolized the energies of the island. It rises to a height of over 7,000 ft. in the Peak of San Thomé, and, although under the equator, almost every variety of climate can be found on the slopes between the summit and the sea. The cocoa-plantations in this island and Principe were said in 1913 to supply over one-sixth of the cocoa consumed in the world. During the last few years the development of cocoa cultivation on the Gold Coast has produced a rival to this important industry. The cultivation of cocoa on the Gold Coast, introduced in 1891, had

by 1916 developed to such an extent that the production was over 72,000 tons, more than a third of the cocoa production of the world.¹ It does not seem probable, therefore, that San Thomé will recover its former superiority in this important trade.

(c) HISTORY OF PRINCIPE

Principe shared in the history of San Thomé, and in its early prosperity. The Portuguese first planted the sugar-cane and ginger in the island about 1520. It is only about one-seventh of the size of the larger island, and has no high mountain region, and does not therefore share its advantages of climate. The centre of the administration of the two islands was, as already stated, removed to Principe in 1735, and remained there for more than a century.

Like San Thomé it has suffered from raids. In 1706 the French took the fort and did much damage to the island, and it was again occupied by the French in 1799. It shared in the decay of San Thomé, and has not rallied so quickly, but the cultivation of cocoa has made some progress.

(d) AJUDA

An isolated settlement in Dahomey, São João Baptista d'Ajuda, known to English mariners as Whydah (Widah, French Ouidah), was incorporated in the province of San Thomé and Principe in 1680, but was soon evacuated by the Portuguese. It was re-occupied by them in 1844, but the need of a labour-supply from Dahomey obliged the Portuguese to make concessions to the King of that State. On August 5, 1885, a treaty was concluded between Dahomey and Portugal, by which the latter secured the port of Adra, giving access to the fort; and on January 21,

¹ See Sir Hugh Clifford's article in *Blackwood's Magazine* for January 1918.

1886, Portugal declared a protectorate over the Dahomey sea-coast, but withdrew this again on December 22, 1887. Finally, on December 3, 1892, Ajuda and other districts were definitely annexed by France.¹

¹ See Hertslet, *Map of Africa by Treaty*, pp. 648-51. Portugal still claims that the fort of Ajuda is an 'administrative dependency' of San Thomé and Príncipe, and maintains a resident there (Carvalho e Vasconcellos, *Portugal Colonial*, p. 39). The *Atlas Colonial Português* (1914) marks a Portuguese fort at Ajuda and the *Anuario Commercial* (1918) refers to the commandant of the fort. See also *Dahomey*, No. 105 of this series, pp. 8-10.

III. SOCIAL AND POLITICAL CONDITIONS

(1) RELIGIOUS

THE religion of the islands is Roman Catholicism. They form part of the ecclesiastical province of Lisbon. In all Portuguese possessions there is no longer any State maintenance of religion.

(2) POLITICAL

The two islands form one province under a Governor whose head-quarters are at the town of Anna de Chaves (sometimes simply called St. Thomas). Principe is under a Lieutenant-Governor (*administrador*). The Governor is assisted by a Council. The Courts of Justice are subordinate to the District Courts at Loanda.

The system of indentured labour or apprentice (*serviçal*) system, introduced for the cultivation of cocoa in place of slave labour, was most objectionable. It was most injurious to the countries where recruitment took place, viz. Angola, parts of the Congo State, and north-west Rhodesia. In theory the indentured labourers were ransomed captives of native chiefs, but though in San Thomé itself, as a rule, the *serviçaes* were well treated, the system grew into something indistinguishable from slavery, and had to be abandoned after much energetic criticism, from Great Britain in particular. Since 1911 matters have improved. Recruitment under the old conditions has stopped, and free labour is obtained from Mozambique for good wages. The repatriation of the older *serviçaes* is gradual, but seems, on the whole, to be proceeding steadily.

(3) EDUCATIONAL

There are primary schools for both sexes in the chief town of each island. Special schools are also maintained on the principal cocoa estates, at the expense of their owners, for the *servical* children. Some of these are well equipped, and reach a creditable standard as primary schools. The crèche is a feature of all these estate schools.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads, Paths, and Tracks*

COMMUNICATIONS generally are very bad. For the most part the roads radiate from the chief town (*cidade*) of each island, linking up the outlying villages, which in their turn are connected, by means of feeder roads or bridle-tracks, with the head-quarters and outposts (*dependencias*) of the various *roças* or plantations. The roads from the town of San Thomé to the villages of Trindade, in the interior, Santo Amaro in the north, and Santa Anna in the south, may be taken as types of the best in that island. These roads are roughly metalled for the first two or three miles of their course, but when they have passed the villages they degenerate into cart-tracks, except where private interests keep them in reasonable repair. During the rains they become water-courses rather than roads, and as a result are further encumbered by the slab rock and boulders laid bare by the floods that scour down them. Where they cross forest land, cleared or uncleared, the great depth of moist humus and the steep gradients present terrible impediments to the traveller, who often in such cases has to leave the track and climb through the forest.

In Principe the standard of road-making is even lower than in San Thomé.

Neglect of communications on the part of the Government has long been a subject of bitter complaint by the planters and traders of the islands. For twenty years or more the Public Works of the province have been in charge of a Technical Board, whose functions seem

to have been mainly advisory, but about 1913 or 1914 an Administrative Council was formed to assist the Governor and to serve as a nucleus of self-government. To this Council was assigned 25 per cent. of the local revenue, then estimated at 390,000 *escudos*¹ per annum, so that, in 1914, 97,500 *escudos* were allotted to the Public Works Department. Five major items of expenditure were set down under this head in the budget estimates of the year, one of these being the improvement of the highways, but as the total assignment included the pay and allowances of the Board, amounting to 55,000 *escudos* per annum, it is clear that no very large sum remained for road-making.

(b) Rivers

The rivers are mountain torrents, but this circumstance, which prevents them from being of use for navigation, at the same time secures the clearing of their mouths from obstructions, so that their estuaries in many cases require but little aid from art to become useful and safe shelters for small coasting craft, both sailing-vessels and light-draught steamers. This advantage is freely turned to account, as many estate owners ship their produce direct from their own jetties to the capital, where it can be placed on board the home-going steamers, or, in the case of San Thomé, the weekly coasting boat.

(c) Railways

General.—The only State railway is that in San Thomé. Its first section, about 9 km. in length, from the town of San Thomé to the village of Trindade, was opened in 1913. Its terminus in the capital is at the wharf adjoining the fort and lighthouse of San Sebastião, and it is connected by a short branch with the Customs harbour in the centre of the town. The gauge is 1 metre. The gradients are very steep. The

¹ Nominally the *escudo* (Portuguese dollar) = 4s. 5¼d. But see foot-note, p. 32.

line is worked by steam traction, using wood fuel obtained locally. There are two trains daily each way, carrying goods and passengers. The rolling stock is quite inadequate, consisting of one 12-ton and two 72-ton locomotives, three passenger coaches, twelve freight cars of 50 tons capacity, and two mail cars, all made in Germany.

