



**DELHI UNIVERSITY
LIBRARY**

DELHI UNIVERSITY LIBRARY

Cl. No. VC41; 1:115

Ac. No. 1582356

Date of release for loan

This book should be returned on or before the date last stamped below. An overdue charge of 0.6 nP. will be charged for each day the book is kept overtime.

CONGO BELGE



A work to commemorate the fiftieth anniversary of the founding of the Congo Free State and to describe the civilisation of the Heart of Africa under Belgian rule 1885-1935.

Compiled and Edited by Owen Letcher.

WITH ILLUSTRATIONS AND MAP

1935

PRICE TWENTY SHILLINGS

Un ouvrage pour célébrer le cinquantième anniversaire de la fondation de l'Etat libre du Congo et pour décrire la civilisation du Centre de l'Afrique sous le Règne Belge 1885-1935.

Rédigé et édité par Owen Letcher.

Printed by WATERLOW & SONS LIMITED,
26 & 27, Great Winchester Street, London;

Published by PAN AFRICAN PUBLICATIONS, National Bank Buildings, Box 4371, Johannesburg.

*Dedicated to the Founders
of the Congo Free State*

CONTENTS

	PAGE
Introduction by Mons. J. Rousseaux 	vii
I. The Congo's Jubilee 	I
II. Founding and Development of the Belgian Congo ...	11
III. Société Générale de Belgique 	23
IV. The Call of the Congo 	53
V. Elizabethville, the Wonder City of South Central Africa 	56
VI. From Johannesburg to the Nile 	67
VII. L'Institut de Médecine Tropical Prince Leopold ...	85
Union Minière du Haut Katanga 	89
Compagnie Minière des Grands Lacs Africains 	98
Railways and Transportation Systems of the Congo Belge ...	103
La Société des Mines d'Or de Kilo-Moto 	110
Tin and other Metals and Minerals of the Congo Belge ...	115

ILLUSTRATIONS

H.M. King Leopold III	<i>Facing page</i> 6
His Late Majesty King Albert I.	" " 7
The late Mons. Jean Jadot, Gouverneur de la Société Générale de Belgique	" " 10
Mons. E. Francqui, Gouverneur de la Société Générale de Belgique	" " 10
Mons. Edgar Sengier, Directeur Société Générale de Belgique	" " 10
Mons. Firmin Van Grcce, Directeur Société Générale de Belgique	" " 10
The Home of a Sorcerer in the Eastern Province	" " 11
Native Dance in the Equatorial Province	" " 11
Société Générale de Belgique	" " 22
The Palace of Justice, Brussels	" " 22
Musiciens Indigènes	" " 23
The Livingstone-Stanley Obelisk at Ujiji, Lake Tanganyika— Commemorating the Meeting of these two great African Explorers	" " 23
A Native Tribunal at Rutshuru	" " 38
In the Volcano Country to the North of Lake Kivu	" " 38
The Unveiling of the Memorial to Lucien Bia at Tenke, 1931	" " 39
Feu le Baron Empain	" " 39
At Niangara—The School of the St. Dominic's Nuns of Fichermont	" " 54
The Congo River near Kwamouth	" " 54
Natives of the Watussi Tribe	" " 55
The Hotel de la Ruzizi, near Bukavu (Costermansville), Lake Kivu	" " 55
Electrically Operated Shovel at Work in the Chituru Mine, U.M.H.K.	" " 70
A Champniers of the Minière des Grands Lacs	" " 71
Monsieur le Professeur Jérôme Rodhain	" " 86
Institut de Médecine Tropicale Prince Léopold a Anvers	" " 86
Institut de Médecine Tropicale Prince Léopold a Anvers	" " 86
Mons. A. Charles, Belgium's Colonial Minister	" " 87
U.M.H.K.—Prince Leopold Mine. Main Haulage Level	" " 94
U.M.H.K.—Portions of Panda Concentration Plant at Jadotville	" " 94
A View of the Lubumbashi Works, Union Minière du Haut Katanga	" 95

The Belgian Congo in the Early Spring, 1935

AFTER OVER FIVE YEARS OF ACUTE CRISIS

(Specially written for "Congo Belge")

BY

J. ROUSSEAU

BRUSSELS, *April* 1935.

We are now in the beginning of the sixth year of the world's crisis. It is interesting to see how the Belgian Congo stands after this long and dreadful commercial tornado.

Let us say at once that she is now reviving and that the decreed 28 per cent. devaluation of the Belgian franc will give more strength to this revival. Indeed, the Congo is a growing producer of commodities, agricultural and mining, and if they are produced in terms of a depreciated money, they are sold at world's prices.

If one takes into account the fact that world prices still exhibit some tendency to rise, one may conclude that conditions must improve in the Belgian Colony. It should be remembered that the crisis had one favourable result : it further directed attention to the Congo's mining possibilities, with most gratifying results.

When the crisis began, Mr. Jules Vanhulst, Managing Director for many years of the Brussels "BELGIKA," one of the oldest agricultural and commercial Congo companies, foreseeing the length and acuteness of the crisis, decided to discover a further activity that would keep his "BELGIKA" afloat and that would give it a new prosperity. And as the Congo has already proved to contain large diamond and copper fields, and also gold, radium and tin deposits, he decided to

The Belgian Congo in the Early Spring, 1935

AFTER OVER FIVE YEARS OF ACUTE CRISIS

(Specially written for "Congo Belge")

BY

J. ROUSSEAU

BRUSSELS, *April* 1935.

We are now in the beginning of the sixth year of the world's crisis. It is interesting to see how the Belgian Congo stands after this long and dreadful commercial tornado.

Let us say at once that she is now reviving and that the decreed 28 per cent. devaluation of the Belgian franc will give more strength to this revival. Indeed, the Congo is a growing producer of commodities, agricultural and mining, and if they are produced in terms of a depreciated money, they are sold at world's prices.

If one takes into account the fact that world prices still exhibit some tendency to rise, one may conclude that conditions must improve in the Belgian Colony. It should be remembered that the crisis had one favourable result : it further directed attention to the Congo's mining possibilities, with most gratifying results.

When the crisis began, Mr. Jules Vanhulst, Managing Director for many years of the Brussels "BELGIKA," one of the oldest agricultural and commercial Congo companies, foreseeing the length and acuteness of the crisis, decided to discover a further activity that would keep his "BELGIKA" afloat and that would give it a new prosperity. And as the Congo has already proved to contain large diamond and

start prospecting. However, as Mr. Vanhulst did not belong to the mining community, he applied to the Brussels "Forminiere," which had discovered and was working the important Kasai diamond fields. One of the engineers of this group, Mr. Mancsweert, induced Mr. Vanhulst to prospect the Maniema, one of the parts of the Congo where the "BELGIKA" was carrying out its agricultural and commercial activities. The result was the discovery of tin and gold fields. These discoveries attracted new groups to that part of the Colony (between the Congo River and the Eastern border), and these, and notably the "SYMAF," also discovered payable propositions. Whilst all these concerns are now preparing for, or commencing, the working of their discoveries, they are continuing their prospecting activities with gratifying results. In this portion of the Congo, therefore, the crisis is being succeeded by great prosperity.

In the meantime, as gold was not affected by the crisis, production of and prospections for the metal were intensified. The result has been that in 1934 the Congo produced nearly twelve tons of gold (of which more than half was produced by the "KILO-MOTO GOLD MINES COMPANIES" in the North-Eastern Congo). Further, promising gold discoveries have been made in the Southern Katanga by the "RECHERCHES MINIERES DU SUD KATANGA" a company of which the "UNION MINIERE DU HAUT KATANGA," owns over a third of the capital. There alluvial, eluvial and reef gold were discovered some months ago on a big area. As the rainy season is not yet over and as these discoveries are but a few months old, it is too early to define their importance. Geologically speaking, however, these discoveries are most promising. They were made in the Valley of the Lubudi, a Western tributary of the Upper Lualaba (or Congo) River.

Apropos the just-quoted "Union Minière du Haut Katanga," let us say that this company was severely hit by the fall in copper quotations. The decline was of a magnitude that could never have been forecasted. The U.M.H.K.'s output was reduced from 138,949 tons in 1930 to 54,000 tons in 1932. As Katanga depends upon copper production, the crisis in that Province was felt acutely and the white population declined considerably. To remedy this fall in copper price, the "U.M.H.K." further improved its methods and

considerably lowered production costs. As the demand for the red metal is growing, the "Union Minière" has since increased its output, which, in 1934, was raised to 112,000 tons and which this year is at the rate of 132,000 tons per annum.

An agreement has just been arrived at in New York between the copper producers, who will curtail this production by 30 per cent. on and from the 1st June, 1935, but the revival of consumption by the world (the returns of the New York "American Bureau of Metal Statistics" are indicating a general increase in consumption) entitles one to hope that this curtailment will not be a long one. In the meantime, the prices of the metal are exhibiting a tendency to improve and the outlook is better.

Apropos curtailed outputs, the Congo Tin producers, by solidarity towards their foreign colleagues, agreed to join the Tin Trust and not to produce the tonnages for which they were equipping their fields. This sacrifice, which is a big one, is, however, not being appreciated as it should be. This lack of appreciation results from the fact that the outside world does not realise the true importance and the richness of the Congo Tin areas. The discovery of these fields is quite recent and development is still progressing in a most promising manner. Let us further add that the Congo cassiterite contains on an average 75 per cent. metallic tin or 5 per cent. more than the usual metallic content.

As to Diamonds, "Forminiere" and its group curtailed their output and continued to sell production through the London Syndicate. Their diamonds, being generally small ones, are more easily sold than large stones. Here, too, the conditions are improving, but not as much as in other directions.

In spite of the crisis, the Congo is producing radium, platinum, palladium, silver and cobalt in consistently increasing quantities. Very soon, too, the Congo is to become a producer of tantalum and of molybdenum. As to tantalum, the Congo will soon become the leading producer in the world of this valuable metal, which is worth 91 dollars a kilogram.

As to agricultural products, the Congo realises the growing importance of her products of the soil.

In 1934 the Congo exported (or at least produced) 48,000 tons palm kernels, 44,000 tons palm oil, 20,000 tons ginned cotton, 18,000 tons copal, 13,000 tons coffee, 7,500 tons crystallised sugar and 1,300 tons cocoa. Important quantities of timber were also produced. These tonnages were higher than before the crisis. Unfortunately, however, the sale prices were unsatisfactory.

In spite of the crisis, the Congo developed and improved her transportation systems; the Air lines, as well as the railways and the routes, showed progress. Thus, a few weeks ago, the Brussels "SABENA" inaugurated its fortnightly air line Brussels-Leopoldville and the "Congo Light Rys. Co." extended their Uele main line from Aketi (on the Itimbiri River) up to Isiro, since rechristened Paulis, in memory of the late Colonel Albert Paulis, one of the conquerors and organisers of that part of the Congo and one of the finest Belgian Colonial pioneers. The "VICINAUX DU CONGO" considerably developed the motor-car services and their chain of hotels through the North-Eastern and the Eastern Congo.

Apropos of communications, let us add that the crisis did not prevent the Government from providing the Colony with wireless telephony, enabling talks not only between the chief centres in the Congo, but also between these centres and Belgium.

This material development was accompanied by the moral, educative and medical development which, in spite of the most acute crisis ever known, continued on a scale unequalled anywhere. To this development the State contributed generously, as did the Missions, Roman Catholic and Protestant alike. Belgian foundations and the companies and the colonists settled in the Congo also played noble parts.

In His Majesty King Leopold III the Congo natives have a no less devoted active protector than His Majesty's splendid father, King Albert I. The important and moving contributions by the natives to the Memorials erected and to be erected to him, the late King, in Belgium and in the Congo, are an unquestionable testimony of their gratitude to their late and beloved sovereign.

Thus one may see that the long, weary crisis was courageously faced by the Belgian Congo. In spite of the losses that the Malaise

brought to everyone, from the State down to the colonists, the depression did not hinder progress in every respect.

Let us add that the import of Japanese goods, sold (according to the Belgian Colonial Office Annual Report, 1933) at prices 40 to 45 per cent. cheaper than similar goods of other origin, very much helped the Congo to overcome the crisis. Thanks, indeed, to these cheap goods, the native was and is still able to meet his requirements, in spite of the reduced prices paid him for his labour or its products. So, too, the import of these cheap Japanese goods contributed to restore peace, where it had been broken by the lower salaries and prices, and this is a result greatly appreciated by the Colonial authorities, governmental and otherwise.

J. ROUSSEAUX.



THE CONGO'S JUBILEE

CHAPTER I

This year there is being commemorated the Jubilee or fiftieth anniversary of the Congo Belge.

On July 1st, 1935, there will be signalised half a century of organised administration in the Congo. It is one of the most epoch-making events in the history of modern Africa.

Since 1885, when the Congo Free State was founded as a result of the efforts of King Leopold II of the Belgians, Stanley the explorer, Baron Dhanis, Colonel Thys and many others, immense changes have taken place in the Congo Belge.

Railways and steamer services have crossed this vast territory from east to west and from north to south. Great factories have been established and huge mining plants have been erected. Modern, well planned and beautiful townships have sprung up. The Corps Sanitaire has achieved wonderful results in fighting tropical disease, and a vast educational system has been established for the natives. Splendid main trunk roads have been built, and air services have been accelerating travel for years past.

The great world depression has seriously affected the Congo and Belgium. For a long time the Union Minière was the leading producer of copper in the world. The depression caused a restriction of output but copper production is again increasing. The growth of gold mining in the Province Orientale has been of great assistance to the Congo when her copper, diamonds and tin outputs were waning. The Congo Belge is now the ninth or tenth producing country of the world in respect of gold won, and outputs are steadily increasing.

In spite of the effects of the world depression, which are still felt to a material degree both in the motherland and the colony, the commemoration of the formal founding of the Congo Free State is to be fittingly commemorated.

AREA AND POPULATION

The Congo-Belge, exclusive of its great Mandatory annexe of Ruanda-Urundi, has an area which is very nearly twice that of the four provinces of the Union of South Africa. It possesses a native population of 9,000,000 and a white population of only about 25,000.

In Ruanda-Urundi the European population is under 1,000, whilst the native population is estimated at three and a half millions.

The Congo Belge embraces within its far-flung frontiers every gradation of climate, from the cold highlands lying beneath the eastern mountain ranges to the tropical heat of the lower river, and every type of country from the high veld in the south to the great forests of the equatorial region. In this territory, too, one may observe every type of scenery from the light and shade of the densely wooded valleys to the scintillating beauty of the Great Lakes, the grandeurs of the Ruwenzori Range, the magnitude of its mighty rivers and the monotony of its western forest lands with their gigantic ant-heaps and thousands of acres of cassava.

Apart from its wealth in products of the soil, such as Palm Oil, Manioc or Cassava, Coffee, Maize and "Elevage" or, in other words, grazing, the Congo Belge is one of the richest of mineral countries.

In the Katanga Province the mines and works of the Union Minière constitute the greatest copper-producing enterprise in the world. Here, too, at Chinkolobwi, is the most important radio-active deposit that has been found. In the south-western portion of the Colony adjacent to the Angola frontier are some of the most extensive alluvial diamond deposits of the world, and it is probable that during the next few years the Province Orientale will prove itself to be as rich in gold and tin as Katanga has shown itself to be rich in copper. It is of particular interest to learn that during the past year the gold output of the Belgian Congo (practically all of which has been derived from the Province Orientale) amounted to approximately one-third of a million ounces.

The Société des Mines d'Or de Kilo-Moto is, apart from the Rand, the largest gold producing company in Africa. The precious metal output of the colony is expanding considerably and it is certain that during the next few years there will be a large increase in production from Maniema, from the huge concessionary areas controlled

by the Minière des Grands Lacs and the Comité National du Kivu and also from the properties which are being opened up in the vicinity of the Aruwimi River.

It is now half a century since this vast tract of Africa was constituted, with international recognition, as the Congo Free State. The commemoration of the creation of this African colony, which will in future ages be regarded as one of the most memorable events in the history of the Dark Continent, is celebrated each year in the larger towns of the Congo on July 1st, and is an imposing spectacle.

I can see now the cathedral at Elizabethville, the square decked with the flags of Belgium and the Free State : the old "drapeau bleu avec étoile d'or," in defence of which so many pioneers laid down their lives, and the smart military precision of the Askaris as they presented arms on the arrival of the Vice-Governor. A military band rendered the Belgian National Anthem; the populace stood bare-headed in acclamation of the great work that has been carried out in the heart of savage Africa.

ALL HOMAGE TO THE PIONEERS

One cannot witness this spectacle without giving rein to one's imagination. One can see as in a kaleidoscopic dream days long gone by : Stanley and his followers fighting their way through the almost impenetrable forest or else afloat on the mighty Congo resisting the attacks of the great war canoes.

One pictures Emile Francqui and Lucien Bia, who penetrated into Katanga when the nearest outpost of civilisation was more than 1,000 miles away. The scene changes for a moment to the far North-east Congo, where Baron Dhanis broke the power of the Arab slave raiders. And then a year or two later, the scene is again transformed to the Upper Congo and the Great Lakes, which Baron Empain rendered accessible to the outside world by means of steamer services and railways, constructed under conditions of the greatest difficulty and peril.

All homage to these Pioneers—nearly all of whom have now passed over into the undiscovered country !

In the days when the first steps in the development of this territory were undertaken by these courageous men, railways were

to the north lie the Nile-Congo watershed and the goldfields of Kilo-Moto.

From the north end of Lac Kivu right on to the frontiers of the Sudan and Uganda a magnificent arterial highway—the Route Royale du Nil—has been constructed. This road constitutes one of the greatest engineering feats in all Africa and was completed only three years ago—just before His Majesty the late King Albert paid his aerial visit to the Eastern Congo. The scenery along this route is perfectly wonderful. The view from the crest of the escarpment after one has passed through the Parc National Albert—the great Belgian Congo Game Reserve between Rutchuru and Lubero—is simply stupendous.

Travelling along this road through the Ituri Forest—where a speed of 50 miles an hour was easily attained whilst pygmies shyly watched our progress over the perfect surface of the road—I reached Irumu and then passed on to the Kilo-Moto Goldfields—afterwards crossing Lake Albert to Uganda.

It is quite impossible adequately to describe the beauty and interest of this portion of Equatorial Africa, which has aptly been termed “the Wonderland of the Eastern Congo.” No one can appreciate the glorious scenery of this region unless he has seen it for himself.

THE NATIVE QUESTION

Perhaps the paramount question relating to the Congo in the eyes of the outside world is the treatment of the native subjects. Almost from the very year this Central African State was placed under European administration, persons and interests, propagandists and press have been letting off “Congo crackers” in which gross and organised cruelties with regard to the natives have been alleged.

No more utterly untrue accusation has ever been brought against a group of far-sighted and humane people, who have thoroughly realised that the welfare of native employees is not only called for on humanitarian grounds, but that good treatment, satisfactory working conditions, liberal and nourishing rations, excellent housing arrangements and fair payments, together with recreative facilities and the best possible control of hygienic conditions, rewards employers in the Katanga a thousandfold.



H M. KING LEOPOLD III



HIS LATE MAJESTY, KING ALBERT I

When Sir Henry M. Stanley completed his first great journeyings in the Congo, he found no monarch or potentate other than King Leopold of the Belgians who would take any substantial interest in the development of this vast and pagan territory : no other person of importance and wealth who would assume responsibility for the opening up and administration of this immense area—a veritable terra incognita which was steeped in barbarism and was the haunt of savage men, wild beasts and tropical pestilences.

It was due to the Belgian King, and to no one else, that an organisation was formed for the reclamation of this tract of the African continent, for the peaceful development of commerce and the exploitation of its immense waterways and the stamping out of “the open sore of the world,” as Livingstone had described the slave trade.

Those who sought service under the flag of the Free State in those earlier and perilous days hailed from most of the nations of the world. Belgians, of course, predominated. But there were also Britishers, Scandinavians, Americans, Italians and men drawn from several other countries who assumed duties in the heart of Africa under the banner of King Leopold. Many of these pioneers laid down their lives in that service.

Under such conditions and in such a territory as the Congo Basin, which had for centuries been wallowing in the mires of atrocity, it would have been strange if there had not been isolated instances of cruel treatment of the subject races. But the perpetuation of a regime of terror and of oppression was never part or parcel of the policy of the administration.

A year or two ago some of the papers published in South Africa gave much publicity to an attack on the Belgian administration in the Congo in regard to natives by a socialist member of the Chamber of Deputies in Brussels. These cabled statements were given sensational headings such as “Slave Labour in the Eastern Congo,” “Starving Women,” etc., etc., and alleged that terrible cruelties were practised.

I have known the Congo Belge for many years, and recently travelled through the Province Orientale from south to north, from the Cinquième parallèle to Mongbwalu, and I can most sincerely assert that I, an unannounced and unimportant visitor, saw nothing of these alleged cruelties.

On the contrary, I saw thousands of contented and well-nourished natives. I made one long excursion with a Belgian official into the fertile and mountainous country to the west of Lake Kivu. We had no arms and no escort. We stopped at densely populated villages, and in every one of these the native chiefs and headmen came up and greeted us with respect and friendliness. There was, I could observe, a feeling of entire confidence between the headman and the Belgian official. How utterly different from the conception which is, I know, created in the minds of many people by the calumnies to which the Congo is unceasingly subjected and who imagine that in no part of the country would a Congo official dare undertake a "safari" unless he was escorted by an armed force with a few machine guns to defend him !

Nevertheless, it must be recognised that in many portions of this enormous area there are thousands of square miles which are still virtually unknown and are most difficult to administer.

There are, over the greater portion of the Congo Belge, a multitude of strange and secret native societies.

The Belgian administration does everything in its power to suppress these and other pagan practices.

PROGRESS—ALWAYS PROGRESS

I have said that the Congo Belge, for purposes of administration, consists, as does the Union of South Africa, of four provinces, but there are few, if any, additional points of similarity between this country and the vast Central African dominion, except that each State is rich in mineral wealth.

Whereas the Union has few large rivers and is deficient in timber supply, except in certain limited areas, the Congo Belge has an immense fluvial system and possesses the second largest continuous forest belt in the world. In the Congo Belge there is no industrial Colour Bar as there is in South Africa. It is, in fact, the policy of the Belgian administration and the Missions to encourage native talent and craftsmanship in every possible direction. Schools for natives have been established throughout the country, and in the larger towns and industrial areas technical education for "les indigènes" has been developed to a remarkable degree. In the Congo you will travel on comfortable—indeed luxurious—railway coaches behind locomotives

driven by black drivers. On the Congo River I have seen small steamers operated entirely by natives. Over the telephone I have conversed with a native operator who spoke English and French as well as a few native languages, and in the native hospital at Albertville I saw an African-born negro examining through a complex microscope blood smears for *trypanosomiasis* or sleeping sickness.

There are no politics in the Congo Belge. The Colony has able men at the head of affairs : administrators, financiers and engineers. That is one reason why the development of the Congo Belge has proceeded so rapidly, despite the world depression. These men, who are in control, can get ahead with a job of work and build, for example, 500 miles of railways without submerging the undertaking under the mud of party politics or subjecting the matter to half-a-dozen local commissions and select committees.

Nearly all the early pioneers of the Congo Belge have, as already stated, been gathered into the fold of the great majority. But there are still men living, men of fine courage and noble purpose, who have for many years played a memorable part in the civilisation of this mighty territory in the heart of Africa. It has been my good fortune to have met and conversed with some of these. First and foremost I would mention His late Majesty, King Albert—a monarch of commanding presence and charming, simple manner—who, like all the other members of the Belgian Royal family, has always taken such a real and sympathetic interest in the Congo, its inhabitants and problems. I was also privileged to meet Jean Jadot, the maker of the modern Katanga, who died only a year or two ago. General Tilkens, the former Governor-General of the Congo, Colonel Heenen, previously Governor of Katanga, a man of remarkable ability and extreme popularity, M. Edgar Sengier, M. Firmin Van Brée, and many others it has been my proud privilege to meet, and my admiration for the work these gentlemen have done is unlimited. There are many others whose names will go down to posterity as captains of industry, builders of civilisation in the heart of Africa. There are doctors, missionaries, Sisters of Mercy, engineers and administrators, who have devoted their lives to the Congo. And, lastly, but by no means least, there is Sir Robert Williams, the friend and coadjutor of King Leopold and Cecil John Rhodes, who pioneered the copper industry of Katanga and built that wonderful railway from Lobito Bay, the western

section of the transcontinental road of steel, that stretches across Africa from the Atlantic to the Indian Ocean.

Men such as these have gained fame and riches from their foresight, their industry and their determination. Surely they are entitled to their reward.

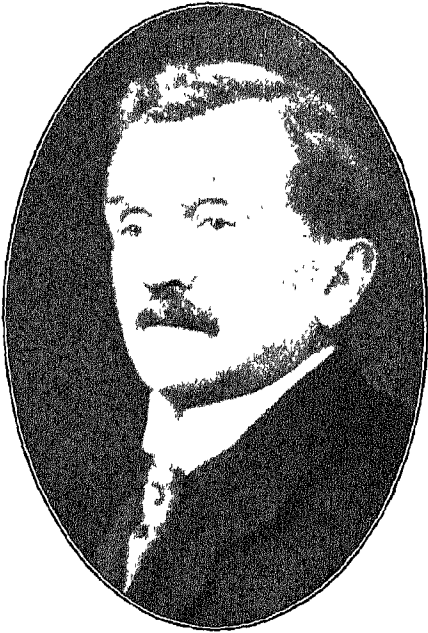
But over and above such material gains—is there not cause for a profound admiration of their services to humanity ?

May we not be doing them a great injustice if we think that it was for mere sordid gain—and gain alone—that they gave so much of life's short portion to the cause of Africa ?

I feel convinced that such an implication is unworthy. I have seen enough of Central Africa during the last twenty-five years to know that there has been much of the great motto "Service above Self" to give an inspiration to these stalwart souls and to guide them onwards when calumnies have darkened their names and when the very magnitude of the task has made its fulfilment seem impossible.

[Much of the foregoing is abstracted from an address delivered to the Johannesburg Rotary Club, by Owen Letcher, February 24th, 1933.]

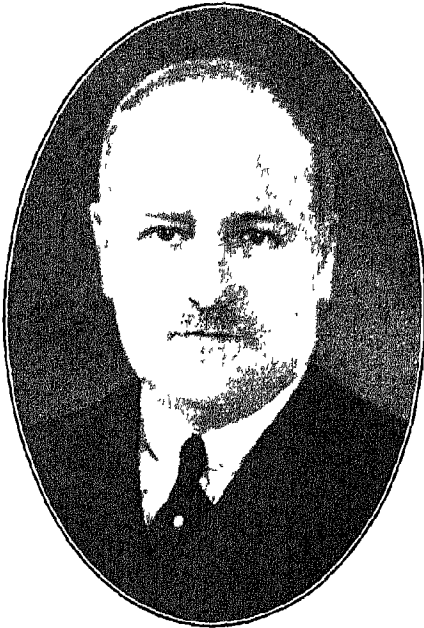




THEophile MONS JEAN JADOT,
GOUVERNEUR DE LA SOCIÉTÉ GÉNÉRALE
DE BELGIQUE.



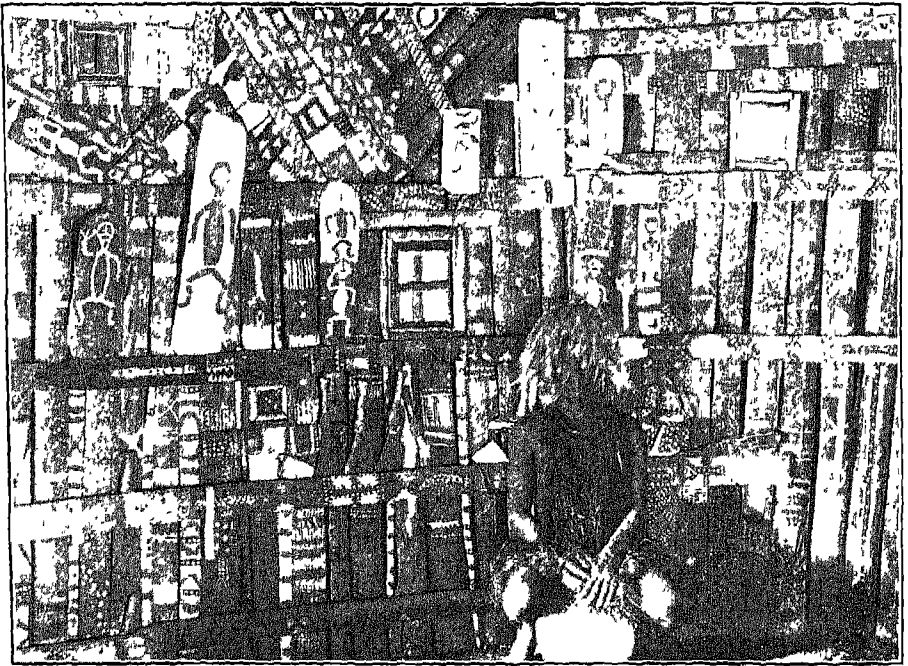
MONS E. FRANCKI,
GOUVERNEUR DE LA SOCIÉTÉ GÉNÉRALE
DE BELGIQUE.



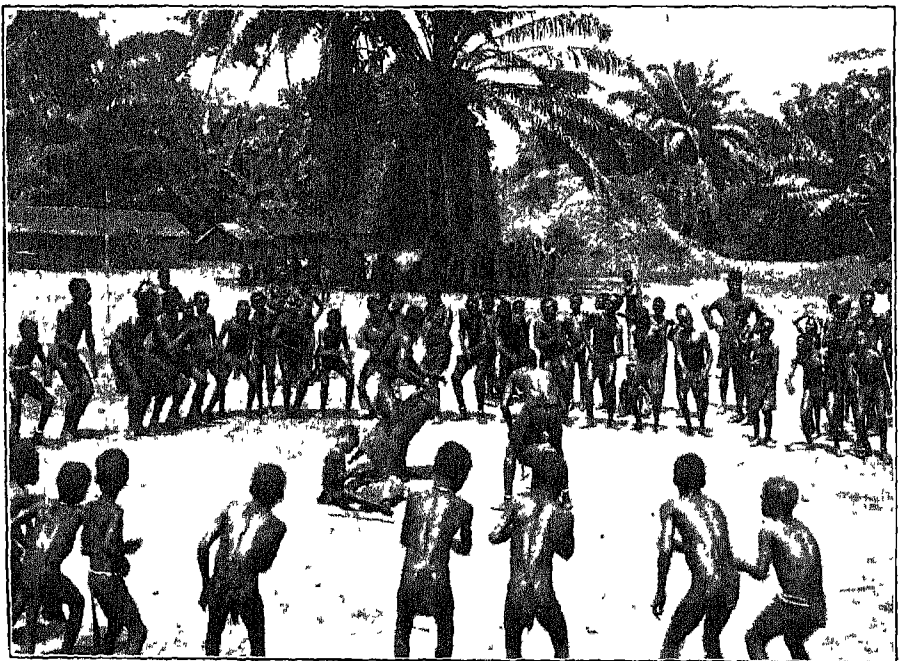
MONS. EDGAR SENGIER,
DIRECTEUR SOCIÉTÉ GÉNÉRALE DE BELGIQUE.



MONS. FIRMIN VAN BREE,
DIRECTEUR SOCIÉTÉ GÉNÉRALE DE BELGIQUE.



THE HOME OF A SORCERER IN THE EASTERN PROVINCE (Province Orientale)



NATIVE DANCE IN THE EQUATORIAL PROVINCE

CHAPTER II

Founding and Development of the Belgian Congo

A GENERAL REVIEW OF THE HISTORY OF BELGIUM'S GREAT COLONY

So much has been achieved during the past half century in this great territory, which constitutes the very heart and core of Africa, that it is a matter of considerable difficulty to say in which particular branch of activity the greatest work has been consummated. If, however, the development is considered not so much from the point of view of commerce but from an angle of humanitarian motive, it is indisputable that the immense labour performed on behalf of the native population of the Congo has been the outstanding feature of the vast enterprise in African Colonial expansion upon which the Belgian nation, headed by King Leopold II, embarked half a century ago. At that time, when the status of the basin of the Congo was recognised by the Powers of the World under the appellation of the Congo Free State, this huge territory, which is twice the size of the Union of South Africa and eighty times the area of the courageous little motherland—Belgium—had been little explored. The basin of the Congo was, in fact, to a large degree, a terra incognita, which had been originally penetrated from east to west by Stanley, and had been explored, as to the various other relatively small areas, by pioneers mostly of Belgian nationality.

All, or nearly all, of these expeditions had been conducted via and by means of the great waterways of the Congo and its tributaries—the vast forest areas and the plains and mountain ranges, the swamps and bush lands of the interior were unknown except where these areas impinged on the main fluvial highways. Even at the present day, although large towns have arisen and many important industrial centres have been established, although Government posts and missions, hospitals and schools have been founded, although the Congo Belge is pierced and penetrated from the Ubangui to Sakania and from Lake Albert to Matadi by rail and road, river

and lake, and by air services, there still remain vast areas which are only partially known and settled. In such a territory, which was for centuries steeped in barbarism, wherein the kings of the slave traders plied their nefarious trade and where tropical disease, savage tribes, the hazards of the cataracts and the peril of wild animals hampered progress, the administration and care of the native subjects of the Congo Belge has proved a matter of tremendous difficulty.

QUALITIES THAT HAVE MADE THE CONGO

It has been due to the determination of the Belgian Government, to the acumen and fortitude of the many important companies that have developed commerce and transportation in the great colony, to the shipping lines that link the Congo with the outside world, to the ecclesiastics who have borne and braved so much, and to the officials and rank and file of the Government and of the big companies, to the doctors and engineers and pioneers of all types and grades, that the Congo Belge has advanced magnificently and with so much world-famed tenacity of purpose.

It goes without saying that these great enterprises and far flung activities have cost money—money in colossal amounts. These vast capital sums have been provided by the Belgian Government, by the big mining, industrial, agricultural and transportation companies associated with the Congo Belge and by means of the revenue derived from the State. The total amount of money that has been poured into the Congo Belge runs into thousands of millions of francs. The Congo Belge is a fertile country and is rich in both mineral and agricultural wealth. Substantial profits have been obtained from the copper and tin, the gold and the diamonds of the Congo Belge. The ranching lands, the plantations of palm, of cotton, and of rubber have yielded of their quotas to swell the world's production of these commodities. The industrial concerns and the transportation systems of the country have in certain years yielded a surplus of revenue over expenditure. Nevertheless a long time must elapse before all the capital that has been invested in the Congo Belge or even the major portion of this capital will be recovered. The many lives that have been lost under the Blue Flag with the Golden Star, and during more recent years the Red, Black and Gold of Belgium, can never be retrieved. These pioneers,

officers and rank and file of the State, these missionaries and engineers have given of their all to a great and noble cause.

