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CAPE VERDE ISLANDS

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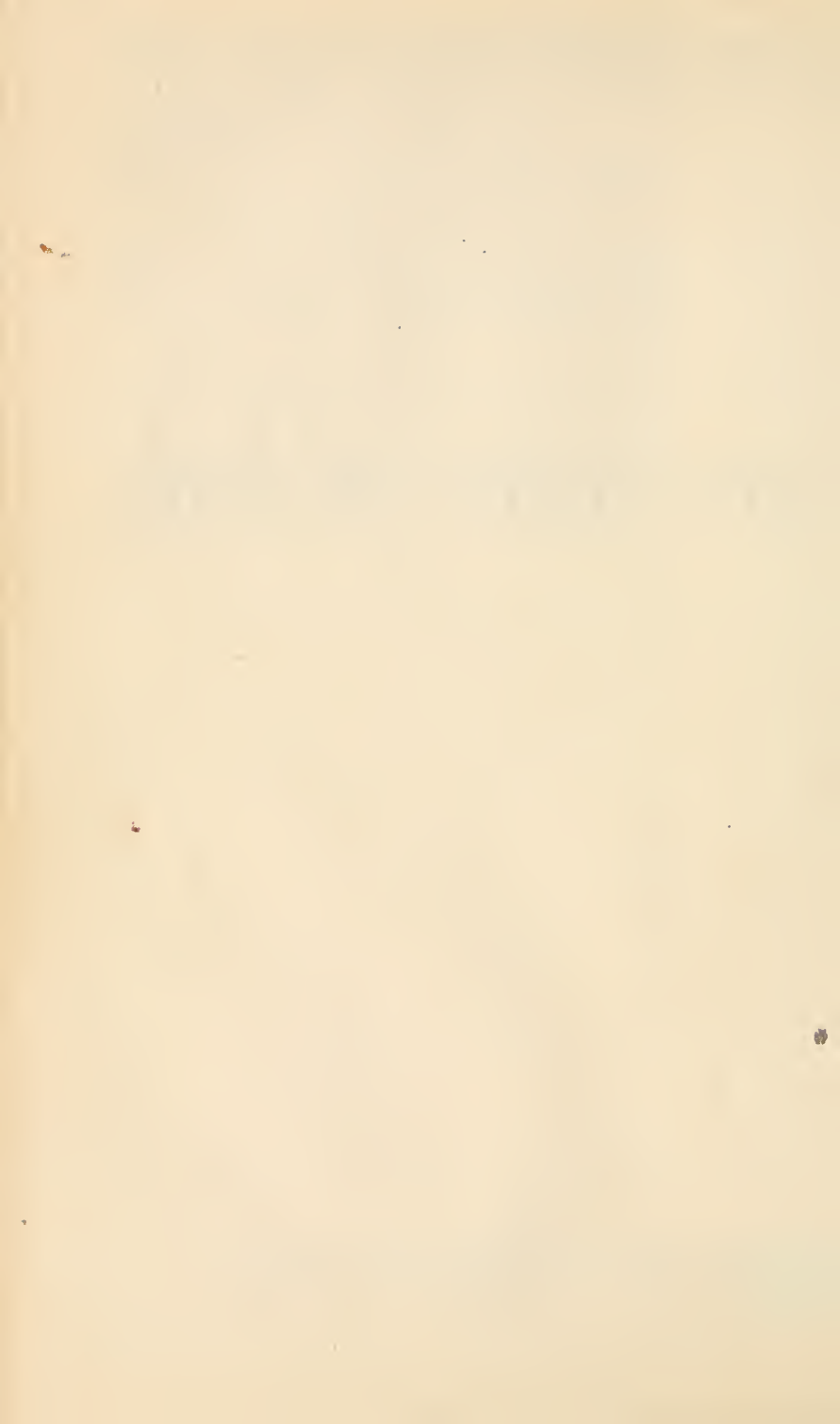


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I. GEOGRAPHY PHYSICAL AND POLITICAL

(1) POSITION AND AREA

THIS archipelago, which belongs to Portugal, lies 250 miles west of Cape Verde between $14^{\circ} 47'$ and $17^{\circ} 13'$ north latitude and $22^{\circ} 40'$ and $25^{\circ} 22'$ west longitude, and consists of 14 islands and islets, which lie in two converging lines, from west-north-west to east-south-east and from west-south-west to east-north-east. The former, the Windward (Barlavento) Islands, comprise Santo Antão, San Vicente, Santa Luzia, Branco, Razo, San Nicolau, Sal and Boa Vista; the latter, the Leeward (Sotavento) Islands, comprise Brava, the Rombo Islands, Fogo, San Thiago and Maio. Their total land area is about 1,475 square miles. Between Boa Vista and Maio lies the submerged reef, Baixo de João Valente or Leitão, 17 miles long by 9 broad.

(2) SURFACE AND COASTS

The islands are all volcanic in origin and are generally arid, except in the river valleys, where there is luxuriant vegetation, especially during the rainy season. Only Fogo, however, contains an active volcano. The three islands nearest to Africa—Sal, Boa Vista and Maio—are the most barren, and their desert-like characteristics are shared by the southern side of some of the other islands, such as Santo Antão. The islands are all mountainous, and the coasts are indented. The bulk of the level ground is in Sal and Boa Vista.

Santo Antão, which has an area of 266 square miles, is the most north-westerly of the islands and is rugged

and mountainous. In the south-west is a volcanic plateau about 5,000 ft. high, and a range of mountains extends east-north-east across the island, the northern side of which is well watered and fertile.

San Vicente, which has an area of 84 square miles, is triangular in shape, the sides being composed of volcanic ranges. The highest point is Monte Verde (2,483 ft.), in the north-east. On the north-west side is the bay of Porto Grande. The interior of the island is occupied by the wide valley of the Ribeira Julião, which flows into the Porto Grande. The harbour of Mindello, on the Porto Grande, is an important coaling station.

Santa Luzia has an area of 10 square miles. The principal range of hills runs north-west and south-east, the highest points being Monte Grande (1,209 ft.) and Monte Creoulo. The coast is mostly high and unapproachable, but there is a good harbour on the south-west.

Branco is a small waterless uninhabited island two miles long and half a mile broad.

Razo (or Rodonda), three miles farther south-east, is five miles in circuit. Both these islands have inaccessible coasts.

San Nicolau has an area of 134 square miles. It is of an irregular shape, with a narrow projection 14 miles long extending east of the mountain-core, with a short range radiating to the south. In the centre of the island is a volcanic mass of which the highest point is Monte Gordo (about 4,369 ft.). North of Monte Gordo are the two steep pyramidal cones of Monte Martinez (about 4,000 ft.). The coast is rocky, especially on the north side; it contains several bays. *San Nicolau* is more fertile than the islands previously mentioned.

Sal, which has an area of 86 square miles, is mainly flat with detached cones in the north, of which the

chief is Monte Grande (1,340 ft.). Most of the surface is stony and desert. There are many small harbours along all the shores, which render any part of the island accessible.

Boa Vista, with an area of 235 square miles, resembles Sal in its general characteristics, but is less flat. A range of volcanic hills, the Serra do Norte, runs north and south, dividing the island into two nearly equal parts; on each side are isolated hills parted by valleys. The range terminates with the Pico d'Estancia (about 1,235 ft.). The island during the dry season is an arid waste. The shores consist of sandy beaches with rocky points between them. The west coast has three anchorages, the best being the port of Sal Rei.

Maio is 50 miles south of Boa Vista, and has an area of 82 square miles. It is similar to the last two islands in possessing level and sterile tracts of country, and produces a large amount of salt. On the north-east and east sides is a range of hills rising to about 1,200 ft. The coast on this side is mostly rocky, but the other sides are low and sandy. Water is very scarce.