Since 1913 the main line has been extended by $4\frac{1}{2}$ km., and its railhead is now beyond Nova Java on the way to Traz-os-Montes estate. Ultimately it is to be prolonged to San Miguel, on the western coast of the island, and its total length of main line will then be some 40 km. Surveys have been made for two branch lines. One is to run to the village of Madalena, to the north of Trindade, in a fertile planting district, and thence to the head-quarters of Monte Café, a length of 6 km. in all. The other is to strike south to Montes Herminios, about 9 km. south-east of Trindade. The former line is reported to be under construction, but with the latter no progress seems to have been made beyond preliminary demarcation. The whole system, when completed, will not exceed 52 km. in length.

Almost all the large estate owners possess their own railways. Those near the capital run their lines into town, and those at a distance, when they have access to the sea-board, extend their network of railways from the remoter *dependencias* to the estate head-quarters, and thence to the boat, launch, or steamer harbours, which they own or share. The lines are generally of metre gauge, on the Decauville system, the materials being obtained from Belgium, where before the war the makers had their export factory. Three or four of the very large proprietors, however, own lines of 1.3 metre gauge, with steam traction, on which they use wood fuel. Rio de Ouro, the most important of the Marquez de Valleflor's estates in the islands, has 12 kilometres of line of this kind, connecting estate head-quarters with his private wharves. Ubo Budo and Agua Izé, large estates to the south of San

Thomé town, have similar private lines, each about 6 kilometres long, with steam traction. All three have in addition a network of light Decauville railways, serving all parts of the estates. It is not unusual for an estate to possess from 40 to 75 kilometres of private line.

Adequacy to Economic Needs.—How far, if at all, the costly State enterprise in railways has been desirable in the general interests of the colony is still an open question. General Count de Souza e Faro, a colonial engineer of long experience, who has made the requirements of the island his special study, in 1909 published a monograph¹ discussing this project, among other matters. In his opinion, private railways on the Decauville system, such as are to be found on every estate of importance, and the existing coasting service, hitherto found adequate, met all reasonable requirements, and were less costly to the majority of those concerned than State lines. No doubt a few centrally situated estates, such as Monte Café, which have no access to the coast and are therefore compelled to send their produce over bad roads by cart or by carrier, find the public service very useful.

As cultivation extends, it is probable that the private, rather than the State railway system, will expand to keep pace with it. Radical changes in the management of the latter are necessary, if the confidence of the planting community is not to be forfeited. The leading planters, however, display no great eagerness for any large expansion of the present area of cultivation. Nearly half of the island is already under crops, and they fear the deterioration of the soil and climatic conditions consequent upon the extensive forest fellings which would be necessary if cultivation were extended.

(d) Posts, Telegraphs, and Telephones

There are post offices at San Thomé town and at Santo Antonio do Principe, from which deliveries are

¹ *A Ilha de S. Thomé e a Roça Agua Izé.* Lisbon, 1909.

made to the inhabitants of the town districts and to the agents of the up-country planters, who fulfil the functions of a post office by receiving and forwarding their employers' correspondence and papers. The system is very much the same as that adopted in the case of the remoter rubber estates in Ceylon and Malaya. The colony has no internal service of telegraphs open to the public, but the postal telephone service is general all over the island and keeps the estates in touch with the business houses and town residents. It is not liable to greater interruptions than are usual in the tropics, though of course storms and landslips often cause damage.

(2) EXTERNAL

(a) Ports

Accommodation.—San Thomé has several ports capable of sheltering vessels of ocean-going dimensions. The *Bay of Anna de Chaves*, round which the town of San Thomé is built, is the principal port of call by reason of its trade and harbour facilities. It suffers, however, from the disadvantage of exposure to hurricanes from the north-east during the months of January to March. The bay is semicircular in form, and the distance between its south-eastern and its north-western horn is slightly over 2 kilometres. The fort and lighthouse of San Sebastião are on the former point, and a redoubt known as San João occupies the latter, whilst the Customs pier runs from the shore at the centre of the bay. The bottom, which is sandy, shelves uniformly from a depth of about 2 metres at the pier to 7 at the entrance of the bay. Thus the pier and wharves are accessible only to small boats, launches, and lighters. Ocean-going steamers prefer to anchor opposite the fort, where there is a depth of 7 metres close in to the shore, and the lighthouse pier is more accessible. Both piers have the usual equipment of cranes and rails for wagons. There is a small shipbuilding yard to the north of the Customs

wharves, where construction and repair of lighters, boats, and small craft are carried on.

A better anchorage is that of the *Angra de San João*, near the village of Santa Cruz, 20 miles to the south; but this is at present of little use, because suitable land communication is not available.

San Miguel, a natural harbour, defended by two or three islets, lies on the west coast of the island of San Thomé, almost on the same parallel as the *Angra de San João*. It was surveyed in 1892 by Commander Pinto Basto of the Portuguese gunboat *Limpopo*, who brought his ship in and cast anchor in 4 fathoms not far from its inner shore. He describes it as a deep bay well protected from the west, with a bottom of fine dark sand, and a width of about a quarter of a nautical mile. This bay will no doubt come to more prominent notice when the projected railway across the island reaches it.

There is a man-of-war roadstead to the north of San Thomé island, opposite *Morro Peixe*, about a mile off shore, which, as compared with the Bay of Anna de Chaves, has the advantage that the north-eastern gales blow clear out to sea and not directly on the shore. It has a sandy bottom at 7 fathoms.

Principe is better off than San Thomé in the matter of harbours, a fact which doubtless weighed with the Portuguese when they transferred the seat of government to the former island in 1735, and kept it there for the following century. The *Bay of Santo Antonio*, in the north-eastern section of the island, gives complete shelter from all prevailing winds except the north-eastern gales referred to above. This natural harbour opens out to a width of 2 kilometres between Points Capitão and Praia Salgada, north and south respectively, but has no great depth of water, and contains some sand-banks. Good anchorage is available between the outermost points, on a bottom of stiff tenacious clay, in 6 to 7 fathoms of water; farther in is still better shelter in 4-5 fathoms between Ponta da Mina and the island of Santa Anna do Roque.

Nature and Volume of Trade.—The ports of San Thomé and Santo Antonio do Principe serve the entire needs of their respective islands, the other harbours being merely private landing-places for the estates and villages in their vicinity. These ports were visited in 1911 by 123 merchant vessels of 317,908 tons, and in 1914 by 133 merchant vessels of 421,381 tons. Further details will be found in Table I of the Appendix (p. 38).

The following table shows the total values of exports and imports passing through these ports from 1910 to 1915:

EXPORTS.					
				<i>Total.</i>	<i>To Portugal.</i>
				<i>Escudos.</i>	<i>Escudos.</i>
1910	.	.	.	8,965,142	8,902,454
1911	.	.	.	7,615,445	7,492,493
1912	.	.	.	7,372,289	— ¹
1913	.	.	.	8,101,585	— ¹
1914	.	.	.	7,416,070	— ¹
1915	.	.	.	6,268,619	— ¹

IMPORTS.					
				<i>Total.</i>	<i>From Portugal.</i>
				<i>Escudos.</i>	<i>Escudos.</i>
1910	.	.	.	3,180,061	1,590,643
1911	.	.	.	3,506,927	1,739,834
1912	.	.	.	3,362,947	1,930,693
1913	.	.	.	4,108,225	2,398,063
1914	.	.	.	3,789,994	2,235,810
1915	.	.	.	4,190,780	2,916,784

It will be noticed that over 98 per cent. of the exports go to Portugal, while from 50 to 70 per cent. only of the imports come from that country. The reason for this is the practical monopoly of the export trade enjoyed by the Companhia Nacional de Navegação, as explained in the next section.