It will here be pertinent to remark that during the dark days when world depression was at its height, when mining installations were closed down or working on a basis of much restricted activity, when the revenues of the State were greatly impaired and the dire effects of the financial malaise in Europe and America were having reactions of a most potent nature upon the Congo Belge, the humanitarian work amongst "les indigènes," the activities of the Corps Sanitaire, of the Missions and of the Educational Systems which have been evolved, were in no way restricted.

In the relatively brief space of fifty years the Congo has become one of the leading copper producing countries of the world, an important producer of gold, diamonds, tin, cobalt and radium and a great exporter of palm oil, cotton and many other products of the soil. Splendid systems of transportation have been built up, large towns possessing all the amenities of life in the older world have arisen out of the bush lands, the forests and the plains. But in the years to come, when the immensity of Belgium's work in the Congo Basin can be viewed in its proper perspective, it will be gauged that the greatest work that has been carried out in the heart of Africa has been the emancipation of the natives, the care that has been bestowed on their bodies and their minds and the ministrations that have been conducted amongst the pagan tribes of this enormous territory. Only those who know the Congo can appreciate the magnitude of the task and the wondrous manner in which that task has been achieved. It is equally true to state that only those who know this territory can realise how false and shameful have been the accusations that have been levelled against the Administration and against the policies which have been carried out by the big companies.

In the following pages an attempt is made, on the occasion of the Commemoration of the Jubilee of the founding of the Congo State, to review the history, geography, geology, technology, transportation systems, statistics, sociology and commerce, etc., of Belgium's Dominion in Africa.

Before setting forth to present in a series of illustrated chapters the essential features of the Congo Belge as enumerated in the

foregoing, it is the pleasant duty of the Editor and Compiler of this work to express his grateful thanks to the various subscribers to this Commemoration Volume. Over and above these, many gentlemen whose names are too numerous to mention here have helped greatly in diverse ways to contribute to the success of this Publication. To each and all of these sincere thanks are extended and it is most genuinely hoped that the Volume now published will prove worthy of the occasion of the Commemoration of the Fiftieth Anniversary of the Congo Free State.

KING LEOPOLD TAKES THE INITIATIVE

The foundation of this great African Colony was the work of King Leopold II of Belgium, great uncle of the present monarch.

In 1876, King Leopold II of Belgium, who for a long time had nursed ambitions of a Colony for his nation, invited the most eminent geographical authorities to meet in conference at Brussels. The King formulated his own programme: "To abolish slavery in Africa, to pierce the darkness that still envelops that part of the world, while recognising its resources, which appear to be immense; in a word, to pour into it the treasures of civilisation. Such is the object of this modern crusade."

The Conference passed numerous resolutions and proposed the creation of an "International Association for the Exploration and Civilisation of Central Africa."

An Executive Committee was formed in Brussels, with the King as president, and Colonel Strauch, a Belgian officer, as secretary. The control of the enterprise thus passed into the King's hands. No one else realised its vast and pregnant possibilities or sensed its greatness. The opportunity that King Leopold II desired had presented itself to endow his country with the much-needed colony.

At this juncture a dramatic event changed the whole situation and gave a new turn to Belgian enterprise. Stanley arrived on the West Coast, having traversed Central Africa by means of the Congo, which he declared to be navigable to within a comparatively short distance of the Atlantic. The first four Belgian expeditions had meanwhile operated from Zanzibar, and as an earnest of their efforts had established the station of Karema on the eastern shore of Lake

Tanganyika. It was, however, Stanley's discovery that brought King Leopold's designs within the range of practical attainment.

Stanley declared that "The Power which makes itself mistress of the Congo must absorb, despite the Cataracts, all the commerce of the immense basin which expands itself behind that river." The Powers were deaf to that message, but one man heard and understood its purport. King Leopold's opportunity had come. He sent for Stanley; he fitted out an expedition over which he gave the explorer free and full control, and he took him into his service by a definite and permanent agreement. Within the next five years, Stanley established a chain of stations from Vivi, below the Cataracts which served as the first port for ocean steamers, to Stanley Falls, and he also steamed up several of the Congo tributaries, thus establishing the important fact that Nature had provided a vast system of waterways in a region which but for them would have long remained inaccessible. It was, therefore, clear that instead of merely obtaining a post here and there, King Leopold was acquiring a dominion.

In 1883, the King succeeded in inducing the British Government to sanction the despatch of a British officer to investigate the validity of the treaties which Stanley had concluded with the local chiefs holding the territory at and in the vicinity of the mouth of the river. General Sir Frederic Goldsmid, the officer appointed, reported that all these treaties were drawn up in proper form, and that they should be regarded as binding. Notwithstanding this conclusion, the British Government, having in the first place repelled Portuguese pretensions to the coast north and south of the mouth of the Congo, and necessarily to the control of its hinterland, suddenly changed its front and signed a Convention, dated February 26th, 1884, with Portugal, recognising her sovereignty over an area which included the Congo's estuary. On March 13th, France refused to recognise this unhappily conceived document, and Germany followed her example on April 18th. The Anglo-Portuguese Convention died at its birth, and on June 26th the British Government admitted the fact by its formal withdrawal.

An incident of even greater importance marked the spring of that year. In April, both France and the United States recognised the Congo Association as "a properly constituted State." On November 8th Germany adopted the same attitude. The German

Government declared that she was sympathetic to "the Belgian enterprises on the Congo which had for their object the founding of an Independent State" and she recognised the flag of the Association as that of an Independent and friendly State.

In the autumn of 1884 Prince Bismarck sent out invitations for an International Conference on the African question, to be held in Berlin. The General Act of the Conference laid down certain obligations equally binding on all the States possessing territories in the basins of the Congo and the Niger.

The Berlin Conference did not create the Congo State. The Congo Free State, in point of fact, had existed for some considerable while prior to the time the assembly held its first meeting, and before the Berlin Act was signed. On February 25th, 1885, it had concluded treaties with all the Powers, including Belgium herself. The King of the Belgians had become Sovereign of the Congo, and the position had to be regularised. For various good reasons it was not desirable at that time that Belgium should annex the Congo, and the Belgian Chambers accordingly passed a resolution "authorising King Leopold to be the Chief of the State founded in Africa by the International Association of the Congo," and decreeing that "the union between Belgium and the new State of the Congo shall be exclusively personal." That personal relationship remained in force until Belgium assumed administrative control of the Congo State in the year 1908.

The British South Africa Company, incorporated some four years later, tried, as Katanga was unoccupied, to pre-empt the area. Its agents, the British explorers Thomson and Sharpe, tried separately, in 1890, to make treaties with Msiri, the negro potentate of Katanga, but their efforts came to naught.

PIONEER EXPEDITIONS

King Leopold II, the founder and sovereign of the Congo Free State, alarmed at these attempts, sent Lieutenant Paul le Marinel to hoist his flag at Bunkeia, which was within the territorial boundaries of the State. Le Marinel met the missionaries Swan, Lane and Crawford, colleagues of Arnot, and their influence with Msiri in favour of Le Marinel, materially assisted the success of his mission.

Before leaving Katanga, Le Marinel founded a station at Lofoi, and left his two assistants, Legat and Verdict, in charge.

About the same time there were equipped and despatched two more expeditions, one commanded by the late Captain Lucien Bia, to whose courageous memory a Memorial has been erected at Tenke, and the other by Captain Stairs, who will be remembered as one of the members of Stanley's Emin Relief Expedition.

About this time the Stairs expedition arrived at Bunkeia, Msiri's village. In the negotiations which ensued Msiri defied the authority of the Free State and threatened one of the members of the expedition named Bodson. This officer promptly shot Msiri dead with his revolver, and in the *mélée* that ensued was killed by Msiri's followers. Misfortune still dogged this expedition, for four months later Stairs died at Chinde.

A few days before Captain Stairs left Bunkeia, the expedition of the Compagnie du Katanga, accompanied by Captain Bia, arrived there. This officer, however, succumbed to fever, some months later, at Tenke. The command of the expedition was then assumed by Lieutenant Emile Francqui, who was later to become a prominent personality in the Belgian colonial world, a member of the managing committee of the Union Minière and, who on the death of M. Jadot, assumed High Office as President of the Société Générale de Belgique.

In 1891 and 1892, Delcommune, accompanied by a mining engineer named Diedrich, spent 18 months exploring Katanga, and they discovered many important deposits of copper ore.

The Berlin Act of 1885 was supplemented by the Brussels Act of 1890. This was especially directed to effect the suppression of the slave trade, and King Leopold assumed the rôle of leader in the great campaign to be undertaken against the Arabs who sustained and carried it on.

One of the resolutions formulated in the Brussels Act sanctioned an import duty of ten per cent., which provided a certain revenue, and Belgium, for the first time, granted some direct support to the State by a loan for a million sterling in the terms of a formal treaty, which gave it the right to annex the Congo State at the expiration of

ten years if it wished. At the same time the will of King Leopold II, bequeathing all his sovereign rights over the Congo State to Belgium on his death was made public.

The Congo State was not the creation of conquerors, it had come into existence by a bloodless process of peaceful penetration. But Europe had now entrusted to King Leopold the task of overthrowing and expelling the Arab intruders who were brutalising if not annihilating the aboriginal populations. This was a mission which could not be accomplished by protocols ; it had to be done by force. King Leopold was fortunate in finding at once the right leader in Francis Dhanis, of the Belgian Grenadiers.

THE ARAB WARS

The campaign of 1892-93 laid the Arab power in the dust. Dhanis not merely drove the Arab chiefs into the region east of the Upper Congo to as far as the Great Lakes, but he smashed their power in their strongholds throughout Manyema. During this protracted struggle, the Belgians suffered heavily. A long list might be made of the martyrs in the cause of civilisation who were forthcoming as volunteers from the ranks of the Belgian Army. Dhanis was rewarded for this brilliantly conducted war with the rank of Baron.

The sequel of this campaign against the Arabs of Stanley Falls and the Manyema was the expedition fitted out in co-operation with England to close the southern line of retreat to the Arabs at Khartoum when the time should arrive to crush the power of the Khalifa. Two columns were entrusted with this task in 1896-97. One, placed under the command of Baron Dhanis, failed at the start owing to the mutiny of the Batatela contingent ; the other, under Commandant Chaltin, was completely successful, dispersing the Dervishes and establishing itself on the Nile at Rejaf.

In other parts of the vast territory subject to King Leopold military successes of a scarcely less remarkable character were achieved. Between the years 1890 and 1898, that is to say, from the preliminary expeditions against the Arabised tribes leading up to the Arab War down to the close of the operations under Commandant Henry against the Batatela mutineers, the loss of the State in officers

was extremely heavy. For example, dozens of commissioned officers fell in open fighting or were treacherously murdered during this period. A tribute is due to General Wahis, who held the post of Governor-General for many years, for maintaining the high traditions of the Corps of Belgian Officers among those who volunteered, from no sordid motives but from a spirit of patriotism, to serve their country's cause in Central Africa.

From the diplomatists and soldiers who served under King Leopold as Sovereign of the Congo, we pass to the administrators. The name of Baron van Eetvelde, who was for many years Secretary of State and the King's principal adviser, must be specially mentioned. It was he who mainly framed, under the direction of his Royal Master, the Statute Book of the State. His organisation of the Department in Brussels was entitled to high praise, and he attracted to it many men of marked capacity and high character. Among these illustrious colonials may be mentioned the names of Chevalier de Cuvelier and M. Droogmans.

TREMENDOUS DEVELOPMENTS TAKE PLACE

Belgian opinion had at last been aroused to the importance of the Congo question. It was realised that the King's gift, far from being an onerous burden, would prove a priceless possession, and that the time had come when Europe should be informed that Belgium accepted the responsibility of the charge. The taking over of the Congo territories in 1908 by a Treaty of Cession, to which France gave her adhesion, as entailing no infringement of her old right of pre-emption, marked a new departure. The Congo State became a Belgian Colony, subject to Parliamentary control and ministerial responsibility. But if the one-man rule had ended, the fact remains clearly established that its foundation and development had been the achievement and the glory of King Leopold II alone.

In the past twenty-seven years, that is to say, since this great territory was taken over by the Belgian people, enormous progress has been made in the Colony. Railways have been built, towns have been established, steamer, automobile and aerial transportation services have been organised, tropical disease has been combated in a most scientific and thorough manner, great factories and mines and public

works of all kinds have been built up, trade has expanded enormously. Despite World depression, despite all and everything, the development of the Congo Belge has progressed unimpeded.

TREATMENT OF THE NATIVES

Particular reference should be made here to the sympathetic and efficient manner in which the native population of the Congo Belge has been handled and brought into the scheme of civilisation. In the Congo Belge generally the treatment meted out to natives is humane, considerate and good, and in the more industrialised areas, such as the Katanga, the palm oil and factory districts at the Congo mouth, the Gold Fields of the Province Orientale, and the Diamond and Tin Fields, the treatment accorded natives compares most favourably with the treatment meted out to aboriginal employees anywhere in the world.

The Union Minière du Haut Katanga has brought to a very high pitch of perfection its organisation for looking after its native worker, that is to say, in transporting him to the mines, feeding him, securing for his comfort excellent quarters, providing him with recreation and education, tending him if he falls sick, looking after his dependants and paying him a reasonable wage.

In the Kilo-Moto Concession and in the Concessions of the Minière des Grands Lacs and of the other gold mining concerns of the Province Orientale, on the railways and lake and river services, in the agricultural and plantation zones, in short, throughout the length and breadth of this great territory, the welfare of the native is most thoroughly and systematically considered and practised.

In these respects it is exceedingly doubtful whether anywhere else in the world the native employees and their dependants are so well looked after as they are by the Union Minière and the other great colonial companies.

The Belgians fully appreciate the value of the native population of the Congo. They wholeheartedly realise that "les indigènes" are essential to the development of the Congo. There is no oppression of any kind of the subject races. There is a wholly different mentality prevalent in the Congo regarding natives and colour bars to that obtaining in the Union.

Organisations for the education of the native, for religious instruction, and for his care during periods of sickness have been developed throughout the country to a remarkable degree.

Hospitals, missions and schools have been established in every district.

The Congo is no longer the dark heart of Africa ; it has under Belgian administration been developed until it has become one of the most enlightened portions of the Continent.

All this has been achieved under an enlightened and sympathetic administration, quietly and unobtrusively.

THE ROYAL HOUSE AND THE CONGO

The Belgian Royal Family has throughout this period of development and the conquest of enormous difficulties given its gracious aid and encouragement to every good work and noble cause connected with this magnificent achievement in colonisation.

His Majesty, the late King Albert, at that time Crown Prince, visited the Congo a quarter of a century ago. Prince Leopold made a lengthy tour of the Congo Belge in 1925, and in 1928 the King and Queen arrived at Matadi by steamer from Europe and then, travelling by air and rail and road, visited many portions of the Colony. The Royal itinerary included a stay of some days in Elisabethville and the formal opening of the Bas Congo Katanga Railway at Muene Ditu.

In the Easter of 1932 the late King Albert visited by air the Province Orientale. His Majesty climbed one of the most formidable peaks of the Virunga volcano area, saw the grandeurs of the Lac Kivu region, travelled along the magnificent thoroughfare which connects Goma with the Nile and inspected camps and installations of the gold producing companies operating in this beautiful, wealthy and fertile region.

The whole world grieved at the tragic passing of King Albert. The whole world recognises in His Majesty King Leopold III, the son of King Albert, a monarch who will worthily uphold the traditions and grand name of his illustrious father.

His Majesty King Leopold III has also undertaken extensive travels in the Congo Belge. In 1925 His Majesty, at that time Crown

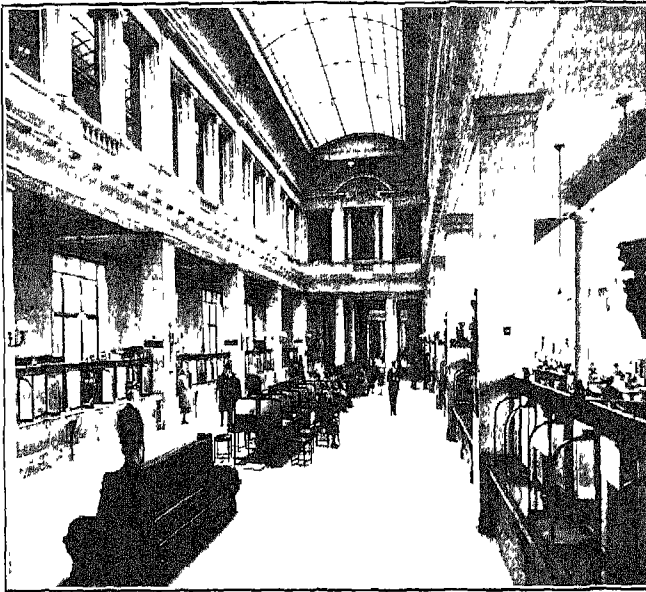
Prince and Duc de Brabant, met on the Congo-Rhodesian frontier His Royal Highness the Prince of Wales, thereby signalling the cordial relations that exist between Great Britain and Belgium and the colonies of these nations in Africa.

This close association of the Sovereigns with the Congo is a cause for genuine and unqualified pleasure amongst the Belgian people both at home in the motherland and throughout the vast colony in Africa. The Royal interest in the Congo signifies the continuation of the magnificent work which was initiated by King Leopold II, who was the originator of a project in the cause of civilisation that is almost unparalleled in the history of the world.

I cannot bring to a conclusion this chapter of "Congo Belge" without an appreciative reference to MONS. PIERRE RYCKMANS, the new GOVERNOR-GENERAL of the Congo Belge. Mons. Ryckmans served in Africa as a volunteer during the Great War. When peace was declared he was appointed as Resident of Urundi. He returned to Belgium in 1928, devoted to the Colony his activity and great talents, and inaugurated a campaign for a financial intervention of Belgium in favour of her colony.

Mons. Ryckmans, who is no more than forty-four years of age, is a man of great intellectual and administrative abilities. Although he succeeded Lt.-Gen. Tilkens as Governor-General only towards the close of last year, Mons. Ryckmans already has made extensive tours through a large part of the vast Colony, and has shown that his great talents and abilities are being whole-heartedly devoted to the efficient discharge of the duties and responsibilities of the high office which he has assumed.





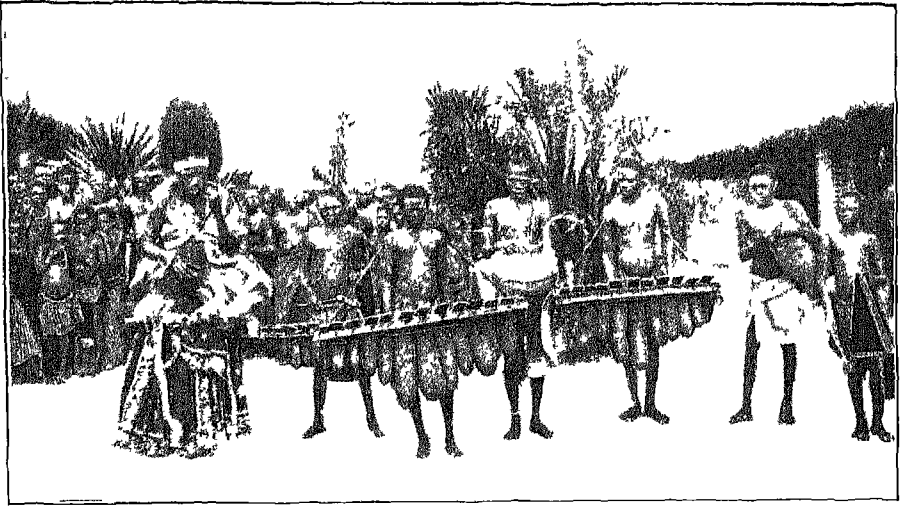
SOCIÉTÉ GÉNÉRALE DE BELGIQUE

Vue d'une des salles de marchés

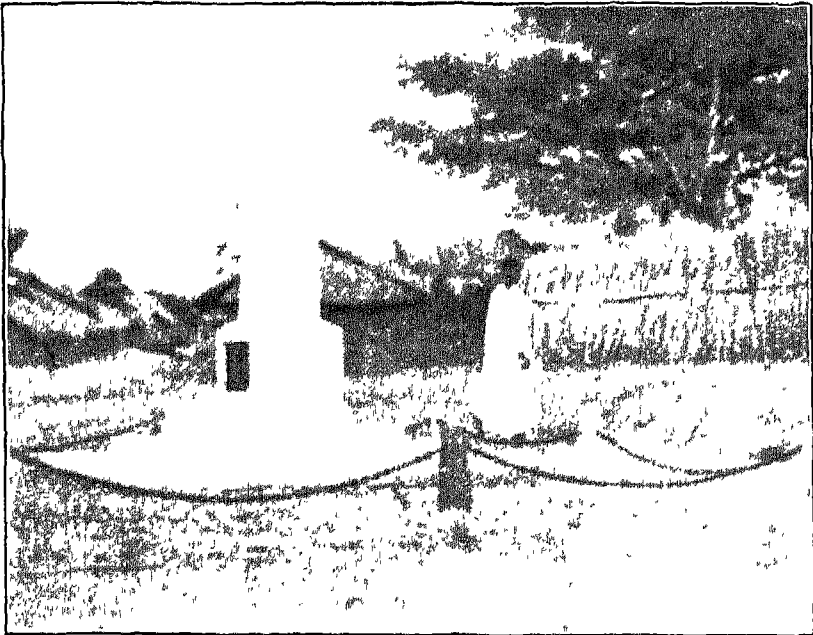


THE PALACE OF JUSTICE, BRUSSELS

Justice is administered throughout the Congo Belge without fear or favour. The Colony's laws are administered by a Jugeatua: "sans peur et sans reproche"



MUSICIENS INDIGÈNES



THE LIVINGSTONE-STANLEY OBELISK AT UJJI, LAKE TANGANYIKA—
 COMMEMORATING THE MEETING OF THESE TWO GREAT AFRICAN EXPLORERS
 Stands where the famous Mango tree formerly stood

Société Générale de Belgique

A great banking and commercial concern which has fostered industry in four continents. The alma mater of the Union Minière and other Congolese companies. Financial organisation of fine tradition.

La Société Générale de Belgique was founded in 1822, seven years after Waterloo had brought the Napoleonic Wars to a conclusion. Europe was then beginning to rest after a period of intensive international strife. The introduction of the steam engine was commencing to inaugurate a new epoch of transportation; industry was beginning to expand again after many years of combat in both the Old and the New Worlds. An element of stability was being introduced into international finance.

Thirteen years ago, in 1922, and eight years before the commemoration of the centenary of the independence of Belgium as a nation, the Société Générale celebrated its one hundredth birthday. During this period the Company advanced from comparatively small beginnings to the distinction of being one of the great banking, financial and commercial organisations of the world.

In the year 1823 Dépôts en compte courants of the Société Générale amounted to 208,000 francs. In 1921, Dépôts de comptes courants amounted to 1,119,897,000 francs, whilst Caisse d'Épargne stood at 52,039,000 francs.

Innumerable statistics might be quoted in order to demonstrate the remarkable growth of this mighty and well conceived enterprise which has played such a great and noble part in the opening up of the Congo Free State. For the history of Belgium's African Dominion has in no small degree been determined by the financial and industrial sponsorship which has been furnished by the great Brussels firm in conjunction with the aspirations of the colonial authorities.

The history of the Société Générale has moreover to a large degree been the history of financial and industrial Belgium during the past century. The Company was originally entitled "Société Générale

des Pays-Bas pour favoriser l'Industrie Nationale." Foundation was confirmed by the Statute of 1822. From 1836 onwards the Company secured increasing participations in various industrial organisations. By prudent and far-seeing management the Company weathered "La Crise de 1848," and from the later forties of the last century the Company's activities in connection with coal, chemical and metallurgical enterprises, cotton and linen industries, etc., expanded enormously.

Thus, in regard to coal the total production by concerns in which the Société Générale was interested increased from 5,820,000 tons in 1850 to 23,463,000 tons in 1900, an expansion in half a century which readily enough explains the enterprising nature of the direction and the capabilities of the engineers who superintended these activities in respect of "Charbonnage." The following table will, too, give some idea of the growth of other forms of enterprise in which the Société Générale was interested. The period selected is from 1846 to 1896.

Entreprises.	1846.			1896.		
	Nombre d'entreprises.	Ouvriers.	Ouvriers par entreprise.	Nombre d'entreprises.	Ouvriers.	Ouvriers par entreprise.
Produits sidérurgiques ..	103	9,799	95.10	85	23,622	277.90
Industrie verrière	25	3,683	147.30	46	21,699	471.80
Industries chimiques.. ..	121	750	6.20	399	7,202	18.60
Fil. et Tis. de Coton. ..	296	12,631	42.66	115	15,482	134.60
Fil. et Tis. de Laine ..	544	16,543	30.40	244	17,878	73.30

From the dates above given until the Great War temporarily crippled the activities of courageous little Belgium and of its premier banking and industrial organisation, the Société Générale greatly increased its activities and enterprises not only in the motherland but in other portions of the world. With the development of the Congo, for example, the Société Générale's identification with Africa was greatly intensified and it was very largely due to the financial support and encouragement provided by this company that mineral

enterprises such as the Union Minière du Haut Katanga were developed. Railways were built, other forms of transport were established and various ancillary enterprises were created. Largely due to the inspiration of that far-seeing monarch, King Leopold II, la Banque Sino-Belge was founded. In 1911 the Société Générale participated in the constitution of the Banque Brésilienne Italo-Belge. In 1913 the Banque Sino-Belge adopted the Banque Belge pour l'Étranger to denote the expansion of business in countries other than China. The Société Belgique also greatly extended its financial transactions with America through the medium of "la Société Hypothécaire Belge-Américaine."

During the period of the Great War and the invasion of Belgium by the German armies, the Société Générale rendered valuable patriotic services, and after the conclusion of the war the Société played a most important part in the restoration of Belgium and of other war-wracked countries as well. In 1922 the Société celebrated its centenary and since then has continued to play an active and highly important part, not only in the development of Belgian and Congo interests during periods of commercial activity, but has also proved a valiant ally and rock of support to innumerable branches of banking and industry in Europe and in Africa.

LA SOCIÉTÉ GÉNÉRALE DE BELGIQUE ET LE CONGO BELGE

[Extrait. Publication sur l'occasion du Centenaire de la Société Générale de Belgique, 1822—1922.]

Le Roi Léopold II avait, le jour même de son avènement, affirmé sa volonté de rendre la Belgique "plus belle et plus grande." Il consacra sa vie entière à réaliser ce programme, et l'histoire de son règne prouve qu'il sut l'accomplir. Ce n'est pas dans cette notice qu'il est possible de rendre l'hommage qu'il mérite à ce merveilleux génie, à cet admirable "excitateur d'énergies." C'est dans une très large mesure à ses encouragements, à ses exhortations réitérées que la Société Générale doit de s'être orientée dans la voie de l'"expansion coloniale." Une fois résolue à suivre cette direction, la Banque s'efforça de répondre dans toute la mesure du possible à l'appel de cet illustre souverain en servant ses vues et en s'inspirant de ses recommandations. Elle eut quelque mérite au début

à marcher de l'avant ; la persévérance n'alla pas sans difficultés, mais les résultats ont justifié dans une large mesure les efforts entrepris.

L'attention des hommes d'Etats européens s'était trouvée dirigée vers le continent noir à partir de 1875. Léopold II, qui entrevit, le premier, les magnifiques possibilités de développement de ces régions encore inexplorées, voulut que la Belgique y prit pied avant les grandes nations voisines. Dans ce but, il réunit, à Bruxelles, en septembre 1876, une conférence géographique internationale, chargée d'élaborer un plan commun pour l'exploration méthodique du centre de l'Afrique : cette entreprise prit le nom d' " Association Internationale pour la civilisation et l'exploration de l'Afrique centrale " ; elle allait constituer l'embryon du futur Etat congolais.

Le 26 novembre 1878 se forma, sous la présidence du Roi, le Comité d'Etudes du Haut-Congo, dont la tâche principale était de tenter la pénétration du bassin du Congo, en remontant le fleuve depuis son embouchure.

En 1884, le Comité d'Etudes prit le titre d' " Association Internationale du Congo." Cette société mit tout en œuvre pour faire reconnaître ses droits par les puissances, et le 1^{er} juillet 1885 la fondation de l'Etat Indépendant du Congo fut proclamée : Léopold II en était à la fois le souverain et le propriétaire. L'union personnelle entre le Royaume de Belgique et le nouvel Etat fut approuvée par la Chambre en avril 1885. A partir de ce moment commença le développement véritable du Congo. Des explorateurs belges le parcoururent en tous sens, tandis que nos officiers pacifiaient les tribus indigènes rebelles et purgeaient la colonie des Arabes trafiquants d'esclaves. Les Chambres belges votèrent, en 1908, la reprise du Congo par la Belgique, et le 18 octobre de la même année, l'annexion s'opérait solennellement. Ainsi se réalisait le but principal poursuivi par le Grand Roi que fut Léopold II. L'année suivante il mourut, laissant à un successeur digne de lui, le Roi Albert, qui venait d'accomplir un important voyage d'études au Congo, le soin de continuer l'œuvre entreprise.

Territoire grand comme quatre-vingts fois la Belgique, avec ses fleuves nombreux et navigables, pour la plupart, sur une grande

partie de leurs cours (*), avec ses inépuisables richesses agricoles et minières, le Congo est considéré à juste titre comme une des terres les plus riches du monde équatorial et offre aux initiatives hardies et entreprenantes un champ d'action illimité.

Se rendant aux conseils que lui donna le Roi Léopold II et reconnaissant que le développement de la colonie aurait une heureuse répercussion sur le commerce et l'industrie de notre pays, la Société Générale prêta, timidement d'abord, puis très largement son concours à toutes les entreprises qu'elle estimait susceptibles de contribuer à la mise en valeur de ce vaste domaine (**).

Les moyens de transport la préoccupèrent tout d'abord et elle s'intéressa, dès le début, à la constitution de la Compagnie du Chemin de fer du Congo, créée en 1889 sur l'initiative hardie et énergique du grand colonial Thys, pour l'établissement d'une ligne de chemin de fer entre Matadi et Léopoldville.

Plus tard, elle fut un des principaux souscripteurs du capital de la Banque d'Outremer, fondée en 1899 pour "créer, reprendre ou développer toutes entreprises commerciales, financières, industrielles, agricoles et forestières, principalement à l'étranger" et qui se préparait à jouer un rôle très actif dans la Colonie.

Après l'annexion du Congo à la Belgique, l'attention de la Société Générale se porta plus particulièrement vers le Katanga, région essentiellement minière et d'une remarquable richesse. Il existe, en effet, dans la partie méridionale du Katanga, une zone de minerai de cuivre très riche qui s'étend sur une longueur de plus de 300 kilomètres. Le Katanga recèle en outre d'importants gisements d'étain, d'or et de fer ; le charbon a été découvert en couches importantes près du lac Tanganyika et le long de la rivière Luena, affluent du Lualaba ; des dépôts diamantifères sont disséminés en de nombreux endroits ; enfin, récemment, l'on y a constaté l'existence de minerais d'uranium riches en substances radioactives.

Les premières découvertes provoquèrent la constitution de deux sociétés : la Compagnie du Chemin de fer du Bas-Congo au Katanga et l'Union Minière du Haut Katanga, auxquelles la Société Générale

(*) Le réseau navigable a plus de 14,000 kilomètres de développement.

(**) Le domaine africain avait, depuis longtemps déjà, attiré l'attention de la Société Générale. En 1876, elle accorda un subside de 10,000 francs à l'œuvre fondée par le Roi, pour la civilisation de l'Afrique centrale, considérant " que cette entreprise pouvait amener dans l'avenir l'extension des rapports industriels et commerciaux de la Belgique avec l'étranger."

apporta le concours de ses capitaux et de son expérience en matière financière, et qui allaient devenir les deux facteurs essentiels du développement de la riche province du Katanga.

Le chemin de fer est l'outil indispensable à la mise en valeur et au développement d'une région. Il en est ainsi dans les pays civilisés, et bien plus encore quand il s'agit de pays neufs à coloniser. Il fallait donc, avant tout, favoriser l'établissement des voies ferrées. Dès 1902, un décret du Roi Léopold II avait fait naître la *Compagnie du Chemin de fer du Katanga*.

Cette société avait spécialement pour objet " l'étude complète d'un chemin de fer reliant un point de la frontière méridionale de l'Etat Indépendant du Congo (Katanga) à un point situé sur le Lualaba, au sud du confluent de cette rivière avec le Lufira."

Mais diverses circonstances avaient empêché cette société de commencer d'une façon effective la réalisation de son programme. Quelques années plus tard, en 1906, d'autres projets de chemins de fer avaient vu le jour, notamment celui d'une ligne destinée à relier le Bas-Congo au Katanga et celui du raccordement du chemin de fer du Katanga à la ligne portugaise du Benguela.

Il sembla nécessaire à l'Etat Indépendant du Congo de réunir, sous une seule direction, les études, la construction et l'exploitation de ces différents chemins de fer. Dans ce but, une nouvelle société fut créée, par décret royal, le 31 octobre 1906 : la " Compagnie du Chemin de fer du Bas-Congo au Katanga " à laquelle fut confiée :

1° L'étude, la construction et l'exploitation, pour compte de l'Etat Indépendant du Congo :

(a) d'un chemin de fer du Katanga au Bas-Congo ;

(b) d'une ligne reliant le chemin de fer du Katanga à la ligne portugaise du Benguela ;

2° la réalisation, pour compte de l'Etat Indépendant du Congo, de la participation financière de ce dernier dans la Compagnie du Chemin de fer du Katanga, ainsi que l'étude, la construction et l'exploitation de cette ligne ;

3° le placement de tout ou partie des titres de l'emprunt 4 p. c. amortissable de 150 millions de francs, autorisé par décret du Roi-Souverain, les fonds à provenir du placement de ces titres devant servir exclusivement aux études, à la construction et à l'exploitation des chemins de fer énumérés ci-dessus.

La Compagnie du Chemin de fer du Bas-Congo au Katanga obtint, en outre, le droit de se livrer à des recherches minières dans une concession très étendue qui lui fut entièrement réservée. En cas de découverte de minéraux, elle pouvait procéder à l'exploitation des mines ou confier cette exploitation à des sociétés filiales.

La Compagnie du Chemin de fer du Bas-Congo au Katanga, Société Congolaise à responsabilité limitée, fut fondée au capital de 2 millions de francs, souscrit par la Société Générale de Belgique à concurrence des trois quarts.

Cette Compagnie se préoccupa d'abord de la construction du Chemin de fer du Katanga ; à la fin de l'année 1913, deux sections étaient construites sur une longueur totale de 439 kilomètres, s'étendant depuis la frontière de Rhodésie jusque Kambove ; au début de juillet 1914, une section de 115 kilomètres se trouvait en voie d'achèvement au-delà de Kambove et les travaux étaient entamés sur les 100 kilomètres suivants ; la construction d'une section était également amorcée par le nord, à partir de Bukama.