San Thiago, with an area of 358 square miles, is the largest and most populous of the islands. Three ranges of volcanic mountains cross the island from east to west and are separated by plains of varying width. In the south is the long ridge of Malagueta (about 4,000 ft. high), and still farther south is the elevated plateau of the Achada Falcão, which terminates with the Pico Antonia (about 4,500 ft.). The island contains numerous ravines with perennial streams. The east side is cliffy with many indentations; the west is partly sandy and partly rocky.

Fogo has an area of 187 square miles. It is nearly circular and consists principally of the great stratified volcano, Pico do Cano, the highest summit of the Cape Verde Islands and the only active volcano in the

group (about 8,800 ft.). Its cone stands upon a level surface, the Chão, itself 5,000 ft. high. The north side of the island, which is damp and cold, is fertile, but the south is hot and dry, and the only vegetation is found near the few springs.

Brava has an area of 22 square miles. It is very mountainous and has many high peaks, the loftiest of which is Fontainhas (3,609 ft.). Though sterile in some parts, it is nevertheless the most cultivated of the islands. The shores are rocky and precipitous, but there are safe landings at several points.

North-east of *Brava* are the *Rombos*, two small islands, each three miles round, of which the *Ilha de Dentro* is used as a shelter for whaling and fishing vessels, and as pasturage for cattle, while the *Ilha de Fora* supplies much guano.

(3) CLIMATE

The dominant factor in the climate of these islands is the prevalence of the trade-winds from the north-east and east from November to July. The *harmattan*, a wind from the African desert, blows from November to February, and indeed in most months except August and September. The rainy season is August, September and October, with winds from south-east to south-west; the temperature then increases and there is great humidity and constant rain. The rainfall is very unevenly distributed among the islands, and the eastern islands suffer much from lack of rain.

The only places where regular meteorological observations are made are Mindello (in San Vicente) and Praia (in San Thiago). At the former the average temperature is 75° F. (24° C.), the mean maximum temperature is 79° F. (26° C.), the mean minimum 68° F. (20° C.); at the latter the average temperature is 77° F. (25° C.), the mean maximum 82° F. (28° C.), the mean minimum

70° F. (21° C.). The average rainfall at Mindello is 7·5 ins. (19 cm.), at Praia 10·9 ins. (27·7 cm.).

(4) SANITARY CONDITIONS

The conditions in the various islands differ considerably, though on the whole the group is healthy, Santo Antão probably being the healthiest. At Porto Grande, in San Vicente, a mild fever exists at certain seasons, which attacks the natives after the rains in September, and Europeans during the *harmattan*. Special causes have also led to the spread of tuberculosis.

The unhealthy season in the archipelago is the rainy period; the chief complaints then are dysentery and remittent fevers. Periods of drought are followed by various epidemics. Since 1854 there has been no yellow fever, but a mosquito (*stegomyia*) that can carry the germ is common in the islands, so that infection would be likely to spread rapidly if the disease reappeared. Another great agent for disseminating diseases is the *pulex penetrans*, which came over from Guinea towards the end of last century and is very common.

Of other diseases malaria is rife, but its virulence has been greatly reduced. Leprosy is common on Santo Antão; elephantiasis is found especially on San Thiago, and syphilis especially on San Vicente. Biliosa, the form of bilious remittent fever so much dreaded in the other Portuguese West African colonies, is found only in and around Praia, where it is ascribed to local insanitary conditions.

(5) RACE AND LANGUAGE

When discovered these islands were uninhabited, but they are now populated by white men, negroes, and mulattoes. The whites form a very small proportion, the Portuguese themselves being only one-twentieth of the entire population. The majority of

the population are descendants of slaves from Guinea, and are either blacks or, to a still greater extent, mulattoes. There is also a Jewish strain in the islands; and the inhabitants of Fogo, though claiming Spanish descent, are mainly negroes.

Great differences are noticeable between the inhabitants of the various islands, determined partly by geographical conditions, partly by occupation, and partly by the extent to which there has been fusion of the different racial elements. The intermarriage of the mulattoes among themselves or with whites has led to the evolution of a definite island type. The Cabo-Verdeans are as a rule taller than the average Portuguese. They have fine physique and are often long-lived, this being especially true of the inhabitants of parts of San Nicolau; the nose has a tendency to be aquiline and the lips are not thicker than those of many Europeans.

The language of the islands is a bastard Portuguese, called Creole (*lingua creoula*), a combination of Portuguese and African elements, mixed with some French and English words. The dialect of Brava more than any other resembles correct Portuguese.

(6) POPULATION

Distribution

In 1916 the total population was estimated at 149,793, of whom 69,001 were men, and 80,792 women. Of these 5,032 were white, 54,662 were negroes, and 90,099 were mulattoes. A recent estimate gave 295 as the number of foreigners, who are principally British engaged in the coaling and telegraph businesses at Mindello.

The figures of the census of 1913 give the population of the various islands as follows:—

	Population	Density per square mile
Santo Antão	33,724	127
San Vicente	10,491	125
San Nicolau	12,041	90
Sal	579	7
Boa Vista	2,823	12
Maio	1,867	23
San Thiago	59,222	165
Fogo	17,800	95
Brava	9,207	418
	<hr/> 147,754	

The density for the whole group is about 100 to the square mile. Santa Luzia, Branco, Razo and the Rombos are uninhabited.

Towns and Villages

The *Anuario Colonial* (1916) says that there are in the Cape Verde Islands seven cities and towns, and 345 villages. The most important town is *Mindello* (pop. 8,500) on the Porto Grande in San Vicente, which has been a great coaling station since 1851 and is also a cable centre. *Praia* on San Thiago (pop. 4,000) is the present capital. It has a fine harbour, second only to that of Mindello. The other chief towns are *San Filipe* (pop. between 3,000 and 5,000) in Fogo; *Ribeira Grande* (pop. 4,500) in Santo Antão; *Ribeira Brava* (pop. 4,000) in San Nicolau, which does a considerable coasting trade; *Nossa Senhora da Luz* (or English Road) in Maio, with a good harbour; and *Sal Rei* (pop. 1,000) in Boa Vista near extensive salt-pans.

Movement

The population is increasing slowly. The figures for 1911, 1912, 1913 and 1916 are respectively 142,479, 143,929, 147,754 and 149,793. There is considerable emigration. Though life is hard for the natives, they appear to multiply very rapidly.

II. POLITICAL HISTORY

CHRONOLOGICAL SUMMARY

- c. 1445 to 1462. Discovery of the southern islands.
- 1462. Donation of the islands to Dom Fernando.
- c. 1463. Discovery of the northern islands.
- 1490. Colonization of Boa Vista and Maio.
- 1503. Colonization of Fogo.
- 1532. Ribeira Grande becomes a bishopric.
- 1585 and 1592. Sir Francis Drake sacks Ribeira Grande.
- 1598 and 1625. Attacks by the Dutch.
- 1614. Praia becomes the capital.
- 1712. The French sack Ribeira Grande, Praia, and Santo Antão.
- 1831. Ribeira Grande sacked by the Miguelists.
- 1838. Mindello (St Vincent) founded.
- 1879. Separation of Portuguese Guinea from Cape Verde Islands colony.

HISTORY

Both the date of the discovery of these islands and the name of their discoverer are subjects of hot dispute. The Genoese Antonio de Noli seems to have been driven by a storm to the southerly island, San Thiago, in one of the years following the discovery of Cape Verde itself by Dinis Dias in 1445, but whether his companion was a Portuguese, Diogo Gomes, or a Venetian named Cadamosto, remains uncertain. The discovery of this, the southerly group of islands, consisting of San Thiago, Maio, and Fogo (then called São Philippe), must be set at latest in 1462, for in that year they, as well as the eastern group, were bestowed by King Afonso upon his brother Dom Fernando.