(b) Shipping Lines

The San Thomé harbours are visited weekly by a small steamer of 300 tons burden belonging to the

¹ Figures are not available for these years.

Empreza Nacional de Navegação, now (1918) reconstructed under the style of the Companhia Nacional de Navegação. This is a Lisbon shipping company which does most of the coasting and European trade of Portuguese Africa. The only direct and regular communication between San Thomé and Principe is by the slow boats of the Companhia Nacional on their fortnightly voyages to and from Portugal. These vessels on their outward journey take cargo from the islands to Cabinda, Santo Antonio do Zaire, Ambriz, and Porto Alexandre, and on their return voyage cargo for Praia de San Thiago and Funchal.

Communication between Fernando Po and Santo Antonio do Principe is maintained by a small steamer of the Compañía Trasatlántica de Barcelona, timed to connect with the outward and homeward vessels of the Companhia Nacional, to and from which it trans-ships passengers and mails. Before the war, vessels of Elder, Dempster & Co. and the Woermann Linie used to call at San Thomé, thus linking up the colony with Liverpool and Hamburg respectively.

The Companhia Nacional de Navegação occupies a privileged position as regards the export trade of the islands, and to a less extent as regards their import trade also, in consequence of the legal fiction by which the navigation of the Portuguese West African colonies is treated as coasting trade, so as to exclude all but vessels under the national flag and make Lisbon an exclusive entrepôt for the colonial produce. In practice, since there is no competing Portuguese line, this means a monopoly for the Companhia Nacional. A further restriction arises from the operation of the tariff (cf. p. 33), which, by imposing heavy extra export duties on goods carried in foreign vessels, makes unprofitable any attempt to open up a direct trade between the colony and a foreign country. As a result, while a certain number of vessels may and do bring cargo for the islands from foreign ports, few if any foreign vessels ever obtain homeward cargo there.

For some years past, the carrying power of the

Companhia Nacional de Navegação has been found inadequate to Portuguese colonial requirements; and, as the trade of San Thomé ranks third in order of importance, this colony has taken an active part in agitating for the removal of restrictions. After Germany's declaration of war upon Portugal, the arguments employed were reinforced by the fact that several vessels of the line had been taken over for military transport work, reducing the sailings in number and regularity. Meanwhile, a new shipping company, projected to utilize the available vessels of the German interned fleet seized by Portugal in 1916, has announced its main object to be transatlantic trade with Brazil rather than service in the interests of the Portuguese African colonies.

(c) *Cable and Wireless Communication*

The West African Telegraph Co. have a cable station at San Thomé, and employ four Europeans (British), including a superintendent, and about ten native operators. The latter, for the most part, are Sierra Leone Africans, with occasionally an Accra man, and all are British subjects. There are two cable lines connecting the islands with the African mainland, and thence with the rest of the world. One of these runs north from San Thomé to Príncipe, and on by Bonny, Lagos, and other West African ports to St. Vincent in the Cape Verde Islands and to Madeira, terminating at Carcavellos in Portugal. The other line runs south to Loanda, Benguella, and Mossamedes, and thence to Cape Town; a new branch of this line gives a connexion with Banana.

There is no wireless installation in either island, but in the budget estimate for 1917 there was an assignment for this purpose.

(B) INDUSTRY

(1) LABOUR

(a) Supply of Labour

The majority of the Portuguese resident in San Thomé and Príncipe either belong to the official classes or are engaged in the cocoa industry. Practically all agriculture is in Portuguese hands. Owing to climatic conditions they do not settle permanently in the islands.

The natives, apart from the Angolares (see p. 7), are scattered over the province in small groups or in isolated families. A few of the better educated engage in agriculture or business, but the majority prefer to do nothing. The abundance of natural products enables them to obtain their food with little or no difficulty, while the warm climate reduces demands for housing and clothing to a minimum. A certain number of natives are employed on the cocoa plantations, but as a general rule work there is regarded as derogatory. Intemperance is said to prevail.

The Angolares are a strong and vigorous people, but are more or less nomadic, and will not engage in regular labour. The chief service which they perform is the clearance of forest areas required for plantations. This work suits them, as they are paid by the piece, and can vary their hours as they choose.

For a number of years the cocoa-planters obtained their labour mainly from Angola, but the conditions under which it was engaged were considered so unsatisfactory that the Portuguese authorities were for some years compelled to suspend recruiting in that province. In 1908, 2,099 labourers were imported from Angola, 1,466 from Mozambique, and 132 from Cape Verde, while 4,036 were repatriated to Mozambique, and 64 to Cape Verde. During the following three years importations from Angola were suspended, but 8,757 labourers were brought to San Thomé from Mozam-

bique, and 572 from Cape Verde. On the other hand, during the same period, 1,939 were returned to Angola, 1,719 to Mozambique, and 442 to Cape Verde. Those from Angola are recruited in the first instance for two or three years. In 1908 one-year contracts were introduced for labourers from Mozambique. Table II in the Appendix indicates the movement of labour under present conditions.

The recruiting of labourers for the islands is now conducted by the agents of the Sociedade de Emigração para São Thomé e Príncipe. This is a limited liability company, not working for profit, with a registered capital of 20,000 escudos and a membership restricted to estate owners in the two islands. Its functions are similar to those of the Witwatersrand Native Labour Association in the Transvaal. It undertakes the recruiting and contracting of labourers in the African continent and in Cape Verde, their conveyance to the islands in conformity with conditions laid down by law, and their distribution to the planters whose indents it executes. It has been in existence only since June 1914, but by December 1916 had supplied no less than 22,330 hands to its members. Repatriation of the labourers at the expiry of their contracts is carried out by the Curador, a Government official exercising magisterial powers. He supervises all arrangements affecting the immigrants from their arrival in the islands to their final departure, including payment to them of their bonus or savings on arrival at their homes.

(b) *Labour Conditions*

The *serviçaes*, or indentured labourers, live under artificial conditions which vary from time to time and place to place. On some of the *roças* (plantations) they occupy huts built in the native fashion, but in most cases they are quartered in large barrack-like buildings or in rows of wooden houses raised on stone foundations. Their food is provided for them, but, in addition to their rations, they are as a rule allowed to gather the

fruits which grow in abundance on all plantations. Nearly every *roça* has its hospital, and on some schools have been provided. On the whole the labourers seem to be well treated by their employers while on the plantations; the international difficulties regarding contract labour which have been recently settled arose from the fact that provisions for repatriation either did not exist or were totally inadequate.

Recent statistics indicate that the death-rate on the plantations is between 8 and 10 per cent., which, as it relates in the main to an adult population, is high. Among the children of *serviçaes* the death-rate is very high, and apparently the birth-rate does little more than balance it. The high death-rate is probably due chiefly to the changed conditions of life and work experienced by the imported labourers. Good quarters have been provided on many of the plantations, but it is questionable whether the natives of Angola and Mozambique are as healthy in them as they would be in huts made in the manner to which they have been accustomed. The chief causes of death are dysentery, pulmonary diseases, and tuberculosis. Accidents are also frequent, as the *serviçaes* are at first inexperienced with the tools they have to use. On the lowlands, malaria is prevalent, but it does not seem to affect the cocoa plantations seriously, as these are higher up.