L'exécution de ces travaux fut assurée par l'émission d'une tranche de 75 millions de francs de l'emprunt de 150 millions de francs mentionné ci-dessus. La Société Générale prit ferme, à un taux très avantageux pour l'Etat, cette fraction de l'emprunt et ne parvint à en placer les titres qu'avec de grandes difficultés. Au bilan de 1913 de la Société Générale, la " Dette Congolaise 4 p.c. 1906 " et les " Bons du Trésor Congolais 5 p.c. " figuraient encore pour plus de 29 millions de francs.

En ce qui concerne la grande ligne devant relier Bukama (Katanga) au Bas-Congo, une mission d'ingénieurs avait pu déterminer, au cours des années 1913 et 1914, un tracé favorable dont la longueur était évaluée à 1,850 kilomètres environ, et des brigades poursuivaient les études définitives en divers points du tracé projeté.

Presque en même temps que la " Compagnie du Chemin de fer du Bas-Congo au Katanga, " naquit " l'Union Minière du Haut Katanga. " Ce fut, en effet, le 20 octobre 1906 que cette société se constitua, au capital de 10 millions de francs, souscrit pour moitié par la Société Générale et pour moitié par la Tanganyika Concessions Ltd., société anglaise qui avait pris une part très importante aux premières prospections.

L'Union Minière a pour objectif la mise en valeur et l'exploitation de diverses concessions, définies dans une convention qu'elle passa avec le Comité spécial du Katanga (lequel est chargé de l'administration de ce territoire), la création d'établissements commerciaux et industriels, d'entreprises coloniales, agricoles, etc. Elle obtint, pour un terme de trente ans, qui fut prorogé par la suite jusqu'en 1990, la concession de gisements de cuivre et d'étain et d'un certain nombre de gisements contenant des métaux précieux, du charbon et du fer, situés dans le Haut Katanga.

C'est à la fonderie de la Lubumbashi, près d'Elisabethville, que fut traité jusqu'en ces derniers temps tout le minerai provenant des gisements de l'Union Minière (*). Cette usine métallurgique fut construite en 1910, lorsque la voie ferrée venant de Rhodésie atteignit Elisabethville. Trois ans plus tard, elle comprenait trois fours water-jackets pour le traitement des minerais de cuivre et plusieurs autres installations, parmi lesquelles deux batteries de vingt-deux fours à coke chacune, alimentées par du charbon lavé de la Wankie Colliery Co, à Wankie (Rhodésie). Récemment, une nouvelle usine dont il sera parlé plus loin a été établie à La Panda.

En 1912, l'Union Minière augmenta son capital de 2 millions 500,000 francs. En même temps, son capital obligations passa de 10 à 20 millions de francs.

A la veille de la déclaration de guerre, cette société venait d'entrer dans une phase industrielle rémunératrice ; elle avait amélioré ses installations et développé ses travaux miniers de l'Etoile du Congo ; elle commençait l'extraction à Kambove et à Luishia et s'occupait de la mise en exploitation de ses nombreux gisements d'étain.

A cette époque déjà, l'Union Minière du Haut Katanga était considérée comme l'une des plus grosses entreprises cuprifères du monde. L'intérêt que possédait la Société Générale dans cette entreprise était représenté par 22,650 actions de 100 francs, valant,

(*) On pourra juger de l'importance de la production de l'Union Minière d'après les chiffres suivants qui représentent l'extraction de quelques mines seulement :

1911 :	997 tonnes de cuivre valant	1,415,000 francs.
1912 :	2,492 " " "	4,600,000 "
1913 :	7,407 " " "	12,775,000 "

La production a atteint, en 1921, environ 30,000 tonnes.

au cours de la Bourse du 31 décembre 1913, 15,220,800 francs, et par 7,000 obligations de 1,000 francs portées au bilan pour 6,650,000 francs.

En même temps que le Chemin de fer du Bas-Congo au Katanga et l'Union Minière du Haut Katanga, il faut citer, parce qu'elle procède de la même inspiration grandiose du Roi Léopold II et fut créée au même moment, la Société Internationale Forestière et Minière du Congo. Comme pour les deux autres, la Société Générale n'hésita pas à répondre à l'appel que le Souverain fit à son secours, encore que ce fussent là, à cette époque, trois entreprises fort hasardeuses, et dont les perspectives de succès étaient des plus éloignées. La "Forminière," ainsi qu'elle est communément appelée aujourd'hui, fut fondée en novembre 1906, au capital de 3,000,000 de francs, avec le concours d'un groupe américain. Ce capital fut porté, en 1912, à 8,000,000 de francs.

Le but de la société est la recherche et l'exploitation de gisements miniers, la mise en valeur et l'exploitation des forêts et des cultures tropicales et le commerce des produits coloniaux.

Cette société reçut des droits de prospection minière très étendus, mais, à la vérité, on ne savait guère, en la créant, quels minéraux exploitables avec profit il y avait chance de trouver au Congo. On fondait quelque espoir sur l'or. Des expéditions fort coûteuses furent organisées qui donnèrent des résultats presque nuls. Cependant, la société ne perdait pas courage et renouvelait ses recherches.

Celles-ci aboutirent à la découverte de gisements aurifères dans l'Aruwimi. L'exploitation de ces gisements fut confiée à une société filiale, la "Société Minière de la Tele," fondée en 1912 au capital de 4,500,000 francs.

D'autres prospections révélèrent enfin la présence de graviers diamantifères dans le bassin du Kasai ; leur exploitation a presque exclusivement absorbé l'activité de la Forminière et lui assure de belles perspectives d'avenir. Au cours de l'année 1913, l'exploitation des terrains diamantifères fut commencée et les quelques mois d'exploitation rudimentaire à laquelle se livra la société donnèrent environ 15,000 carats de diamants.

On verra dans un chapitre suivant le développement pris par la Forminière depuis 1913. Si l'on se reporte aux premières années

qui suivirent sa création, on ne peut s'empêcher d'admirer la foi robuste de ses fondateurs qui, en dépit de déceptions renouvelées, poursuivirent leurs recherches et n'hésitèrent pas à investir de nouveaux capitaux, jusqu'à ce que le succès vint couronner leurs efforts persévérants. Cet exemple prouve que dans les grandes entreprises coloniales, où la rémunération ne suit souvent que de très loin le travail et la mise de fonds, une forte organisation financière est indispensable pour atteindre le succès.

Le domaine forestier de la Forminière qui comprenait, au début de 1914, environ 400 hectares de terres avec 120,000 arbres à caoutchouc, principalement des hévéas, fut cédé en 1912 à une société filiale, la "Société Forestière et Commerciale du Congo Belge," fondée au capital de 3,000,000 de francs dans le but de mettre en valeur ce domaine et de s'occuper du commerce de l'ivoire, des noix palmistes, du copal, etc.

Enfin, à la suite des découvertes diamantifères faites dans le Haut Kasai et sur l'initiative de la Société Générale, la Forminière coopéra à la constitution de la Société portugaise "Companhia de Pesquisas Mineiras de Angola," qui a pour but d'effectuer des recherches minières, principalement de diamants, et d'en assurer l'exploitation dans le district de la Lunda, voisin du Kasai, et situé dans la colonie portugaise de l'Angola.

L'effort financier considérable qu'il avait fallu fournir avant de pouvoir commencer à mettre en valeur le domaine de la Forminière n'avait été possible que grâce à l'appui de la Société Générale. Cependant, l'Etat qui avait accordé la concession et n'avait engagé aucune mise de fonds, recevait de son côté une brillante rémunération, la convention de concession lui réservant, sous forme d'actions d'apports, la moitié des bénéfices de l'entreprise.

La Société Générale apporta son concours à diverses autres entreprises africaines. C'est ainsi qu'elle contribua à la création de la Banque du Congo Belge—établissement qui possède de nombreuses succursales et qui détient le privilège d'émission des billets en même temps qu'il est agent du Trésor colonial—et de la Banque Commerciale du Congo, sorte de filiale de la précédente. Elle prit une participation dans la Société Commerciale et Financière Africaine et dans l'Intertropical Anglo-Belgian Trading C^o, qui se

fusionnèrent dans la suite. Elle fonda, avec le concours de groupes amis, la " Société de Recherches Minières du Bas-Katanga " (région possédant de riches gisements d'étain), ainsi que la " Société Industrielle et Minière du Katanga " qui absorba ultérieurement la précédente ; elle s'intéressa à la " Compagnie Belge Maritime du Congo," fondée pour assurer les communications entre la Belgique et la Colonie, et à la " Compagnie des Pétroles du Congo." Enfin, elle constitua, en 1911, la " Société de Mutualité Coloniale," chargée de la gestion d'un portefeuille qui comprenait les actions de diverses sociétés coloniales dans lesquelles la Société Générale avait de grands intérêts.

En résumé, jusqu'en 1914, la Société Générale étendit de façon continue son champ d'action en Afrique ; elle y créa de nombreux centres industriels et commerciaux et seconda toutes les initiatives qui avaient pour but de doter le Congo de l'outillage économique indispensable à son plein développement, témoignage de sa confiance dans l'avenir de la Colonie.

* * *

Parmi les principales entreprises ayant leur siège d'exploitation à l'étranger, et qui purent maintenir leur activité en dépit de la guerre, il convient de mentionner tout spécialement les grandes sociétés coloniales, telles que l'Union Minière du Haut Katanga et la Compagnie du Chemin de fer du Bas-Congo au Katanga. Malgré les difficultés inhérentes à l'état de guerre, la première améliora son outillage et accrut la capacité productive de ses installations de manière à aider les alliés dans la mesure de ses moyens. De 7,407 tonnes de cuivre en 1913, la production passa à 27,462 tonnes en 1917, et ces chiffres auraient pu être dépassés considérablement, sans l'impossibilité de se procurer toute la main d'œuvre indigène nécessaire et les approvisionnements suffisants en charbon et en coke, ces derniers étant limités par la capacité de production des Charbonnages de Wankie en Rhodésie, le seul fournisseur de combustibles de l'Union Minière.

La Compagnie du Chemin de fer du Bas-Congo au Katanga put également réaliser une partie importante de son objet social. Le Chemin de fer du Katanga qui, en 1914, n'était construit et exploité

que sur une longueur de 440 kilomètres de la frontière Rhodésienne à Kambove, fut achevé jusque Bukama sur le Lualaba et livré à l'exploitation sur toute sa longueur (751 klm.) dès le milieu de 1918.

* * *

La guerre a mis particulièrement en relief la nécessité pour notre pays de s'assurer des sources abondantes et faciles de matières premières. A la lumière de cette nécessité, le legs du Roi Léopold II apparut dans toute sa valeur. Le peuple belge, qui jusqu'alors ne s'était intéressé que modérément à la mise en valeur de notre domaine colonial, se ressaisit et sembla comprendre enfin tout l'avantage qu'il retirerait de l'exploitation de ces territoires.

Il convient de mentionner ce revirement de la mentalité publique, car il explique l'accueil favorable que fit l'épargne belge aux appels de capitaux nécessités par les vastes programmes de création et d'extension d'entreprises congolaises, programmes à la réalisation desquels la Société Générale prit une part considérable.

L'Union Minière du Haut Katanga effectua une partie importante des travaux de développement qu'elle avait projetés. Elle construisit à La Panda, pour le traitement de minerais à basse teneur, une usine d'enrichissement de minerais et érigea dans le même but une installation d'essai pour le traitement du cuivre par voie humide et électrolyse. Elle projeta en outre le captage d'importantes chutes sur le Lualaba dans le but de traiter les minerais pauvres en cuivre par voie électro-chimique sur une vaste échelle industrielle.

Ces grands travaux au cœur de l'Afrique nécessitent naturellement des capitaux considérables. Aussi l'Union Minière a-t-elle porté successivement son capital à 15 puis à 26 millions de francs. De plus, elle est autorisée à émettre, au fur et à mesure de ses besoins, pour 150 millions de francs d'obligations et pour 150 millions de francs d'actions privilégiées. L'étude détaillée du domaine minier de la Société a révélé l'existence de minerais d'uranium à haute teneur en radium dont le traitement a été confié à la Société Générale Métallurgique de Hoboken, qui construit à cet effet des usines spéciales à Olen.

L'Union Minière envisageant la création de grandes installations

nouvelles, et les constructions en matériaux durables prenant une extension considérable au Katanga, un groupe de sociétés coloniales, de fabricants de ciments et de banques, parmi lesquelles la Société Générale, a pris l'initiative, en janvier 1922, de créer une fabrique de ciment à proximité du chemin de fer d'Elisabethville à Bukama. A cet effet, il a été fondé une société congolaise, les "Ciments du Katanga," au capital de 10,000,000 de francs, représenté par 20,000 actions de 500 francs, dont 2,000 titres ont été souscrits par la Société Générale.

La Société Internationale Forestière et Minière du Congo, après avoir confié à des filiales l'exploitation de ses droits sur des territoires forestiers et aurifères, s'est consacrée plus spécialement à l'exploitation de ses concessions diamantifères du Kasai et aux travaux de prospection et d'exploitation de terrains pour compte d'autres concessionnaires de la même région, telle la Société Minière du Bécéka, la Société Minière du Kasai et la Société Minière du Luebo.

La Société Minière de Bécéka, société congolaise à responsabilité limitée, fut fondée en 1919 au capital de 10 millions de francs, représenté par 20,000 actions de capital de 500 francs et 20,000 actions de dividende, dont plus de la moitié fut souscrit par la Société Générale, à l'effet de mettre en valeur les gisements découverts dans la région de Kasai par les prospecteurs de la Compagnie du Chemin de fer du Bas-Congo au Katanga. La société, qui n'en est encore qu'à la période d'installation, a de belles perspectives d'avenir.

De nombreuses sociétés diamantifères congolaises ont chargé la Forminière de la vente des pierres précieuses. A l'effet de faciliter l'approvisionnement des tailleries anversoises, elle a ouvert dans la métropole un bureau de vente au détail, ce qui a permis de réduire considérablement le chômage dont cette industrie a pâti en Hollande et en Angleterre.

La Mutualité Coloniale gère également les participations de la Société Générale dans plusieurs autres entreprises minières, telles que la "Compagnie des Diamants de l'Angola," la "Compagnie des Pétroles de l'Angola," la "Compagnie de Recherches Minières en Angola," le "Syndicat de Recherches Minières au Katanga," le "Syndicat Général de Recherches Minières au Kasai," la "Société Belge Industrielle et Minière du Katanga," etc.

Parmi les initiatives heureuses en matière de développement de culture coloniale, il y a lieu de mentionner la création de la " Compagnie Cotonnière Congolaise."

Les grands pays producteurs de coton, tels les États-Unis et les Indes, qui alimentent en matière brute l'industrie textile européenne, manifestent depuis quelque temps une tendance non déguisée à utiliser eux-mêmes leur coton et à substituer à l'exportation de la matière première celle de leurs produits fabriqués. De là un mouvement général en faveur de l'extension des cultures de coton, notamment en Afrique, par les puissances colonisatrices, afin d'assurer leurs approvisionnements. La place que le Congo Belge occupe sur ce continent le qualifie spécialement pour prendre la tête du mouvement. Au surplus, les variétés de coton américain qu'utilise plus particulièrement notre industrie cotonnière réussissent de façon satisfaisante, comme l'a prouvé l'expérience, dans les districts du Maniéma, du Kasai-Sankuru, du Lomani et de l'Uele.

La " Compagnie Cotonnière Congolaise " fut constituée en 1920, au capital de 6 millions. Elle a pour objet toutes les questions relatives à la culture du coton au Congo, à l'achat, la manipulation, le transport et enfin à la vente du coton sur les marchés d'Europe. L'Etat Belge fit apport à cette nouvelle entreprise d'usines et de matériel d'égrenage existant dans les districts du Lomani-Maniéma et du Sankuru-Kasai. Le capital fut souscrit par la Société Générale avec un groupe d'autres banques, par de grandes sociétés commerciales congolaises et des industries belges.

La production de 1920 a été de 135 tonnes de coton égrené, celle de 1921 de 660 tonnes, et on évalue à 1,000 tonnes environ celle de 1922. Ce coton a donné entière satisfaction à nos filateurs. Si l'on songe que la consommation annuelle de la Belgique était d'environ deux cent cinquante mille balles avant la guerre, il apparait manifeste que l'avenir de cette société s'annonce sous de brillants auspices, à condition qu'elle puisse transporter facilement ses produits vers la métropole.

Le problème de la mise en valeur de notre colonie dépend presque uniquement, en effet, de la création d'un réseau important de moyens de communication au Congo et de la commodité des relations avec la Belgique. Les richesses de notre colonie n'auront jamais toute

leur valeur que pour autant qu'elles pourront être amenées avec facilité sur les marchés du continent européen. C'est dans cet esprit que la Société Générale a participé, en 1920, à la fondation de la Compagnie Africaine de Navigation, destinée à établir des services de cargos entre Anvers et les ports africains des côtes orientale et occidentale. C'est imbu des mêmes principes que la Compagnie du Chemin de fer du Bas-Congo au Katanga pousse activement l'étude de la voie ferrée qui doit réunir le Katanga au Bas-Congo en traversant le Kasai.

Une mission étudie sur place, du côté sud, la traversée du Luabala et le premier tronçon de la ligne à partir de Bukama. Une autre mission, du côté du Kasai, a fait l'étude de la navigabilité de ce fleuve et a reconnu que la traversée de celui-ci pourrait se faire à Ilebo, point que l'on peut atteindre pendant toute l'année avec de grosses unités fluviales. Cette dernière mission s'occupe d'entreprendre les études d'une première section de la ligne, ce qui permettra d'entamer la construction de celle-ci par les deux bouts.

La Compagnie du Chemin de fer du Bas-Congo au Katanga, avec le concours de la Société Générale, a participé à la fondation de la Société des Charbonnages de la Luena qui exploitera les gisements de charbon découverts par les ingénieurs de cette Compagnie. Le capital de la nouvelle société est de 10 millions de francs ; il a été souscrit par la Compagnie du Chemin de fer du Bas-Congo au Katanga, l'Union Minière du Haut Katanga, le groupe Géomines, Simkat et Bénard et le Comité Spécial du Katanga.

RAPPORT DE LA SOCIÉTÉ GÉNÉRALE DE BELGIQUE, ANNÉE 1933 ENTREPRISES COLONIALES

COMPAGNIE DU CHEMIN DE FER DU BAS-CONGO AU KATANGA.—
Le rendement des lignes construites et exploitées par cette Compagnie, —et dont l'objet essentiel est de desservir le Katanga et d'en exporter les productions—s'est ressenti notamment de la contraction de l'activité minière et industrielle de l'Union Minière du Haut-Katanga.

Sur le Chemin de Fer du Katanga (C.F.K.) la régression du trafic, comparativement à l'année 1930, a été de 13 p.c. pour les voyageurs et de 43 p.c. pour les marchandises payantes.

De son côté, la ligne Port Francqui-Bukama de la Société des Chemins de fer Léopoldville-Katanga-Dilolo (Léokadi) a enregistré une diminution de trafic de 20 p.c., tant pour les voyageurs que pour les marchandises payantes.

L'incidence de ce recul a pu être compensée en partie par la compression des dépenses d'exploitation ; cette compression est de l'ordre de 44 p.c. pour le Chemin de fer du Katanga et de 29 p.c. pour la ligne Port Francqui-Bukama.

En réduisant ses dotations pour amortissements, la Compagnie du Chemin de fer du Katanga a pu distribuer les mêmes dividendes que pour l'exercice 1930, soit net fr. 54.30 aux actions privilégiées et fr. 12.11 aux actions ordinaires.

De son côté, la Société Léokadi a encore été en mesure, sans devoir recourir à la garantie d'intérêt de la Colonie, de payer pour l'exercice 1931, le dividende de 7 p.c. sur le capital actions privilégiées investi, au 31 décembre 1931, dans la ligne Port Francqui-Bukama.

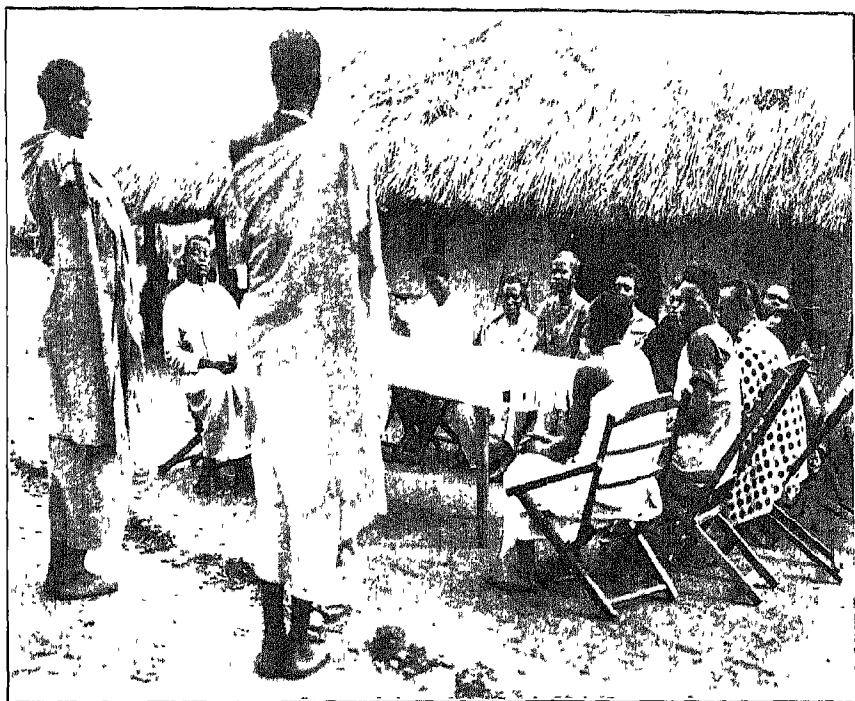
Il est à remarquer que ce n'est que depuis le 10 mars 1932 que l'exploitation de la ligne Tenke-Dilolo influencera les résultats de la Société Léokadi ; jusqu'à cette date, les résultats de l'exploitation provisoire ont été incorporés au compte de premier établissement.

Les études de la ligne Port Francqui-Léopoldville, poursuivies par la Compagnie du B.C.K., sont terminées.

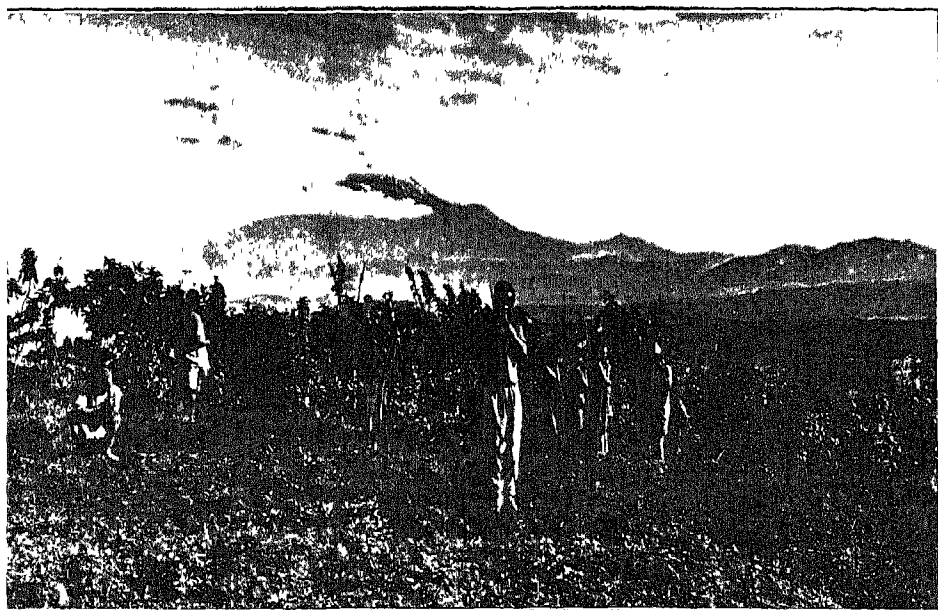
Les installations industrielles de la Société Exploitation Forestière au Kasai, établies à Kakenge, sur la ligne Port Francqui-Bukama, viennent d'être mises en marche et leur production apportera un aliment intéressant au trafic de retour de cette ligne ainsi que du Chemin de fer du Katanga.

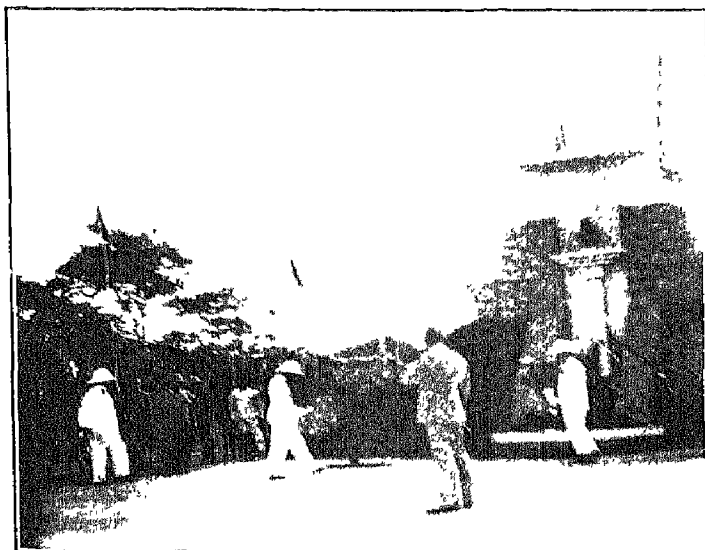
COMPAGNIE DU CHEMIN DE FER DU CONGO.—Les opérations de mise à l'écartement définitif de 1^{re} 067, préparées par des études minutieuses, ont été réalisées les 12 et 13 juin 1932, avec une rapidité telle qu'il n'en est résulté pratiquement aucune interruption dans le trafic. Ce travail considérable sur une ligne de 400 kilomètres a été accompli en moins de quarante-huit heures.

Les travaux des nouvelles installations maritimes de Matadi et Ango se poursuivent activement. La première partie du mur de quai

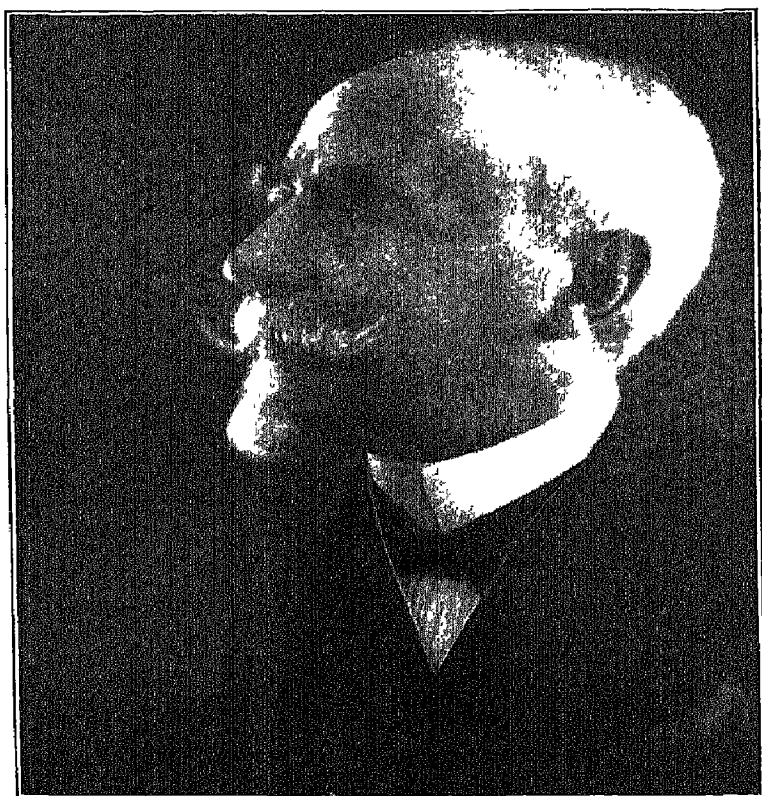


A NATIVE TRIBUNAL AT RUTSHURU.





THE UNVEILING OF THE MEMORIAL TO LUCIEN BIA
AT TENKI, 1931



TEU LE BARON EMPAIN.

de Matadi, mesurant 424 mètres de long, est achevée et permet déjà l'accostage simultané de plusieurs bateaux. Les travaux de transformation de l'ancien pier, en amont, qui ajouteront 600 mètres de quai, sont en cours. L'apportement d'Ango est également entré en service.

Le bilan de la Compagnie, pour l'exercice clôturé le 30 juin 1932, accuse une perte de 18,800,000 francs. Celle-ci résulte du resserrement du trafic qui, à l'importation, est tombé de 65 p.c. et à l'exportation de 23 p.c. par rapport aux chiffres maxima enregistrés en 1930. Cette réduction de trafic fait supporter aux produits et marchandises transportés une proportion énorme des frais fixes et des charges financières de la Compagnie.

LA SOCIÉTÉ AUXILIAIRE INDUSTRIELLE ET FINANCIÈRE DE LA COMPAGNIE DES CHEMINS DE FER DU CONGO SUPÉRIEUR AUX GRANDS LACS AFRICAINS (AUXILACS) a enregistré des résultats très satisfaisants pour l'exercice 1931 : les dividendes ont été maintenus à fr. 27.15 aux actions de capital et 50 francs aux actions de fondateur.

Les disponibilités de cet organisme le mettent en mesure de s'associer largement au financement des initiatives visant à l'exploitation des concessions minières dans les régions Nord-Est de la Colonie.

Ses participations principales sont toujours constituées par des actions et obligations de la Compagnie des Chemins de Fer du Congo Supérieur aux Grands Lacs Africains et par des actions de capital et parts de fondateur de la Compagnie Minière des Grands Lacs Africains.

La Compagnie des Chemins de Fer a pu équilibrer son compte d'exploitation pour l'exercice 1931 : cependant, le bilan de cet exercice fait encore apparaître la perte d'exploitation antérieure, se chiffrant par 9,660,000 fr. En conséquence, le service du dividende statutaire des actions, de l'intérêt des obligations et de l'amortissement a de nouveau été assumé par la Colonie, conformément aux conventions.

Cette Compagnie gère un vaste territoire minier et se trouve intéressée aux résultats des sociétés, en nombre croissant, qui mettent en valeur ses richesses aurifères et stannifères. Les recettes provenant de cette activité sont déjà intéressantes et appelées à progresser au fur et à mesure du développement de la production.

L'extraction aurifère de la Compagnie Minière a dépassé, en 1932, 1,300 kilogrammes. Celle de l'exercice 1931 avait atteint 1,150 kilogrammes et les résultats de cet exercice ont assuré, comme précédemment, le paiement de l'intérêt de 7 p.c. aux actions de capital.

En vertu d'accords conclus entre les principaux producteurs de cuivre, l'Union Minière du Haut-Katanga a réduit sa production, à partir du 1^{er} mai 1932, sur la base de 40,000 tonnes par an, pour la période allant jusqu'au 1^{er} janvier 1933.

Les droits d'entrée décrétés ou envisagés par certains grands pays consommateurs, ayant amené de nouvelles perturbations sur le marché du cuivre, des négociations ont eu lieu récemment entre les producteurs intéressés, en vue d'établir un nouveau programme de production, adapté au rythme actuel de la consommation. Ces négociations n'ont pas encore abouti à un accord.

La production de radium et de cobalt a pu être maintenue à un niveau satisfaisant. Enfin le traitement de certains minerais de cuivre a donné lieu à une récupération intéressante de métaux précieux (argent, platine, or).

La Société est intervenue dans la création de la Société de Recherche Minière du Sud-Katanga, en y prenant une importante participation ; elle lui a notamment fait apport des permis de recherches qu'elle détenait dans la région sud du Katanga, et qui avaient fait l'objet d'études et de travaux encourageants.

Les bénéfices bruts de l'exercice 1931 de l'Union Minière se sont élevés à 163,400,000 francs, compte tenu du report à nouveau de l'exercice précédent. Après défalcation des charges financières et amortissements, le solde disponible du compte de profits et pertes a servi à payer le dividende fixe de 30 francs net aux actions privilégiées, le solde de 66,700,000 francs ayant été reporté à nouveau.

La SOCIÉTÉ GÉNÉRALE DES FORCES HYDRO-ÉLECTRIQUES DU KATANGA (SOGEFOR) est entrée, à partir de l'exercice 1931, en période d'exploitation et a établi, pour la première fois, un compte de profits et pertes. Celui-ci a fait ressortir, après de notables amortissements, un solde disponible de 6,087,000 francs, assurant un dividende net de fr. 30, aux 160,000 actions de capital.

La quantité d'énergie fournie en 1931, à l'Union Minière du Haut-Katanga, a atteint 139,000,000 de kwh. Il y a lieu de prévoir,

pour l'exercice écoulé, une réduction sérieuse de la production ; les résultats se maintiendront cependant favorables.

La Société Générale Africaine d'Electricité (Sogelec), à laquelle " Sogefor " a confié l'exploitation de certains postes de transformation et l'entreprise du transport et de la distribution, a réalisé, pour l'exercice 1931, un bénéfice net de 6,292,000 francs et réparti également un dividende net de 30 francs à ses 160,000 actions de capital, tout en procédant à de larges amortissements.

SOCIÉTÉ GÉNÉRALE INDUSTRIELLE ET CHIMIQUE DU KATANGA (SOGECHIM).—Le capital, qui avait été fixé à 100 millions de francs, a été ramené, dans le courant de 1932, à 50 millions, par suite de modifications apportées au programme initial de la Société, réalisé dans des conditions plus favorables qu'on ne l'avait espéré.

Les comptes de l'exercice 1931, après déduction de 3,216,000 francs pour amortissements, ont laissé un bénéfice net de 9,990,000 francs ; il a été alloué une somme de 3,500,000 francs au fonds de prévisions et distribué un dividende brut de 8 p.c. au montant libéré des actions.

CHARBONNAGES DE LA LUENA.—L'extraction de 1931 a été de 76,000 tonnes et les comptes se sont clôturés par un léger bénéfice.

Au cours de 1932, la Société a pâti de l'électrification des installations de l'Union Minière, son principal client ; d'autres débouchés lui ont été fermés à la suite du retour à la chauffe au bois dont l'abondance de main-d'œuvre a, en certains domaines, rendu l'emploi plus avantageux que le charbon. Pour ces raisons, l'exploitation des charbonnages vient d'être provisoirement arrêtée.

La SOCIÉTÉ INTERNATIONALE FORESTIÈRE ET MINIÈRE DU CONGO (FORMINIÈRE), ainsi que les sociétés diamantifères dont elle assure l'exploitation et le service commercial, ont retiré, comme précédemment, des avantages indiscutables des accords conclus entre tous les producteurs sous les auspices du Syndicat du Diamant de Londres.

Par l'effet de ces accords, le marché du diamant a été en mesure de profiter des premiers symptômes d'amélioration dans la situation économique et s'est assez sensiblement redressé pendant le second semestre de 1932.

La Forminière développe avec succès, tant dans ses exploitations propres que dans celles des sociétés affiliées, sa politique de compression du prix de revient.

Tout en maintenant la production de 1932 au niveau des années antérieures, il a été possible de réduire considérablement les cadres de personnel blanc et les effectifs de main-d'œuvre indigène.