Soon afterwards Diogo Afonso, sent out by Dom Fernando, discovered the remaining islands, i.e. those of the northern group, Santo Antão, San Vicente, San Nicolau and Santa Luzia. Afterwards (1489) on the death of Dom Fernando the reigning king João II gave all the islands to the Duke of Beja. Boa Vista and Maio were colonized in 1490, and Fogo in 1503.

The colonists settled by the noblemen to whom the islands were granted carried on the cultivation by means of slaves, who were easily obtained from the neighbouring coast of Africa. San Thiago was the most important and most prosperous of the islands. It was divided into two Capitánias, of which the southern was the more important. Its capital, Ribeira Grande, became the principal town in the whole group. It was created a bishopric in 1532, and its wealth attracted raiders in the period of the wars with England and Holland in which Portugal was involved by the Spanish connexion. The English (under Drake) sacked it in 1585, and again in 1592; the Dutch attacked it unsuccessfully in 1598 and 1625. During the wars of the Spanish Succession, when Portugal was allied with England, a French fleet again sacked Ribeira Grande as well as Praia and Santo Antão in 1712 (the year after Rio de Janeiro had been taken by Duguay-Trouin). During the Miguelist war of 1828–35 Ribeira Grande took the part of Dom Pedro and the young queen Maria II, and was sacked by the supporters of Dom Miguel in 1831.

In modern times, owing to its excellent harbour, the island of San Vicente (St Vincent) has become very important. In 1838 the “City of Mindello” was founded on this harbour and given by Royal Decree the position of capital of the whole archipelago. It is usually known as St Vincent. At present, however, the capital is again Praia, in the island of San Thiago, which had first been made the capital in 1614.

to the sea. There is only one considerable piece of level ground, the Paul da Serra, towards the west, a swampy plateau with an elevation of 5,000 ft. and on most sides a steep escarpment. The volcanic soil is very fertile, though there is little cultivation above the 3,000 ft. limit.

The sea round Madeira is very deep, and the shores as a rule are steep, with the exception of occasional small beaches. The north coast has a peculiarly bold and precipitous line of cliffs with a sheer drop of nearly 2,000 ft., but the loftiest cliff of all, Cape Girão, is on the south coast. Funchal Bay, at the head of which is the port of Funchal, is about $5\frac{1}{2}$ miles wide, but penetrates the island very little. Camara de Lobos, farther west, affords an excellent harbour for fishing boats. At the east end of the island is the promontory of San Lourenço, a narrow, irregular, rocky peninsula about a mile long; a dangerous channel, about two hundred yards wide, parts it from Fora Island.

There are no considerable rivers in the island, but a large number of small streams run north and south from the principal mountain range, some of which, like the Metade, flow through precipitous gorges of extreme beauty. They are liable to flood.

Porto Santo is seven miles long, and runs north-east and south-west; its mean breadth is $2\frac{1}{2}$ miles and it is 19 miles in circumference. The north-east part contains many considerable hills, the highest of which is Pico da Facho (1,665 ft.). The central portion is lower, and contains many sandy plains, gradually sloping towards the south and south-east, where a sandy beach forms the entire shore, while the south-west extremity is elevated and rocky, with hills that rise to a height of 900 ft. The north point of the island is a bold promontory, and the north coast generally is characterised by high rocky cliffs, for the most part inaccessible. Timber and water are scarce. The chief

town is Villa Baleira on Porto Santo Bay, where there is a harbour, satisfactory in settled weather. Off Calheta Point to the south-west is Baixo Island.

The *Desertas* are three uninhabited islands extending in a chain about 14 miles long, which are occasionally visited by fishermen, herdsmen and sportsmen. The northernmost, Chão, is bare, table-topped, and surrounded by high rocky cliffs; it is a mile long and a quarter of a mile wide at its northern extremity, and rises to a height of 340 ft. To the north is the Sail Rock, 160 ft. high. Parted from it by a very narrow strait is Deserta Grande, seven miles long and one mile broad at Bedegal Point, its widest part. From the high land in the interior a continuous rocky chain runs to the southern extremity, the greatest height being 1,600 ft. North of this is a double ridge with an extensive valley between. The southernmost island, Bugio, is four miles long and nowhere more than half a mile wide. A ridge traverses the whole length of the island, which in form is almost like two islands. On the eastern side there is a bight which penetrates to a depth of half a mile. The greatest height in the northern part of the island is 1,300 ft., in the southern 1,070 ft.

The *Selvagens* (Salvages) are two groups of rocky islands 156 miles from Madeira, distant nine miles from each other. To the north-east is the island of Great Salvage, three miles in circumference, with several small islets and rocks scattered round it; the other group, to the south-west, is formed by the Pitons, two small islands, respectively three miles and three-quarters of a mile long. Both groups are uninhabited, and except for some green on the south side of Great Piton are apparently bare.

jurisdiction is exercised by the High Court (Tribunal de Relação) at Lisbon.

The Government is still carried on under the decree of 1892, as it is considered that the Cape Verde Archipelago is not as yet sufficiently developed to make it advisable to apply the new system of the "Organic Laws of the Ultramarine Provinces" which was approved by Congress in 1914.

(3) EDUCATIONAL

For primary education a school is maintained in every parish in the islands, some of the schools being for boys only, and some for both sexes. No data are available concerning the number of children attending the schools. The seminary in San Nicolau seems still to be the principal secondary school in the group, but its future is uncertain. It is proposed to convert it either into a lyceum or into a technical school. Practical education in trades and handicrafts was introduced by the Decree of Jan. 18, 1906, by which schools were established for instruction in pilotage, seacraft and fish-curing; in carpentry, stone-cutting, masonry, iron-work, ship-building, smelting etc.; also in tailoring and shoemaking. A system of apprenticeship is carried out in these schools. The schools dealing with maritime employments are under the maritime delegate or the Port Captain when he is stationed at San Vicente (Mindello), the principal port. The other schools are under the Director of Public Works.

IV. ECONOMIC CONDITIONS

(A) MEANS OF COMMUNICATION

(1) INTERNAL

(a) *Roads and Paths*

METALLED roads are confined to certain of the towns, beyond the limits of which they are continued by cart-tracks. These latter, however, are few and bad, and bridle-tracks, which generally follow the dry beds of streams, form the chief routes to the rural districts. The traffic of the islands is very slight, and the roads, being poorly made, are constantly liable to destruction by winter storms. In 1914 there were in the islands 144 miles of road completed, five under construction, and seventeen projected. The chief roads are in San Thiago from Praia to Tarrafal (31 miles); in Fogo from San Filipe to Mosteiros (25 miles) and from San Filipe to Cova Figueira (20 miles); in San Vicente from Mindello to Monte Viana (11 miles), and in Santo Antão from Ponte do Sul to Paul (8 miles), and from Porto dos Carvoeiros to Ribeira Grande (6 miles).

As in most parts of the islands vegetation is scanty and the soil arid, the rider or foot-passenger is independent of roads and can move freely in any direction, hampered only by the scoriae and loose stones on some of the steeper slopes.

(b) *Posts and Telegraphs*

The postal service is administered from the capital, Praia. There is a general post-office in the chief town of each island except Boa Vista, Sal, and Maio, where the Collector of Customs performs the duties of post-

master. In Santo Antão and San Thiago there are more extended services, the former having seven village sub-offices, and the latter a main office at Tarrafal with two sub-offices dependent upon it, while the general post-office at Praia controls six sub-offices in the district which it serves. The island of Fogo also possesses two sub-offices, besides the central office at the chief town, San Filipe. Foreign mails enter and leave through San Vicente and Praia, the latter being the port of transshipment for such mails to and from Portuguese Guinea as have missed the monthly steamer running direct from Lisbon to Bolama.

The island of San Thiago alone possesses an internal postal telegraph system. Praia and San Vicente are united telegraphically by means of the submarine cable of the West African Telegraph Company.