(2) AGRICULTURE

(a) *Products of Commercial Value*

The principal products of the islands are cocoa, coffee, cinchona bark (yielding quinine), a highly variable quantity of oil-seeds and oil, and some minor products of little importance, such as sugar, caoutchouc, and kola.

Cocoa is the staple product of the islands, and gives them their exceptional value among the Portuguese colonies. Of the 225,500 metric tons of cocoa produced by the whole world in 1913 San Thomé and Príncipe

accounted for over one-sixth. The trade division of San Thomé cocoa is into three classes. The best is *Fino*, comprising the largest seeds, well fermented, of a dull red colour; these form four-fifths of the crop of a good estate, and fetched at Lisbon in 1917 an average price of 6.75 *escudos* for the *arroba* of 15 kg. *Paiol* consists of the smaller seeds, well fermented, or larger seeds with some slight blemish. The average price at Lisbon in 1917 for the *arroba* of 15 kg. was 6.10 *escudos*. The lowest class, *Escolha*, consists of badly fermented seeds, windfalls nibbled by rats, or blackened seeds found in withered pods. Its average price at Lisbon in 1917 was 5.10 *escudos* for the *arroba* of 15 kg.

Coffee.—San Thomé coffee is recognized to be of excellent quality, and the Portuguese market absorbs the entire output. The following table shows the prices of the different kinds of coffee in the Lisbon market during 1916–17:

<i>Type.</i>	<i>Price per arroba of 15 kg. Escudos.</i>	<i>Mean price for the year. Escudos.</i>
Moka . . .	13	13
Fino . . .	6.70–12.50	10.30
Paiol . . .	5.50– 9	7
Escolha . . .	4.50– 5.60	5.05

In Principe coffee has never been a commercial success.

Kapok.—The oca (*Eriodendron anfractuosum*), a tree attaining gigantic proportions, is found all over the islands. From its seed-capsules is obtained *kapok* or silk-cotton, an article of considerable commercial importance.

Oil-bearing palms appear to be increasing in the islands, to judge from export returns both of raw materials and of the oil extracted from these on the spot. But no systematic cultivation is recorded. The African oil-palm (*Elaeis guineensis*) is indigenous.

The coco-nut palm ¹ (*Cocos nucifera*) has already been acclimatized, and throughout the coast-belt of both islands are large tracts of land which might support coco-nut groves as in Ceylon, the Maldives, or the islands of the Mergui archipelago, where conditions of soil and climate are somewhat similar.

Rubber.—Several estate owners have experimented liberally in the cultivation of rubber, but with results none too encouraging. *Manihot glaziovii* (the Ceará rubber-tree) was the first to be introduced, and has overrun the islands like a weed. During the first two or three years of its growth it yields a copious latex, very poor in caoutchouc, but afterwards it seems to dry up, and is of no use except as firewood. *Castilloa elastica* and *Hevea brasiliensis* have both been tried, and grow vigorously, but the returns from these have also been disappointing. This may be due to imperfect acclimatization, but more probably is owing to the fact that the African cultivator is less methodical and intelligent than the Indian and Chinese coolies who work on the Ceylon and Malaya plantations. Moreover, the Portuguese estate owner, who has not had the opportunity of seeing for himself the concrete results of rubber-cultivation as practised in the East, is apt to devote all his energies to cocoa-growing, which he really understands, rather than to an industry with which he is unfamiliar.

Sorghum saccharinum grows throughout the coffee belt, but *sugar-cane* is cultivated only at a lower level in the southern and central portions of San Thomé, though it is reported to be doing well in the northern zone at a height of 680 metres.

One very promising experiment was tried in San Thomé in the years immediately preceding the war, namely, the preserving of the *banana*, either in the form of a fig, or as meal, by drying it in the mechanical cocoa-drier used on most of the estates. In 1909–13 the

¹ A confusion between the coco-nut palm and the oil-palm is apt to arise from the fact that the word *coconote* in Portuguese is applied not to the fruit of the *Cocos nucifera* but to that of the *Elaeis guineensis*.

preserved banana was an article of fairly general local consumption. The preserved banana found its way to Lisbon and was duly appreciated there. An attempt to bring it to notice in England failed, through the difficulty of placing a new and untried article on the British market except at a cost beyond the means of those interested in its production. The banana grows very freely in the islands, and its cultivation could easily be extended.

(b) *Methods of Cultivation*

Estimates as to the proportion of the islands under cultivation vary for lack of a proper survey, as explained below under Land Tenure (p. 28). It is stated in a German source that of the 825 square kilometres of surface in San Thomé, about 525 are cultivated, and in Principe 98 square kilometres out of 114, but it seems doubtful whether more than half the cultivated surface is efficiently worked.

On both islands three zones of cultivation may be distinguished, corresponding to the climatic conditions. The coast zone, up to 400 metres above sea-level, with a mean annual temperature of 82–86° F. (28–30° C.), is predominantly the region for cocoa; the middle zone, up to 800 metres, with an average temperature of 72–82° F. (22–28° C.), is characterized by the production of coffee; while in the upper zone, which rises to 2,000 metres and has an average temperature of 64–72° F. (18–22° C.), cinchona is grown.

The *cocoa*-plant will not bear fruit in paying quantities above 700 metres, and on the littoral it is peculiarly sensitive to sea-air and to high winds. Hence its most suitable elevation is from 150 to 400 metres. The plants require constant care up to their tenth year. Both islands have two cocoa harvests annually, the first known as that of St. John (March–April crop), the second the Christmas harvest (crop of October–November). The latter is the more important, and furnishes about two-thirds of the year's output.

The cocoa-plant has hitherto been remarkably free from insect pests; but a San Thomé local paper has recently drawn attention to an invasion on a large scale of a destructive insect described as the *rubrocincta*, and is urging the immediate dispatch of specialists to deal with the mischief before it becomes irremediable.

Coffee is planted at the higher levels simply because it pays better to grow cocoa on the lower. Coffee also would do better at a lower elevation. *Coffea liberica* in particular languishes above 500 metres, and above 700 metres ceases to bear. *Coffea arabica* has a wider range, but between 1,200 and 1,400 metres it becomes a woody tree, and its crop ceases to be worth gathering. The processes of coffee cultivation are similar to those in vogue in the British tropical colonies, with some local modifications. The industry attained its greatest prosperity about 1870, when it was first recognized that, though the prices obtained for cocoa were inferior to those for coffee, the former cost less to cultivate and prepare for market, and consequently gave a better return, acre for acre. Since then, the area under coffee has remained stationary, if indeed it has not shown a tendency to shrink.

(c) Land Tenure

In both islands the most notable feature is the predominance of large estates. Out of the total area of cultivated land, 76 per cent. belongs to individual owners of large estates, and 24 per cent. to companies essentially Portuguese. Nearly half of the island of Principe is owned by a single company, the *Sociedade d'Agricultura Colonial*. The *Companhia da Ilha do Principe* has its largest estates upon San Thomé, and produces yearly about 2,500 metric tons of cocoa. The biggest private estate, that of the Marquez de Valleflor, produces 3,500 metric tons. The owners of the larger private plantations live in Lisbon and administer their property through agents in San Thomé. The better-placed cocoa plantations, during the years preceding

the outbreak of war, paid a dividend of 12–15 per cent., the inferior ones only 5–6 per cent.