Le bénéfice net accusé par la Forminière, au bilan de l'exercice 1931, s'élève à 16,327,000 francs. La répartition de ce bénéfice a été réservée, en égard aux circonstances, mais la Société y procédera vraisemblablement vers la fin du premier trimestre de 1933. On peut prévoir que les dividendes qui seront proposés pour les deux catégories d'actions, à l'assemblée générale extraordinaire à convoquer à cet effet, seront du même ordre que ceux afférents à l'exercice 1930, soit net fr. 170.15 aux actions de capital et fr. 145.25 aux actions de dividende.

La production d'or de la Société Minière de la Tele, filiale de la Forminière, pour compte de celle-ci et de la Société Minière de l'Aruwimi-Ituri, s'est élevée, en 1932, à 615 kilogrammes, contre 595 kilogrammes en 1931.

D'autre part, la Société Minière de la Tele a accepté, en 1932, de mettre à la disposition de différents organismes, titulaires de concessions dans le territoire de la Compagnie des Grands Lacs, l'expérience qu'elle a acquise depuis longtemps en matière d'exploitation aurifère. Il en est déjà résulté une augmentation de leur production qui s'affirmera encore en 1933.

La Société Forestière et Commerciale du Congo Belge a développé ses plantations de caféiers qui couvrent actuellement 700 hectares environ et ont déjà donné, en 1932, une récolte de 300 tonnes de café. L'exploitation forestière et la menuiserie ont marché au ralenti.

La Société d'Elevage et de Culture au Congo Belge compte, à fin 1932, un troupeau de 28,500 têtes de bétail. Elle assume la direction technique de la Compagnie Pastorale du Lomami (12,000 têtes de bétail) et de la Société Lovoï au Lomami (2,500).

SOCIÉTÉ MINIÈRE DU BÉCÉKA.—Le bilan de l'exercice 1931 s'est soldé par un bénéfice net de 19,611,000 francs. Sa répartition, qui avait été également différée, a été décidée récemment et s'est traduite par la mise en paiement d'un dividende net de fr. 124.50 aux actions de capital et de fr. 103.75 aux actions de dividende.

La production de 1932 a été sensiblement équivalente à celle de 1931.

La SOCIÉTÉ MINIÈRE DU KASAÏ, la SOCIÉTÉ MINIÈRE DU LUEBO et la SOCIÉTÉ MINIÈRE DE LA LUETA ont réalisé ensemble, pour l'exercice 1931, un bénéfice net de près de cinq millions de francs.

Les dividendes nets viennent d'être fixés respectivement à fr. 78.85, fr. 26.97, et fr. 15.56.

La production obtenue en 1932 par la Forminière, pour le compte commun de ces trois organismes, n'est que légèrement inférieure à celle de 1931.

La production de la Compagnie des Diamants de l'Angola est en nouveau progrès en 1932.

Les résultats de l'exercice 1931 ont été à peu près semblables à ceux de l'exercice précédent ; ils ont autorisé la distribution d'un dividende de un shilling, qui avait été payé par anticipation.

La SOCIÉTÉ DES MINES D'OR DE KILO-MOTO accuse, pour 1932, une production de plus de 6,000 kilogrammes, représentant un nouveau progrès sur celle de 1931, qui était de 5,300 kilogrammes. Le solde bénéficiaire, en augmentation, en 1931, a permis de majorer les dividendes, qui ont été fixés à fr. 43.06 net pour les actions privilégiées, fr. 13.06 net pour les actions de jouissance et fr. 5.04 net pour les parts bénéficiaires.

La SOCIÉTÉ DES MINES D'ÉTAIN DU RUANDA-URUNDI (MINÉ-TAIN) a continué l'organisation de ses concessions par des travaux de développement et de préparation des gisements reconnus ainsi que par des aménagements routiers. Les recherches, poursuivies méthodiquement à la faveur de la prorogation des droits miniers de la Société, ont décelé des réserves stannifères nouvelles ainsi que deux dépôts aurifères. Dès à présent, onze gisements de cassitérite ont été dénoncés.

Le récent relèvement des cours de l'étain met la Société en mesure d'envisager incessamment une activité productive.

La SOCIÉTÉ DE COLONISATION AGRICOLE AU MAYUMBE a produit, en 1932, environ 1,520 tonnes d'huile de palme, 1,100 tonnes de palmistes, chiffres en augmentation sur ceux de 1931, et 275 tonnes de cacao.

COMPAGNIE COTONNIÈRE CONGOLAISE (COTONCO).—La production cotonnière du Congo Belge en 1932 est inférieure de près de 45 p.c. à celle de 1931, qui s'était élevée à 14,600 tonnes de coton-

fibres. Divers éléments ont contribué à ce fléchissement : suspension temporaire de la culture dans certaines zones du Haut-Uele, trop éloignés des ports fluviaux, manque de propagande officielle, ravages provoqués par les insectes dans les plantations de l'Uele, semis tardifs dans les régions du Sud.

La campagne de 1933 bénéficiera de la réouverture, à la demande du Gouvernement, des zones de l'Uele et du Maniéma, précédemment fermées, ainsi que des extensions de cultures dans l'Ubangi, dans certaines régions du Kasai et du Lomami.

La Compagnie Cotonnière Congolaise et ses deux filiales au Congo Belge—la Société Cotonnière du Népoko et la Société Cotonnière du Bomokandi—ont traité, en 1932, environ 6,500 tonnes de coton-fibres, maintenant ainsi leur participation proportionnelle dans la production totale du Congo.

Les prix du coton ont reculé au point de toucher, vers la fin du premier semestre 1932, un niveau qui n'avait plus été atteint depuis 1848 ; un redressement assez vif, opéré pendant les mois d'août et de septembre, n'a pas persisté et les prix sont revenus, en fin d'année aux environs des cours de juillet.

Le Gouvernement de la Colonie continuera, pour la récolte de 1933, l'aide temporaire déjà accordée en 1932 aux sociétés cotonnières, en leur faisant les avances de fonds nécessaires.

Par suite de ventes dans des conditions peu favorables, le compte de profits et pertes de la Cotonco, pour l'exercice 1931, n'a pu être équilibré qu'au moyen de l'utilisation d'une réserve spéciale de 25 millions. Le bilan de cet exercice présente encore la perte reportée de l'exercice 1930, soit 12,982,000 francs.

La SOCIÉTÉ INTERTROPICAL-COMFINA a clôturé son bilan de l'exercice 1931 par une perte de 4,965,000 francs, mais les réserves diverses s'élèvent à plus de 100,000,000 de francs.

Elle dispose ainsi d'amples ressources grâce auxquelles elle peut attendre avec confiance le réveil de l'activité commerciale.

La Société du Haut-Uele et du Nil a reporté à nouveau un bénéfice net de 1,547,000 francs qui avait été réalisé malgré une perte de change de 3,817,000 francs résultant de certains investissements. Cette Société possède également d'importants fonds de réserve.

SOCIÉTÉ DES MINOTERIES DU KATANGA.—Le bilan de l'exercice 1931, après des amortissements à concurrence de 1,700,000 francs, fait apparaître un bénéfice net de 1,421,000 francs, qui a permis de distribuer aux actionnaires un dividende de 5 p.c., soit brut fr. 22.50 par action libérée de 90 p.c.

La Société a adjoint à son activité principale, constituée par les opérations de mouture, la représentation commerciale du sucre congolais dans le Katanga. La propagande qu'elle a entreprise en faveur de la consommation locale de ce produit, notamment parmi les populations indigènes, a été féconde : de 60 tonnes en 1930, les ventes sont passées à 300 tonnes en 1931, malgré la forte diminution des effectifs de main-d'œuvre industrielle, et elles atteindront vraisemblablement un chiffre supérieur encore en 1932.

SOCIÉTÉ AFRICAINE DE CONSTRUCTION.—Le dividende de l'exercice 1932 a été fixé, comme précédemment, à 10 p.c. du capital versé.

Les travaux de transformation du chemin de fer Matadi-Léopoldville sont terminés et la nouvelle ligne a été mise en service.

Les travaux de génie civil de l'usine hydro-électrique de la M'Poso sont en bonne voie d'achèvement. D'autre part, les travaux de construction du chemin de fer du Kivu et du réseau routier du Ruanda-Urundi sont toujours arrêtés pour des raisons d'ordre budgétaire.

La COMPAGNIE FONCIÈRE DU KATANGA a réalisé, pendant l'exercice 1931, un bénéfice net de 4,663,000 francs, après allocation d'une somme de 5,808,000 francs aux amortissements et aux fonds de prévoyance et d'assurance.

Les actions privilégiées ont touché leur dividende statutaire de 7 p.c. brut, soit fr. 29.05 net et les actions série A un dividende de 2 p.c.

L'activité du service de construction s'est considérablement ralentie en 1932, mais les recettes de loyers, tout en accusant également une réduction, sont demeurées satisfaisantes.

La Compagnie dispose de larges disponibilités provenant en partie d'amortissements et en partie d'une modification de son programme.

Le statut imposé au COMITÉ NATIONAL DU KIVU comportait des obligations ayant le caractère de charges de souveraineté ; elles ont entravé l'accomplissement de sa mission économique et absorbé une partie notable de ses ressources financières. Ce statut devra, à la lumière des enseignements, subir des modifications comportant notamment un allègement de la structure financière de l'organisme.

Il convient de rappeler que le Comité National a éveillé une activité intense dans une région éloignée des grands courants économiques, la dotant de moyens de transports et y effectuant des prospections agricoles, forestières et minières.

Ce programme se développe activement par diverses filiales, notamment la Société Auxiliaire Agricole du Kivu (S.A.A.K.), la Société Immobilière au Kivu (S.I.M.A.K.), la Compagnie Immobilière du Nord du Kivu (C.I.M.N.O.K.I.) et la Société des Chemins de fer au Kivu (C.E.F.A.K.I.).

La création d'une Société Minière, filiale du Comité, est encore à l'étude ; d'autre part, la question des voies et moyens destinés à l'achèvement du Chemin de fer au Kivu est dans l'attente d'une solution.

Le bilan du Comité National, pour l'exercice 1931, accuse un solde déficitaire de 927,000 francs, après imputation d'une somme de 1 million 229,000 francs pour amortissements.

COMPAGNIE DU KATANGA.—Cette Société a pris l'initiative de constituer, avec le concours de l'Union Minière du Haut-Katanga et d'autres organismes ayant directement ou indirectement des intérêts dans la Colonie, la Société de Recherche Minière du Sud-Katanga.

Cette nouvelle entreprise, au capital de 46 millions de francs, est chargée de rechercher tous gisements de minerais dans le Sud de la Province du Katanga et d'en assurer, éventuellement, l'exploitation par l'entremise d'une ou de plusieurs sociétés filiales.

En vue de participer à cette constitution, la Compagnie du Katanga a augmenté son capital de 4,200,000 francs à 7,200,000 francs par la création et l'émission de 6,000 actions privilégiées nouvelles de 500 francs. Cette opération, qui a été réalisée à des conditions favorables pour les actionnaires, a obtenu un plein succès.

La Compagnie recevra un certain nombre d'actions entièrement libérées, en rémunération de l'apport de sa convention avec la Colonie.

Le bilan de la Compagnie du Katanga, pour l'exercice 1931, s'est soldé par un bénéfice net de 9,959,000 francs, qui a donné lieu à la répartition d'un dividende net de fr. 247.55 aux actions privilégiées et de fr. 212.19 aux actions ordinaires.

COMPAGNIE DU CONGO POUR LE COMMERCE ET L'INDUSTRIE.— La Compagnie a poursuivi énergiquement la tâche de réorganisation et d'adaptation de ses filiales, rendue nécessaire par le ralentissement de leur activité.

Certaines d'entre elles ont pu rémunérer leur capital. De tels résultats sont satisfaisants et de nature à inspirer confiance.

Par rapport à sa valeur d'inventaire, qui s'élève à 147,712,000 francs, la plus-value du portefeuille de la Compagnie est de plus de 60 millions.

Le bilan de l'exercice 1931-1932 accuse un bénéfice net de 4,474,000 francs, sur lequel une somme de 1,071,000 francs a été affectée à des amortissements.

Après répartition d'un dividende de 5 p.c. aux actions privilégiées, il a été reporté à nouveau 3,103,000 francs.

Nous donnons ci-après des renseignements sur la marche des principales affaires du portefeuille de la Compagnie.

La Société Belge Industrielle et Minière de Katanga (Simkat) a continué, pendant l'exercice écoulé, la reconnaissance de ses gisements d'étain des Monts Kibara. Malgré les cours dépréciés actuels de l'étain, certaines parties de ces gisements pourront être mises en exploitation, dès qu'auront été créés les moyens de communication nécessaires.

La Société a réalisé en 1931 un bénéfice de 2,440,000 francs, provenant principalement des revenus du portefeuille ; après amortissements, une somme de 1,250,000 francs a été transférée à la réserve spéciale.

Compagnie Immobilière du Congo.—La Compagnie a réalisé quelques opérations foncières intéressantes au cours de l'exercice écoulé ; les branches "location de terrains et d'immeubles" et "assurance incendies et automobiles" ont donné de bons résultats.

Les effets de la dépression générale ont continué à peser sur son activité en matière de prêts hypothécaires.

Par suite du ralentissement de la construction en Afrique, le bureau d'architecture a été supprimé et l'exploitation de la carrière et de la marbrerie de Lukala arrêtée.

Le bilan de l'exercice 1931 s'est clôturé sans bénéfice ni perte ; la réserve extraordinaire de 3,500,000 francs a été affectée à divers amortissements.

Ciments de Katanga.—L'exercice 1931 a laissé un bénéfice net de 7,500,000 francs environ, contre 16,400,000 francs en 1930. Un dividende de 175 francs net a été distribué aux actionnaires.

Les ventes de ciment ont diminué considérablement. La Société a constitué un important stock de clinker et a arrêté la cuisson depuis février 1932, ne laissant en activité, depuis cette date, que son atelier de mouture.

Ciments du Congo.—L'exercice 1931 s'est terminé par un bénéfice net de fr. 3,792,000, indépendamment d'un amortissement de 1,500,000 francs.

Ce bénéfice a permis d'affecter trois millions à un compte de prévision et de reporter à nouveau fr. 570,000.

Pour l'année 1932, les ventes se sont encore ralenties et des réductions de prix ont dû être consenties ; néanmoins la Société espère pouvoir présenter un bilan sans perte.

Société d'Entreprises de Travaux en Béton au Katanga (Trabeka). — Cette Société a fait, en 1931, un bénéfice de 11,150,000 francs et distribué, comme pour 1930, un dividende de 150 francs net à ses actionnaires.

Elle a étendu son champ d'activité aux deux Rhodésies et à l'Afrique du Sud où elle exécute des entreprises importantes. Au début de 1932 elle a créé, avec le concours d'une compagnie française, la Société Franco-Belge d'Entreprises de Travaux en Afrique, qui a obtenu l'adjudication de divers travaux en Afrique Equatoriale Française.

Compagnie Industrielle et de Transports au Stanley-Pool (Citas).—L'exercice 1931 s'est clôturé par un bénéfice de 1,275,000 francs qui, augmenté du report de l'exercice précédent, a permis d'affecter 961,000 francs aux amortissements et de reporter 1,473,000 francs.

Le tonnage transité a diminué encore, malgré la reprise, par la Société, du port public de Léopoldville, mais les dépenses d'exploitation ont subi une compression à peu près correspondante. La période des immobilisations étant terminée, toute reprise des transports se répercutera directement sur les résultats.

Société Anonyme Belge pour le Commerce du Haut-Congo.— Le bilan de l'exercice 1931 se clôture sans bénéfice ni perte ; les amortissements extraordinaires, rendus nécessaires par la chute des cours des produits, la baisse de la livre sterling et le rajustement des prix de vente des marchandises aux prix de remplacement, ont été effectués par un prélèvement sur les réserves.

L'exploitation commerciale a été déficitaire. Par contre, l'activité industrielle de la Société ne s'est pas relâchée au cours de l'exercice 1931 : les diverses exploitations, grâce à une compression énergique des dépenses et une organisation rationnelle des divers départements, ont donné, en 1931, un bénéfice net de 878,000 francs. La Société poursuit, avec succès, la réalisation de son programme d'industrialisation.

Quant aux plantations, leur étendue était au 31 décembre 1932 de 2300 hectares contre 1245 hectares fin 1931. L'aménagement des plantations nouvelles s'effectuant actuellement à des conditions extrêmement avantageuses, les prix de revient des produits se comprime progressivement.

Compagnie des Produits du Congo.—L'exercice 1931 accuse une perte de 374,000 francs.

La réduction des frais d'exploitation et l'amélioration du rendement des usines ont permis de mettre les prix de revient de la production agricole et industrielle en harmonie avec les cours de vente.

Au point de vue commercial, la Société a décidé la fermeture de certains comptoirs, mais a développé, par contre, les branches d'activité dont elle escompte un rendement constant.

La situation de la section d'élevage est pleinement satisfaisante. L'effectif des troupeaux, qui se trouvent en excellente condition, est passé de 4,940 têtes de gros bétail en 1931, à 5,550 en novembre 1932. Cette section est encore susceptible d'un développement intéressant.

Compagnie Commerciale et Agricole d'Alimentation du Bas-Congo (A.B.C.)—Le bilan de 1931 s'est clôturé sans bénéfice ni perte, après prélèvement sur le fonds de réserve d'une somme de 4,367,000 francs, consacrée à des amortissements extraordinaires.

Le nouvel hôtel de Léopoldville, achevé en décembre 1931, n'a été mis en exploitation que partiellement.

Au cours de l'exercice 1932, l'A.B.C. a cessé toute activité commerciale pour se livrer uniquement à l'exploitation des hôtels.

Société des Frigorifères du Congo (Sofrigo). Les comptes de l'exercice 1931 se soldent par un bénéfice de 1,572,000 francs. Cette somme a permis d'effectuer des amortissements à concurrence de 556,000 francs, de rembourser l'avance consentie par la Colonie pour le paiement du dividende de l'exercice 1930 et de distribuer aux actionnaires un dividende de 6 p.c.

La Société a pu maintenir le volume de ses affaires à un niveau intéressant, malgré la diminution sensible de la population européenne de la Colonie.

Avec la coopération de diverses sociétés, la Sofrigo a étendu progressivement son rayon d'action. De nouvelles extensions commerciales sont envisagées.

Compagnie du Lomami et du Lualaba.—Les comptes au 30 juin 1931 se clôturent sans bénéfice ni perte ; il a été prélevé, sur les réserves, 7,042,000 francs pour effectuer les amortissements jugés nécessaires. Les réserves s'élèvent encore, au 30 juin 1931, à 25,924,000 francs, en regard d'un capital de 14,400,000 francs.

Les résultats d'exploitation d'Afrique ont à peu près couvert toutes les charges de la Société.

Le programme agricole est presque entièrement réalisé. Fin août 1932, il existait au total 3,310 Ha. de plantations de palmiers et de caféiers, dont une partie est en production.

L'usine à café donne pleine satisfaction ; ses produits ont été bien accueillis sur le marché. La construction d'une seconde usine est prévue.

Les deux huileries mécaniques sont en plein rendement ; elles travaillent sans perte, malgré les bas prix actuels du marché.

Société pour la Manutention dans les Ports du Congo (Manucongo).—Pour 1931, le bénéfice net a été de 1,277,000 francs après prélèvement de 261,000 francs affectés à une réserve spéciale ; ce bénéfice a permis de distribuer un dividende de 6 p.c. net.

Le ralentissement des affaires, ainsi que les ristournes accordées aux exportateurs de produits coloniaux, ont fortement influencé les résultats de cet exercice.

Pendant l'année 1932, le tonnage manutentionné a encore diminué.

La Société a terminé les transformations de son matériel, nécessitées par l'écartement nouveau de la ligne du chemin de fer du Congo ; elle a passé commande de dix grues électriques destinées à l'équipement des nouveaux quais de Matadi.

Société Anonyme des Pétroles au Congo (Petrocongo).—Les installations de Léopoldville sont complètement achevées. L'usine de cracking a été mise en marche et donne satisfaction.

La "Pétocongo" a mis en service, à Léopoldville et à Ango-Ango, une installation destinée à la manutention en vrac des huiles de palme ; le transport de ces huiles est assuré par ses wagons-citernes, dont le nombre a été augmenté.

Les ventes restent normales et les résultats de l'exercice 1932 s'annoncent satisfaisants.

Sa filiale, la Société Coloniale de la Tôle (Socotôle), a clôturé son premier exercice par un bénéfice qui a été appliqué aux amortissements.

Chantier Naval et Industriel du Congo (Chanic).—Le troisième bilan de la Société s'est clôturé, après des amortissements à concurrence de 2,493,000 francs, par un bénéfice de 1,599,000 francs, qui a été reporté à nouveau.

Au 31 décembre 1931, le montant des amortissements et réserves s'élève à 10,961,000 francs pour un total d'immobilisations de 54,560,000 francs.

L'activité du chantier naval de la Société est en ce moment considérablement réduite.

Compagnie Sucrière Congolaise.—La campagne de fabrication de 1932 s'est déroulée dans de bonnes conditions.

Les progrès réalisés, tant au point de vue de la superficie cultivée qu'à celui du rendement à l'hectare, ont, en effet, permis la production de 3,383 tonnes de sucre cristallisé blanc, ce qui constitue une augmentation de 50 p.c. sur le tonnage de l'année précédente.

Quant aux prix de vente, par suite de la situation du marché du sucre, ils ont été inférieurs à ceux obtenus en 1931.

Les perspectives de la récolte de 1933 sont des plus encourageantes.

Compagnie Générale de Produits Chimiques et Pharmaceutiques du Congo (Cophaco).—L'exercice clos le 31 décembre 1931, s'est soldé par un bénéfice net de 398,000 francs.

Les résultats ont été influencés par la diminution de la population européenne de la Colonie et par la réduction des effectifs de travailleurs indigènes, employés dans les diverses exploitations.

La Société a toutefois pu maintenir le volume de ses affaires à un niveau intéressant, grâce à la conclusion d'arrangements avec ses principaux clients.

Elle a, d'autre part, étendu le rayon de son activité à l'Afrique Equatoriale Française.



The Call of the Congo

AFRICA'S IRRESISTIBLE GLAMOUR

Kings and Princes as well as persons of more humble estate and degree have felt the Call of Africa ; many indeed have surrendered to a beckoning which brooks no refusal. The members of the Belgian Royal Family have always evinced a real and great interest in the enormous Colonial possession in the heart of Africa. Both His Majesty King Leopold III and his illustrious father, King Albert I, have paid visits to the Congo Belge and it is of interest to observe that H.R.H. the Prince of Wales of England has also visited the Congo and has come under its spell. It may be recalled that in 1925 King Leopold III, then Duc de Brabant, met H.R.H. "le Prince de Galles" on the Katanga-Rhodesian frontier and they exchanged fraternities between their two nations.

It is also of special interest to remark on the tributes paid to Africa, and especially to the Congo, which were made by King Leopold III (at that time Duc de Brabant) who with the present Queen (then Duchesse de Brabant) visited England only a month or two before the untimely death of King Albert.

On that occasion, the Prince of Wales, speaking at a dinner of the African Society given in honour of the Duke and Duchess of Brabant, at Claridge's Hotel, on November 16th, 1933, proposed the health of the Royal guests.

The Prince said how welcome their Royal Highnesses were among them, and how much they appreciated the presence "of one whom the Belgians consider the Heir to the Throne, but whom we consider an old Etonian."

"We, who possess," he continued, "a certain number of Colonies, admire the personal, active interest the Duke has taken in the welfare and development of his great Colony. He appreciates, I know, to the full the importance of an exchange of views on all questions concerning inter-colonial co-operation.

"He has paid no less than four visits to Africa, in which he included two lengthy stays in the Belgian Congo.

"Unfortunately my knowledge of the Congo is very slight, but I regard the week I spent there as one of the most interesting in my travels in Africa, because it enabled me to realise something of the vast resources of that great territory and to see how friendly were the personal relations between British and Belgian officials on each side of the frontier."

Referring to his experiences during his visit to the Belgian Congo, the Prince said that from the camp at Mundo he had four very interesting days of walking safari through the forest.

"I think the forests of the Congo," he added, "have to be seen to be believed. The experience was thrilling, but any of you who have been through them will understand when I say that I was very glad to be out in the open again.

"You all know the African elephant is very different from the Indian elephant, and it is said by many that they are untameable, but I went to the Belgian Government elephant farm and there I saw elephants tamed, and tamed in a most humane fashion. Whether or not they will ever be commercially useful as agricultural factors I do not know."

Turning to the Duke and thanking him for the hospitality offered him in the Belgian Congo, the Prince said: "I hope one day to have an opportunity of penetrating it more deeply."

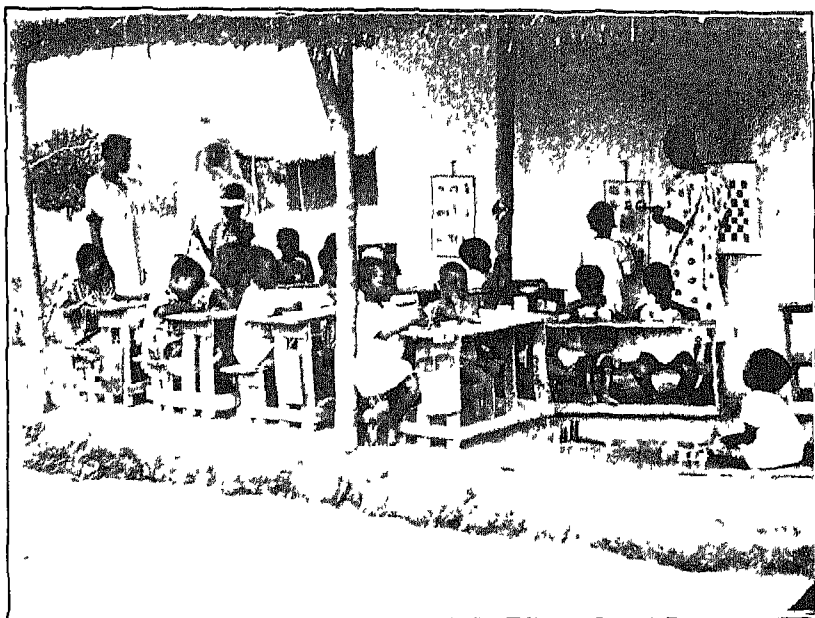
"Africa," he continued, "is not only a great continent, it has a most mysterious call which makes anyone who knows any part of it—whether North, South, East, or West—inevitably desire to return.

"If the glamour of pioneering work is a thing of the past, there is for us and for generations to come another glamour. There are the great and important problems of government and sound native development and great scientific research.

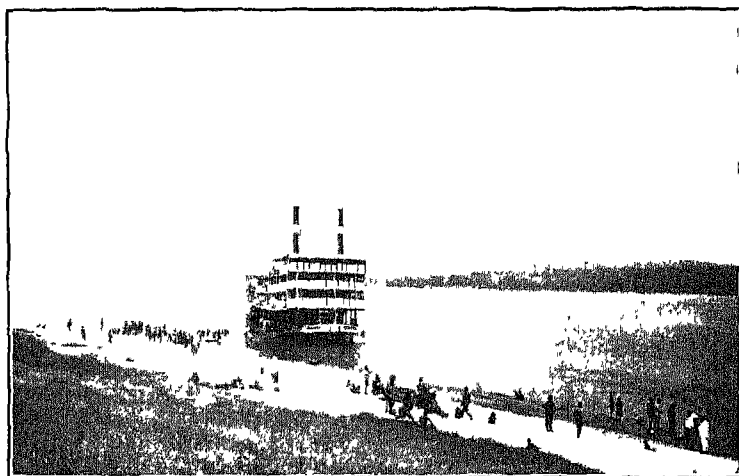
"These are the things in which generations to come, both Belgian and British, will find a great scope. And with them it will really rest to justify our occupation of African territories.

"I know his Royal Highness will agree with me on this—for he knows these problems at first hand and his speeches have shown he looks forward to the future."

King Leopold III, then the Duke of Brabant, replying, gave an interesting account of the flora and fauna of the Belgian Congo,



AT NIANGARA THE SCHOOL OF THE ST DOMINIC'S NUNS OF TICHFIRMONT.



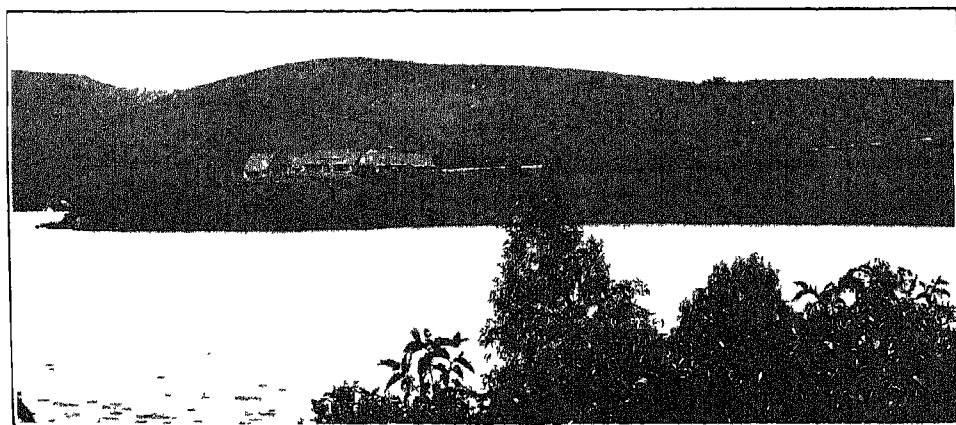
THE CONGO RIVER NEAR KWAMOUTH.



NAIVES OF THE WATUSSI TRIBE

[The two taken in Kumbi at north east end of Lake Kivu]

The Watussi are great athletes particularly in the high jumping, 7 ft 6 ins has been jumped by them. Note the outline



THE HORN OF LA RUZIZI, NEAR BUKAVU (COSTERMANSVILLE), LAKE KIVU

and referred particularly to the measures that had been taken for the protection of wild life.

PROTECTION OF WILD LIFE

"We Belgians," he said, "are still infants in the matter of the protection of Nature. We lack experience, for our first National Park has only recently been established.

"To whom can we turn for guidance with greater confidence than to you, who have been our precursors in this field? For this reason we are particularly glad to include among the members of the Commission of the Parc National Albert, Lord Onslow, who so ably presided over the International Conference for the Protection of Nature.

"We also had the honour of the co-operation of the late and deeply lamented Lord Grey of Fallodon, of whom we shall always preserve sympathetic memories.

"Wherever the British flag flies successful efforts have been made in the same direction. You have undertaken a real mission which stands out as an example and encouragements to all others.

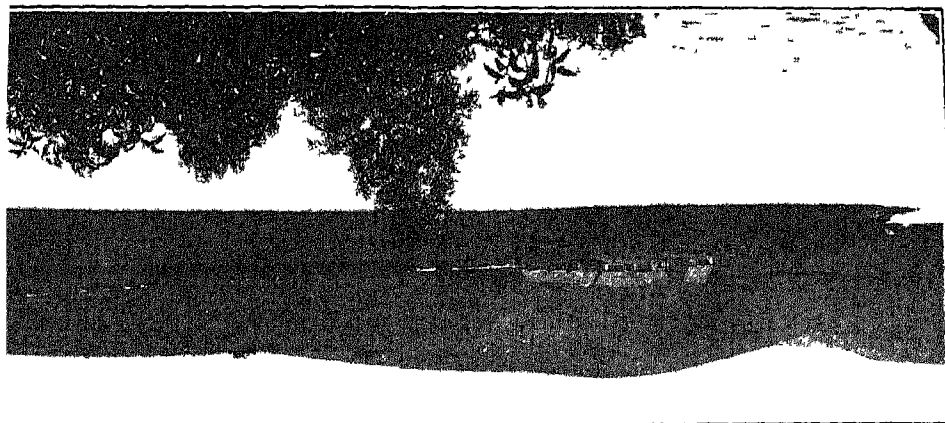
"The English people themselves are imbued with a love of Nature. They are brought up from earliest childhood to protect the weak. This virtue, the practice of which is extended to the lowest creatures, has left an indelible mark on the British character and heart.

"May I be allowed to suggest that it is this sentiment which underlies the chivalrous ideals of your nation—a nation whose solicitude for the weak has not been limited to its own frontiers, and of which solicitude Belgium of all countries is the most conscious."

PERMANENT SLAVERY COMMISSION

Earl Buxton, who presided, said that they were greatly encouraged to learn that a Permanent Slavery Committee had been set up by the League of Nations, and it had given special satisfaction that a Belgian statesman, M. Gohr, was to be Chairman of the Committee. He would receive their whole-hearted support.

THE HOTEL DE LA RIZZI, NEAR BUKAYU (COSYRMANSEVITI), LAKE KIVU



SAVINGS OF THE WALLS OF THE
[The central figure is a young girl, 7 ft. 6 in. high, in a white dress. Note the collar.]
If Westerners are not interested in the girl, they will be interested in the girl's dress.



and referred particularly to the measures that had been taken for the protection of wild life.

PROTECTION OF WILD LIFE

"We Belgians," he said, "are still infants in the matter of the protection of Nature. We lack experience, for our first National Park has only recently been established.

"To whom can we turn for guidance with greater confidence than to you, who have been our precursors in this field? For this reason we are particularly glad to include among the members of the Commission of the Parc National Albert, Lord Onslow, who so ably presided over the International Conference for the Protection of Nature.

"We also had the honour of the co-operation of the late and deeply lamented Lord Grey of Fallodon, of whom we shall always preserve sympathetic memories.

"Wherever the British flag flies successful efforts have been made in the same direction. You have undertaken a real mission which stands out as an example and encouragements to all others.

"The English people themselves are imbued with a love of Nature. They are brought up from earliest childhood to protect the weak. This virtue, the practice of which is extended to the lowest creatures, has left an indelible mark on the British character and heart.

"May I be allowed to suggest that it is this sentiment which underlies the chivalrous ideals of your nation—a nation whose solicitude for the weak has not been limited to its own frontiers, and of which solicitude Belgium of all countries is the most conscious."

PERMANENT SLAVERY COMMISSION

Earl Buxton, who presided, said that they were greatly encouraged to learn that a Permanent Slavery Committee had been set up by the League of Nations, and it had given special satisfaction that a Belgian statesman, M. Gohr, was to be Chairman of the Committee. He would receive their whole-hearted support.

CHAPTER V

“Elisabethville”

THE WONDER CITY OF SOUTH CENTRAL AFRICA

JADOTVILLE AND ITS IMMENSE INSTALLATIONS

SOME APPRECIATIONS AND RECOLLECTIONS

Elisabethville, the well planned capital of Katanga and the largest city of Central Africa, is indeed a wonder town. Thirty years ago there was little to be seen on the present site of Elisabethville other than the camps of prospectors in the vicinity of the Lubumbashi Stream, a few odd stores and a compound or two. The surrounding country had, of course, been scoured by the forerunners of the great Copper Industry, and pioneer representatives of various nations and occupations had begun to enter Katanga confident in the hope that the rich and wide-spread copper discoveries, of which so much had been heard, would develop into a great industry.