(2) EXTERNAL

(a) Ports

Accommodation.—There are at present two ports of general call for Portuguese and foreign vessels, viz., Mindello or Porto Grande, in the island of San Vicente, and Praia, in the island of San Thiago.

Mindello, on the north-west side of San Vicente, is a coaling station used by vessels of war and merchantmen of all nations. The bay has an entrance two miles wide and penetrates inland for one and a half miles. Between the points of entrance there is an even bottom of 22 fathoms, shoaling on the west side to nine fathoms at three-quarters of a cable from the shore. There is ample anchorage on hard sand, and the harbour is sheltered by lofty hills, though when a north-east wind is blowing there are often sudden squalls. In the centre of the bay the depth of water is 10 fathoms, but alongside the wharves 8 feet only. The piers, which are ten

in number, are accessible only to lighters, by means of which discharge is therefore effected. Boat-sailing is at times dangerous, the bay being liable to heavy gusts off the high land and infested with sharks.

Outside, seven cables north-west from Ponta de João Ribeiro, the northern horn of the bay, is the Ilhéu dos Passaros, a conical islet with a lighthouse at the upper end of an enclosure, the whitewashed walls of which stretch up half the slope of the hillside in the form of a gigantic cross. This walled-in space is visible far out at sea, and thus serves as a landmark easily recognised at night or in misty weather when the island of San Vicente is itself hidden. The light is a white fixed one, 306 feet above high water, and is said to be visible for 25 miles.

Both water and coal are obtainable at Mindello. There is a floating tank to hold 100,000 gallons of water, but the supply is scanty, as it has to be brought by steamer from the neighbouring island of Santo Antão, the local water being not only limited in quantity but so brackish as to be almost undrinkable. The prices charged, moreover, are so high that commanders of vessels find it cheaper to distil their own water. More than 34,000 tons of Welsh coal are usually kept in stock, and of these 5,000 are always kept ready in lighters. The price for coal is very high in comparison with that current in the Canaries.

The port has a quarantine establishment, with a landing-pier of its own, and accommodation for about 50 people.

Praia is the capital of the Cape Verde Islands. It is on the southern coast of San Thiago, and has an open bay, with an entrance $1\frac{1}{2}$ miles wide. Anchorage is safe for vessels of any size between December and June inclusive, but not for sailing vessels during the rains, as the wind is then apt to blow onshore from the south

with a short sea and heavy swell. On Ponta Temerosa, the western limit of the bay, is a fixed white light at a height of 85 feet, visible in clear weather for 15 miles. There is a lazaretto beside it, and a life-saving rocket apparatus has recently been established. Several patches of shoal-water lie in and around the approaches to the bay, but good holding-ground of volcanic sand at a depth of 8 fathoms is to be found abreast of the Ilhéu de Santa Maria, or Quail Island, inside the port. On Quail Island there used to be a stock of about 1,500 tons of coal available for shipping, some being always kept on lighters for urgent requirements, but Lloyd's Register for 1916-17 contains a warning that this arrangement is no longer to be relied upon. Proposals have been made in Lisbon to extend the coaling depot by connecting the islet and the shore by means of a sea-wall. Good water may be obtained from a floating tank.

A third port, deserving of recognition if the claims set up on its behalf by Portuguese publicists have any validity, is *Tarrafal*, in San Thiago. This port is mainly interesting on account of the attention it received from the Lisbon press in 1911-12, when the Agadir incident and the visit of a German cruiser to the Tagus had aroused uneasiness about the safety of the Portuguese African Colonies. The theory was that it formed the apex of a great strategical triangle, the other angles being occupied by San Miguel in the Azores and Lagos-Portimão in Algarve, southern Portugal. The seas contained in this triangle were to be policed by the fleets of Great Britain and Portugal in co-operation; and it was deemed essential that all three points should be coaling stations, whereas only one, San Miguel, had as yet been equipped for that purpose. From the British Consular Report for 1913 it appears that some steps have been taken to raise the port of Tarrafal to

the desired level. It is of much smaller dimensions than Mindello or Praia.

Nature and Volume of Trade.—The carrying trade between Portugal and the West African colonial ports having been ruled by Portuguese judicial authority to be a coasting trade (*cabotage*), and therefore closed to all vessels save those flying the national flag, a large portion of the imports and a still larger portion of the exports pass through Lisbon, even when that is not the place of their real origin or destination. Owing, however, to the special circumstances of trade in these islands the exclusion of the foreigner is not as complete as in the Portuguese colonies farther south.

In 1913 the ships that entered and cleared in the ports of the archipelago numbered 3,402; of these 1,414 were steamships and 1,988 sailing vessels, while 1,968 were engaged in coasting trade. The tonnage was 4,239,532. Recently there has been a decrease in the number of ships that have entered and cleared, but an increase in their tonnage. The trade of Mindello consists largely of re-exportation to other islands, and the port still retains some importance as a coaling station, though the high price of coal there and other circumstances have combined to reduce this. Steamers from North America to Australia, China and Japan are the only ones that take great quantities of coal at Mindello. German, Italian and French steamers have given up calling there for coal and go instead to Dakar and the Canaries. Praia is a regular port of call for the Portuguese mail-boats, but has no other importance. The figures for 1915 show one steamer entered from Buenos Aires with cargo and cleared in ballast for Senegal, and one small sailing vessel to and from the United States, the total tonnage being under 5,000 tons. The agricultural exports from the Santa Catarina district of San Thiago pass through Tarrafal.

(b) Shipping Lines

The Empresa Nacional de Navegação, reconstructed in 1918 under the style of the Companhia Nacional de Navegação, is a Lisbon shipping company, which holds the virtual monopoly of the Portuguese West African trade south of Madeira. The company has a regular mail and cargo service to the Cape Verde Islands. Its steamers make the voyage three times a month, those sailing on the 7th and 22nd of each month continuing to the ports of Angola, while the third, which sails on the 14th, continues to Guinea.

Of British lines, the two that have most concern with the Cape Verde Islands are the amalgamated lines, the Royal Mail Steam Packet Company and the Pacific Steam Navigation Company. Ships of the former sail once a month from Liverpool, of the latter once a fortnight from Southampton. The Royal Mail steamers touch at Mindello for postal purposes, those of the Pacific Steam Navigation Co. for coal.

(c) Cable and Wireless Communications

Cables run from San Vicente to Fayal in the Azores and to Madeira, and thence to Porthcurno (England) and Carcavellos (Portugal). Southward there are lines to Pernambuco and other Brazilian ports, and *via* Ascension and St Helena to Cape Town; from Ascension a line branches to the River Plate. The connexion with Praia on San Thiago is extended to Bathurst (Gambia) and Freetown (Sierra Leone); at busy hours of the day Praia is cut off, and the line worked through to Freetown. At San Vicente the staff, controlled by the West African Telegraph Company, numbers 100 and is always in attendance, whereas at Praia only one European superintendent and two native assistants are employed. All the foreign work is therefore done through San Vicente.

Communication with Portuguese Guinea is maintained through Bathurst by means of two short cables to Bissau and Bolama, controlled by the African Direct Telegraph Company.

A wireless station has been established in San Vicente and in 1918 was reported to be in actual operation.

(B) INDUSTRY

(1) LABOUR

The Cape Verde Islands stand alone among the colonies of Portugal in having no special or exceptional laws, the general code of the mother-country meeting all requirements. The supply of labour is abundant, women working as well as men. Labour is quite free from administrative control, and is only subject to the general principle laid down in the constitution of the Portuguese Republic, namely, that in return for the protection afforded him by the State, the citizen is legally and morally bound to earn his living by work.

The ordinary rate of wages in the islands for unskilled labour is 1s. 5½*d.* per day for men, 10*d.* for women; at the coaling ports the men are paid on the piece-work system and are able to earn considerably more. The Cabo-Verdean is free alike from conscription and *corvée*, the Government engaging its workmen in the open labour market. The low rate of wages paid to the agricultural labourer may be supplemented by the profits of co-partnership arrangements (see pp. 26, 27).