Real estate in the islands is held on a tenure described by a Portuguese authority on colonial affairs as perhaps unique.¹ The title-deeds of the properties, he says, lend themselves to anything. They usually only define the frontages, making no mention of boundaries, or they may go so far as to indicate the front and back boundaries of the estate, the latter being described by the conventional formula, 'as far as the nearest neighbour'. Thus two neighbours whose lands meet or cross, as frequently happens, find themselves in disagreement.

The work quoted was written in 1885, and republished with alterations in 1893. Since that date a cadastral survey of the island has been made, but there has been no attempt to carry out a revenue survey which, by compelling the registration of titles and plans, would enable the Government to assess the lands for taxation, as is the rule in Portugal and in other Portuguese colonies. This obligation has been evaded or postponed by the expedient of imposing a special surtax on exports in lieu of a land-rate upon rural properties. Meanwhile, many of the European proprietors whose estates are conterminous have demarcated their joint boundaries, presumably to their own satisfaction.

(3) FISHERIES

The shallow seas surrounding the islands have an abundance of fish, many species being edible and of excellent quality. But as the native of San Thomé and Príncipe declines to catch more than he requires for his own consumption, the fishing industry is restricted to the small colony, numbering about 2,000 souls, known as the Angolares (see p. 7). The large demand for salt fish which exists in San Thomé as in every Portuguese colony, might be met locally, and the heavy cost of importing Newfoundland and Iceland

¹ A. F. Nogueira, *A Ilha de S. Thomé e o nosso Problema colonial*, Lisbon, 1893.

salted cod be confined to those whose means justify the luxury.

Turtles are abundant on the coast, and there is the beginning of a trade in tortoise-shell, which might easily be further developed. The sperm whale is frequently to be seen off the islands. Whaling in these waters before the war was the monopoly of a German company operating from the Angolan coast. Whether that company could profitably be supplanted by making San Thomé a whaling station or by working on pre-war lines from Mossamedes, is a point for inquiry.

(C) COMMERCE

(1) DOMESTIC

(a) *Principal Branches of Trade*

All the estates import goods for their own requirements, independently of the town merchants, whose trade is thus, for the most part, confined to the townsfolk and the native islanders. The shopkeeping of the islands is exclusively in Portuguese hands. Municipal markets exist for the sale of dairy and market-garden produce, but almost all the estates are self-supporting in this respect. A few Chinese, who came to the island as coolies and chose to remain there, are still making a living in this way, but there is little room for expansion, though vegetables quite up to the European standard of quality are raised with ease.

(b) *Organizations to promote Trade and Commerce*

The *Centro Colonial de Lisboa* is an association of persons directly or indirectly interested in the island trade and agriculture, which meets monthly for the discussion of business and general policy, undertaking such representations to Government as may be necessary. It publishes a useful *Boletim* of its transactions, with much matter, not to be found readily elsewhere, relating to the cocoa trade of the colony.

(c) *Foreign Interests and Economic Penetration*

Foreign interests may almost be said not to exist, the only exceptions being found in Monte Rosa, an estate of 500 hectares under cocoa, owned by M. Celestin Palanque (French), and Amparo, a Belgian cocoa estate of 5,000 hectares, controlled by the Banque de Reports de Fonds Publics et de Dépôts, which has its head office in Antwerp. In 1907 a German syndicate with a great backing of capital tried to secure a number of plantations in San Thomé, and in 1912 an English syndicate tried to do the same in both islands. Both enterprises collapsed in face of the excessive purchase prices demanded by the Portuguese owners.

Germany had no doubt succeeded in making some headway before the war, partly through friendly Portuguese agencies and partly through German firms established in Lisbon. Of the latter the chief were O. Herold & Co., and Martin Weinstein & Co. Herold & Co. employed able Portuguese experts in tropical agriculture to visit the islands and push the sale of their products, which consisted of chemical manures and preparations for combating parasitic diseases of plants. Their pamphlet literature on these subjects was excellent and exhaustive. On the outbreak of the war this house was placed under a Portuguese administrator nominated by the Government, and the services of its experts were released for national work. It was subsequently liquidated by direction of the Portuguese Government.

Weinstein & Co. proceeded differently. They established friendly relations with the leading planters on principle, even though they had nothing to make out of them directly. In the case of the smaller estate-owners, or those temporarily embarrassed, they made a practice of buying crops in advance, and, if necessary, of lending money on liberal terms upon anticipated harvests, renewing these loans if desired, and thus keeping a large section of the community in permanent debt to them. Their gains were enormous, it being

currently reported that in the years 1911 to 1913 they were making about £40,000 per annum. When Germany declared war upon Portugal in 1916, the house was placed under administration; and the Weinsteins, uncle and nephew, left the country for Spain. They are understood to have acquired a large holding in at least one of the agricultural companies of the islands, but this interest is presumably under the control of the Government administrator.

German houses, in whose hands was much of the pre-war trade, did not confine themselves to pushing the sale of German-made goods; on the contrary, the German traveller, invariably fluent in Portuguese, and familiar with the tastes and weaknesses of his customers, would exhibit quite impartially what he styled 'the genuine British article' side by side with 'the cheap German imitation'. Those who preferred the former might have it—at the price it bore on the label; those to whom the latter commended itself might take it similarly. As for himself and his house, they were indifferent so long as their clients were pleased; their profit was the same either way. This form of business appealed strongly to the local Portuguese, both for its humour from their point of view, and for its marked contrast with British and American ways of trading. The British plan of sending circulars and catalogues only played into German hands, as those who received them instead of the visit of a friendly commercial traveller, simply brought them to the German representative with a request for explanation and as a means of describing the article they themselves wanted. Of course any order that was given on the basis of the English catalogue went to the German representative. As for American goods, a certain amount of machinery for the plantations found its way to the islands from time to time.

(2) FOREIGN

(a) Exports

Quantities and Values.—Cocoa is the most important article of export from the islands, and Príncipe exports little else. A record was reached in 1913, when over 43,495 metric tons were exported, valued at 7,516,248 *escudos*, which, taking 5 *escudos* to the £1 sterling,¹ represents £1,503,000. The export of coffee, which is almost entirely from San Thomé, tends steadily to decline. In 1910 it amounted to nearly 980 metric tons, valued at nearly 242,000 *escudos*, but in 1913 the export fell to 673 tons, value 201,718 *escudos*. Oils and oil-seeds have risen somewhat in value, but on the whole remain fairly constant in amount. The other exports are immaterial.

The following table² shows the values of exports in the years 1909, 1912, and 1915 :

<i>Commodity.</i>	1909.	1912.	1915.
	<i>Escudos.</i>	<i>Escudos.</i>	<i>Escudos.</i>
Cocoa	7,954,168	7,477,403	6,023,056
Coffee	176,385	181,509	163,537
Oils and oil-seeds	24,133	39,340	42,167
Hides	1,017	1,480	4,668
Cinchona	13,558	2,414	2,827
Minor products	20,215	32,340	43,136
	8,189,476	7,734,486	6,279,391

Countries of Destination.—A preferential export tariff is in operation (see below) which secures that all the coffee and cocoa from the islands goes, in the first place, to Lisbon. Germany, however, has been the largest customer for cocoa, though her demand was falling off owing to the development of cocoa production in her own African colonies. In 1913 Germany

¹ At par of exchange the *escudo* = 4s. 5¼d., or, roughly, 4s. 6d. Actually, however, the average for many years has been below that figure, and in 1917 sank as low as 2s. 6d.