At that time the railway from the south was approaching the Victoria Falls ; far away in the north a line had been built from Matadi. On the Congo's broad estuary, and in the Eastern portion of the territory, Baron Empain, at the behest of King Leopold II was devising ways and means of opening up lines of communication by means of which the great river system would be linked with Lake Tanganyika, and the passage of the waterway, where interrupted by cascades, would be supplemented by the railway.

THE BEGINNINGS OF ELISABETHVILLE

At such a time there sprang into being a settlement which was to be aptly named “ Elisabethville,” in honour of Her Majesty, Queen Elisabeth, consort of the late King Albert I.

As the years went by and the Union Minière du Haut Katanga developed the Star of the Congo and other mines, and built up its huge smelter plant and general offices at Lubumbashi, Elisabethville grew from village to town.

The reaching of the frontier by the railway from the south in 1909 and the extension and linking of the twin lines of steel into

Elisabethville itself, which event took place on November 1st, 1910, amidst great rejoicings and convivial ceremonies, stimulated the growth of the town and the trade of Katanga to an enormous degree.

Then came the outbreak of the Great War. Belgian soil was violated, not only in the motherland, but in Africa as well. There was, however, only a temporary check to prosperity in Katanga. The huge quantities of copper required by the Allies demanded larger and still larger outputs by the Union Minière and Elisabethville continued to grow and expand.

I have known Elisabethville as village, town and city for many years now and it has been a wonderfully interesting education to watch the growth of this well-planned Metropolis of Central Africa.

I recall the capital of the Katanga and its rapidly growing sister settlement Panda-Likasi, approximately one hundred miles away to the north, in 1922. Blocks of buildings and Mining and Metallurgical installations were springing up all over the great mineral belt. Yet in South Africa the Katanga was still regarded as an uncivilised, undeveloped and absolutely pagan country. In a special series of articles on South Central Africa which I contributed to the "Star" during that year, I wrote :—

" The Belgians are a most progressive people ; the commercial development of their great tropical dependency during the next few years will astonish the world, and their administration in the Congo compares very favourably with our own government in the Union and in the various Crown Colonies and Protectorates. The Belgians have in the Congo basin an asset of absolutely incalculable value, an asset which came into their possession through the astuteness of an exceedingly shrewd King who was certainly the finest business monarch Europe ever has had, and because no other power would take on the responsibility of looking after the heart of Darkest Africa at a time when the big nations were scrambling for huge slices of Ethiopia with a coast board. Little Belgium has gained an immensely rich and fertile colony—an oversea State 80 times as big as the industrious, war-ravaged motherland, but which as yet contains rather less of a white population than is to be found in a street of ' Bruxelles.'

* * *

" Belgium intends to develop this territory to the fullest advantage. The Belgians harbour no foolish doctrines about making the Congo a ' white man's country.' They know full well that in a great tropical domain such as this is, with the overwhelming preponderance of population in favour of the black man, the Congo Belge must always fundamentally be the land of the thick cranium. But, at the same time, they believe that under a system of fair treatment of the subject races and with intelligent white supervision, Belgium and the Belgians can reap a rich harvest from a country which extends over 19 degrees of latitude and which covers 19 parallels of longitude. They believe, too, that the produce of the Congo can be of inestimable benefit to the trade of the world and particularly beneficial to the commerce of those countries which stood by Belgium in the hour of her need.

* * *

" It is a mere matter of 150 miles from Sakania to Elisabethville, but the train takes all day to get there. Just after the sun sinks to rest one sees the western sky aflame with the fires of the Lubumbashi smelters. And then presently, the train steams into Elisabethville.

" Elisabethville, the capital of Katanga and the largest town in the Congo, owes its existence wholly and solely to its proximity to the great mineral belts which lie in its environs and which extend north-westwards for nearly 300 miles. Elisabethville, like Kimberley, Johannesburg, Bulawayo and Broken Hill, is in fact a mining township.

* * *

" I do not quite know how to describe Elisabethville. In some respects it may be likened to a miniature Johannesburg—such a Johannesburg perhaps as they had in the early days of the Rand, in those halcyon times when life was free and unfettered, when men made small or maybe large fortunes before breakfast and did not grasp the immensity of the bigger riches which lay within their reach. I do not wish to imply from this that the capital of the Katanga is a certain get-rich-quick place. But it is a mining camp combined with an administrative seat which has all the makings of a much bigger town, a town which may one day be comparable with a minor Johannesburg. It is essentially cosmopolitan. Elisabethville is, in fact, about the most cosmopolitan place I have ever been in. It is

nearly as many-tongued as Port Said, and there must indeed be few languages which are not spoken in the Avenue l'Etoile du Congo, the Avenue Kassai or the Avenue Lomami, which are amongst the principal thoroughfares of the town."

* * *

I recall Elisabethville of a somewhat later date—Elisabethville of 1925 and 1926—when progress was the watchword of the day—when the Union Minière was expanding its outputs and extending its plants, when new railway undertakings were being advanced, great blocks of buildings were being constructed, and Elisabethville was booming.

This picturesque city in the heart of Africa, with its avenues lined by beautiful Jacaranda trees, its fine houses and splendid shops and public offices, reached perhaps the height of its prosperity in 1928, during the period of the Royal visit to commemorate the opening of that *magnum opus* of Railway construction, the B.C.K. line, and in the year following, when the great project conceived and carried through by Sir Robert Williams, the Benguela Railway, reached the Congo Frontier.

Two years later (in 1931), the Elisabethville Exhibition was held and the Tenke-Dilolo linking line was opened. During this period of years I spent much time in the Congo as the special representative of *The Times*, the Argus Group of newspapers, *The African World* *The Rhodesian Mining Journal*, and other papers.

I well remember Elisabethville during the Royal visit, a Central African city crammed to overflowing, festooned with flags and bunting, with row upon row of coloured lights when darkness had fallen, a city full of motor cars and of distinguished visitors from all parts and portions of Africa, where ladies were robed in the latest creations of Paris and London and Brussels, and officers in snow white uniforms, with gold epaulettes and decorations made the scene a truly brilliant one.

His Majesty, King Albert, graciously consented to grant me an audience, and to sanction the transmission of a Royal message to the people of the south.

I was permitted to say that His Majesty regretted that on account

of the exigencies of time, it would not be possible for him and the Queen to travel homewards through Rhodesia and the Union, much as they would like to do so. [It may be recalled that the King visited the Union on the occasion of his previous journey to Africa in 1909].

In the course of a conversation which I was privileged to have with the King, His Majesty referred to the good feeling existing between the peoples of the territories situated to the south and those of the Congo as exemplified by the football match played the same afternoon between teams representing Katanga and Broken Hill, at Elisabethville.

The King remarked that he had on several occasions met General Smuts during the war, and he evinced much interest in the size and growth of Johannesburg. His Majesty also informed me that he had perused with much interest the articles on the Katanga which I had contributed to the African and European press.

* * *

Probably the most spectacular of all the events in connection with the Royal visit was a grand military fête held at the "cantonments," Elisabethville.

All the seating and standing accommodation was occupied, and a huge crowd of natives thronged the stadium, in which were drawn up a battalion of native infantry with machine-gun sections, a cyclist corps and a battery of mule-drawn artillery, representing a very effective unit of the Congolese Force Noire under European officers. The whole parade was under the command of Colonel Jadot, officer commanding the Katanga troops.

When their Majesties arrived, the native band played "La Brabançonne," the Royal salute was given, and practically the entire population of Elisabethville stood to attention.

The troops marched past the Royal dais and the native cyclist corps gave a wonderful display of wheeling and alignment.

This was followed by an artillery display and bayonet drill, the dressing, timing and general precision of the Askari evoking tremendous applause. Races for native soldiers and their children followed, and then a mimic battle, in which units of the attacking

force advanced under the covering fire of artillery and machine guns.

The officers were then presented to Their Majesties. The colonial army colours were trooped, the National Anthem was again played, and amid scenes of intense enthusiasm Their Majesties departed. The huge concourse proceeded to the long lines of motor cars drawn up two deep and extending several hundred yards outside the Stadium.

* * *

In the course of an address delivered at the Banquet held in Elisabethville to commemorate the opening of the Lower Congo-Katanga railway, King Albert emphasised that economic transformation would follow the construction of a new line, which in a few years' time, he hoped, would be extended by linking up the ocean with the heart of very rich colonial regions.

His Majesty stated that Belgium was faced with an immediate bold project for the conservancy of the lower river, the completion of the Port of Matadi, the construction of a port at Boma, and a railway linking up the various ports.

Belgium, he said, did not intend to neglect any means, and would not shrink from any sacrifice, to ensure the progress of the colony.

* * *

On the morning of July 15th, 1928, the King and Queen attended Pontifical Mass in the cathedral at Elisabethville and then proceeded to the station along avenues lined with troops and cheering crowds.

Just as the Royal car halted outside the station there was a charming incident when two Sisters of the Sacred Heart were seen hurrying along with a tiny native girl bearing a bouquet, which the child presented to the Queen.

The King inspected the guard of honour drawn up on the platform. Guns boomed out the Royal salute, and the band played the National Anthem.

Their Majesties then bade adieu to the leading officials and citizens of Elisabethville and boarded the train, which steamed out of the station northwards amid cries of "Vive le Roi, Vive la Reine."

The King and Queen next proceeded to Panda (Jadotville), where they inspected the works of the Union Minière.

* * *

In a later message from Elisabethville, I wrote :—

“On the conclusion of the Royal visit to Elisabethville, which is the largest town of the Congo and symbolises the magnificent development carried out by the Belgians in the past few years, the special representative of *The Star* would like to express the deepest gratitude to the Government and to all concerned for facilities and hospitality accorded him.

“The whole programme has been most impressive and admirably carried out. It may take time for the wider significance of this visit of the reigning Monarch and his Queen to a far distant and vast African dominion to be properly appreciated ; but the Royal visit symbolises the growth of the great Belgian national spirit and will help to develop the Congo in such a manner as to astonish the world.

“Already the first stage of this development has been secured on sound rational colonial lines, without repressive legislation of the ‘colour bar’ nature and without racial and class enmities.

There is in the present happy position a magnificent outlook for the Congo and a profound lesson for the south.”

In the year following the completion of the Bas Congo-Katanga Railway and the visit of the King and Queen, Elisabethville was again the rendezvous of visitors from Africa and Europe on the occasion of the opening of the Benguela Railway from Lobito Bay to Luao on the Western Katanga-Angola frontier.

THE ELISABETHVILLE EXHIBITION

In May, 1931, the first International Exhibition was held in Elisabethville. Already the first fell signs of world depression, “La Crise,” had begun to throw sinister shadows across the Congo; nevertheless the Exhibition was a well-planned success and was patronised by Governments and leading manufacturing firms, etc., from many portions of Africa as well as Europe.

The Elisabethville Exhibition, by royal decree, received the patronage of His Majesty, King Albert I, and the most prominent personalities of Belgium were invited to form a committee to patronize the Exhibition. The exhibits as a whole set a high general standard. One of the most notable of these was provided by the U.M.H.K.

The aim of the Union Minière was to show to visitors, through the medium of a selection of photographs with suitable captions and descriptive matter, the sequence of mining and metallurgical operations as practised at the various mines and plants of the Company.

SOME LEADING EXHIBITS

These exhibits illustrated and explained technical practice from the prospecting of the formation and the mining of the ore up to the actual production of copper metal and of other exportable metal products. These exhibits of operations were accompanied by scales and charts. Another outstanding feature of the U.M.K.'s exhibit was that which portrayed the thoroughness of the organisation concerned with the welfare of the native employees, in which respect the U.M.K. and other Congo Companies can challenge comparison with the whole world.

A further section was devoted to the industrial and metallurgical plants in which the Société Générale and the U.M.K. were interested in Belgium, and which exhibited the different applications of copper in industry.

A special pavilion was constructed in which was exhibited not only a display of the Union Minière's activities in respect of mining and metallurgical practice at the copper mines and plants and the treatment accorded labour in connection with these activities, but also included interesting and attractive exhibits by the following companies : Chemin de Fer du Bas Congo du Katanga, Société Générale des Forces Hydro-Electriques du Katanga (Sogefor), Société Générale des Produits Chimiques du Katanga (Sogechim), Charbonnages de la Luena-Foraky.

The Société Générale des Produits Chimiques du Katanga (Sogechim), it may be remarked, presented a very attractive display of its products.

Over and above these participations, the Exhibition reserved a

special site for the grouping of various Pavilions of Companies, of which the more important were :—

Pavilion of the Trabeka.

Pavilion of the Association of Colonists.

Pavilion of the Elakat (Compagnie d'Elevage et d'Alimentation du Katanga) and its group (Grandes Boulangeries Africaines, Braseries du Katanga, Compagnie Foncière, Sucreries Congolaises, Minoteries du Katanga).

On the same site was erected a very fine Restaurant capable of accommodating from 400 to 500 people. In this building the Official Receptions, Dances, Artistic Performances, etc., took place.

The Pavilion of Agriculture was conceived in a modern style most pleasing to the eye and grouped the participations of Local Agriculturists and the Produce from the Border regions.

The three British Colonies of Northern Rhodesia, Southern Rhodesia and Tanganyika erected, in the space reserved for local and foreign participations (Katanga Pavilion) stands which were styled as small pavilions where the products of the respective territories were exhibited.

The B.M. and R.R. and Tanganyika Railways also exhibited in this pavilion.

A Sports Stadium was erected in the grounds of the Exhibition which may certainly be considered as one of the most modern structures of Africa. Enormous cement steps easily accommodated over 1,500 people.

A Park of Attractions was created to supply amusement, and various specialist firms of South Africa decided to make a tour of Elisabethville for the duration of the Exhibition.

The Bechuanaland Protectorate staged an attractive exhibit of Karosses and Native Works. With regard to Angola, the Commercial Associations of Benguela, Lobito and Loanda were represented at Elisabethville by the most characteristic produce of Portuguese West Africa.

The beautiful Pavilion of the Union of South Africa, which had been conceived in Old Flemish style, was styled "General Pavilion"

after it became known that the Union had withdrawn from the Exhibition, an action that was deeply regretted.

In addition to the Exhibition itself, the commemoration of the completion of the Lobito Bay route and the attractive programme of amusements, sports and pastimes marked the months of May and June, 1931, as further periods of achievement and advance in the history of Elisabethville and the Katanga.

Although the Union withdrew from official representation at the Exhibition, a large number of visitors proceeded to Elisabethville from South Africa as well as from Rhodesia, and from many other portions of Africa, and from overseas.

OPENING OF THE TENKE-DILOLO LINE

Very shortly after the Elisabethville Exhibition I was privileged to attend the opening ceremonies attending the completion of the Lobito Bay route from the Atlantic seaboard to Tenke on the main Sakania-Port Francqui system. Construction of the link between the Angola border and the main trunk system had been carried out most expeditiously and at Dilolo Gare we, who had come from the South (including the Baron Carton de Wiart), met Mr. and Mrs. Hutchinson, representing Sir Robert Williams, Colonel Greenwood, V.C., the Governor of Muxico and other officials. Two distinguished officers of the Congo Belge who travelled on the special train were General Tilkens, Governor of the Congo Belge, and Colonel Heenen, Governor of Katanga. Before proceeding to Dilolo, Monsieur le Baron Carton de Wiart renamed Panda-Likasi "*Jadorville*" in honour of that great gentleman of finance and industry who had played such a leading part in the development of Katanga, who was Governor of the Société Générale de Belgique and President of the Union Minière du Haut Katanga—Jean Jadot. Jadot's deeply mourned death took place tragically soon after his name had been conferred on the town where are situated the great installations of the Union Minière which the late Monsieur Jadot had so largely helped to build.

My next visit to Elisabethville was in August and September of 1932, when I was en route to the Province Orientale—a journey

which is described in another portion of this book. Elisabethville and Katanga were at that time in the grip of the depression. Copper output had sunk to a low level and business of all kinds was restricted. But it was good to meet Colonel and Madame Heenen and many old friends again, and it was pleasing to glimpse once more those Central African views and tread the paths of the Queen City of South Central Africa. At the time of writing, the copper outlook is improving somewhat. It has been stated that the Union Minière is increasing its production. May Elisabethville come into its own again. Floreat Katanga ! Floreat Elisabethville !



CHAPTER VI

From Johannesburg to the Nile

A JOURNEY THROUGH KATANGA AND THE WONDROUS PROVINCE
ORIENTALE

GLORIOUS LAKE KIVU

VOYAGES OF GREAT AND NOVEL INTEREST AND SCENES OF
UNEXAMPLED SPLENDOUR

[The following abstracts from an account of a journey from the Northern Rhodesian frontier to the Kilo-Moto Concessions, which was made by the Editor and Compiler of this book in the latter portion of 1932, are published with the kind permission of Mr. Lewis Rose MacLeod, Editor of the *Rand Daily Mail*, in which the articles originally appeared. The journey herein described is one of the most interesting that can be undertaken by the voyageur in any part of the world, whilst many of the sights to be observed along the route are almost unparalleled in their beauty and magnificence.]

I.—KATANGA AND THE DEPRESSION

The depression—*la malaise*, as the Belgians term it—has cast an all-enveloping cloud over South Central Africa. From the Zambesi for hundreds of miles northwards the economic structure of the various territories, British, Belgian and Portuguese, is founded on copper. The huge contraction of production in Katanga and the postponement of the ambitious output programme in Northern Rhodesia have been the main causes of shrinkage in railway receipts, in general revenue, in the turnovers of merchants and traders of all kinds and of the further reduction of the frail fortunes of the agriculturists throughout this whole vast region.

The Union Minière, which is equipped to yield 225,000 tons of red metal per annum, was producing until the end of 1932 at the rate of 40,000 tons.

For months past only one mail train a week has been in operation between the Union and Elisabethville, and you will search the S.A.R. and Rhodesian time-tables in vain to find any reference to communications north of Elisabethville, with Lobito Bay, with Bukama and Port

Francqui or with Dar-es-Salaam. These lines and the attendant steamer services on lake and river were founded, just as the towns of Elisabethville and Ndola and Jadotville were built, on the basis of copper before depression over-shadowed the world, including South-Central Africa, which latter territory it has hit very hard indeed.

There is a fortnightly passenger service between Elisabethville and Lobito Bay. Copper traffic over the Tanganyika Railways has ceased entirely. The railways in Katanga under the urge of economy no longer burn Wankie coal. Their locomotives consume wood, of which you may see enormous piles heaped up at almost every station and halt.

WITH COURAGE

The people have accepted the position with a courage that compels admiration. They continue to laugh and dance. It is true that they are more apt to drink *Simba* (an excellent light beer brewed in Katanga) than the *Veuve Clicquot* of more prosperous times.

IN JADOTVILLE

A hundred miles to the north of Elisabethville is Jadotville, formerly Panda-Likasi, rechristened during 1931 in honour of the late Jean Jadot, the maker of the modern Katanga. The crisis has affected Jadotville far more seriously than Elisabethville.

This sunbaked town, with its amazingly cosmopolitan population, is but a vestige of its former self. The mighty equipments of the Union Minière at Panda are closed down, and only the electrolytic leaching plant at Chituru is in operation.

Farther north at Tenke, where the line from Lobito Bay joins the main trunk system of the Congo Railways, one observed additional evidences of the extent to which *la crise* has upset the consummation of the ambitious projects which, during the past few years, have been carried out with such infinite courage in this part of the world.

But signs of the lifting of the depression are not lacking, and hope is venturing forth again in Katanga. I write this aboard a cargo boat on the Lualaba river—the Upper Congo—en route to Albertville on Lake Tanganyika, and what has been happening in the outside world during the past few days is of far less consequence to us than the condition of the channel and the measure of speed with

which the "Baron Empain," of 450 tons, can reach Kabalo, from which point the railway runs to the great lake. Here, in this hot sweltering valley, one thinks in terms of mosquitoes and of temperature rather than of the condition of the Bourses and the price of metals.

The passage of the Lualaba calls for a sort of super boatmanship. "It is not navigation ; it is acrobatics," said the Belgian skipper of the "Baron Empain" to me one morning. And he was quite right. For hours we have been making our way through a tortuous maze fringed by swamps. We twist and turn, crash through dense vegetation and literally bounce off the mudbanks. Now and then we have pot shots at crocodiles. Away from the swamps and the lakes the banks of the Lualaba are festooned with palms. We have seen thousands of Puku antelope and one or two buffalo since we left Bukama. At Kiambu the elephants have been damaging the telegraph line to Lake Tanganyika. Now and then we pass survey ships and dredges.

II.—LAKE TANGANYIKA

The traveller wending his way through South Central Africa by the overland rail, river and lake route steps off the Lualaba paddle steamer at Kabalo and travels over the Chemins de Fer des Grands Lacs to Albertville, nearly half-way up the western side of Lake Tanganyika.

A solidly built, well laid out little town this. The placid waters of the lake shimmered in the heat waves, and across the tropic pool one could observe the faint blue outline of the mountains in Tanganyika territory—formerly German East Africa.

Here on this placid peaceful pool naval battles were fought in the earlier years of the war. Here Spicer Simson's motor boats which rejoiced in the delightfully frivolous names of Mimi and Tou-Tou drove the German gun-boats off the lake. Albertville has its War Memorial, and it looks out across the inland sea to those mountains which Germany perhaps will one day demand shall be returned to eighty million virile people who have lost an empire. There are many in Eastern Central Africa who fear that Germany will regain through diplomacy what she lost by the sword.

The shores of Tanganyika are beauteous, but, as is the case with so much of Central African scenic loveliness, death lurks in the forests,

the swamps and valleys. Fever and dysentery and sleeping sickness are the cohorts of disease against which the Congo *Service Sanitaire* is for ever warring.

With the Administrateur Territoriale I went over the native hospital. Here as at Bukama on the Lualaba and in fact throughout the Congo Belge, the poignant picture of tropical disease is brightened by the zeal of the doctors, the quiet fortitude of the Sisters and the remarkable efficiency and intelligence displayed by the native assistants.

If the outside world knew something of the immensity and magnificence of the service that is being performed in the Congo Belge with regard to ministration to the sick and the fighting of disease there would be far less nonsense written and talked about the Congo and its natives. And crisis or no crisis this work goes on undiminished in its intensity, inspiring, merciful, magnificent.

ON THE LAKE

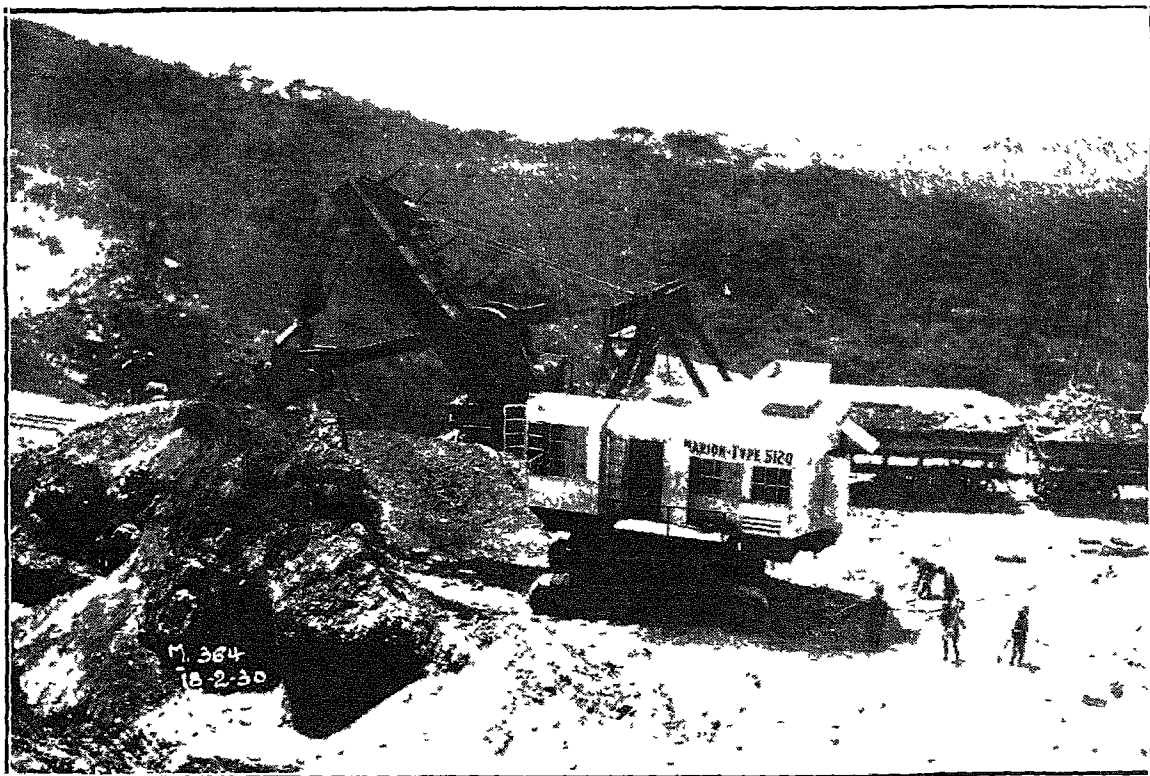
The lake steamer "Baron Dhanis" conveyed me from Albertville one languorous afternoon. Much of the flotilla of the Great Lakes Company lay in the well constructed docks, for traffic has fallen away sadly.

In the morning we were at Kigoma, the western terminus of the Tanganyika Railways.

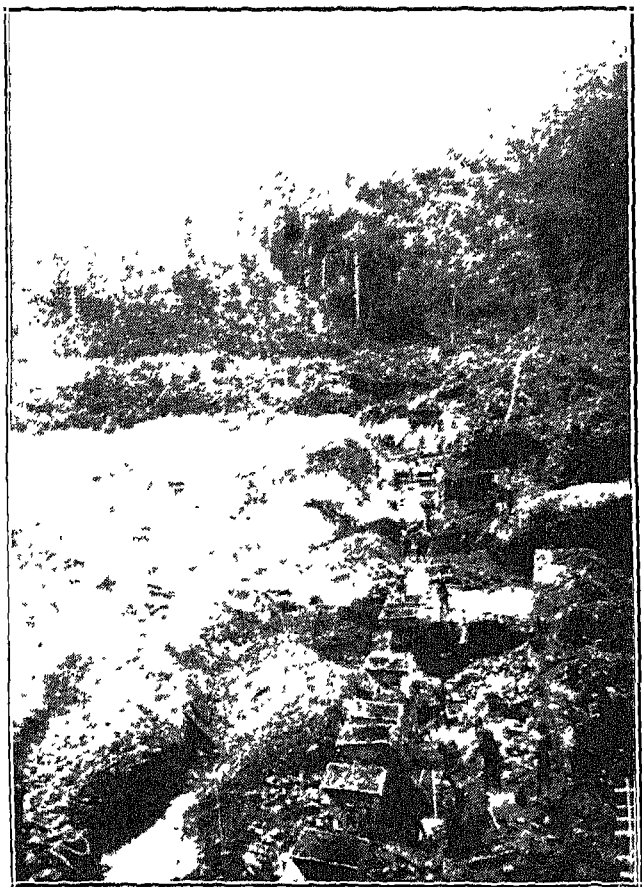
For a few units of East African currency I induced a Greek to transport me in a somewhat aged Ford to Ujiji—perhaps the most vitally historic spot in Central Africa. Here Stanley found David Livingstone in 1871. The mango tree in the sheltering shade of which Stanley is reputed to have addressed his polite and historical inquiry has been cut down, but in its place the Tanganyika Government has erected an obelisk to commemorate the meeting.

In the afternoon we were chugging along up the mountainous shores of the lake and as night came on the fires on the hillsides cast flickering flares into the sky and mirrored themselves on the face of the placid waters.

The "Baron Dhanis" touched at numerous obscure and picturesque little ports at the north end of the lake—places rich with cotton



ELECTRICALLY OPERATED SHOVEL AT WORK IN THE CHITURU MINE U.M.W.



A CHAMPIERS OF THE MINÈRE DES GRANDS IACS

and tropical culture, little harbours of commerce of which you will find no mention in the most comprehensive of gazetteers. We reached one magnificent estate where tobacco, the "Tabarundi" brand—strong as the Hobs of Hell—is grown, and in the moonlight we cruised in a motor boat around the delectable bay.

From Uvira, at the north end of Lake Tanganyika, there is a railway which comes to an abrupt halt at Kaminiola, about sixty kilometres to the south of Costermansville (formerly Bukavu), at the south end of Lake Kivu.

A RAILWAY LINK

It is intended to push this railway forward so as to form a connecting link between the two lakes—Tanganyika, long and immense with a rail outlet on the Indian Ocean, and Kivu, jewel of the inland waters of Africa, with its rich soil, thriving coffee plantations and dense native population. But this connecting line will not be easy to construct. A few kilometres after leaving Kaminiola the road begins to climb the Tanganyika escarpment. It goes up and up over ridge after ridge until the car halts panting, with steam from the radiator escaping into the clouds, whilst far away below the Ruzizi River, frontier of the Province Orientale of the Congo Belge and the *Mandat* of Ruanda-Urundi, foams and frets in a scurrying torrent. These precipitous ascents and terrifying hair-pin bends of the road reminded me forcibly of the Jhelum Valley route of Kashmir. But this road to Kivu is narrower than the great North-West Indian highway, so narrow, indeed, that in many places, there is no room for two cars to pass. By-passes and gates have therefore been constructed. At these natives are stationed and they bang on suspended petrol drums to let approaching cars know that the road is barred by another car or perhaps a snorting, puffing lorry which has entered between the gates and is either toiling up or slithering down this amazing mountain road. At last the topmost crest is reached, and then after a fascinating journey through smiling citrus plantations and coffee estates one tops a little plateau and sees ahead the mountains that shut in the peaceful grey blue waters and verdant islets of the southern portion of Lake Kivu.

III.—VISIT TO LAKE KIVU

JUST A PIECE OF PARADISE

THE GEM OF AFRICA

Kivu is the highest of the Central African lakes. It is also the most healthy and beautiful. There is a suggestion of Switzerland and of Kashmir, of the fjords of Norway and of the slumbering peace of the Seychelles Islands in this magnificent spot, which is surely one of the gems of the world.

There are no mosquitoes in the Kivu country ; no crocodiles or hippopotami in the lake. The waters contain, however, a profusion of fish, and there are many otters.

The climate is slightly languorous, the rainfall is heavy, and the nights are cool and restful. There is a dense population of happy, well-fed natives. The soil is of amazing fertility. Almost everything grows in the rich brown chocolate-coloured soil, and the avenues of indigenous and exotic trees and the flowers growing in the charming villas that cluster around the south end of the lake are extremely beautiful.

Kivu is 62 miles long. Its placid waters lap the shores of many islands. Creeks and miniature bays extend into the mountainous setting, particularly at the north and north-western ends of the lake.

Costermansville, formerly known as Bukavu is the charmingly-situated little capital of the Kivu district. It is located on a spit of emerald green that juts out from the southern shores of the lake. Splendid roads run from Costermansville to the various administrative posts and farms of the district. Five miles to the west is an excellent hostelry, situated on another peninsula, the Hotel de la Ruzizi. Here there are tennis courts, diving boards, and boats, and a few hundred yards from the hotel the Ruzizi River rushes away to tumble in a spate of foam into Lake Tanganyika.

A pygmy Cunarder, the "General Tombeur," leaves Costermansville once a week for the north end of the lake. She is a miniature yacht and the little bays we stop at, with their islands and native folk in pirogues, are each and all emerald gems set in shimmering blues and greys.

Picturesque Watussi of the Royal House of Ruanda come down to the water's edge. Cattle graze on the luscious pasture lands. The baby liner threads its way between islets. "God's in His heaven—

all's right with the world." As the setting sun streaks the western sky with pearl and amethyst, we come in sight of Kashero, the little port at the north end of the lake.

Ten kilometres northwards lies Goma, where a magnificent hotel, built by the Baron Empain group, had been opened a few days before my arrival.

The moon rises over the lake and shimmers on the waters. To the north-west are three of the mighty volcanoes of the Virunga volcanic range and the smouldering fires on the top of Chinanogongo cast flares of red into the sky. The night is cool. The cuisine, service and accommodation of the Hotel des Vulcans, with its rose gardens and lovely lawns, are perfect.

The people one meets here are just as charming as the country—a couple of British officers who have motored across from Nigeria, and one or two members of the Russian aristocracy who have no motherland to-day and are planting coffee in this gorgeous bit of Africa. Some Belgian officials, a tall Scandinavian, a French engineer and his wife and myself complete the company. Silent waiters in white robes and red zouaves bring us liqueurs, and the gleams of electric lamps float across the rose gardens and mingle with the moonlight. In the morning the air is crisp and invigorating. The lake is bathed in sunshine. The roses are blood red and the lawns are wet with dewdrops. The volcanoes towering 13,000 feet into the air, are grey and hazy. Madame la Comtesse de Russe, tall and elegant, picks a flower from the garden.

Kivu is a piece of paradise. One day—and it is not far distant—the aeroplane will bring to this remote and amazingly beautiful corner of Africa the tourists and globe-trotters of Europe and America. And then, I fear, Kivu, despite its natural charm, will be completely spoilt.

IV.—LARGEST FOREST IN THE WORLD

WONDERLAND OF THE CONGO

The Province Orientale of the Congo Belge is the most magnificent country in the whole of Africa. It is washed by the waters of Lakes Tanganyika, Kivu, Edward and Albert. It is traversed by some of the major tributaries of the mighty Congo, and in its northern portion it contains rivers that flow into the Nile. In the south are the volcanoes of Mufumbiro or Virunga, and approximately half-way

up its eastern frontier the snows of the glorious Ruwenzori range peep shyly through the clouds. A party of Belgian mountaineers has recently climbed Ruwenzori from the west and they have ascertained that the greater portion of this queen of equatorial peaks lies in Congo Belge territory.

From the high plateaux that run up the eastern portion of the province like a mighty spine river after river and stream after stream course away through the great forest to mingle eventually with the waters of the Atlantic.

This forest ranks with the Amazon as the largest in the world, and one may wander therein for month after month and barely see the light of day. Here in this wonderland of the Eastern Congo are some of the most remarkable and rare animals in the world—the okapi and the gorilla. Here one may find the pygmies of the Ituri forest, and on the fringes of the territory are the Apollo—like Watussi, lithe and agile, whose athletes can jump over seven feet; a royal Hamitic race with a pill-box coiffure.

MAGNIFICENT SOIL

The Province Orientale has magnificent soil. Coffee and wattles are being grown in enormous quantities. Flowers and fruits of all kinds flourish. At Butembo, almost on the equator, strawberries and cream is a luscious dish at almost every meal.

This territory, too, is rich in mineral wealth and especially in gold and tin. In the near future the Province Orientale is going to prove itself to be as rich in these metals as Katanga has shown itself to be wealthy in copper. This year's gold output will be in the neighbourhood of 270,000 ounces; and as for tin, although the price has recently been low, it can safely be assumed that the tin fields of the province will soon be in a position to compete with the cassiterite industry of any other country on earth.