Lack of work and lack of food, however, induce a large number of the inhabitants to emigrate, either under contract to San Thomé and Príncipe, or on their own account to other parts of the world. In the former case they are invited to contract for fixed periods of one to three years, with passage paid both ways. In

Principe they have rendered especially good service, for before the extinction of sleeping sickness they showed unusual powers of resistance to that scourge, and, undeterred by the risk of infection, often re-engaged for a second and even a third period of work. In 1915-16 about 800 new recruits from the Cape Verde Islands went to Principe, taking the place of an almost identical number of time-expired labourers who returned to the archipelago.

As a free emigrant the Cabo-Verdean settles in many parts of the world, some of which offer by no means the most promising prospect. During 1914 there were 3,648 emigrants (2,851 men, 797 women). Of these 1,610 went to North America, 57 to Brazil, 77 to other parts of South America, 24 to Europe, and the rest chiefly to Portuguese colonies. In North America Cabo-Verdeans are to be found chiefly in the New England States, especially New Bedford and Providence, to the former of which 1,066 emigrants went from these islands in 1912. In New England and in Angola they work as fishermen; in British Guiana and in Portuguese Guinea they find profitable occupation as small traders; in the Sandwich Islands and in San Thomé and Principe they are known as somewhat turbulent but industrious estate labourers or overseers of native labour; while in Principe they play a prominent part in the local police force. The Argentine navy employs Cabo-Verdeans largely as seamen, and in that service they frequently rise to the grade of petty officer. The sea is adopted as a profession by many men from Brava, an island from which the inhabitants emigrate freely.

Emigration from Portugal is discouraged; but the Portuguese authorities seem to agree that emigration confers distinct advantages on these islands, both through the experience that the emigrants gather abroad and from the money that they bring or send

back. Wherever they go, it appears that the Cabo-Verdeans work hard, make and save money and send steady remittances home; the postmaster of Brava reports that not a single letter arrives from an emigrant for his family that does not contain a remittance of some amount up to twenty dollars. When circumstances permit, they return to the islands, buy land and build a house.

The total number of emigrants from seven of the Cape Verde Islands, exclusive of the *serviçaes* or indentured labourers in San Thomé and Príncipe, between the years 1900 and 1910 was as follows:—

Brava	3,078
Fogo	1,740
San Thiago	2,549
San Vicente	723
Santo Antão	187
San Nicolau	399
Boa Vista	16

(2) AGRICULTURE

(a) *Products of Commercial Value*

Vegetable Products.—The islands differ considerably in their degrees of fertility, the chief centres of agriculture being, among the northern islands, Santo Antão and San Nicolau, among the southern, Fogo and Brava.

Coconuts grow on many of the islands; the fruit is neither large nor abundant, but it is especially esteemed on islands such as Maio and Boa Vista, which have a poor water supply.

Coffee is the chief export, and Cape Verde coffee fetches higher prices in the Lisbon markets than any other of the West African kinds. It is indeed so rich in caffen that many consumers prefer not to use it

unmixed. With three or four times its own weight of a milder coffee, it is quite strong enough for the average palate. The cultivation of coffee might be much developed, but under the present system of small producers it is impossible to grow enough for the foreign market. Coffee is cultivated especially on Santo Antão, Fogo, and San Thiago.

Cotton has been successfully grown, and a good sample of it has been sent from Santo Antão. In the island of San Nicolau it is woven into coarse cloth for local requirements.

Fibres. The *piteira* or Mexican aloe (*Agave mexicana*) is a very common plant, as might be expected from the aridity of most of the islands. A fair supply of fibre for making cordage etc. is obtained from this and from the coconut palm. The growth of *sisal*, with which a beginning has been made, is not likely to be very successful, as it needs more water.

Fruit and Vegetables. *Beans*, *sweet potatoes*, and other European and tropical vegetables are grown on some of the islands. *Bananas* grow well on certain islands, and *pumpkins* are successful. *Orange* growing might be developed, the oranges of Brava and Fogo being reputed the finest in the world; on Santo Antão an orange wine is produced. *Pawpaws* grow on most of the islands, but only on Brava to any considerable extent. *Pineapples* do very well on Fogo, Brava, and San Thiago. *Grapes* are grown, but more for eating than for making wine. *Apples*, *pears*, *plums*, *peaches*, and *strawberries* are cultivated on a small scale, and *figs*, *breadfruit*, *tangerines*, *mangoes*, and *lemons* on a large scale. *Date palms* are little grown, but their cultivation could probably be developed.

Indigo is grown on San Vicente and Fogo.

Maize is grown, but under difficulties. In good years the surplus crop is exported, but in years of drought

considerable quantities are imported from Mozambique and elsewhere, as this grain is the chief constituent in the islanders' dietary.

Purqueira (sometimes incorrectly described in the reports on the islands as castor-oil) is an important product. The plant bears numerous oily seeds which are bought up by the União Fabril of Lisbon and by other Portuguese refineries for treatment and ultimate use as a lubricant or in soap-making. A good deal also goes to the Marseilles market. The residue after the oil has been extracted forms an excellent manure for poor lands, a fact which furnishes a good reason for treating the seeds, as far as possible, in the islands themselves. The esteem in which *purqueira* is held in the Cape Verde Islands contrasts with the neglect it suffers in British India, where it is regarded as a troublesome weed. In the Cape Verde Islands it has to be protected by special regulations, as the wood is good for fuel and therefore liable to be cut down by the inhabitants. The plant grows here better than in America. The true castor-oil plant (*Ricinus communis*) is also to be found but has never attained the same importance for export purposes.

Sugar-cane is cultivated in San Thiago and Santo Antão, and on a smaller scale in San Nicolau and Brava. It is grown not only for its sugar, which is manufactured in a very primitive fashion and in no great quantity, but also for the making of alcohol. All the sugar is consumed in the islands, and it has to be supplemented by imports. Nearly all the spirits are also consumed locally; for, though the figures for the exports are considerable, they probably represent inter-insular traffic, the producing islands supplying the wants of others, such as San Vicente and Sal, which do not manufacture on their own account. Roughly speaking, 1,000 litres of the juice of the sugar-cane yield 70 litres

of spirits; the same quantity of juice yields 200 kilos of sugar and 200 kilos of molasses.

Among miscellaneous products, *tobacco* grows best on Fogo, *cinchona* on Santo Antão. An indigenous reed or bent grass is abundant in Brava, and is used in the manufacture of straw hats, which are said to be equal in quality to those of Panama.

Live-stock.—*Cattle* are reared for the sake of their meat and hides, but milk is poor and butter very scarce. The animals have suffered badly from droughts, especially on the islands of Maio and Santa Luzia. *Goats* are widely distributed; they do great damage to the vegetation, which is far from luxuriant. There are comparatively few *sheep*. The *horses* used on the islands come mostly from Guinea, and to a certain extent from Portugal; except on Fogo and Santo Antão they are not of very good quality. The *donkeys*, on the other hand, are of a strong type and able to carry heavy burdens. There are a few *mules*, and recently *dromedaries* have been introduced. *Poultry*, including turkeys, do well, but a great deal more attention might be given to poultry-keeping.

The figures given below are from an animal census for 1914, in which Maio was not included:

Horned cattle	6,650
Donkeys	10,115
Mules	727
Horses and ponies	1,142
Goats	35,360
Sheep	4,927
Pigs	18,855

The total, 77,776, shows a considerable decline from that of 1902, when it was 102,747.

(b) Methods of Cultivation and Irrigation

The methods of cultivation adopted in these islands are primitive and call for no special remark. In 1878 ploughs were unknown, and those imported since have been viewed mainly as curiosities. Irrigation is a necessity for the successful raising of most of the crops, but no extensive works have been undertaken.