² Figures taken from the *Boletim Oficial do San Thomé e Príncipe*, the *Anuario Colonial*, and the *Boletim do Centro Colonial de Lisboa*.

took 11,400 tons from the islands out of her average total import from all quarters of 55,000 tons a year. The German colony of Cameroon and the British Gold Coast have become serious competitors with the Portuguese colony in this field.

(b) *Imports*

Values and Countries of Origin.—Generally speaking, everything required in the islands has to be imported, but no recent information is available as to the nature of the specific articles, their values, or countries of origin. A list made up for 1895, however, indicates as the principal imports: food-stuffs, textiles, liquors, vegetables, metals and machines, tobacco, shoes, petroleum, &c., and these no doubt continue to be the staple imports. But imports from foreign countries in foreign vessels are insignificant, again owing to the preferential tariff, which gives liberal exemptions from import duty to goods of Portuguese origin.

The total values of the imports to both islands, with the proportion obtained from Portugal, are given on p. 18, the whole of this trade passing through the two ports of San Thomé and Santo Antonio do Principe.

In 1914 British and German goods were imported into the islands to the value of 1,554,180 *escudos*, but practically all were brought in Portuguese vessels. There was, of course, a considerable decline in the second half of that year.

(c) *Customs and Tariffs*

The tariff in force is that of 1892, enhanced by surtaxes and supplement. On August 12, 1914, Portugal signed a treaty of navigation and commerce which gave Great Britain most-favoured-nation treatment, thus at last placing her on the same footing as Germany, who had had a similar treaty some years earlier. The ratification of the treaty with Great Britain, however, was delayed until May 20, 1916, owing to an eleventh-hour dispute as to the definition of 'port wine'.

The rates applicable to San Thomé and Príncipe now stand as follows, plus an *ad valorem* war tax of 3 per cent. in all cases:

<i>Goods.</i>	<i>Total Duty in \$ (escudo) per kg.</i>
(1) COCOA :	
(a) To Portugal and the islands (i.e. Madeira and Azores), and to Portugal's overseas colonies . . . . .	.018
(b) To foreign ports in Portuguese vessels . . . . .	.037
(c) To foreign ports in foreign vessels . . . . .	.060
(2) COFFEE :	
(a) To Portugal and the islands (i.e. Madeira and Azores), and to Portugal's overseas colonies . . . . .	.024
(b) To foreign ports in Portuguese vessels . . . . .	.045
(c) To foreign ports in foreign vessels . . . . .	.067
(3) ALL OTHER PRODUCTS :	<i>Ad valorem.</i>
(a) To Portugal and the islands (i.e. Madeira and Azores), and to Portugal's overseas colonies	1.5 per cent.
(b) To foreign ports in Portuguese vessels	7.5 ,,
(c) To foreign ports in foreign vessels	22.5 ,,

The discrimination against foreign vessels going to foreign ports is an effective barrier against export by that channel; all the cocoa and coffee produced in the islands consequently goes to Lisbon in Portuguese ships.

The only important foreign imports which enjoy exemption from taxation are coal, live animals, cask staves, sewing-machines, agricultural and industrial machinery, locomotives, and railway rolling stock.

(D) FINANCE

(1) *Public Finance*

The budget for the year 1913-14 was as follows:

REVENUE.		<i>Escudos.</i>
Direct taxation		376,140
Indirect taxation		664,727
State property and other receipts		65,067
Earmarked revenues		57,125
Total		<u>1,163,059</u>

EXPENDITURE.		<i>Escudos.</i>
General administration		149,389
Treasury		82,625
Justice		21,614
Ecclesiastical		4,102
Military		114,297
Naval		16,254
General charges		5,646
Miscellaneous payments		20,863
Non-recurring charges		249,929
Extraordinary expenditure		147,067
Total		<u>811,786</u>

The estimated revenue for 1916-17 was 1,234,414 *escudos*, which, after meeting ordinary and extraordinary expenditure, left a balance of 101,187 *escudos*. The total revenue and disbursements for this year show an increase over those for 1915-16 of 221,134 *escudos*.

(2) *Banking*

The only bank operating in the islands is the *Banco Nacional Ultramarino*, which was founded at Lisbon in 1865 and for four years received a Government subsidy. Under its charter it possesses the right to issue notes in the colonies but not at Lisbon. As its notes, unlike those of the Bank of Portugal, are convertible on demand, each branch maintains a silver reserve equal

to one-third of its local circulation. The notes of one branch presented at another for encashment or credit, however, are subjected to a charge for exchange, the bank holding that on any other terms a larger reserve would have to be maintained, which would involve the expense of importing additional silver from Lisbon, to an amount, moreover, which could not with any certainty be estimated. The bank is criticized for its excessive rate of accommodation in loans. It is pointed out that the British South African banks which work in Portuguese East Africa can furnish credit at 6 per cent. to 8 per cent., while at San Thomé the rate is 12 per cent. In defence of the bank it is urged that stability is the main thing; that the planters most given to borrowing do not always make the best use of the money, employing the loan to acquire new lands rather than to develop the old; that the bank's terms were regulated by the Lisbon bank rate, normally many times higher than that of London, by which the terms of British banks in South Africa were regulated; and that these foreign banks, if introduced to the islands, would, in view of the uncertain conditions of land tenure and the weakness of titles, be compelled to cover risks by an even higher rate than that of the Banco Nacional. Behind all this, too, lie national considerations, as in the case of the Companhia Nacional de Navegação (see p. 19). It is affirmed to be in the interests of national policy to confine the exploitation of the islands to national agencies; otherwise, as in the case of some other Portuguese colonies, their development would benefit the foreigner, while financially they would become a burden to the mother country, and from this would follow a weakening of political ties. These considerations have given rise to a general policy of monopoly under which such communities as those of San Thomé and Príncipe are inclined to be restive.

There is a local savings bank, the *Caixa Economica de San Thomé*, and there are in Lisbon several similar institutions, with branches or representatives in the islands.

(E) GENERAL REMARKS

The islands suffer a serious handicap in the fact that so much of their surplus revenue, which might be usefully applied to local purposes, is appropriated to make good the deficits in other Portuguese colonies, such as Angola.

If industry is to be further developed, the traditional contempt for work displayed by the natives of the islands must be overcome by education or other means of persuasion. The existing system of relying almost entirely on imported contract labour has many disadvantages, one of which is that it discourages many minor industries that elsewhere are classed as domestic. The time and energies of an imported hand are too valuable to be thus employed, when tried and tested sources of profit on a large scale claim all attention.