Through this territory, from Kashero on Lake Kivu right on to Juba, there runs a magnificent arterial highway. This Route Royale du Nil, after passing by Goma with its new hotel, traverses a lava-strewn field where water is scarce. It passes beneath the active Chinanagongo volcano and past the towering mass of Mikenso. Through the beautiful administrative post of Rutchuru the road strikes northwards and enters the plains of the great Belgian game

reserve—the Parc National Albert—a Kruger Park in the Congo lying to the south and south-east of Lake Edward.

On these plains huge herds of topi and impala gambolled, and by creeping up behind some bushes I managed to procure a few cinema shots of them. Then we began to climb, and for the next fifty kilometres we were scaling ridges, twisting and bending, winding around hair-pin corners, and ever rising and rising. It is a stupendous piece of engineering work this. Just before one reaches the crest of the escarpment there is a soapstone tablet let into the side of a cutting in commemoration of the men and of the task successfully completed a year or so ago, just before the visit of King Albert to this, the most delectable portion of his great African colony.

ALLUVIAL GOLD

Down in the depths of the great forest I visited champtiers or alluvial workings which are producing astonishing quantities of gold. The belts of exploitation are hacked out of the all-enveloping forest. The banks of the creeks are cleared, the overburden is removed and crude sluice boxes and water races are installed. The golden flakes and nuggets are collected for transmission to Antwerp. Belgian mining engineers and hordes of natives are busily engaged on the work of making this Province Orientale of the Congo Belge a gold-producing country of major importance. A wet and humid country this, wherein it rains nearly every day, and the sound of rushing water is ever in one's ears. And all around is the vast forest, impenetrable and magnificent, awesome and eternal. One feels as if one is being choked and stifled by that forest ; it is so all-enveloping and dense, so dark and dank and illimitable.

Still travelling northwards, the road passes through Alimbongo, land of the gorillas, where Lady Broughton and Martin and Osa Johnson procured their wonderful "shots" of these great apes. A score of kilometres further north is Lubero, wet and rainy under the shelter of the Ruwenzori range. Here we found the Hotel des Touristes, kept by two Greeks. It is astonishing the numbers of "Messieurs les Grecs" you will find throughout the Congo Belge.

Next day we passed through wattle plantations and then on to Butembo, headquarters of the Minière des Grands Lacs du Nord, set in a floral paradise.

V.—CHILDREN OF THE FOREST

SECRET NATIVE SOCIETIES

THE ORDER OF THE LEOPARD

What a vast change the internal combustion engine has wrought in Africa ! I could not help pondering in this manner as we sped through the Ituri Forest in a Buick " Eight." The road surface was perfect, and we were hitting up a steady 50 miles an hour, now and then having to slow down a bit as swarms of pot-bellied native children ran across the road.

On, past Beni, which lies below the shy snows of Ruwenzori, on along a magnificent highway banked with giant feathery-topped palms ; on past little settlements of those elusive forest folk, the pygmies, we travelled to Irumu, the capital of the Ituri district.

It was in this region that more than forty years ago the Baron Dhanis, Commandants Henry, Chaltin and Lothaire smashed the power of the Arab slave raiders. Now, Irumu is a well-laid-out brick-built little town, whilst forty or fifty miles away lie the mines and plants and alluvial workings of the Société des Mines d'Or de Kilo-Moto, which is, outside of the Rand, the most important producer of gold in the whole of the African continent.

At Nizi, the main plant of the Kilo-Moto Company, you will find the latest and most up-to-date gold mining equipment, delightful residences, stores and garages. The industrialisation of a large portion of the Irumu district has, in fact, advanced with amazing rapidity during recent years, and yet, at the same time, despite all this civilisation, these well-constructed roads along which modern motor cars tear, despite central electric power stations and telephones and short-skirted females, garbed in the latest Brussels or Paris fashions, one is frequently and suddenly brought face to face with the fact that, notwithstanding all the modern devices of the white man, this is still old, pristine Africa, strange and savage, barbaric and baffling.

From Irumu I travelled north-east through Bunya and entered the Concession of the Kilo-Moto Gold Mining Society. No one may enter Zone A, where prospecting and gold mining operations are in progress, unless he possesses a permit. The head office in Brussels had, however, arranged my visit, and I was treated with unfailing courtesy and a lavish hospitality.

VI.—KILO MOTO GOLD MINES

The story of the original occupation of this Kilo-Moto country and the development of gold mining in this remote region is one of the great romances of the mineral industry in Africa. Towards the end of the last century, after the power of the Arabs had been broken, posts were established by the Belgians at Irumu and Kilo and also on Lake Albert.

In 1902 the Congo Free State Government, acting on the advice of a geologist named Dupont, decided to dispatch an expedition to prospect the primary formations in the vicinity of Lake Albert, bordering on the Great Rift that runs through the African continent. Two Australian prospectors, Hannam and O'Brien by name, were accordingly engaged, and they reached Irumu in January, 1903. After unsuccessful searches for mineral wealth to the north and in the vicinity of Mahagi, Hannam at last found gold-bearing gravel in the bed of the Agola River.

The Hannam-O'Brien expedition returned to Belgium at the beginning of 1904, and its members were then instructed to commence the exploitation of the placer deposits discovered.

They again reached the scene of their labours at the end of 1904, and established the camp at Kilo. The name, Kilo, it should be explained, has been applied to the mineral region as a whole, and denotes the goldfields around the Nizi, Agola, Shari and other rivers.

The prospecting work carried out along the banks and in the beds of those streams by the 1904 expedition revealed the presence of sufficient quantities of gold to ensure profitable working for a great number of years, and the State thereupon reserved to itself exclusive mineral rights in the basin of the Haut-Ituri from Niangara as far east as Lake Albert.

The Congo government commenced the exploitation of the gold-bearing gravels of the Kilo area in 1905. In 1906, Hannam, continuing his prospecting expeditions towards the north, in the Uele River basin, discovered gold-bearing gravel in the valley of the River Moto, which is a minor tributary of the Upper Uele. The name "Moto" was given to this goldfield, upon which active operations were commenced in 1911.

It may here be of interest to remark that Hannam was very liberally rewarded by the Congo Government, and during the Duke

of Mecklenburg's visit (1907-1908) he occupied a fine house on the island in front of Panga Falls on the Aruwimi River. He had found gold conglomerates near Panga and was prospecting further down the river.

At the time of the Duke's visit the monthly output from Kilo was 30 to 35 kilograms, valued at 90,000 to 100,000 francs. The first large consignment of gold valued at 1,000,000 francs, was dispatched by East Coast to Brussels in 1908.

The methods of working first employed at Kilo were of a most primitive nature. Gravity separation was carried out by means of crude riffles and sluice boxes, and rough concentrating tables.

Up to 1918 only the placer or alluvial deposits had been worked. But gold-bearing reefs had been discovered, and the development of these was commenced, specially at Nizi, where an ore body of encouraging character had been found.

Between 1905 and 1919 the total gold output of the Kilo-Moto field was 23,434 kilos (worth approximately £3,200,000) and, inasmuch as the further expansion of profitable mining operation appeared profitable, the Government of the Congo Belge had seriously to consider the problem of the "industrialisation" of the mines.

In 1919 the Minister of the Colonies established—under a Royal Decree—the reservation to, and operation by, the State of these gold fields under the title of "Regie Industrielle des Mines de Kilo-Moto." Under this decree the government assumed entire control of the Concession, and under the Regie the industrialisation of this gold-field was carried out upon most thorough and ambitious lines. Operations were expanded, new deposits were opened, and plants and equipment and power stations were installed. An elaborate scheme for the most beneficial employment of European and native labour was evolved. Medical staffs and hospitals were established and organisations for the growth of foodstuffs in the concessions were perfected. Lines of transportations and communications were developed, and the whole ambitious project of "industrialism" was accomplished with remarkable thoroughness. The area of the concession is 81,750 square kilometres, or twice the size of Belgium.

The native population of the region is estimated at 250,000. The country is hilly, well watered and fertile.

Gold is found in both alluvial and quartz reefs. From the

alluvial deposits nuggets up to 5 kilogrammes in weight have been recovered. A few diamonds have also been recovered from the mineralised region.

Under the control of the Regie the prospecting of the alluvial terraces was expedited, the depths of the gold-bearing beds were determined by drills, and improved methods of working and of recovery were adopted.

Similarly with the reefs great progress has been recorded during recent years. The workings have become deeper and more extensive and, as conditions have changed, suitable equipment to deal with the new circumstances has been installed. The latest plants at Kilo were inspected by His Majesty the King of the Belgians a few months ago. King Albert travelled from Europe by Imperial Airways. At Kilo-Moto the main centres of production at the present time are Nizi and Mongbwalu. Remarkably rich alluvials are being exploited in the latter area, particularly on the Kanga River.

At the Mount Tsi workings in the Kilo area a large low-grade deposit composed of silicified schist, from which a recovery of approximately only one pennyweight per ton is obtained, is being worked at a profit. The crushing plant here consists of six Chilian mills and the ore crushed amounts to 14,000 to 16,000 tons per month.

At the Moto Mine, situated 200 miles to the north-east of Kilo, production is derived almost entirely from "alluvions and eluvions." In this area of the concession three Chilian mills are at work and are crushing a mixed quartz and schist ore body.

Prior to the installation of hydro-electric power plants, steam was employed for motive power at the Kilo-Nizi-Mongbwalu workings. This form of power operation proved inefficient and costly. Two power plants have been installed on the Shari River, and the availability of cheap electric power has proved a boon to the Kilo properties.

There can be little doubt that Kilo-Moto can maintain its present rate of production, namely, 6,000 kilograms, or about 192,000 ounces, for many years to come. A feature of the operations of all the established companies which are prospecting or operating gold deposits in the eastern portion of the Congo Belge is the manner in which the welfare of the native employees of the concerns is safeguarded. Their food allowance is a liberal one, and ample and free rations are issued, not only to the men, but also to the wives and

children of the employees who are encouraged to settle in the various camps established for "les indigènes."

VI.—ON LAKE ALBERT

Bambu, the administrative headquarters of the Kilo-Moto Gold Mines, consists of a clump of verdant hills, on which are clustered the pretty bungalows and imposing brick houses and head offices of this remarkable enterprise.

M. Solveyys, the assistant manager of the company—who had been my most admirable host—drove me in his Lancia car to Kasenyi, the little Belgian port on Lake Albert. He is an expert motorist. We sped along a twisting winding road and presently, cresting the escarpment, saw below us the vast inland sea of Lake Albert—so named by its discoverer, Sir Samuel Baker, in 1864.

From the bottom of the escarpment on to the lake shore was a long stretch of straight flanked by bush, with villages scattered throughout over a vast and fertile area.

M. Solveyys opened up the throttle and the car raced along the path, sometimes touching close on 90 miles an hour. When we reached the Port—alongside which lay my lake steamer—my host apologised because he had not accelerated up to 100: "but children or gazelles might have dashed across the road," he commented, "and that, Monsieur, might have been dangerous." I told him that as far as I was concerned the speed had been all sufficient, and I then suggested that we should go aboard the ss. "Robert Coryndon" and have two quick and substantial brandies-and-sodas before lunch. I felt that I needed them.

The "Robert Coryndon," named after a distinguished South African who became Kenya's most popular Governor, is a remarkably fine little ship—modern, beautifully fitted and up-to-date.

We left the little Belgian port of Kasenyi in the evening. Just before the sun sank there was a rift in the clouds far away to the south, and beneath the fleecy white wisps and bars of blackish blue, tipped with amber, one could see an immense mass of mountain range. It was Ruwenzori, the great Queen of the equatorial chain, which vaguely had been viewed from afar by travellers of the bygone days. From this great distance the Ruwenzori massif looked dark and lugubrious. Just for two or three fleeting seconds one could see the

white-crowned tops of the highest peaks. Then the fairy-like spectacle disappeared from view, the sun dipped, the waters of the lake that had gleamed like shattered sapphire in the noon changed to dark azure. Presently lights twinkled on the "Robert Coryndon." In the little port the engines of the steamer commenced to "chug-chug" and we were speeding across the lake. Next morning we were at Butiaba, on the British side of the lake.

VII.—DIAMOND WINNING IN THE CONGO BELGE

THE FORMINIÈRE INCREASES ITS RESERVES

IMMENSE SERVICES ON BEHALF OF NATIVE POPULATION

PROGRESS OF SUBSIDIARY COMPANIES

Diamonds were first discovered at Mia Munene in the Kasai Basin, some twenty-six years ago. Gem stones were subsequently found in Angola.

In so far as the precious-stone mining industry of the Congo Belge is concerned, the major company which has fostered the export and sale of diamonds has been the Forminière—the Société Internationale Forestière et Minière du Congo, which has a capital of 27,910,063 francs and was registered under Royal decree in Brussels on November 6th, 1906.

The successive improvements introduced into the organisation of the mining work of this company have resulted in a greater efficiency of labour, and the installation of new mechanical appliances for the treatment of gravel served by a greater number of labourers has enabled the programme of mining work, as originally drawn up, to be carried out integrally, with the result that, as anticipated, an appreciable increase both in the quantity of gravel treated and in the production obtained is recorded. Independently of the work in the "mines," important prospecting researches and developments have taken place in various tributaries and these have resulted in the discovery of new deposits of such a nature that they can be economically exploited, which enables the company to place at a much higher figure the reserves of diamonds still to be worked.

During the period of world depression the demand for diamonds has suffered acutely, and had it not been for the efforts of the South African Diamond Corporation and the Conference Producers a general collapse of the trade would have been inevitable.

In 1930 the Congo's production of diamonds amounted to 2,518,258 carats, but during the past year or two, on account of the world depression, outputs have had to be regulated.

The latest report of the Forminière—*i.e.*, that for the year 1933, presented at the annual meeting held in Brussels on October 31d, 1934—discloses, *inter alia*, that during 1933 there were operated 13 gisements or groups of alluvial workings, as against 23 in 1932. Reduction of productive operations has been carried out in conformity with the policy of other producers grouped under the Diamond Corporation. During the year the Forminière Company was enabled to increase its reserves and to add to the exploitable reserves a number of carats of diamonds superior to the average grade of stones.

In 1933 the diamond concerns of the Kasai Basin employed 10,500 natives. Enormous work has been carried out in the amelioration of working and living conditions of the native employees. The medical services of the company, by constant and untiring research, have greatly reduced the sickness and mortality rates amongst the company's employees, and this great and humane service has been extended to large numbers of aboriginals who are not employees of the company.

The outside world knows little or nothing of the vast and admirable work which the Forminière has performed in combating sleeping sickness and other forms of tropical disease in the Kasai Basin. The same remarks may, indeed, be applied to all other companies and organisations that are employing natives on the Congo Belge.

There are affiliated with the Forminière the following companies:—

The Société de Colonisation Agricole au Mayumbe, which produced during 1933 1,913 tons of palm oil, 1,483 tons of almond oil, and 249 tons of cocoa.

The Société Forestière et Commerciale du Congo Belge continue the exploitation of their coffee plantations, and in 1933 the company produced 528½ tons of green coffee.

The Société d'Elevage et de Culture au Congo Belge is developing normally. During 1933 the company's herds numbered 28,874 head of cattle.

The Société Minière de la Tele during 1933 extracted from their mines de l'Aruwimi, de l'Uele, and du Bas-Congo 508 kilogrammes of gold. The company also produced on behalf of the Société Minière de l'Aruwimi-Ituri 228½ kilogrammes of gold.

VIII.—LAC KIVU—THE SCENIC GEM OF CENTRAL AFRICA

HOW THE HOTEL DE LA RUZIZI CATERS FOR VISITORS

Kivu ! The name of this glorious and romantic spot is still little known to the outside world, but it is certain that the day is not far distant when this wonderland of Central Eastern Africa will enjoy the patronage of many visitors who seek grandeur of scenery and novelty; some entrancing spot that, although it is a little off the beaten track, is now accessible by steamer and rail, car and 'plane, and they will find it in Kivu, the smallest, highest, most beautiful and last to be discovered of all the Central African lakes. Elsewhere in this volume I have written in enthusiastic terms of the beautiful Kivu country and of its environs and approaches. It is difficult—indeed, impossible—to write of Kivu in other than enthusiastic terms. I have travelled over most of this world of ours and I regard Kashmir, Kivu and Rio de Janeiro as the three most entrancing places on earth. Kivu is still comparatively little known, but in this age of the speeding up of transportation systems travellers will soon be hastening there. They will not be disappointed. They will find magnificent scenery to entrance the eye, sport, such as tennis, boating, mountaineering and big game hunting, to fill the joyous day. And they will also find in the Hotel de la Ruzizi a well-appointed hostelry, comfortably and efficiently conducted, situated in an ideal spot overlooking the lake. The cuisine and service are excellent. There is electric light. The beautiful little town of Bukavu (or Costermansville) lies only a few miles away. Practically all the amenities of civilised life are to be found here in the heart of entrancing Africa, and the terms at the Hotel de la Ruzizi are exceedingly reasonable.

Facing the lake the hotel has the outer appearance of a Norman farm ; it harmonizes very well with the homely aspect of the surroundings. The hotel affords all the comforts the traveller may expect to find in the heart of Africa—spacious hall, living and dining rooms,

furnished by one of the leading firms in Belgium, bedrooms with private bathrooms, excellent beds and hot and cold running water.

Two tennis courts are at the disposal of the guests. Bathing can be enjoyed in the lake, which is quite free from crocodiles.

A motor road joins the hotel to the head of the railway, another leads to the Ruanda-Urundi districts and Uganda territory. Motor cars and trucks for excursions may be hired from the hotel.

The best routes by which to reach Bukavu are *via* Mombasa, Kampala and the roads of Ruanda. With regard to the Uganda connection it is important to note that on August 28th, 1934, the Congo Light Railways (the "Vicicongo") inaugurated a weekly motor-car service from Goma (northern end of Lake Kivu)-Rutshuru-Kabale (Uganda). This service connects at Kabale with the Uganda route from Kampala. At Goma there is a steamer connection to and from Costermansville, at the southern end of the lake.

Other routes are *via* Dar-es-Salaam, Kigoma, Uvira ; *via* Stanleyville, Ituri, Rutshuru, and *via* Johannesburg, Bulawayo, Elisabethville, Albertville, Uvira.

The management of the Hotel de la Ruzizi speaks French, English, German and Italian.

Within a few minutes' walk of the hotel the Ruzizi River tumbles and foams away to the south. All around are mountains ; silvery lakes reminiscent of the Norwegian fjords ; extinct volcanoes with snowy craters more than 12,000 feet high ; two volcanoes still smoking and glowing day and night ; a peculiar vegetation ; an exceptionally numerous and interesting fauna ; a climate similar to that of Southern Europe ; a splendid race of natives, the Watusi, remarkable because of their fine physique as well as on account of their original civilisation.

Here is an excellent base for making lengthy excursions—to the great Belgian Game Reserve, the Parc Nationale Albert, the Gorilla country and the glorious Ruwenzori Range for example.

If, however, the visitor does not desire to go so far afield, this delightful hotel, with its wonderful setting, will be found all sufficient. I stayed at the Ruzizi for eight days a year or two ago. I found it delightful from every point of view, and I repeat with emphasis what I have written before, that Kivu is one of the most captivating places in the world.

L'Institut de Médecine Tropicale Prince Léopold

Anvers est la seconde ville de Belgique et l'un des plus grands ports du monde. Pour l'étranger qui la visite elle offre des trésors d'art et d'architecture incomparables. Patrie de P. P. RUBENS, ses musées recèlent des œuvres nombreuses et de grande valeur de cette période splendide de l'art flamand.

Mais s'il peut y admirer à son aise les glorieux vestiges du passé, le visiteur s'apercevra que le progrès y est également en grand honneur. Les installations industrielles de ce port mondial sont des plus modernes. Il y a peu de temps l'une des dernières inaugurations marquantes auxquelles présida feu S.M. le Roi Albert fut celle des Tunnels sous l'Escaut.

Cette œuvre fut du point de vue technique un modèle du genre et mérite une attention toute particulière de la part des ingénieurs spécialisés en ce genre délicat d'ouvrages.

A deux pas des tunnels et dans un quartier que déparaient naguère encore d'indignes et croulants souvenirs d'installations hospitalières moyenâgeuses, s'érige un vaste complexe de bâtiments, qui retiendra plus particulièrement notre attention :

L'Institut de Médecine Tropicale Prince Léopold.

L'Établissement d'utilité publique ainsi dénommé fut créé en 1931 sous le haut patronage du Roi et à l'intervention et sous le patronage du Ministère des Colonies et de la Fondation Universitaire.

Il a pour objet de maintenir en activité une école d'Hygiène et de Médecine Tropicale, destinée à former des médecins et agents sanitaires coloniaux et à étudier tous les problèmes relatifs à l'étiologie et à la thérapeutique des maladies tropicales.

Il comporte en outre des laboratoires spécialement outillés et une Clinique moderne qui perpétue le nom glorieux du fondateur de notre Colonie.

Le 1^{er} juillet, 1933, l'Institut a pris possession de ses nouveaux bâtiments et se substitua à l'Ecole de Médecine de l'État établie en 1906 à Bruxelles par décret du Roi-Souverain.

Les bâtiments, situés à peu de distance du port et d'un accès par conséquent facile pour les marins et tous gens susceptibles d'avoir recours aux soins des praticiens de la Clinique, comprennent en outre les laboratoires d'Hygiène de la Province d'Anvers, le Service d'Hygiène du Port et le Service d'Immigration. Cette cohabitation d'organismes divers, administrativement indépendants l'un de l'autre, mais qui, de par leur essence même, sont appelés à collaborer souvent, constitue l'œuvre d'une initiative heureuse et profitable pour le bien commun.

L'Institut de Médecine Tropicale est administré et représenté par un Conseil d'Administration composé de 22 membres, parmi lesquels des délégués des ministères intéressés à sa constitution et des délégués des quatre Universités du Pays et du Fonds National de la Recherche Scientifique.

L'excellent renom dont jouit le Corps Professoral de l'Institut dans le monde scientifique étranger, l'outillage dont disposent les savants qui lui consacrent leur temps et leur savoir, permettent à l'Institut de travailler en collaboration constante avec les organismes étrangers importants des grandes puissances colonisatrices. Lors de l'inauguration officielle, présidée par S.A.R. le Prince Léopold, quelques mois à peine avant son avènement, le Directeur eut l'honneur d'accueillir dans ses nombreux et très modernes locaux les représentants les plus en vue des Instituts étrangers.

Le Président du Conseil d'Administration est Monsieur le Ministre d'État FRANCQUI ; le Directeur, Mr. le Professeur J. RODHAIN, Médecin en chef honoraire de la Colonie, ancien médecin en chef des troupes belges en opération dans l'Est Africain allemand durant la campagne 1914-1918. Il a pris à l'Ecole de Médecine Tropicale la succession du regretté A. BRODEN.

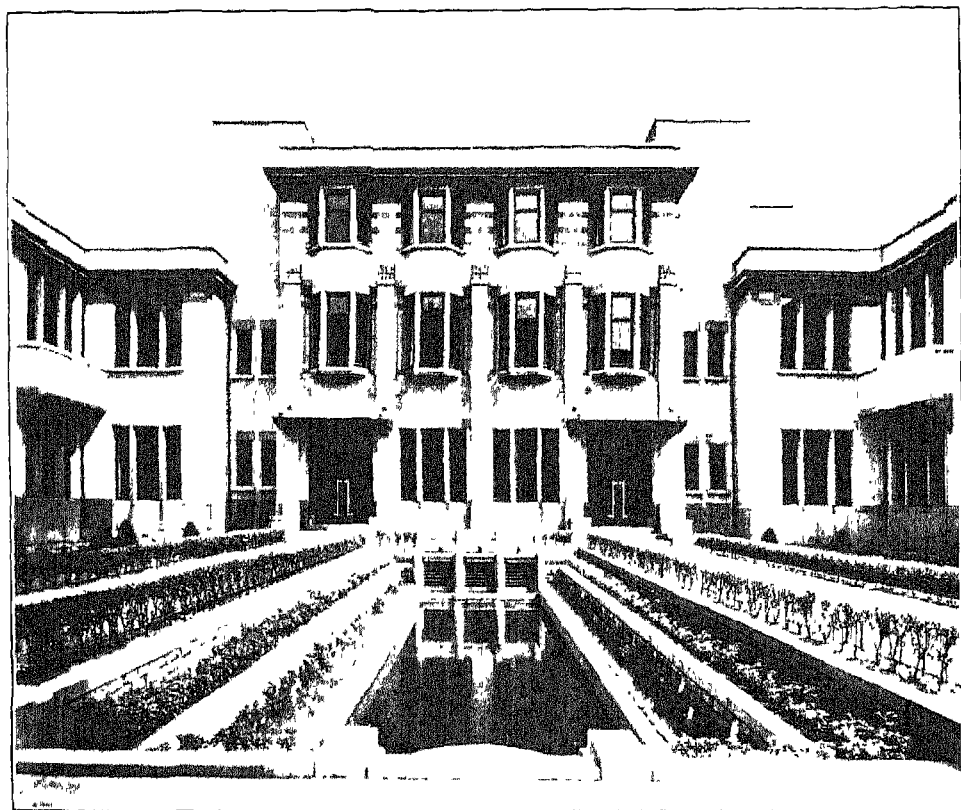
L'enseignement qui se donne à l'Institut comprend deux degrés : le cours Supérieur est réservé aux médecins qui désirent obtenir le diplôme légal sans lequel il n'est pas possible d'exercer l'art de guérir au Congo Belge. Le cours inférieur est suivi par des agents sanitaires, infirmiers et infirmières, qui postulent le certificat leur permettant de faire carrière en qualité d'auxiliaires du service médical à la Colonie,



MONSIEUR LE PROFESSEUR JÉRÔME RODHAIN
 Directeur de l'Institut de Médecine Tropicale Prince Léopold
 à Anvers.



INSTITUT DE MÉDECINE TROPICALE PRINCE LÉOPOLD
 A ANVERS.
 Vue de la Bibliothèque de l'Institut.



INSTITUT DE MÉDECINE TROPICALE PRINCE LÉOPOLD A ANVERS.
 Vue sur la Clinique Léopold II.



MONS. A. CHARLET, BELGIUM'S COLONIAL MINISTER

ou encore, par des missionnaires désireux d'acquérir, avant de se livrer à leur apostolat dans les contrées éloignées de l'Afrique Centrale, les rudiments indispensables pour pouvoir intervenir utilement dans le soulagement des misères humaines et contribuer à la lutte contre la maladie du sommeil et les autres endémies tropicales.

Les médecins vétérinaires qui se destinent à la Colonie suivent partiellement le cours supérieur.

Le programme des cours de la section supérieure est strictement conforme à l'A.R. du 28 novembre, 1932.

Le Corps Professoral de l'Institut comprend présentement :

Mr. le Professeur RODHAIN : hématologie et protozoologie.

Mr. le Professeur DUBOIS : pathologie tropicale.

Mr. le Professeur JACQUE : dermatologie et bactériologie.

Mr. le Professeur SCHOUTEDEN : zoologie médicale.

Mr. le Professeur VANDEN BRANDEN : hygiène tropicale.

Mr. le Professeur MATTLET : dédoublement des cours de

MM. RODHAIN, DUBOIS et VANDEN BRANDEN.

Mr. le Professeur VANDENBERGHE : chargé de cours, chef de travaux.

Il y a annuellement une ou deux sessions de cours d'une durée de 15 semaines chacune ; la première s'étend du début d'octobre au début de février et la seconde du début de mars au début de juillet ; ces sessions sont suivies chacune d'une session d'examens.

Le nombre des élèves qui suivent les cours, tant supérieur qu'inférieur, de l'Institut de Médecine Tropicale Prince Léopold, est éminemment variable.

La situation économique de la Colonie et les chances que peuvent avoir les étudiants d'y trouver une carrière répondant à leur idéal, influencent fortement ce chiffre.

Les étrangers sont admis à suivre les cours de l'Institut au même titre que les élèves belges ; toutefois, ces derniers bénéficient de la préférence pour l'engagement dans les fonctions officielles du Département des Colonies.

L'Institut de Médecine Tropicale comprend un certain nombre de laboratoires où travaillent les membres du Corps Professoral, spécialisés dans les recherches relatives aux affections spécifiquement tropicales. Une liaison étroite est établie non seulement entre ces laboratoires et la Clinique annexe de l'Institut, comme aussi avec les

salles de cours où les élèves peuvent étudier en tout temps les matériaux que leur procurent les chercheurs, mais aussi et surtout avec les laboratoires et la Direction technique du service médical au Congo.

Au cours de cette année même, les laboratoires de l'Institut de Médecine Tropicale ont ouvert leurs portes à de jeunes médecins, rentrés de la Colonie. D'autre part, l'Institut a détaché en Afrique le Professeur Dunois, chargé de l'organisation dans la Colonie d'un centre d'étude de la lèpre au poste médical qui fonctionne à Pawa (province de Stanleyville) sous l'égide de la Croix-Rouge du Congo.

* * *

A l'Institut de Médecine Tropicale Prince Léopold est annexé une clinique qui porte le nom de Clinique Léopold II. Elle doit, en effet, son origine à la générosité personnelle du Grand Roi Colonial.

Cet établissement hospitalier est outillé pour recevoir tous les Coloniaux, tant Européens que gens de couleur, et les marins atteints de maladies des pays chauds.

C'est, comme nous l'avons déjà dit, le but ainsi déterminé qui fit choisir l'emplacement de l'Institut et de ses importantes annexes dans le voisinage même du port, quartier à première vue peu indiqué pour le traitement des malades.

L'expérience justifie dès à présent la clairvoyance des organisateurs.

La clinique, installée de façon toute moderne, comporte un quartier réservé aux gens de couleur, des chambres et des dortoirs à alcôves pour les malades de race blanche. Elle comporte salle d'opération, radiographie, services de stérilisation et de désinfection.



Union Miniere du Haut Katanga

HOW A VAST ENTERPRISE HAS BEEN EVOLVED IN THE HEART
OF SOUTH-CENTRAL AFRICA

The building up in South-Central Africa of what is probably the most highly organised branch of the copper mining and producing industry anywhere in the World, by the Union Miniere du Haut Katanga, constitutes one of the great epics of industrialism.

When one remembers that the Katanga Province of the Congo Belge was not occupied until 1891, that important development operations were not initiated until after the present century had dawned, that actual production did not commence until 1911 and that all the carefully planned schemes and immense labours had to be carried out in the southern heart of Africa, hundreds of miles from any port, the magnitude of the achievement of the Union Miniere du Haut Katanga becomes doubly impressive.

In 1885 the Congo Free State was founded, and King Leopold directed General Albert Thys, who was the managing director of the Brussels *Compagnie du Congo Pour le Commerce et L'Industrie*, to form a company for the exploration and the development of Katanga. This company was formed in Brussels under the name of "*Compagnie du Katanga*."

The Katanga Company then assumed control of the expedition which the *Compagnie du Congo Pour le Commerce et L'Industrie* had despatched to Katanga in 1890, under the leadership of Alexandre Delcommune.

Delcommune, aided by a mining engineer, Diedrich, discovered numerous deposits of copper ore, several of which had, for many years, been worked by the natives under Arab taskmasters. After this came the historical expedition led by Lieutenant Francqui, who is now president of the *Société Générale*. This expedition obtained very important results ; for, while the leader was establishing peace and good order in the Katanga, the geologist of the party, M. Jules Cornet, discovered in 1892 the famous Kambove copper deposit,

which was to become one of the richest copper mines in the world. The detailed reports on the Katanga deposits, published by Jules Cornet, were in large degree instrumental in securing the foundation of the Union Miniere.

In 1891 an expedition led by Stairs, one of Stanley's officers, fought the alien despot, Msiri, and seized Katanga.

Between 1898 and 1900, the scientific expeditions of Lemaire, Kemper-Voss and Questiaux further investigated the mineral resources of Katanga with highly gratifying results.

In 1900, the Comité Special du Katanga was founded at Brussels. This body, formed jointly by the State and the Compagnie du Katanga to work their respective properties, actively commenced the development of the country.

In the final months of the last century the Robert Williams Expedition led by the late Mr. George Grey, reached the headwaters of the Kafue, Lunga, and Mobije Rivers adjoining the Congo watershed. The expedition located the Kansanshi copper mine, where extensive old workings are in evidence.

A British Company, Tanganyika Concessions, Ltd., was formed by Sir Robert Williams, who was supported by Rhodes, and this company further prospected the Congo and carried out the initial mining operations along the mineral belt. In 1901, the late Mr. George Grey and Mr. Holland prospected Katanga on behalf of this company. They discovered a great wealth of new copper and iron deposits, and relocated a number of the deposits of copper which M. Cornet had reported in 1892. The expedition also found the Busanga tin deposits and the Ruwe and other gold occurrences.

The Union Miniere du Haut Katanga was formed at Brussels in 1906, in order to work the discoveries made by the Tanganyika Concessions, Ltd. The initial share capital of the Union Miniere was ten million francs. When this highly important and powerful concern was founded, the nearest railway point to the copper belt was at Broken Hill in Northern Rhodesia, nearly three hundred miles distant from the Lubumbashi smelters.

The remote position of the mines was one of the difficulties the promoters of the Union Miniere and of Tanganyika Concessions

had to overcome. Other difficulties included the solution of the metallurgical problem and the lack of competent mining and metallurgical engineers, since copper mining was quite a new industry for Belgium.

The controllers of the Société Générale and Sir Robert Williams, the managing director of the Tanganyika Concessions, Ltd., were not, however, people to let themselves be overcome by difficulties, and they set to work with great energy and courage to pursue the opening up of the mines. First of all the transportation difficulty had to be grappled with.

The Compagnie du Chemin de Fer du Katanga commissioned a famous railway engineer to survey a line to connect Bukama on the Upper Lualaba River with the Rhodesian Railway system, and Sir Robert Williams, in 1908, in conjunction with Baron d'Erlanger and Messrs. Pauling and Co., formed the Rhodesian-Katanga Junction Railway Co., to build the section from the Rhodesian frontier to Katanga. In 1909 the line reached Elisabethville and in 1918 the Rhodesian-Katanga extension was completed to Bukama.

As soon as the rails had reached Elisabethville, the Union Minière commenced the building of its Lubumbashi smelters, and in 1911 the first water jacket furnace started working on ore drawn from the famous Star of the Congo mine. Further money was, however, required to carry on with the project, and the Union Minière's capital was, therefore, increased from 10,000,000 to 12,500,000 francs. A further issue of bonds was also made to the amount of ten million francs.

The Union Minière overcame its metallurgical difficulties, largely by means of coke from Wankie coal. The local management of the U.M.H.K. greatly enlarged its smelters and increased the production, which had been only 998 tons of copper in 1911, to 2,492 tons in 1912, and to 7,407 tons in 1913. The working profits which had been 450,000 francs in 1912 reached four million francs in 1913.

THE WAR AND POST ARMISTICE PERIODS

When Germany invaded Belgium, in August, 1914, the management of the Union Miniere was transferred to London in order to make arrangements whereby the working of the mines could be continued. During the war the company's operations were directed from England.