(c) Forestry

One of the most urgent needs of the islands is a systematic scheme of afforestation, as there are no indigenous trees. Enlightened governors have from time to time exerted themselves to make good this deficiency, but their successors in office have frequently failed to follow up the line of policy indicated. A law of 1901 imposes on the concessionaires of unoccupied land the obligation of planting ten trees per hectare; but this law is not strictly enforced. The Central Government have, however, at last created a special department of forestry and agriculture from whose work some continuity may be expected. The distance from Europe prevents the extensive introduction of fresh species, but something has been done in the way of planting sub-tropical trees such as the baobab, dracaena, and eucalyptus.

An institution for the acclimatization of useful exotic plants has been recently established at Praia on the model of the Colonial Botanic Garden at Belem, Lisbon.

(d) Land Tenure; Profit-sharing Systems

According to law, all unoccupied land in the islands, not duly registered at the Land Record Office (*Conservatoria*) as private property, belongs to the natives. It is parcelled out into holdings, alienable by sale or mortgage, on which the islander can build his own

dwelling and raise whatever crop the soil is capable of bearing. This squatters' tenure has been carried to its greatest development in Brava, but exists in all the agricultural islands of the group.

The larger properties, devoted for the most part to coffee, *purgueira*, and sugar-cane, are chiefly to be found in San Thiago, Santo Antão, and San Nicolau. Wages on these estates, though calculated on a money basis, are usually paid in kind out of the produce of the crops raised, an arrangement preferred both by the labourers, who feel that they are thus obtaining a direct reward for their exertions, and by the proprietors as a guarantee that their interests, being bound up with those of their employees, will be well served.

A noteworthy feature of this arrangement is the contrast it presents to the industrial system in vogue in the other islands, though the latter is by no means unattractive from the labourers' point of view. In the coaling industry of San Vicente, for instance, the average wage paid is 40 centavos per day (about 1s. at the present rate of exchange) for a man and 24 centavos for a woman or a boy. This is paid in coin, the employer undertaking no responsibility for housing, food, or clothing. In agriculture, however, the nominal wage freely agreed to on both sides seldom exceeds half those figures. The nature of the crop generally determines the details of the agreement. *Purgueira*, the harvesting of which is regarded as women's work, is as a rule grown on a peasant-farming system, the landlord providing the seeds and seedlings, and the land on which these are to be raised, the cultivator finding the labour and such implements as may be required. The landlord finally receives half the crop plus one-tenth to cover the tithe payable to the Treasury, the cultivator retaining the rest.

In the island of San Thiago, however, it is a common practice for owners to lease their lands to the native cultivators at rents payable in coin or kind, as may be stipulated. In that island there also exists a system of co-operative farming, single cultivators or groups associating themselves and working under a joint-stock agreement. The crops usually raised under this system are beans, maize, and sugar-cane.

All over the archipelago, where coffee is grown, it remains under the control of the proprietor and is worked for his account.

(3) FISHERIES

The seas of the archipelago abound in fish, the Portuguese naturalist Balthazar Osorio having identified 87 species, including such excellent edible fish as the *badeio* (stockfish), *dourada* (St Peter's fish), *bonita* (a kind of tunny), and *sargo* (sargus). Authorities who have studied local conditions, notably ex-Governor F. de Paula Cid and Ernesto Vasconcellos, emphasize the desirability of fostering both the fishing and the fish-curing industries, pointing out that the archipelago enjoys peculiar advantages in respect of cheap labour, an abundance of salt, and the constant introduction of new ideas and skilled methods by emigrants returning from the United States after years of practice in this line of commerce. In the island of Sal alone, salt production at present amounts to about 330,000 bushels per annum, and, should the cod or stockfish enterprise on the Arguin banks and the adjoining Senegal coast achieve the success anticipated for it, this output might easily be increased. The importance of the trade will be recognised when it is borne in mind that salt fish is among the Portuguese the indispensable basis of the people's dietary, both at home and abroad. Not only the mother country but the provinces of

Guinea, Angola, San Thomé and Príncipe, and the island of Madeira, would afford a permanent market.

The worthless and poisonous kinds of fish taken in the nets might well be used as manure to improve the soil of the islands; as might also the guano which abounds on the Rombo islets and elsewhere.

The whale is a frequent visitor to these coasts, and whaling stations exist on two or three of the islands, the most important being that on the islet of Santa Luzia, close to San Vicente and therefore in touch with the outside world through Mindello. The men of Brava are reputed to be exceptionally skilful with the harpoon.

Efforts, more or less spasmodic, have been made to convert the islands into what they ought to be—a valuable fishing and whaling centre. While he was Colonial Minister, Moreira Junior, who established professional schools in all the colonies, appointed a lecturer on pisciculture to the School of Pilotage at Praia, a special item in the course of instruction being the methods of salting and curing fish. The scheme, however, failed to meet with the support of his successors, and appears for the present to have been shelved.

(4) MINERALS

There are no valuable minerals in these islands. Faint traces of *gold* have been found in ferruginous quartz from Boa Vista. There is also some *iron* in San Vicente.

On Brava there are quarries of a coarse *sandstone*, which is used for building and other purposes, and of a harder bluish *grey stone*, like Yorkshire granite, which is used for building only. On the south-west of San Vicente about 50 ft. above sea-level is an outcrop of grey *granite* like that of Aberdeen, but of finer grain and harder. *Clay* is used for pottery on Boa Vista.

Much *salt* is obtained on Sal, Maiò, and Boa Vista by means of artificial salt-pans. *Lime* of the best quality is burnt on Boa Vista, and some also on Brava and San Thiago.

The islands are full of *mineral springs*, the best being on Brava and Santo Antão; they are impregnated with iron, lime, sulphur and acetic acid¹.

(5) MANUFACTURES

The industries of the islands are for the most part rudimentary, but are capable of development should there be any extended market for them.

Coral is at present worked only on a small scale, the industry being in the hands of Neapolitans. It is a valuable product, for which a foreign market could be found. There is a very rich bed of red coral to the south-west of Santo Antão.

Dye-stuffs, such as ochre and a few crude vegetable dyes, are prepared for local use. One of these dye-stuffs is orchilla-weed, which has been of great commercial importance in the history of the colony. It has suffered from the competition of other tropical possessions where it is more abundant, but its export might be increased if sufficient inducement were offered to its cultivators. The growing of indigo has dwindled owing to the competition of synthetic dyes.

Mineral waters are manufactured on San Vicente, and in 1912 about 22,000 litres were sold.

On Boa Vista *pottery* is made; there is a factory which has been idle for some time and needs re-equipment; earthenware vessels are however made by hand in a primitive manner.

There is a *salt* industry in some of the islands (see

¹ There is a full account of the mineralogy of the islands by Immanuel Friedländer (see Authorities, p. 42).

above, p. 29). On Sal there are two companies concerned in the manufacture, one at Santa Maria on the south coast of the island, the other at Pedro Lume on the north coast. The industry employs 95 men and 89 women. The annual production is 1,200,000 decalitres. The salt is transported to the west coast of Africa in sailing vessels. There used to be a considerable export to Brazil, until it was stopped by the protectionist tariff established there.

The manufacture of *sugar* and *alcohol* from sugar-cane has already been mentioned; the following table gives some idea of the extent of this industry, as it stood in 1914:—

Islands	Number of hands	FINISHED PRODUCTS		
		Spirits	Molasses	Sugar
<i>San Thiago</i>		Litres	Litres	Kilos
(i) <i>Praia</i>	480	34,708	—	41,200
(ii) <i>Santa Catarina</i>	328	205,429	—	52,702
<i>Brava</i>	72	6,145	1,226	—
<i>Santo Antão</i>	118	246,687	43,980	—

Miscellaneous Industries.—In San Thiago and Fogo there is a rudimentary manufacture of *ropes* from the fibres of coconut and *piteira*; “Panama” *straw hats* are made on Fogo and Brava, and are worn in the Portuguese navy and merchant-service. A fine *lace* is made by the inhabitants of some of the islands. The *weaving of cotton cloth* for export to the African mainland was at one time an important industry, and notwithstanding the competition of Manchester goods it still exists in Fogo and San Thiago. Other small industries include the manufacture of *purgueira oil* in Fogo, Boa Vista and San Thiago, of *baskets* in San Thiago and San Nicolau, and of *soap* in Fogo and San Thiago.