APPENDIX

TABLE I.—INWARD AND OUTWARD TONNAGE DURING 1909, 1912, AND 1915

	1909.				1912.				1915.			
	<i>Entered.</i>		<i>Cleared.</i>		<i>Entered.</i>		<i>Cleared.</i>		<i>Entered.</i>		<i>Cleared.</i>	
	<i>No.</i>	<i>Tonnage.</i>	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
<i>San Thomé</i>												
Steamers :												
Portuguese	85	276,636	85	276,636	100	356,103	98	352,876	83	314,779	80	307,209
British	14	32,419	14	32,419	12	43,738	12	43,738	6	7,792	6	10,500
German	11	23,408	10	21,408	12	50,895	12	50,895				
Spanish	7	808	7	808	10	1,635	10	1,635	36	14,114	36	14,114
Norwegian . . . . .	..	..	..	..	..	..	..	..	5	526	5	526
Total	117	333,271	116	331,271	134	452,371	132	449,144	130	337,211	127	332,349
Sailing Vessels :												
Portuguese	4	1,911	4	1,911	6	5,629	5	5,053	5	3,693	4	2,029
Norwegian . . . . .	..	..	..	..	..	..	..	..	2	3,697	2	3,697
Grand total	121	335,182	120	333,182	140	458,000	137	454,197	137	344,601	133	338,075
<i>Principe</i>												
Steamers :												
Portuguese	50	101,315	50	101,315	49	153,444	49	153,444	44	151,539	44	151,539
British . . . . .	..	..	..	..	2	229	2	229	..	..	..	..
German . . . . .	..	..	..	..	2	3,353	2	3,353	..	..	..	..
Spanish	26	2,961	26	2,961	27	3,883	27	3,883	3	795	3	795
Total	76	104,276	76	104,276	80	160,909	80	160,909	47	152,334	47	152,334
Sailing Vessels :												
Portuguese . . . . .	..	..	..	..	3	1,798	3	1,798	..	..	..	..
Grand total	76	104,276	76	104,276	83	162,707	83	162,707	47	152,334	47	152,334

TABLE II.—CONTRACT LABOUR INTRODUCED INTO AND REPATRIATED FROM
SAN THOMÉ AND PRINCIPE DURING THE PERIOD 1913-17

<i>Movement.</i>	1913.	1914.	1915.	1916.	1917.	<i>Total of Period.</i>
INWARD						
<i>Into San Thomé</i>						
From Angola	1,008	1,580	4,152	3,573	1,918	12,231
„ Mozambique	5,389	7,893	8,277	5,439	3,499	30,497
„ Cape Verde Islands .	150	44	58	86	47	385
<i>Into Principe</i>						
From Angola	18	36	724	660	409	1,847
„ Mozambique . . . .	..	..	98	..	113	211
„ Cape Verde Islands .	1,015	965	907	677	190	3,754
Totals	7,580	10,518	14,216	10,435	6,176	48,925
OUTWARD						
<i>From San Thomé</i>						
To Angola	2,071	4,198	2,644	2,949	420	12,282
„ Mozambique	1,310	1,562	2,141	2,433	2,552	9,998
„ Cape Verde Islands .	182	162	54	44	30	472
<i>From Principe</i>						
To Angola	253	407	242	182	43	1,127
„ Mozambique . . . .	..	..	..	..	..	..
„ Cape Verde Islands .	623	584	905	802	394	3,308
„ San Thomé	12	13	8	33
Totals	4,439	6,913	5,998	6,423	3,447	27,220