The fall in the price of copper to £48 per ton in the early part of the war made it very difficult to carry on operations, but later on the price soared to a high level, and the company was then able to dispose of its stocks at a handsome profit, which enabled overdrafts to be liquidated and a reserve to be built up.

The staff in Africa wholeheartedly responded to the call of the war, and the output steadily increased. Production reached 10,722 tons in 1914, was increased to 14,041 tons in 1915, 22,167 tons in 1916, and to 27,462 tons in 1917. In 1918, however, output declined to 20,238 tons.

After the war, there was a short period of prosperity but the great stocks of the countries at war, the metal recovered from old munitions, and over production, coupled with reduced consumption, caused a severe collapse in the copper market. Whilst the price of copper continued to fall, the cost of stores and salaries greatly increased. The Union Miniere at this juncture was seriously affected, for it was then that the company was completing its works and erecting the great concentrating plant at Panda, which was opened by the, then, Governor-General, M. Lippens, in 1921. These works cost nearly 120 million francs.

After careful consideration of the position, the Board decided to continue operations. The U.M.H.K. was greatly helped in this decision by the patriotic assistance of the Société Générale de Belgique. Fortunately, the chairman of the Union Miniere was M. Jean Jadot, who was also Governor of the Société referred to, and it was largely due to him that the bank guaranteed credits which carried the company through that crisis and placed it on the road to attaining permanent prosperity.

In 1920, the U.M.H.K.'s production was slightly under 19,000 tons. Thereafter outputs steadily increased.

REALISATION OF GREAT UNDERTAKINGS

It was during this period that the direction in Europe and the staffs in Africa worked out the details of plans, and piece by piece carried those details to the stage of successful achievement which were to place the Union Miniere in a position of dominating strength and importance in the world of copper.

I well remember discussing in 1922 with the Director-General (Monsieur Cousin) at Lubumbashi, the wondrous promise of this great enterprise set in the heart of South-Central Africa.

It was at this time that the great value of the deposits at the Ruashi Mine was being revealed. Simultaneously plans were under consideration for the extension of the smelter plant at Lubumbashi and Panda, for the erection of a great leaching plant at Chituru, the harnessing of the Mwadingusha Falls on the Lufira River and the carrying out of a general programme of mechanisation of plants, intensification of native recruiting and various other projects, all designed to place the Union Miniere in a position of almost unparalleled strength.

Railway undertakings, such as the completion of the Lobito Bay route, and the building of the B.C.K. line to the lower Congo, which would simplify transportation and reduce freight charges, were also receiving close and careful study.

Since those days all these great undertakings have been completed. In addition, the remarkably rich Kipushi or Prince Leopold Mine has been opened up, the preliminary exploitation of the Musonoi or Western Group of Mines has been undertaken, further extensive deposits of copper have been proved in the vicinity of Tshinsenda, fresh gold and tin discoveries have been made, and the general housing and feeding, transportation and medical arrangements for natives have been improved until one might truly say that nowhere in the world, are coloured labourers so well treated as they are in the great Union Miniere Concession. Simultaneously the company's productive capacity has increased.

PAST RECORDS OF PRODUCTION

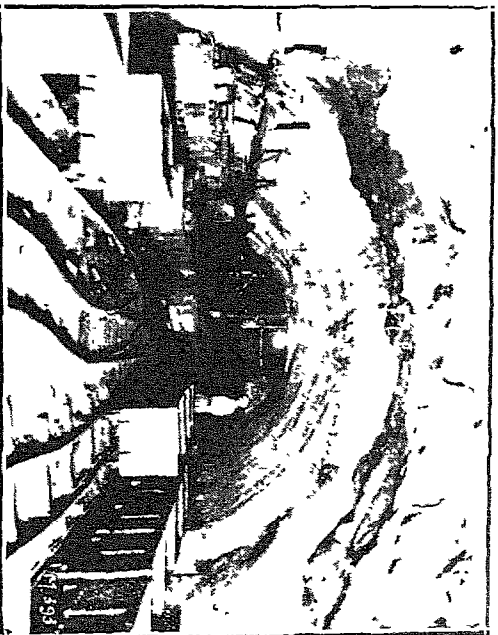
Below are given for comparison the tonnages (in metric tons) produced during the period 1920-1930.

					Tons.
1920	..	..	..	..	18,962
1921	..	..	..	..	30,464
1922	..	..	..	..	43,362
1923	..	..	..	..	57,886
1924	..	..	..	..	85,570
1925	..	..	..	..	90,104
1926	..	..	..	..	80,639
1927	..	..	..	..	89,155
1928	..	..	..	..	112,456
1929	..	..	..	..	125,694
1930	..	..	..	..	138,949
1931	..	..	..	..	120,000
1932	..	..	..	..	54,000
1933	..	..	..	..	66,596

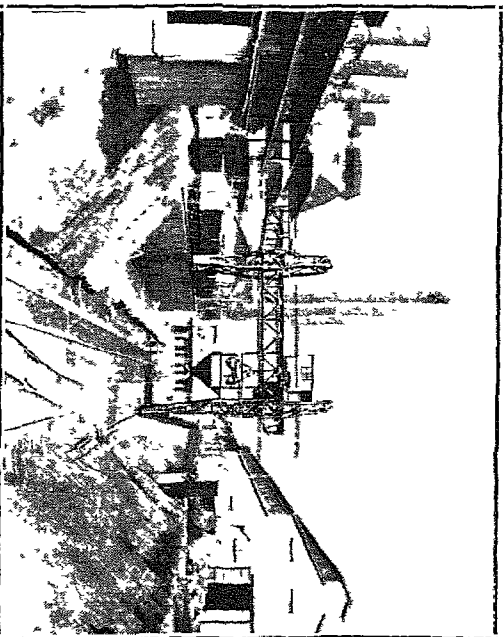
During the past four years, the sharp decline in the price of copper has necessarily called for revision of the U.M.H.K.'s plans.

But the enormous proved deposits containing more than five million tons of metal, in actual ore reserve, together with the new discoveries in the vicinity of Tshinsenda, the immense plants and installations and the highly efficient administration of the Union Miniere are each and all awaiting an improvement in metal prices in order to take full advantage of the great industrial undertaking which has, so courageously and effectively, been built up in the heart of Africa.

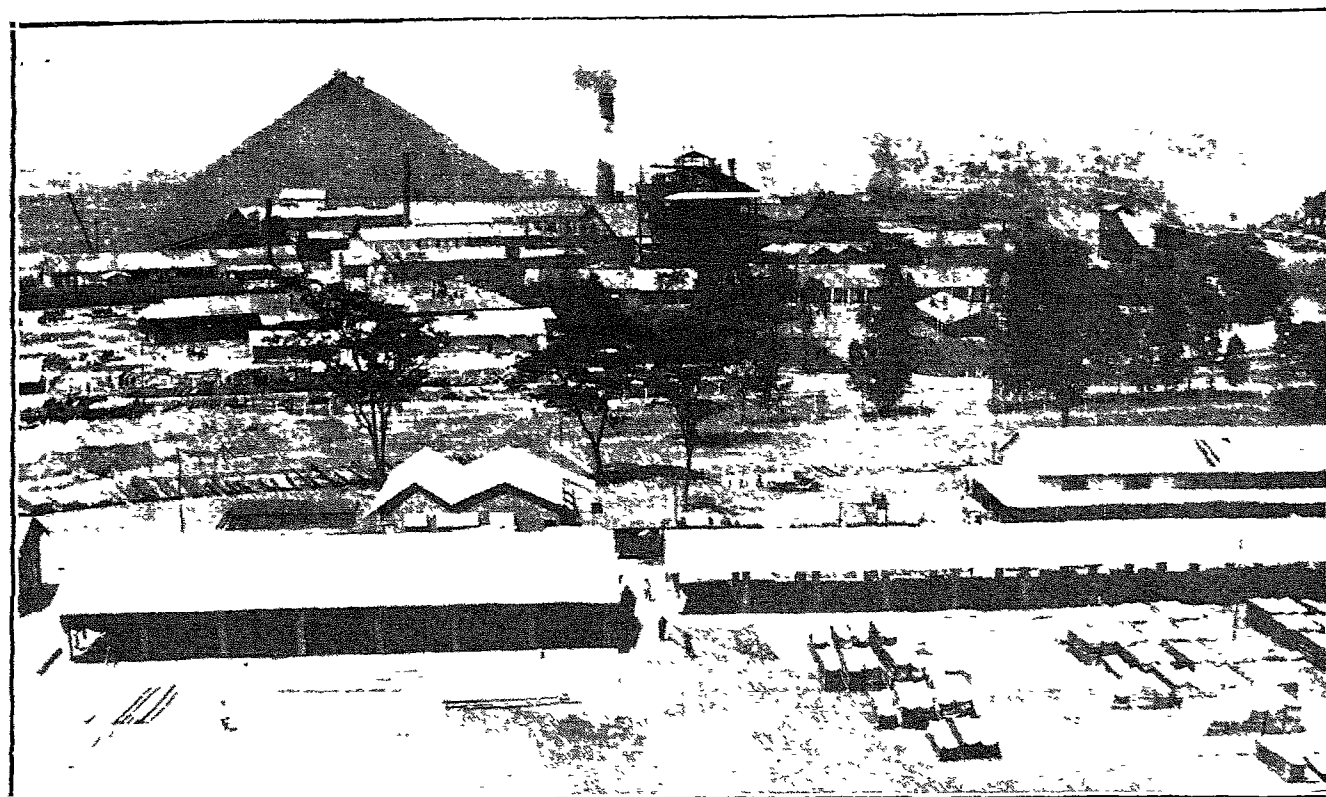
Coming down to the most modern times, there is to be noted the essential features of the latest report available, *i.e.*, for the year ended December 31st, 1933, presented at the annual meeting of the company held in Brussels on July 9th, 1934. The report of the "Conseil d'Administration" opens with an appropriate and loyal reference "a la glorieuse memoire" of the late King Albert "whose premature death is for the country and for the colony an immense loss."



UMHK PRINCE EDWARD MOUNTAIN RAILROAD TUNNEL



UMHK
PORTIONS OF PANDA CONCENTRATION PLANT AT JADOTVILLI



A VIEW OF THE LUBUMBASHI WORKS, UNION MINIÈRE DU HAUT KATANGA

CONSUMPTION AND PRODUCTION

The report proceeds to point out that the world's sales output of copper, which was in 1932 980,000 tons, increased to 1,130,000 tons in 1933.

The report states, *inter alia* : "The year 1932 was characterised by abnormally low prices and by a very reduced level of output, two factors which have considerably affected our company's profits. The average price of electrolytic copper in 1931 was 8.11 cents (gold) per lb., compared with approximately 14 cents, which was the average price for the ten previous years (1921-1930). During 1932 the price depreciated still further, to an extent surpassing all expectations, and eventually touched 4 cents (gold) per lb. in July, 1932. During the first five months of 1933 the price fluctuated between 4.6 cents (gold) and 6.2 cents (gold), the average price having been 4.95 cents (gold). Our company's output, after being limited at the beginning of the year to 82,000 tons, was subsequently reduced to 40,000 tons, as from the 1st May, 1932, this in compliance with a decision come to by Copper Exporters Inc. Towards the end of the year the establishment of import duties both in the United States and in England brought about the dissolution of the Association of Copper Producers. Nevertheless, after studying the general economic situation, the depressed condition of the copper market, and the high level of world copper stocks, the producers decided, in their own interests, provisionally to maintain output on a scale in line with consumption. The latter having increased, however, during the first half of 1933, our company raised its production to 56,000 tons as from 1st April, and our rate of output will henceforth be determined in relation to the activity reigning on the copper market."

EFFECT OF COPPER CODE ON PRICES

At the last annual meeting (July 9th, 1934) Mons. Felicien Cattier, President of the Board of Directors, remarked : Gentlemen, —I desire to take advantage of the opportunity which the present general meeting affords me to pass in review the main factors of the copper market. Consumption is expanding and remains in excess of output.

This is true both of Europe and of America, though in the old continent the increase in consumption has been greater than in the new. According to the statistics for the month of May last, which are the latest to hand, the returns for that month are as follows (in short tons):—United States : Production, 32,800 tons ; consumption, 80,600 tons. Outside the United States : Production, 77,400 tons ; consumption, 47,700 tons. As shown by the above figures, stocks are decreasing. In the United States they amounted to 658,000 tons in July, 1932 : they have since fallen to 460,000 tons, showing a reduction of almost 200,000 tons. In Europe stocks have been reduced to 77,000 tons, which is a remarkably low figure. In the case of the Union Minière, stocks decreased last year, notwithstanding our larger output. How is it, then, that, in face of these conditions, which should normally have entailed a rise in the price of copper, the weakness of the latter, on the contrary, has been accentuated ? The average price of the metal for 1933 was 5.3 cents (gold) per lb. It fell during the first quarter of 1934 to 4.9 cents (gold) per lb., and is to-day below that figure. Various factors have depressed the market. The Northern Rhodesian mines have substantially increased their output, assisted by the fall in the £ sterling, whereas the devaluation of the dollar has improved the financial position of the American mines.

The Copper Code imposed on the United States producers by the National Recovery Administration has not had the far-reaching effect hoped for by the American industry. It has regulated neither output nor exports, both of which remain uncontrolled, nor has it regulated stocks. It has been confined to limiting the output which the miners and refiners are authorised to sell each month as "blue eagle copper," that is to say, as copper accepted for Government contracts. Certain American producers have profited by the freedom which they still retain to dispose of their copper in Europe, which has not failed to exercise a depressing influence on the market."

POSITION OF UNION MINIERE

"On the other hand, it is necessary to call attention to the favourable factors which affect the position of our own company. The value of our deposits and the means at our disposal, both, from a technical and from a commercial point of view, enable us to resist

the depression from which all producers are suffering to-day. The very large sums devoted in the past to writing down the cost of our plant and installations, combined with the substantial reserves which we have accumulated, place us in a strong and healthy position. The expenditure which has been charged to capital account amounts to a total of 1,100,000,000 frs. As a result of the amounts already written off, this figure has been reduced down to nearly 600,000,000 frs., whereas the amounts standing in the balance sheet under the heading of reserve fund, premium on issues of shares and difference on exchange, are approximately equivalent to the balance of our fixed assets outstanding. Furthermore, our concessions are entered at no cost, so that, unlike many other producers, our working expenditure does not require to include any charge for writing off the cost of our concessions. We have entered into negotiations with the Katanga Special Committee, with the companies who deal with our transportation and with the subsidiary companies connected with our industry, which negotiations, as in our common object, must result in an appreciable reduction both of our working expenses and of our financial charges.

“I am now happy to be able to tell you that the various interests associated with the future of the Union Miniere (viz., the subsidiary and the transportation companies) inspired by a sentiment of solidarity which we greatly appreciate, have just granted us reductions which will enable us to reduce our cost of production below current-selling prices. We shall thus be able confidently to pursue our policy, which consists in maintaining output at a level corresponding to consumers' requirements, and this output, which is at present at the rate of 100,000 tons per annum, will shortly be increased.”

[Since these remarks were made further International Copper Conferences have been held in New York, and the financial position of the U.M.H.K., as well as of other Belgian Congo Companies, has been altered by devaluation of the belga.—O.L.]



Compagnie Miniere des Grands Lacs Africains

CONGO'S SECOND LARGEST GOLD PRODUCER

Almost simultaneously with the discovery of gold in the area which has for many years past been owned by the semi-State-controlled company, *Les Mines D'or de Kilo-Moto*, the precious metal was located in the huge concessionary region granted by King Leopold II. to the late Baron Empain, known as the *Concessions des Grands Lacs*. It was this great colonial patriot, financier and engineer, le Baron Empain, who at the behest of the sovereign ruler of Belgium and the Congo, secured the capital for the construction of railways and lake and river steamer services in the Eastern Congo and who was the financial and constructional genius who provided the millions of francs and the driving power in order to link up the navigable portions of the great Congo River with the portions of that river which are barred by cascades and rapids. Baron Empain's transportation projects also gave access to Lake Tanganyika and rendered practicable the development of that great and rich area of the Congo Belge which is to-day known as the *Province Orientale*. For his services in connection with this costly and difficult undertaking, Baron Empain and his associates were granted concessionary rights over very large areas. From these events sprang the important mineral enterprise which is to-day known as the *Miniere des Grands Lacs*, or, in abbreviated form, the "*M.G.L.*," which is the second gold-producing company of the Congo Belge and which possesses, in addition to huge auriferous areas of immense productive potentiality, mineralised regions containing metals and minerals of various kinds.

Platinum, cassiterite and argentiferous galena have, for example, been found in the concessions of the "*M.G.L.*" and in the areas controlled by the *Comite Nationale du Kivu*, whilst important discoveries of gold and other minerals are reported from the *Shabunda* area. During the past three or four years gold-bearing reefs have been discovered in both the northern and southern areas of the "*M.G.L.*," and well-planned programmes of exploration, study and development

are being carried out. Up to the present, however, practically the whole of the gold output has been derived from detrital deposits.

The depth, width and grade of alluvial varies in different areas of the "M.G.L." workings, but, taken over the whole vast area of the company, general characteristics and gold content are fairly constant. There are, however, certain small tributary streams in both the northern and southern blocks of the "M.G.L.'s" properties which are remarkably rich, particularly on the Zalia River (southern section). Generally speaking, the grade of the alluvials in the southern section (Mwenga area) is higher than in the northern region.

Surveyors and prospectors of the Chemins des Fers des Grands Lacs found gold in the company's concessions in 1903. The Province Orientale was not at that time occupied or developed to any appreciable extent. Much of it was, in fact, a *terra incognita*. The natives, although they had exposed and, indeed, operated deposits of copper and of iron, apparently knew nothing of the occurrences of gold in the various river-beds. The preliminary discoveries made by the pioneers in the "M.G.L." areas were noted, and encouraged, no doubt, by developments at Kilo-Moto; more intensive prospecting was initiated by the "C.F.G.L." Company a year or so before the outbreak of the Great War. The long period of hostilities, however, dislocated operations and it was not until 1923 that prospecting operations on any scale of importance were resumed.

In order successfully to exploit the presently active areas of the Minière des Grands Lacs, immense road-building programmes, both in respect of main arterial highways and also tributary roads, have been constructed at very material cost. It is the thoroughness of the construction in regard to roads and the very efficient manner in which the welfare of native labour is looked after (as in the case of other Congo companies) that impress one most forcibly in a journey through the Concession areas.

The writer has travelled many kilometres over a portion of the Concession where roads have been constructed through the vast primeval forests and has been filled with admiration of the magnitude and thoroughness of the work that has been accomplished, and especially so with regard to the treatment accorded the company's native employees, the excellent camps ("logements pour travailleurs indigènes") that have been established and the fine hospitals and

rationing services that have been created for the welfare of these natives of the magnificent Province Orientale of the Congo Belge.

DISTRIBUTION OF GOLD-BEARING AREAS

The capital of the company is 20,000,000 francs. The production of gold was commenced in 1926. The *Minières des Grands Lacs* acquired from *La Cie Chemins de Fer du Congo Supérieur* aux Grands Lacs Africains the exclusive rights of searching for minerals granted to that company by the Government of the Congo, and also the rights of working all minerals discovered with the exception of bituminous shales in the region of Stanleyville.

The "M.G.L." has determined and demarcated the gold-bearing deposits which have been discovered in the concessions by virtue of the exclusive rights of prospection. These mineral areas are broadly divided into two series :

(a) Those situated to the south of the river Ituri conceded by Royal decree and comprising 4,944,000 (four million nine hundred and forty-four thousand) hectares.

(b) The mineral fields situated to the north of the river Ituri. The "M.G.L." Company's petitions in respect of these areas have been under consideration by the Minister of the Colonies.

By virtue of its rights the "M.G.L." has secured and demarcated over and above its concessionary areas circles of gold and tin in the areas open for public prospection of the mineral domain of *Chemin de Fers des Grands Lacs*.

The defined concessions of the "M.G.L." extend from the river Ituri to the parallel of Nyangwe and between the Meridians 27 deg. 30 and 29 deg. 30 E.Gr.

The mineral areas which contain gold, so far discovered and defined, are located in three large blocks, and for purposes of administration and management are grouped in three divisions, viz. :

(a) The Northern Group comprising two divisions situated roughly between the Ituri and Oso rivers and comprising the following divisions :

Division : Lenda, Manguredjipa.

Workings : Motokolea.

Division : Lindi du groupe Nord situated in basin of
Lindi river, comprising :

Workings : Mohanga, Lutunguru, Bilati.

The central management for both these divisions is at Butembo.

The northern workings have a local management at Butembo on the grand route Rutshuru-Lubero-Beni-Irumu.

A road 98 kilometres in length has been constructed by the company from Butembo to the alluvial workings at Motokolea and Manguredjipa in the basin of the river Lenda.

The second group (properties operating alluvions in the basin of the river Lindi comprising the group Mohanga, Lutunguru and Bilati) is served by a road constructed by the company between Alimbongo (on the main Rutshuru-Irumu route) and Lutunguru.

- (b) The Southern Group has its headquarters at Mwenga, situated at 140 kilometres to the south-west of Costermansville at the south end of Lake Kivu.

This group comprises the following properties situated between, and approximately 50-60 kilometres from, Mwenga : Mwindo, Kalingi, Kamitutuga, Kimandu and Kiloboze.

A road has been constructed through very mountainous country from Nya-Chezi, which lies 32 kilometres to the south of Costermansville on the main Costermansville-Kaminola-Uvira road to Mwenga. This road is 109 kilometres in length. From Mwenga, the southern group of mines is controlled by the local administration. A road 45 kilometres in length has been constructed from Mwenga to the Zalya River by the company, and it is intended to continue this to Luliba, the centre or local point of the zone of exploitation.

In this southern section gold in alluvial form has been found at the points mentioned in the bed of the Zalya River, which is a tributary of the Elila, which in turn flows into the Lualaba (Upper Congo). Favourable indications of the occurrence of gold in quartz reefs, as well as in detrital formation, have been determined and a systematic programme of study and exploration is in progress. General health conditions are fairly favourable. The scourge of dysentery has been ably and effectively combated by the "M.G.L." Company's medical staff.

GOLD PRODUCTION

The methods of production are simple—by means of sluice boxes, riffles, etc. A few months ago, no less than 180 alluvial areas were being operated. The company possesses extensive cassiterite areas to the south of Walikale.

Gold produced, is shipped through the banks, by way of Stanleyville and Matadi for the southern group, and by Irumu for the northern section. Over the whole mineral region the altitude may be said to vary between 800 and 2,000 metres.

The latest available report of the Company shows that profits resulting from exploitation amounted to 15,773,583 francs.

Gold outputs have been :

1930	..	..	..	..	974 kgs.
1931	..	..	..	..	1,148 kgs.
1932	..	..	..	..	1,338 kgs.
1933	..	..	..	..	1,542 kgs.
1934	..	..	..	..	1,587 kgs.

Total gold production to the end of 1934 has been 9,258 kgs.

Gold reserves in alluvials, which have been systematically valued, amounted to over 10,000 kgs.



Railways and Transportation Systems of the Congo Belge

A GENERAL SURVEY OF MEANS OF COMMUNICATION

Although the Congo Belge has an immense fluviatile system (the Congo, including its dual headwaters, takes rank as the fourth or fifth longest river of the world, whilst its catchment area is exceeded only by the Mississippi, Missouri, and Amazon rivers), and although there are many lengthy and wide tributaries of the Congo such as, for example, the Kasai and the Aruwimi, these rivers are, at fairly frequent intervals, broken by cascades. It has, therefore, been necessary to evolve huge road systems for mechanical transport, whilst, during recent years, air routes have been greatly developed. It was, however, the railroad which in the earlier days of the Congo State assisted, so largely, in the preliminary development of this vast country.

CONGO'S PIONEER LINE

The first Congo line to be built was the Matadi-Leopoldville Railway, which was constructed to connect the lower Congo with the upper river. Between Leopoldville and Matadi the great waterway is barred by many rapids, and construction of this line was, therefore, imperative if access into the heart of the State was to be secured.

The construction of this link, 400 kilometres long, was started in July, 1890, and was not completed until March, 1898. Construction was costly both in lives and money, for great technical difficulties had to be overcome, with insufficient labour, under tropical conditions. In addition, the financial problems raised were enormous, but the untiring energy of the late General Thys, general manager of the company, and the support of the Belgian Government, enabled the Congo Railway Company to bring the task of building this pioneer line of Central Africa to a successful conclusion. This railway cost 90 million francs or 225,000 francs per kilometre.

At a later date the construction of a new and improved line was decided upon by Thys and, during the past few years, the rebuilding of the Matadi-Leopoldville railway has been proceeded with. The

gauge of the line has been broadened to standard South African gauge, curves have been straightened, and later on the line may be electrified. The cost of the recent programme has been 400 million francs. All this work has been greatly facilitated by the acquisition from Portugal of territory abutting on the Congo River in exchange for an area ceded by the Belgian Government to Portugal. This latter area encloses the region where the Lobito Bay crosses the frontier.

After a journey of some 1,716 kilometres up the Congo River, one reaches Stanleyville, the capital of the Orientale Province, at an altitude of 428 metres above sea level.

THE GREAT LAKES RAILWAY

Beyond Stanleyville the Congo River comes to be known as the Lualaba, and is barred by a further series of falls—the famous Stanley Falls. Beyond these falls the river is again navigable. The late King Leopold II., therefore, suggested to Baron Empain connection by rail between Stanleyville and Ponthierville, the post from which navigation is again possible. Accordingly, Baron Empain decided upon connection by rail, not only from Stanleyville to Ponthierville, but also from Kindu to Kongolo—two points further to the South between which the Lualaba is, again, not navigable. As a further result, in order to connect the Congo River with Lake Albert and Lake Tanganyika, the Baron Empain formed, in 1902, the Upper Congo Great Lakes Railway Company.

The Stanleyville-Ponthierville line is 125 kilometres long. It was commenced in 1903 and completed in 1906. Its gauge is one metre—or the same as in the case of the Tanganyika Railways. Construction of this line was a very protracted business on account of the great distance from the coast and the enormous mileages over which material had to be hauled.

From Ponthierville to Kindu, a station 330 kilos southwards, the Lualaba is again navigable, and on this part of the great river the Upper Congo-Great Lakes Railways maintain a weekly steamship service.

Between Kindu and Kongolo, the Sandwe rapids, named "Hell's Gates," prevent navigation. As the Lualaba, beyond Kongolo, is again navigable for 640 kilometres up to Bukama (which

until 1923 was the railhead of the Katanga Railway), the river remains available as a means of transport and the Upper Congo-Great Lakes Railways built a 355 kilometres-long railway line between Kindu and Kongolo. This was commenced in 1906 and completed in 1910.

After completion of the Kindu-Kongolo Railway, Baron Empain next decided to connect the Congo River with Lake Tanganyika. This line leaves the river at Kabalo, 75 kilometres south of Kongolo. It is 273 kilometres long, and reaches Lake Tanganyika at Albertville. This line was very difficult to build because it required the construction of forty-five bridges, and from the point it enters the Lukuga Valley on its way to the Lake it crosses nearly 100 kilometres of rocky ground.

These three lines were constructed by Mons. Adam, who, later on, became general manager in Africa of the Upper Congo-Great Lakes Railway.

RAILWAYS FROM THE SOUTH

During the time that the metals of the Upper Congo-Great Lakes Railways were being laid, the astounding riches of the Katanga copper belt were in course of being revealed.

In 1902 the Katanga Railway Company, which undertook the survey of lines to connect the chief mines, as they were then known, with either the navigable Lualaba (Congo) River or with the Sankuru River, was formed.

The Union Minière du Haut Katanga had, naturally enough, decided first of all to work its richest copper mines near the Rhodesian border, and in 1908 an agreement was entered into with the Chartered Company in order to extend the Rhodesian Railway system, which had reached Broken Hill, to the Katanga border. The Katanga Railway Company, therefore, decided, in conjunction with Sir Robert Williams, to build the extension across the border—of the Rhodesia-Katanga Junction Railway.

In October, 1909, construction work was started, and on November 1st, 1910, the line was provisionally open for traffic up to Elisabethville. This line is 240 kilometres long and its gauge is the normal South African gauge of 3 feet 6 inches.

In March, 1911, the capital of the Katanga Railway Company was increased from twenty-six million francs to eighty million. In

June, 1911, the extension of the line towards Bukama, on the Lualaba, was started, and two years later, in June, 1913, Kambove, 413 kilometres from the frontier, was reached.

When the war broke out, Tshilongo (close to the junction of the Lobito Bay line at 524 kilometres from the border) was nearly reached. The war, of course, brought in its ruthless train great delays in the progress of construction work. Nevertheless, the Katanga Railway Company continued with the building of the line, and in May, 1918, the rail reached Bukama, the initial point of steam navigation on the Lualaba (Congo) River at 727 kilometres from the border.

The Mayumbe Light Railway Company is another railway concern in the Congo. It operates a light railway (gauge 0.615 metres) connecting Boma, the capital of the Lower Congo River, with Tshela through the Mayumbe.

The line, 137 kilometres in length, was built and up to 1918 was owned, by a private company. It is now State-owned. Its construction, started in 1908, was not completed until 1914, the country it traverses being most difficult.

Other lines in the northern part of the Colony are the Aketi-Bondo line (150 kilometres in length and owned by the Société des Chemin de Fer de l'Uele) and the Charlesville-Makumbi line (96 kilometres). Both these are narrow-gauge lines. The latter is owned by the Forminiere.

THE BAS CONGO KATANGA LINE

Construction of the B.C.K. (Bas Congo Katanga) Railway was commenced in 1923 and completed early in 1928. The official opening ceremony was performed by His Majesty the late King Albert at Mwene Ditu in July, 1928.

This line constitutes a magnum opus in the annals of railway building in South-Central Africa and the work was completed in a remarkably short period of time.

The function of this line is to "short-cut" the great bend in the Congo River and to provide an all-Belgian route connecting up Elisabethville, the capital of the Katanga Province with the Lower Congo and the Atlantic.

Construction was proceeded with from both the southern and northern ends of the line—that is to say from both Bukama and Port Francqui at the junction of the Kasai and Sankuru Rivers.

The present terminus of the B.C.K. is at Port Francqui on the Sankuru River, one of the tributaries of the Congo. From this point transportation to Leopoldville is effected by the Unatra River service, but it is fully intended to complete an “all-rail route” from Katanga to the Congo mouth. As a matter of fact, this line, Port Francqui-Leopoldville, has been surveyed by an engineers’ party.

OTHER RAILWAY PROJECTS

Another line, which was completed some little time ago, is a light railway connecting Panda with the Lufira River Power Station of the Union Miniere, for the generation of power to the copper belt, for the use of the leaching plant, and for the general electrification of equipment. This great plant controlled by the Sogefor (one of the U.M.H.K.’s subsidiaries), generates power at the Cornet Falls. The plant came into operation in the middle of 1930.

The narrow gauge line from Uvira at the north end of Lake Tanganyika to Kaminiola, at the base of the very mountainous country which lies between Lake Tanganyika and Lake Kivu, also calls for mention. This little railway gives access to the magnificent Kivu country. Completion of the line on to Costermansville has been discussed, but on account of the broken terrain, the project would be a costly one, and it is understood that for the time being, at any rate, on account of financial considerations the project is being shelved. This Kivu country is certain to attract large numbers of tourists in the future.

STANLEYVILLE TO THE NILE

There is, also, the ambitious project of building a railway from Stanleyville to the Kilo-Moto goldfields in the north-eastern portion of the State and of eventually carrying this line onwards until it connects with the Nile. This route has been surveyed and, with the continuous and intensive development of the Congo Belge, and of Africa generally, that is in progress, it is quite likely that construction of the railway to Kilo-Moto will be undertaken in the not-far-distant future.

The Upper Congo Great Lakes Railway Company will build this line to connect Stanleyville on the Upper Congo with the State-owned Kilo gold mines and, in this connection, there will be a branch leaving the main line in the vicinity of Andudu, via Gombrai, which will tap the goldfields of Moto and Aba, and eventually establish communications with the Sudan—probably at Rejaf.

Leaving Stanleyville, this main line which was surveyed by Mr. Celestin Camus, general manager of the Upper Congo Great Lakes Railways, will proceed via Panga, Meje, Betongwe and Andudu, crossing from Panga, the mining reserves of the Brussels Compagnie du Kasai, and of the State Kilo-Moto goldfields.

RECENT FINANCIAL RESULTS

The latest reports and accounts available with regard to three of the main railway companies operating in the Congo disclose the following interesting statistics :—

1. Chemin de Fer du Bas-Congo du Katanga : Lines open, 2,506 kilometres ; profits, 2,358,167 francs.
2. Chemin de Fer du Grands Lacs.—Profits, 9,660,559 francs.
3. Chemin de Fer Leopoldville-Katanga-Dilolo.
 - (a) Port Francqui-Bukama.—Merchandise carried, 1931, 160,204 tons ; 1932, 75,319 tons.
 - (b) Tenke-Dilolo.—Merchandise carried, 1931 (7 months), 79,522 tons ; 1932 (12 months), 65,749 tons, including "service" 20,707 tons.

The recent depression has of course very seriously affected railway services in the Congo. Both in respect of passengers and goods the volume of traffic has fallen away greatly. Lake and river services, too, especially in Tanganyika, have suffered severely. With any general improvement in the commercial pursuits of the companies, railway traffic would quickly respond, and it is ardently to be hoped that the increased activities of the Union Minière du Haut Katanga will speedily restore the finances of the railway companies.

Completion of the Bas Congo-Katanga line has been postponed for economic reasons. The line which, it was estimated, would be some 800 kilometres long, would cost 500 million francs and would

require three years to build. When it is completed, one will be able to proceed by through train from the ocean port of Matadi to the Katanga and to the Northern Rhodesian mines.

The Lobito Bay route, the most direct line to the Copper Fields, for which Sir Robert Williams and his Tanganyika Concessions group were primarily responsible, reached the Angola-Congo frontier in 1928 and the section controlled by the Benguela Railway was officially opened in June, 1929. Prolongation of the line was then pushed on with all speed into the Congo territory where it joins the Sakania-Elisabethville-Bukama railway section at N'tenke. This line, which was formally opened in 1931, affords a direct route from the Katanga copper fields to the Atlantic sea-board.



La Société des Mines d'Or de Kilo-Moto

PRODUCTION TO DATE 84,589 KGS. OF GOLD

OUTPUTS STILL INCREASING

La Société des Mines d'Or de Kilo-Moto company is the oldest and most important gold-producing concern in the Congo Belge.

Production for the past four years has been : 1931, 5,288 kg. ; 1932, 6,063 kg. ; 1933, 6,147 kg. ; 1934, 6,586 kg.

The latest official figures with regard to finances, etc., are as follows : in 1933, Kilo-Moto produced 6,146 kilogrammes 538 grams of unrefined gold, of a realised value amounting to 127,104,036 frs. The total receipts were 127,517,698 frs.