(C) COMMERCE

(1) DOMESTIC

(a) Organizations to promote Trade and Commerce

No associations formed exclusively for the promotion of trade have been noted as existing in the islands, but the assistance rendered to agriculture by the Banco Nacional Ultramarino deserves recognition (see below, p. 36).

The help given by the Portuguese Government has taken the form of education rather than of commercial organization.

(b) Foreign Interests

The coaling industry at San Vicente is in the hands of four firms, three of which are British, while the fourth, though nominally Portuguese, works with British capital. The West African Telegraph Company at the same port is an English company, having its head office in London. The making of salt in Sal is, or was, partially in French hands. The small coral industry, as has been said above, is conducted by Neapolitans.

No German firm seems to have established itself in the islands, but before the war, one at least, the house of Hesse, Neumann and Co., Hamburg and London, used to maintain a representative, with head-quarters at Funchal. He was constantly travelling with samples and leather, cotton and woollen goods for sale, the articles being indiscriminately British, French and German. He was well known in these islands and in the Portuguese possessions in West Africa, and his only serious competitors were a few representatives of Manchester houses, who occasionally visited the ports and secured orders supplementing those already given to the Hamburg firm.

(2) FOREIGN

(a) *Exports*

The exports of the Cape Verde Islands amount in value to something between a seventh and a thirteenth of the imports. The value of the exports in the years 1910-1914 was as follows:—

	<i>Escudos</i>
1910	319,907
1911	291,920
1912	168,971
1913	354,240
1914	295,768

Portugal, in virtue of her protective fiscal policy, takes about 95 per cent. of these. In 1911 and 1912 respectively the United States took 1·46 and 2·32 per cent., France and the French Possessions 1·28 and 1·96 per cent., the United Kingdom and British Possessions 0·35 and 1·02 per cent. Germany took nothing.

The most important exports are coffee and *purgueira* seeds, which account together for about three-quarters of the total. Goatskins, hides, rum, and, in years when there is no deficiency, maize are among the other chief items. Some trade is done in live animals, fruit and vegetables with French and Portuguese colonies in West Africa.

(b) *Imports*

The value of the imports for the two years 1911 and 1912 respectively was Esc. 1,957,146 and Esc. 2,165,651. In each case about half of the total (55·96 per cent. in 1911 and 54·71 per cent. in 1912) represented goods from the United Kingdom or the British Possessions, while 30·19 per cent. in the former year and 40·15 in the latter were supplied by Portugal. Imports from Germany showed a marked decrease in 1912, in which

year they were less than those from the United States. German goods, trans-shipped at Lisbon to Portuguese ships by the German houses established there, used to find a good market in the islands, because their cheapness, despite their obvious inferiority, appealed to the local customer.

The chief imports are coal, textiles, provisions, flour, sugar, rice, liquors, and tobacco. These are fairly constant, but in individual years large items appear which either are not catalogued at all in other years or appear at a much lower figure. For instance, in 1909 telegraph material, and in 1910 lighters and boats, occupied the third place in the list of imports. Of imports of British origin much the most important is coal, the other chief items being material for the coaling companies and for the West African Telegraph Company. British rice, flour, and sugar are generally priced too high to find a market here. From the United States are imported boots, shoes, and timber in small sailing vessels, which take emigrants in return. Maize is not imported in large quantities except in years when the local crop is poor. In 1913 the islands imported maize to the value of Esc. 107,788, of which 80 per cent. came from the Argentine and practically all the rest from Mozambique; in 1914 the value of maize imported amounted to Esc. 213,978.

A table of imports and exports for 1911 and 1912 will be found in Tables I and II of the Appendix.

(c) *Customs and Tariffs*

Import duties, which are imposed on a very large number of articles, are in some cases very heavy. That on coal in particular is so high as seriously to imperil the position of San Vicente as a coaling station. Portuguese goods, as in the case of all the other Portuguese possessions, enjoy specially reduced rates. Among foreign

goods which are admitted free of duty are agricultural implements and machinery, sewing machines, scientific instruments, wagons, cars and railway carriages, live animals, vegetables, plants and green fruit, mineral waters, ice, barrel staves, etc.

All exports consigned to Portugal or the Portuguese possessions enjoy a rebate of one-half on the ordinary rates.

(D) FINANCE

(1) *Public Finance*

The colony of Cape Verde is free from debt, but between 1910 and 1915 surpluses from the revenues of San Thomé and Príncipe to the amount of Esc. 150,000 had to be transferred to the Treasury to enable it to balance its accounts. These grants do not appear in the published accounts of the Colony, but are duly recorded in the Colonial Office notification authorizing them. A grant-in-aid of Esc. 34,000 was made by the Portuguese Treasury in 1914.

One of the chief sources of revenue is the coal tax, which brought in Esc. 84,000 in 1912-13, and Esc. 72,000 in 1913-14; but as the use of the island coaling stations is declining, and the coaling companies are not inclined to accept the suggestion of the Government for the re-adjustment of the tax upon the basis of an average on the figures for past years, the Treasury has either to find other sources of revenue or to effect economies at the risk of doing permanent injury to the interests of the islands.

The financial position in 1913-14, and the general tendency of revenue and expenditure since 1908-09, are shown in Table III of the Appendix¹. The large

¹ These figures are reproduced from the *Archipelago de Cabo Verde* by E. J. de Carvalho e Vasconcellos, (1916). They are fuller than any others available, but should be accepted with great caution.

proportion of military charges to total expenditure is partially explained by the fact that health establishments, properly a civil charge, are included under the head of military expenditure. The charges for civil administration, however, are almost equally high in proportion to the total expenditure.

(2) *Currency*

The monetary system is that of Portugal, the only local peculiarity being that the nickel coins of 100 *reis* and 50 *reis*, current in Portugal to this day notwithstanding the reform of the currency introduced by the Republic¹, are not current in this province. Their place is taken by an earlier silver coinage, still current but not very commonly used in Portugal. Notes of the Bank of Portugal are accepted payable at a discount, the only paper money circulating at its face value being the note issue of the local branch of the Banco Nacional Ultramarino.

(3) *Banking*

The position of banking in the Cape Verde Islands does not differ essentially from that described in *San Thomé and Príncipe*, No. 119 of this Series.

The charter of the Banco Nacional Ultramarino, granted under an Act of the Portuguese Legislature in 1864, and renewed in 1876 and 1910, is now under revision. The Government contemplates reorganization and unification of the colonial banking system. The existing charter gives the bank the exclusive right to do business in the overseas possessions as a bank of credit, discount, and issue, the head office in Lisbon,

¹ By this reform, which was effected in 1911, the *milreis* was assimilated to the dollar, renamed *escudo* and divided into 100 *centavos* instead of as formerly into 1,000 *reis*. Within the last five years, however, the exchange value of the escudo has fallen to about 2s. 6d. of English money, necessitating the raising of foreign postage rates by 50 per cent. in order to bring them into conformity with those fixed by the Geneva Postal Convention.

however, being deprived of the right of issue on account of the monopoly granted to the Bank of Portugal.