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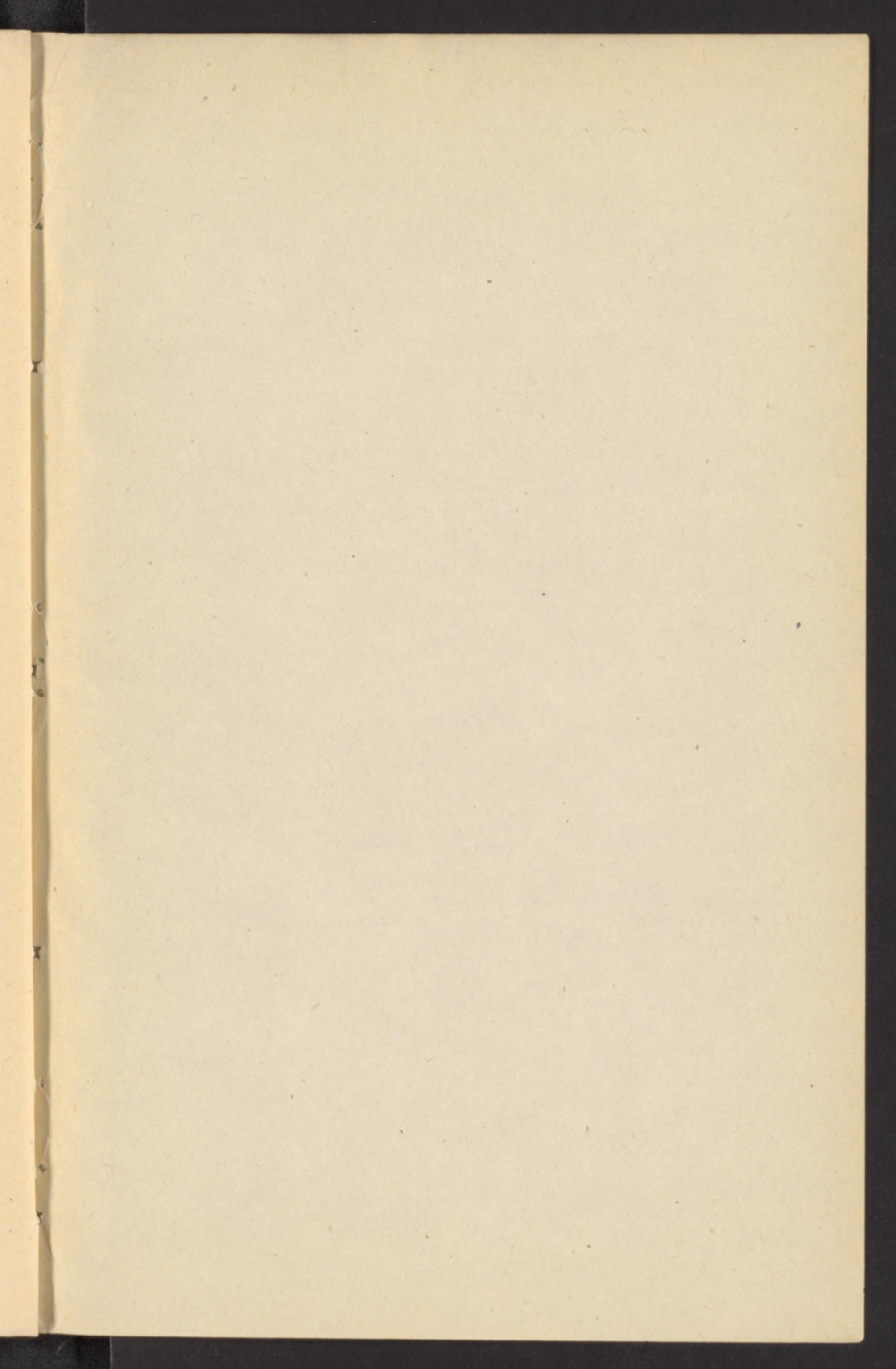
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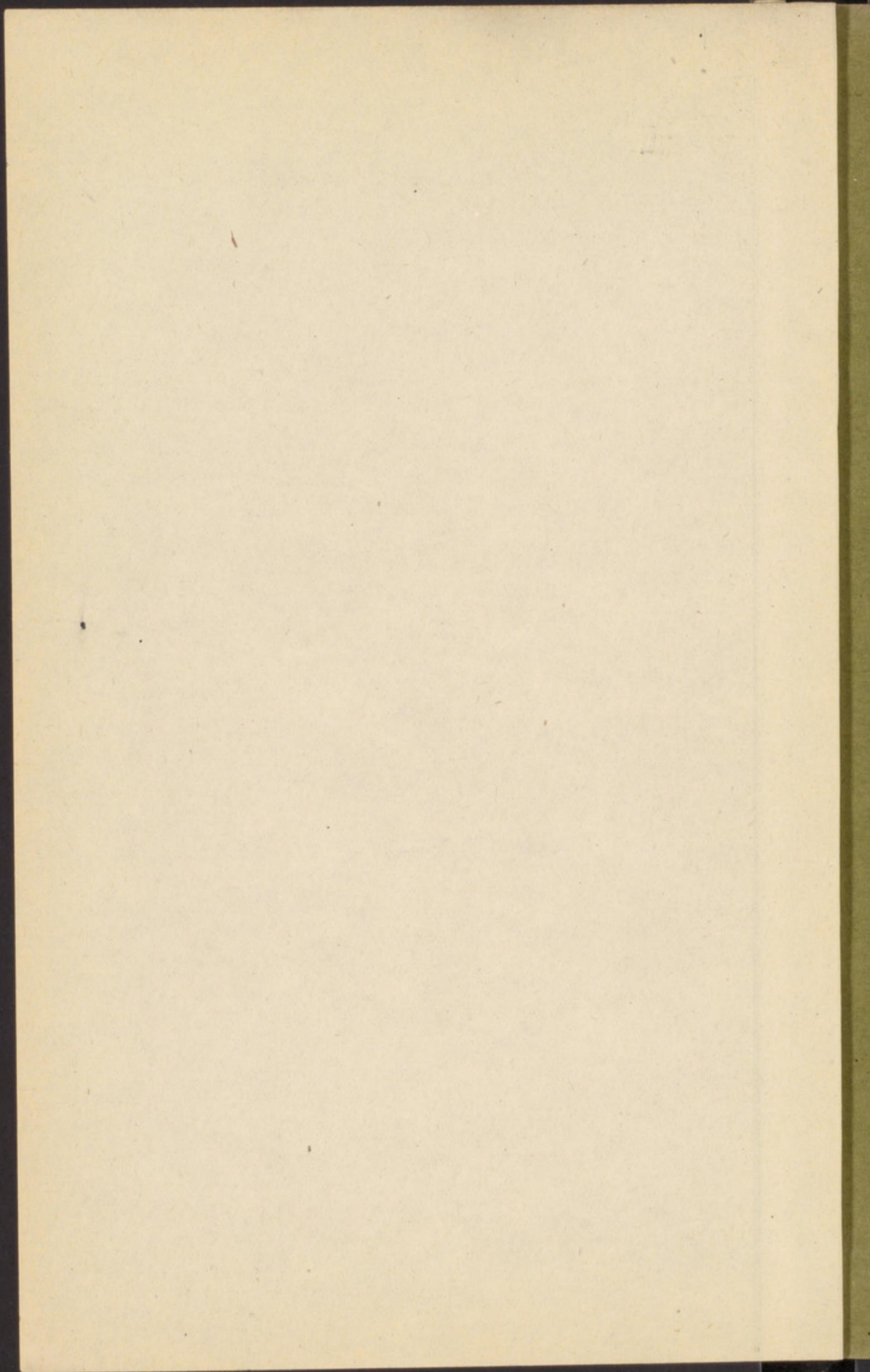
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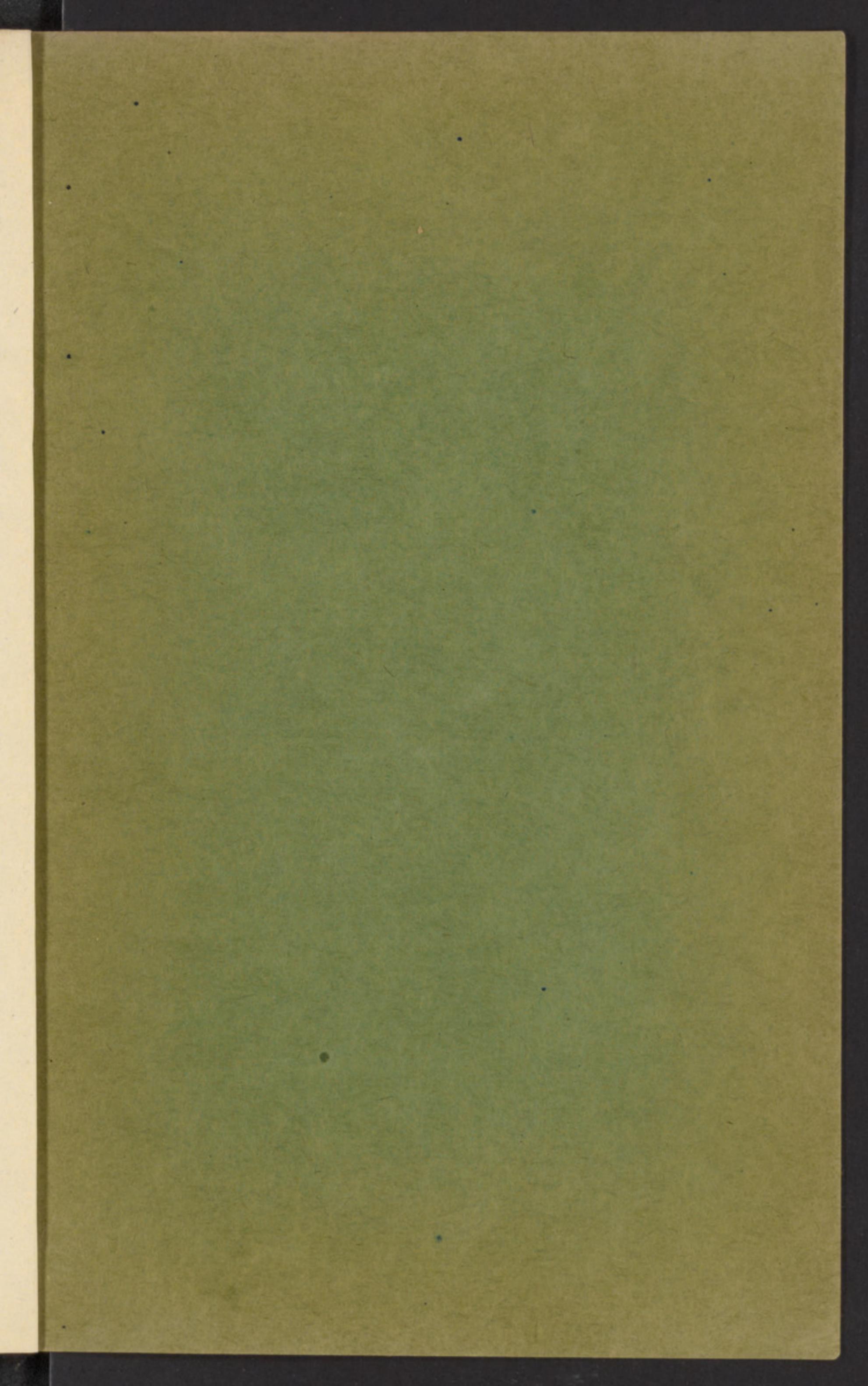
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MAPS

The islands San Thomé and Príncipe are shown on the War Office Map of Africa (G.S.G.S. 1539) on the scale 1 : 1,000,000, sheet 82 (old numbering) ; also on the sheet 'French Congo' of the Map of Africa (G.S.G.S. 2871), scale 1 : 2,000,000 (1919).







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