Cape Verde being mainly an agricultural colony, the most important function of the bank is that of granting land-credit. In the scheme of reorganization, the existing provisions, objects, and definitions of land-credit operations have been re-stated, and if approved by the Legislature, the powers of the Banco Nacional Ultramarino will be as follows:—

(i) To make advances to Government, administrative bodies and all establishments or associations legally constituted, to agricultural syndicates, and to cultivators, whether ordinary or contract workers, provided such advances are for the construction of roads subsidiary to agriculture or of factories to manipulate agricultural produce, for the clearing of lands, for irrigation works, drainage or reclamation of swamps, for afforestation or for other work for the improvement of the soil. These advances to be secured by mortgage, lien, or collateral security, for terms not exceeding nine years in the case of a lien, and one year in the case of collateral security;

(ii) To encourage, subject to the necessary guarantees, all agricultural improvements, by promoting and taking part in the formation of companies and syndicates for this purpose;

(iii) To discount cultivators' approved bills or promissory notes of a currency not exceeding three months;

(iv) To open cash-credits with approved cultivators for periods not exceeding one year, on the security of a mortgage or lien on produce, titles, and warrants;

(v) To make advances in coin or in kind for sowing and planting, subject to approved security;

(vi) To make similar advances upon crops, standing, harvested, or stored;

(vii) To make similar advances upon cattle and agricultural implements, if insured;

(viii) To re-discount paper already discounted by agricultural companies or syndicates.

There is a branch of the Banco Nacional Ultramarino at Praia and an agency at Mindello.

(4) *Foreign Capital*

Under the existing regime, which is strictly protectionist, the foreign capitalist is regarded rather as a rival to be kept at arm's length than as a colleague to be welcomed and encouraged.

Existing British and other foreign interests in the Cape Verde Islands are referred to on p. 31.

(E) GENERAL REMARKS

The great advantage enjoyed by the Cape Verde Islands is their geographical position. They are on the direct route from the ports of Europe to the ports of Brazil, and are suitably placed for much of the trade between North America and the west coast of Africa. Their comparative proximity to the mother country would give them advantages over most other possessions of Portugal, if their interests were properly fostered.

The retention of the coaling station at San Vicente is of primary importance to the province, but the use of this port for coaling has diminished on account of the high tariff and consequent high prices of coal. If the coal trade ceased, there would be a constant deficit in the budget, and it would be very difficult for the Government to find anything else which could take its place as a source of revenue.

If the industrial and agricultural interests of the islands were adequately fostered, however, there seems to be no reason why they should be outstripped by the Canaries in seaborne trade. It is claimed that the Cape Verde Islands can produce all that is now produced by the Canaries, as well as some commodities, such as coffee, which the Canaries cannot. The *purgueira* oil trade, already fairly flourishing, could be further developed. It has been seen that many kinds of fruit grow excellently in some of the islands, but more might be done with them. Indigo may gain in economic value if the competition of synthetic dyes decreases. The fishing industry might be greatly developed; the presence of salt on Sal and Boa Vista, combined with the proximity of rich fishing-banks, should provide a great opportunity for salting and drying fish on a large scale. It is true that the mineral resources of the islands are slight and much of their surface is arid, but their other resources, coupled with their extremely favourable geographical position, augur well for their future prosperity, if the Portuguese Government takes full advantage of its opportunities.

APPENDIX (TRADE)

TABLE I.—VALUES OF IMPORTS AND EXPORTS, 1911 AND 1912

IMPORTS	1911	1912	EXPORTS	1911	1912
	<i>Escudos</i>	<i>Escudos</i>		<i>Escudos</i>	<i>Escudos</i>
Alcohol	3,412	4,425	Alcohol (Rum) ...	3,205	2,696
Beer	2,493	5,123	Animals, Live ...	7,585	7,064
Biscuits	24,340	—	Coffee	123,945	47,218
Boots and Shoes ...	10,180	11,806	Dried Fish	690	1,199
Candles	1,775	2,745	Goatskins	23,360	7,237
Canvas, Rope, etc. ...	5,355	6,408	Hides	12,450	7,128
Cement	3,855	5,924	Maize	5,940	6,949
Coal	882,627	1,101,196	Purgacira Seeds ...	100,205	76,789
Flour	91,338	114,012	Salt	4,075	3,126
Hardware	24,295	21,937	Vegetables	1,100	274
Hats	5,991	6,127	Miscellaneous ...	9,365	9,291
Metals	34,551	34,553			
Oil (vegetable)	13,643	18,053			
Paper	8,821	8,121			
Petroleum	17,062	13,116			
Provisions	145,810	100,884			
Rice	94,718	62,602			
Soap	14,335	17,547			
Sugar	34,616	46,154			
Textiles, Cotton ...	221,410	246,886			
Textiles, Silk and Wool	20,375	36,447			
Timber	15,684	—			
Tobacco	41,594	42,192			
Wines	39,956	45,891			
Miscellaneous	198,910	213,502			
	1,957,146	2,165,651		291,920	168,971

TABLE II.—IMPORTS AND EXPORTS SHOWING COUNTRIES OF ORIGIN OR DESTINATION,
1911 AND 1912

	IMPORTS				EXPORTS			
	1911		1912		1911		1912	
	<i>Escudos</i>	Percentage of Total	<i>Escudos</i>	Percentage of Total	<i>Escudos</i>	Percentage of Total	<i>Escudos</i>	Percentage of Total
Portugal, with Portuguese Islands and Colonies ...	608,657	31·10	870,234	40·18	282,210	96·67	158,701	93·92
United Kingdom and British Possessions ...	1,094,297	55·91	1,185,008	54·72	1,030	0·35	1,721	1·02
United States ...	67,576	3·45	51,510	2·38	4,280	1·46	4,031	2·38
Germany ...	82,424	4·21	2,542	0·12	—	—	—	—
France and French Colonies	37,102	1·89	10,472	0·43	3,745	1·28	3,312	1·96
Other Countries ...	67,090	3·42	45,885	2·12	655	0·22	1,206	0·71
	1,957,146		2,165,651		291,920		168,971	

TABLE III.—CHIEF HEADS OF REVENUE AND EXPENDITURE
FOR THE YEARS 1908-09 TO 1913-14¹

	1908-09	1909-10	1910-11	1911-12	1912-13	1913-14
REVENUE—						
Land Tax and other Direct Taxation ...	<i>Escudos</i> 147,000	<i>Escudos</i> 142,000	<i>Escudos</i> 136,000	<i>Escudos</i> 143,000	<i>Escudos</i> 148,000	<i>Escudos</i> 136,000
Indirect Taxation ...	236,000	249,000	242,000	270,000	248,000	264,000
National Property and Miscellaneous Revenues ...	23,000	26,000	24,000	26,000	28,000	38,000
Funds with Special Application ...	400	400	300	10,000	8,000	1,000
Grant-in-aid by Home Treasury ...	—	—	—	—	—	35,000
Total	406,400	417,400	402,300	449,000	432,000	474,000
EXPENDITURE—						
Government Administration ...	112,000	109,000	106,000	133,000	108,000	143,000
Treasury ...	53,000	52,000	53,000	62,000	71,000	63,000
Judicial ...	17,000	16,000	15,000	20,000	18,000	19,000
Ecclesiastical ...	15,000	10,000	10,000	13,000	15,000	13,000
Military ...	119,000	122,000	109,000	119,000	113,000	106,000
Naval ...	23,000	23,000	22,000	25,000	26,000	29,000
General Charges ...	19,000	19,000	18,000	21,000	22,000	25,000
Miscellaneous Expenditure ...	32,000	36,000	44,000	23,000	34,000	23,000
Closed Accounts ...	2,000	1,000	300	2,000	1,000	2,000
Extraordinary Expenditure ...	9,000	10,000	21,000	14,000	21,000	51,000
Total	401,000 5,400	398,000 19,400	398,300 4,000	432,000 17,000	429,000 3,000	474,000 —
Closing Balances ...	406,400	417,400	402,300	449,000	432,000	474,000

¹ See above, p. 34, footnote 1.

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