The capital of the Société des Mines d'Or de Kilo-Moto amounts to 230,000,000 frs. As from November 2nd, 1934, the privileged shares of 500 frs. reap a net dividend of 45 frs. 68, the " actions de jouissance " will be entitled to 15 frs. 68 net, and the " parts bénéficiaires " to 6 frs. 05 net.

After deduction of general expenses and various other charges, 25,733,807 frs. were set aside for amortisation, so that the net profit to be distributed amounted to 26,822,456 frs.

On December 31st, 1933, the reserves as ascertained by systematic valuation amounted to : 44,400 kilogrammes of gold : 10,000 kilogrammes of gold ascertained by flying prospections ; giving a grand total of 54,400 kilogrammes as against 44,000 kilogrammes on December 31st, 1932. Production commenced in 1905.

In the earlier days of operations in the Kilo district work was largely centred around old Kilo, which lies twenty kilometres from the new Kilo settlement.

The general headquarters of the Société des Mines d'Or de Kilo-Moto are now situated at Bambu, altitude 1,400 kilometres, where commodious offices and attractive residences for members of the headquarters staff have been erected. Hundreds of kilometres of excellent roads have been built in the concession.

NIZI—CENTRE OF PRESENT-DAY ACTIVITIES

The main centre of activities at the present time is at Nizi. Here the Kilo-Moto Company has its main productive plant, well-equipped workshops, machine shops, carpenters' shop, foundry, garage and motor-car repair shop.* The motor-car and lorry have, of course, enormously simplified the transportation problem in this remote goldfield, and a large fleet of cars and lorries is maintained in constant and efficient operation on the conduct of the many services which are inseparable from a mining organisation of this description. By no means the least important of these is the supply of foodstuffs to Kilo-Moto's large army of native workers and their dependents.

At Nizi there are shops and stores, a restaurant, petrol filling stations, and all the amenities of a well-established outlying mining camp.

Above the township, on the side of the hill, is the headgear of the main shaft of the Nizi mine, the "Puts Leopold." The presence of not less than six reefs has been determined in this area of the concession. The strike of the reefs is east and west, and the dip is at a high angle of inclination to the north. The gold-bearing formation has been opened up over a distance along the strike of several hundred metres. The ore is generally associated with diorite intrusions.

Jackhammers are in operation in the Nizi mine and are rendering efficient service. Modern hoisting and compressor plants—electrically operated—are installed at the Leopold shaft. At Nizi, too, on the hillside, where there is an excellent gravity site, are the old and new crushing and concentration plants of the Kilo-Moto Company. The new equipment commenced operations three years ago, and was inspected by the late King Albert of Belgium during His Majesty's aerial visit to the Eastern Congo Belge during Easter of 1932.

The new plant consists of four Chilian mills (with Trommels) and accessory plant manufactured at Charleroi, Belgium. There are, in addition, two Chilian mills, which have been in operation for some years past and are of a capacity of 150 tons per day.

The stamp battery now consists of four old Nissen stamps,

which have been in operation for some ten years past, and four new Nissens with a capacity of 3,000 tons per month. This plant is now supplemented by tube mills. The total crushing capacity of the plant at Nizi at present is 16,000 tons per month, viz. :— 3,000 tons from new mill ; 9,000 tons from Chilians ; 4,000 tons from old plant. All of this tonnage passes through the tube mills. Amalgam plates and Dorr thickeners, etc., are installed.

A minerals separation plant has also been erected. The consulting staff in Brussels and the local staff, after exhaustive researches, decided on installation of flotation rather than cyanidation, chiefly on account of absence of lime in the country.

A short distance from Nizi is one of the lowest grade gold mining propositions in the world. This is at the Mont Tsi workings, where a large low-grade deposit composed of silicified schist, from which a recovery of approximately only one pennyweight per ton is obtained, is being worked at a profit. The crushing plant at Mont Tsi consists of six Chilian mills, and the ore crushed averages 15,000 tons per month.

MINING ACTIVITY AT MONGBWALU

An important section of the Kilo gold producing region lies at Mongbwalu, situated 47 kilometres to the north-west of Kilo, in the forest area.

The production from Mongbwalu is, or was until recently, approximately 150 kilogrammes per month, or nearly a third of the entire output of the Société des Mines d'Or de Kilo-Moto. Here there are six Chilians (installed in 1927) and four Chilians erected in 1931 by Fraser and Chalmers, Erith, England. The plant is crushing "Filons" and "Eluvions." Extensive alluvial areas on the Mongbwalu and tributary rivers—particularly the Kanga, which is very rich—are being worked. These alluvions are equipped with sluice boxes, etc., and modern electric pumps. It is expected that by the time all alluvions in the Mongbwalu area are exhausted the output from this region will have been 30,000 kilogrammes or over. The "eluvions," it may be explained, consist of detrital matter derived from the disintegration of surface material on the hillsides, etc.

At the Moto workings, situated 200 miles to the north-west of Kilo, production is derived almost entirely from alluvions and eluvions. In this area of the concession, three Chilian mills are at work and are crushing at the Dubelli mine, a mixed quartz and schist ore body.

INTRODUCTION OF ELECTRIC POWER

Prior to the installation of hydro-electric power plants, steam was employed for motive power at the Kilo-Nizi-Mongbwalu workings. This form of power proved inefficient and costly. In 1915 the No. 1 central power station came into operation on the Shari River. The plant consists of six turbines, supplied by the Ateliers des Constructions Electriques de Charleroi. The capacity is 1,500 h.p. The new No. 2 station, also on the Shari River, came into operation in August, 1931. There are four turbines operating at 750 revs. with capacity of 1,600 h.p. This plant also supplies power to the various equipments, workshops, lighting circuits, etc., of Kilo-Nizi-Mongbwalu at a very low cost.

On the Shari River, a Werf-Conrad dredger, converted to electricity, is in operation. This handles 25,000 cubic metres of gravel per month. The installation operates at a profit on a basis of recovery of eight kilogrammes per month. A Ruston Hornsby drag line bucket excavator is also at work on the Shari alluvials.

PROVISION FOR NATIVE EMPLOYEES

The number of native employees on the Kilo-Moto mines is 21,000. These, with their wives and children, bring the total native complement to be rationed up to over 40,000. The feeding of this army of "indigènes" presents a big problem. The company has established large farming areas near Bunya and elsewhere, where maize and various other crops are grown and has also established "elevation" (grazing) farms, where hundreds of head of cattle are run.

Most of the native employees of the Kilo-Moto Company come from this extreme north-eastern section of the Congo Belge. Average rates of pay are liberal, and some efficient, long-service boys secure as much as 150 francs per month, plus food, quarters, medical attention, etc.

Splendid hospitals and medical and educational services have been established.

The management of the Kilo-Moto gold mines maintain a gold reserve which is nine to ten times the amount of the annual output, and the company adopts a far-seeing policy which aims at the maintenance of reserves and production. The output for the first year, 1905, was rather less than 20 kilogrammes. Up to the end of 1934 the production of gold by the Kilo-Moto Gold Mines was 84,589 kilogrammes of gold.



Tin and Other Metals and Minerals of the Congo Belge

The Congo Belge is, of course, world-famous for its copper deposits. In the western portion of the Colony the extensive alluvial diamond fields have, for several years past, been accounted an important factor in the precious stones industry. In North-Eastern Katanga and the Province Orientale, the gold "alluvions" and "filons" are of so important a nature that the Congo takes rank to-day amongst the ten leading gold-producing countries of the world and is likely to occupy a still more important position in the near future. Cobalt is an important product of the Union Miniere. The Union Miniere owns at Chinkolobwe the most important radio-active mineral deposits that have yet been found. Argentiferous galena has been located at many points; rich and extensive areas of bituminous shale are known to occur near Stanleyville; and there are immense deposits of iron ore and of coal which will, in the course of time, be operated and woven into the Colony's mineral and industrial schemes.

Over and above all these metal and mineral products, there is cassiterite.

Several large regions of the Congo Belge and of the mandatory territory of Ruanda-Urundi are exceedingly rich in tin, and it can safely be asserted that the Congo's output of tin, which already is substantial, will continue to be a very important factor in the tin trade of the world for many years to come.

As in the case of copper, the leading cassiterite-producing companies have agreed to a policy of restriction of outputs and the adoption of a quota system and, therefore, installations are not working up to full capacity. Despite this and also despite the fact that it has been only during the past year or two that the Congo Belge has resumed tin production on a substantial scale, the Colony's tin outputs during the year 1934 were substantial and still larger outputs should be declared in forthcoming years.

The original and first tin-producing area of the Congo was the Busanga Tin Field of the Union Miniere. The alluvials of this

area, which lies to the north-west of the main copper belt, produced considerable quantities of tin in the earlier days of the Union Minière and Tanganyika Concessions.

On account of the dominating importance of the copper deposits and because of the fall in the price of metallic tin, all interest was gradually directed to the vast cupriferous resources of Katanga. From time to time, however (largely depending on the price of metal), these stanniferous alluvials of Busanga were operated. Meanwhile, other tin-bearing areas of very considerable extent were located in Eastern Katanga—in the vicinity of Manono (Geomines) and at other points, and in the last ten years newly-discovered fields of great extent and remarkable richness have been located in the Province Orientale in the vicinity of the Kagera River, in the mountainous mandated territories conquered by Belgian Colonial forces during the Great War with Germany and in several other areas.

In 1930 the output of cassiterite of the Congo mines was estimated at 920 tons.

Since then, returns have been increasing and the spheres of tin-mining operations have been substantially enlarged. The Union Minière, the Geomines, the Minetain and other companies are each and all understood to have made fresh tin discoveries during the past year or two. It is understood that the Union Minière's output of cassiterite for the year 1934 was in the region of 1,000 tons.

LEADING TIN COMPANIES

The Compagnie Géologique et Minières des Ingénieurs et Industriels Belges (known in abbreviated form as the "Geomines") has a capital of 200,000,000 francs and is operating extensive cassiterite deposits in the vicinity of Manono, Kaballa and Malemba in the upper Lualaba Valley. The 1934 output of this company was 2,009 tons of cassiterite.

The Société des Mines d'Étain du Ruanda-Urundi has its local office at Kigali (Ruanda).

Both these concerns and other new cassiterite companies have also recently made important discoveries.

The Symetain with a capital of 12,000,000 francs is another important Congolese cassiterite producer.

This latter company is a subsidiary of the "Symaf" or Syndicat Miniere Africain which has very important mineral interests in Manyema and the Eastern Congo.

The "Geomines" has constructed a large Siemens electric furnace in Katanga, a furnace that will enable it to produce tin on the spot. The "Symetain" has also constructed smelting plant. The "Société Generale Metallurgique de Hoboken" last July installed a second furnace to produce tin. This new furnace has a capacity of 50 per cent. more than the first furnace installed. Together, these two furnaces will enable the "Société Generale Metallurgique de Hoboken" to produce 6,000 tons of tin per year.

These furnaces will treat the cassiterite of the "Union Miniere du Haut Katanga," of the "Minetain" and of other Congolese producers.

A royal decree, issued on May 2, 1934, granted to "Minetain" the right to work the gold, tin, wolfram and topaz fields which this company has discovered in Ruanda-Urundi. These discoveries very considerably improve the position of "Minetain."

It is no secret that older and more established tin producers of the world are considerably disturbed by the growth and expansion of the Congo's cassiterite industry and the Colony's mines have joined the Tin Trust or Syndicate.

Within four years, the tin output of the Congo may reach 20,000 tons per annum. Such a production would obviously disturb the tin restriction policy.

The Congo has enormous and very rich tin fields. Producers were engaged in equipping them, when they were asked to postpone full production. The Congo and the Mandates agreed to produce 4,500 tons in 1934, 6,000 in 1935, and 7,000 in 1936. These outputs can be very substantially increased.

INDEX

	A	PAGE
Adam, Mons., and Congo Railways .. .	...	105
Aerial Services	X	—
African International Association	...	14
Agriculture in Congo .. .	IX, 44, 49,	50
Albert, His Majesty King, Opens Bas Congo Line ...	...	106
" " " " Travels by Air in Congo .. .	...	21
" " " " At Elisabethville	59 et seq.	
" " " " World-wide griet at death of .. .	...	21
Albertville .. .	...	69
Arabs, Slave Raiders Suppressed in Congo ...	...	18
Aviation	X	—
Albert (Lake)	...	80

B

Bambu	...	110
Beceka	...	35
Belgika Co.	VII	—
Benguela Railway .. .	...	109
Berlin Conference of, Regarding Congo	...	16
Bia, Commandant Lucien	...	17
Bismarck, Prince, and International Conference on Africa ...	...	16
Brée, Mons. F. van .. .	...	9
Brussels, Act of 1890 regarding Congo	...	17
Bukama	...	106
Bukavu	...	5, 72
Bunkeia Fort and Stairs	...	17
Busanga Tin Field	...	115
Butembo	...	101

C

Cassiterite, Production in Congo	IX	—
Chituru, Plant at	...	93
Chinkolobwi (Radium Mines)	...	115
Ciments du Katanga	...	48
Coal (Luena)	...	41
Cobalt	IX	—

INDEX—continued

CONGO FREE STATE :	PAGE
Laudable Objects of	14
Preliminary Negotiations with Regard to	14, 15
And Berlin Conference	16
Foundation of	I, 11
CONGO BELGE :	
Administration of Native Subjects in	6 et seq.
Boundaries, Area Population, Production, etc.	2
Game Laws and Reserves, etc.	55 & 75
During Great War	34
Jubilee of	I
Railway Systems	103
Air Services of	X —
Fluviatile System, Tributaries, Length, etc.	103
COPPER :	
Worked by Aborigines and Arabs	89
Deposits seen by Reichard in Katanga	89
Early Belgian Expeditions in Search of	89, 90
Commencement of Exploitation of Deposits in Katanga	91
Price of, During War	92
Outputs of, by U.M.H.K.... ...	94
Restriction of Production	95
Production Capacity, etc. of Union Miniere	97
Agreements with Copper Cartel	96
Plants for Production at Elisabethville, Panda, Chituru and Oolen, Refineries, etc.	93
Ancillary Services of Industry in Katanga	37 et seq.
CORRON in Congo	36
Cornet, Mons., Geologist and Pioneer of Katanga	89
Costermanville	5, 72
Clinique Leopold II	88
Cousin, Mons., Author's conversation with	93
Chinanogongo (Volcano)	73
Compagnie du Katanga	47

D

Delcommune, Alexander, Pioneer of Katanga	17
Dhanis, Baron, and Arab Wars... ..	18
„ „ Steamer on Lake Tanganyika... ..	70

INDEX—continued

	PAGE
DIAMONDS, in Congo	81
" Operations by Forminière	81
Diederich, Mining Engineer and Pioneer of Katanga	89
Dilolo	65

E

Edward (Lake)	73
ELISABETHVILLI :	
Capital of Katanga	56 et seq.
Exhibition at	62 et seq.
Royal visit to	59 et seq.
Industries in...	41 et seq.
Empain, Baion, and Upper Congo Great Lakes Railway	98

F

"Foncière" (La Compagnie du Katanga)	45
" (Kivu)	83
FORMINIÈRE :	
" Diamond Production by	IX, 41, 81
" and Gold	42
" and Affiliated Companies	82
Francqui, Emile	17, 86

G

GAME : Preservation	55, 75
Sanctuary (Parc National Albert)...	55
Geomines	116
GOLD : In Congo	75 et seq.
In Katanga	VIII —
In Maniana	VIII —
Production in Congo	VIII, 102, 110
Minière des Grand Lacs	102
And Kilo-Moto	110
And Forminière	42
Goldsmid, General Sir Frederic	15
Goma	73

H

Health and Hygiene on Copper Belts	20
Heenen, Col., Governor of Katanga	9

INDEX—*continued*

	I	PAGE
Intertropical-Comfina Société de	...	44
Ituri Forest (Home of Pygmies)	...	76
Irumu	...	76

	J	
Jadot, Jean, Mons.	...	9
Jadotville	...	68
Renamed by Baron Carton de Wiart	...	65
Japanese Trade with Congo	...	XI —
Jubilee (of Congo Belge)	...	I

	K	
KATANGA	...	17, 67
Copper Worked by Aborigines and Arabs	...	89
Gold in	...	VIII —
Formation of Katanga Company	...	89
Railway Reaches	...	91
Conditions of, when First Entered by Europeans	...	16
Annexation of, by Stairs	...	17
Francqui Expedition	...	17, 89
Compagnie du	...	46, 89
Other Expeditions to	...	17, 89
Formation of Union Minière	...	90
And Railways	...	91
Kilo-Moto Gold Fields	...	VIII, 77, 110
Kipushi (Prince Leopold Mine)	...	93
Kivu (Lake)	...	5, 72, 83
"Comité National de"	...	46

	L	
Leopold II:		
King of the Belgians, Founder of Congo State	...	11, 14
Leopold III, His Majesty, King	...	X, 21, 53, 54
Leopoldville	...	103
Lobito Bay	...	109

	M	
Mancsweert, Mons.	...	VIII —
Matadi-Leopoldville Railway	...	103

INDEX—continued

	PAGE
Marinel, Lt. Paul le	16
Minoteries du Katanga	45
Médecine (l'Institut de Tropicale Prince Leopold)	85 et seq.
Miniere des Grand Lacs... ..	98 et seq.
Mongbwalu	112
Mwenga	101

N

NATIVES :

Population in Congo	2
Administration of, in Congo	6 et seq.
Treatment, by Forminière... ..	82
„ by Miniere des Grands Lacs... ..	99
„ by U.M.H.K.... ..	20, 93
„ by Kilo-Moto Co.	113
Nizi	111

O

Orientale (Province)	74
-----------------------------	----

P

Petro-Congo	51
Pioneers (of Congo)	3

PORTUGAL :

And Congo Convention	15
-----------------------------	----

POWER :

Electric Supply and Distribution in Katanga	40
„ „ „ „ at Kilo-Moto... ..	113
Prince of Wales, H.R.H. (Speech at Banquet to Duke and Duchess of Brabant)	53

R

Radium in Congo	IX 115
------------------------	--------

RAILWAYS :

First lines in Congo	4, 103
Benguela Railway Concession	109
Bas Congo-Katanga Line, opening of	61, 106
Stanleyville-Ponthierville Railway	104
Kindu-Congolo Line	104, 105
Upper Congo Great Lakes Railway	104
Opening of Benguela Railway	62, 109

INDEX—continued

RAILWAYS—continued.

	PAGE
Of Congo Belge (A General Review)	103
Tenke-Dilolo Line	65
And Société Générale .. .	37, 38
Upper Congo-Great Lakes	104
Stanleyville-Kilo-Moto (Projected Line) . . .	107
In Eastern Congo	107
Mayumbe Light Railway	106
Uvira-Kaminola	71
Recherches Minière du Sud Katanga	VIII —
Rousseaux, J. J., Article by	VII et seq.
Route Royale (Congo-Nil)	6, 74
Ruanda-Urundi	116, 117
Ruzizi, Hotel de la	5, 72
Ryckmans, Mons. Pierre, Governor-General of Congo Belge .. .	22
Ruashi Mine Opened .. .	93
Ruwenzori Range .. .	74

S

Sabena (Aerial Service in Congo)	X —
Sengier, Mons. E.	9
Société Générale and Union Minière	92
"Sogelec" Electricity Distribution Company in Katanga	41
"Sogechim" Chemical Supply Company in Katanga	41
"Simkat"	47
Stanley, Sir Henry Morton	14

STANLEYVILLE :

Projected Railway from, to Kilo-Moto	108
Stairs, Capt.	17
Star of the Congo Mine... ..	91
Strauch, Colonel... ..	14
"Symaf"	VIII —

SOCIÉTÉ GÉNÉRALE DE BELGIQUE :

Activities, Founding, Finances, History, Progress, etc....	23 et seq.
Subsidiary Cos.of	37 et seq.

T

Tanganyika (Lake) .. .	69
„ Steamer Services on	70
Tantalum (in Congo) .. .	IX —

INDEX—*continued*

	PAGE
Thys, General	103
Tilken, General, former Governor of Congo	65
Tin in Congo Belge and Ruanda Urundi	IX, 115, 116
'Trabeka" Company, Formation and Activities of, etc.	48

U

UNION MINIERE DU HAUT KATANGA .

Formation of	VIII 89
Early Production and History during Great War	90, 91, 94
Plant at Panda Opened	92
Humane Treatment of Natives by	93
Annual Report of	95

V

Vanhulst, Mons. J.	VII —
Vicinaux du Congo	X —
Vulcans, Hotel des	5, 73

W

Williams, Sir Robert, Great work Performed in Central Africa	9
---	---

Z

Zalia, River, Gold	99
---------------------------	----



AFRICAN MYSTERIES

STRANGE AND TRUE STORIES OF THE
CONGO AND ADJACENT TERRITORIES

By Owen Letcher

[These tales of Central Africa originally appeared in "The Outspan," Bloemfontein, and the Author desires to acknowledge the courtesy of the Editor of that paper, who has permitted reproduction in book form.]

1935

CONTENTS

	PAGE
I. The Conundrum of the Congo	1
II. The Tragedy of Stanley's Rear Column	7
III. Emin the Enigma	25
IV. The Riddle of the Great Discoveries.	37
V. Where did the Queen of Sheba get her Gold ?	44
VI. The Strange Case of a Sultan's Skull	57



ILLUSTRATIONS

Stanley meets the Remnants of the Rear Column at Banalya	<i>Facing page</i>	10
Tippoo-Tib or Tippu-Tib	” ”	10
The Historic Meeting at Ujiji—Stanley and Livingstone ..	” ”	11
Emin Pasha .. .	” ”	26



The Conundrum of the Congo

A few months ago I was at Ujiji, the most historic spot in the whole of Central Africa. It is today, as it has been for the past hundred years, perhaps for centuries, a straggling Native town, half African and half Asian in its character. It is a place of mud houses and crude streets, of magnificent mango trees and of whispering palms. The wind off the shimmering lake marching in the tree tops, the medley of noises and the subtle mingling of scents and smells, with the strange exotic background of mud hut and movement, can scarcely fail to awaken in one a sense of romance and adventure, an impression of African history and of barbaric horrors, a glimpse of pages torn from the books of the past, pages that are steeped in blood and mutilated by years of human suffering.

I had come over from the western, or Congo side of Lake Tanganyika, travelling by one of the Grands Lacs steamers, the "Baron Dhanis," and in the early morning this well-equipped miniature liner steamed into the harbour of Kigoma. Here was the German naval base on the Lake in the momentous days of the Great War, and it was from this place that two of their ships of war went forth to meet their doom from the motor boats "Mimi" and "Tou Tou" of Commander Spicer Simson in the early portion of 1916.

Kigoma is essentially modern and did not appeal to me, and so I induced a man to transport me in a somewhat aged motor car to Ujiji. It was here that Stanley found David Livingstone in 1871. The mango tree in the sheltering shade of which Stanley addressed his polite and historical inquiry has been cut down, but in its place the Tanganyika Government has erected an obelisk to commemorate the meeting.

Since those classic days, the waters of the Lake have receded and the meeting place which was on the edge of Tanganyika is now five or six hundred yards from the waters.

Stanley, it will be remembered, was despatched by Gordon Bennett, of the "New York Herald," to find Livingstone, and after an adventurous journey from Zanzibar he located the great Missionary

Explorer at the Arab settlement on the eastern shores of Tanganyika. Stanley endeavoured to induce Livingstone to return with him to Europe, and Livingstone refused. It was because the Doctor's mind had become mesmerised by the mystery of an African river. Although aged and fretted by tropical disease, Livingstone had set his mind on solving the puzzle of the Lualaba. He was determined to find out whether that mighty stream, coursing so resolutely through the heart of Africa, was the Nile or the Congo. And so the Doctor went to his doom. He died at old Chitambo's village on the shores of Lake Bangwedo on May 1st, 1873, but the mesmerism of the river problem had hypnotised Stanley, who returned to Africa in 1874.

On his second African journey, Stanley travelled from Zanzibar through Unyanyembe to Mtesa's country. He circumnavigated Victoria Nyanza, touched Lake Edward, and proceeded across country to the scene of his former fame—Ujiji. He crossed Tanganyika, and a march of 220 miles from the western shore of that Lake brought him to the Lualaba, which here, "in the very centre of the continent, was 1,400 yards wide."

With one white companion—Pocock—who was afterwards drowned in the cascades of the great river—and with the aid of Tippoo Tib, Stanley fought his way down and along the waterway. At the village of Vinya-Njara they battled with hordes of cannibals for three days and nights, and eventually conquered. Tippoo Tib and his people would go no farther, but Stanley, having followed the mesmeric river so far, was determined to go on.

His seven months' voyage down the Congo, across the African continent to the Atlantic, when he at last solved the fluvial problem that had for so long perplexed geographers, must always take rank as one of the greatest adventures in the whole history of exploration. Stanley reached Boma, near the mouth of the Congo, on August 12th, 1877—nearly three years after he set out from the Indian Ocean. He, and the remnants of his safari were in dire distress and what Stanley endured on that journey is almost incredible.

The mystery of the Congo has long ago been solved. For many years past, flotillas of well-equipped steamers have been travelling up and down the great waterway, and where the passage of the river is barred by cascades and waterfalls, railways have been built, so that for nearly twenty years now a voyager who has wished to travel through

the heart of Africa, where the great explorers of the Victorian era toiled and suffered, may step on to a train at Cape Town and journey in comfort by railway and steamer to the mouth of the Congo on the Atlantic Ocean.

And yet, although the onward march of civilisation has robbed the Congo of the greater portion of its mysteries, there still are problems connected with that mighty waterway which must enlist the attention of the geographer. There is, in this connection, one point which has vastly interested me for many years past ; and that is the total length of this river. In text books of geography it is laid down that the Congo is the seventh longest river in the world ; the six rivers that are generally regarded as having a greater length than the Congo being Mississippi-Missouri (4,195 miles), Nile (4,020 miles), Yangtse-Kiang (3,158 miles), Amazon (3,063 miles), Yensei-Selena (2,950 miles), and Amur (2,920 miles). These are the lengths given by General Tillo, whose estimates, framed in 1886, are still held as the authoritative last words on the subject. General Tillo, it may further be remarked, gives the length of the Congo as 2,883 miles. In so far as the great river of Central Africa is concerned, this figure is at least 300 miles wide of the true mark, and the Congo is, therefore, in reality the third longest river of the world.

The misconception that exists in the minds of the leading geographers of the world on this point is, in the main, due to the fact that the fluvial system of the Congo is complex, there being a double source of head-water supply and the two points of this head-water supply are separated by several hundreds of miles. Moreover, the exact identity of the main flow of the Congo River and of its tributaries is complicated by the fact that various names have been given by different Native tribes to its main course and various influents.

The Congo has its beginnings within fifty miles of the source of the Zambesi in the extreme north-western corner of N.W. Rhodesia, and within a few miles of the frontiers of Angola and the Belgian Congo, and also in the waters which fall on the western slopes of the Tanganyika Plateau. The Lualaba River has its origin in the hills that roughly demarcate the common boundary of Katanga and Northern Rhodesia to the north of the Kansanshi Copper Mine

The Lualaba courses in a northerly direction. It is joined by numerous other rivers, and at Ankoro its waters and those of the Lovua-Luapula mingle together. A little further to the north it is joined by the Lukuga, and from there onwards it is termed the Congo. Where does the Luapula come from? Here again the position is complicated by a variable nomenclature, but it may be remarked that the original head-water source of this river is about twelve miles to the south-west of Fort Hill on the Rhodesian-Nyasa frontier.

At this point, far away up on the extreme north-western corner of the Nyasaland Protectorate, the minor Luakwa Range, which does not appear on the general run of maps of an educational and reference character, constitutes an exceedingly important factor in the geography of Africa. On one slope of this "roof" rain water descends and gradually finds its way to the Atlantic Ocean, whilst on the other slope the waters drain away to the Indian Ocean. One might stand at certain critical points of this range, and with the right hand throw a twig into a trickle of water which would eventually emerge on the West Coast at Boma, and with the other hand he might cast a twig upon the head waters of a river system which eventually joins the Zambesi and thus reaches the Indian Ocean at the Chinde mouths of that river. Along the western route the twig would travel over 3,000 miles before it reached the sea. It would descend via the Kalungu stream until it fell into the Chambesi, or as the Wawemba term it the "Chambeshi," which traverses a portion of North-Eastern Rhodesia and empties itself into Lake Bangweolo.

The river emerging from Bangweolo is named the Luapula and flows into Lake Mweru. The river coursing from this latter lake is known as the Lovua, and the volume of water preserves this name until, as already stated, it merges into the Lualaba and the Lukuga and becomes the Congo.

The question arises as to what should be considered the principal head-water source of the river in question. Most investigators have always taken the Chambesi to be the ultimate head stream of the Congo, but one distinguished geographer (Wanters) has always regarded the Lualaba as the main upper course, since it flows through a more decided trough in the plateau—a geologic feature existing before the Luapula cut its way through the edge of the plateau.

In point of fact, the ultimate head-water stream of the Congo is not the Chambesi but the Kalungu, and if the length of the Kalungu be added to the length of the Congo, as it is generally recognised today, the Congo would by measure be the third longest river.

Whilst the irresistible urge and advance of twentieth century civilisation have swept aside the curtain that for so many centuries veiled the heart of Africa, the Congo Basin still hides secrets. There are vast areas of equatorial forest through which the great river and its mighty tributaries course and upon which the White man has placed his "fire" ships ("pukka-puks") as the Natives call them, which still are virtually unknown. Passengers and cargoes and mails have regularly been travelling along the great waterway for more than a quarter of a century now. There are river ports and landing stages and fuel depots by the thousand, and where Stanley fought the formidable war canoes, you will now see stately river liners all ablaze at night with electric light, with modern state-rooms and splendid dining saloons.

The Natives lining the banks at the different ports are happy laughing crowds. They have long since ceased to wonder at the White man's steamers, they even take hydroplanes for granted. Yet, if you go but a few miles beyond the banks of this waterway you will enter into lands of strange and terrible Native customs, forest dark and abysmal, vegetation so thick that it seems to crush you. Here one comes in contact with cruel pristine Africa, unchanging and unconquerable. Here, if one is of an imaginative turn of mind, the ghost of Stanley and his men, of Tippoo Tib and his slave raiders and of those harassed souls who laid down their lives in the early service of the Congo will haunt you.

There are scores of strange Native societies, such as the "Amioto," or the Leopard People, who tear out the throats of their victims, in this middle basin of the Congo. No one, official or trader or missionary, with long years of service can understand the whys and the wherefores of many of these terrible practices, and not all the forces of a well and wisely administered Government can entirely suppress these dreadful customs. Arrows from unseen bows still fly through the dark silences. The Okapi, perhaps the rarest and shiest of all animals, wanders through the jungle glades.

Only a score of kilometres away a group of Belgian officials

with their wives and children are dancing, playing the gramophone, enjoying a rubber of "platform " bridge on a thousand-ton river boat. It is a strange and mystifying contrast. It is just Africa, the continent out of which comes always something new, the realm of the primeval and the mysterious that has been criss-crossed by the trade routes of the European.

It is still the Africa of those two wondrous men, Stanley and Livingstone, who were mesmerised by the puzzle of a river. The White man's conquest is only superficial. Central Africa is still for its greater part the land of the strange and the unknown.



The Tragedy of Stanley's Rear Column

This is, perhaps, the most dramatic and tragic tale in the whole history of exploration. It is the partial story of Sir Henry Morton Stanley's Emin Pasha Relief Expedition, and in particular of the mystery of the rear column. The events herein related, thrilled, perplexed and horrified the world a little more than forty years ago. Time and the slumbering forests have kept their secrets, but this tragic mystery of the Congo has recently been revived by the publication of Herr Jakob Wassermann's fine book, "H. M. Stanley: Explorer," in which the German biographer suggests an explanation of a problem that has puzzled students of African exploration and of human nature for many years. Whether Wassermann is right or wrong, the tale here unfolded is one of the most intriguing and terrible that is to be found in the pages of all history.

In January, 1887, Henry Morton Stanley commenced his third and most famous African expedition. Prior to this he had been a war correspondent in the campaign conducted by England against King Prempeh of Ashanti and the Emperor Theodore of Abyssinia. Stanley was no more than a journalistic sightseer in these two minor wars. Afterwards he commanded his own expeditions in the search for, and discovery of, Livingstone and his immortal voyage of exploration across Africa, when he solved the problem of the Lualaba and followed the mighty Congo down to its mouth. The third expedition, of which he was the leader, was to succour Emin Pasha, the Governor of Equatoria, who had been isolated in the Southern Sudan by the forces of the Mahdi, after the murder of Gordon and the fall of Khartoum.

It was on this quest of Emin that the tragic incidents in connection with Stanley's rear column occurred. The fate of this force—which was commanded by a selected British officer of fine military record and high reputation, Major Bartellot—its failure to adhere to explicit orders and follow on in the wake of the leader, has always constituted one of the greatest mysteries of African exploration. For years the fires of controversy burned fiercely around this question of the rear column. Stanley condemned, in strong language, the

dalliance and vacillation of the force. Survivors and friends and relatives of the officers who lost their lives on this ill-fated adventure attacked Stanley's character and leadership. Feelings ran high and there was much acrimonious discussion of the matter in the press of Europe and America. Even down to the present day, one comes across echoes and rumblings of this great African tragedy, and, whilst critics of the affair have, for the most part, been extremely diplomatic in their verdicts and have said little which will explain the mystery, it has remained for a German biographer—Jakob Wassermann—just recently to throw out a suggestion which is both unpalatable and improbable, but which nevertheless, may seem to strike nearer to the heart of the truth than has any other thesis or explanation that has as yet been vouchsafed to a still mystified world.

To my mind (and I might say that I have closely studied practically every line of literature concerning this expedition that has been published), I do not believe that there is a single tittle of evidence to support Herr Wassermann's insinuations. Africa, however, is a strange, cruel and bewildering continent and in all probability no one will ever know the real and full solution of this tragic piece of equatorial history.

After a close consideration of various routes, Stanley with the full approval of the Emin Pasha Relief Expedition Committee decided to succour the beleaguered garrison of Equatoria via the West Coast. His officers and equipment were carefully selected. Stanley arrived in Cairo on January 27th, 1887, and after meeting His Highness the Khedive Tewfik, the British agent, Sir Evelyn Baring, Nubar Pasha, Prime Minister, and all the bigwigs of Egyptian militarism and diplomacy, he proceeded to Zanzibar, and on this enchanted island, where the sickly stench of copra mingles with the exotic perfume of cloves, he made a pact with Tippoo Tib.

Tippoo Tib, half Arab and half Negro, was the great slave-raiding despot of Central Africa. He had helped Stanley to descend the Lualaba and to follow the Congo down to its mouth in 1877. Stanley knew the power of this ruthless, domineering black man. He realised that if Tippoo Tib was against him he would require a great army to penetrate the heart of Africa. He therefore resorted to a clever piece of diplomacy, and, on behalf of King Leopold of the Belgians, he appointed the chief of the slave raiders Governor of a

large area of the Free State with headquarters at Stanley Falls, with a regular salary paid monthly at Zanzibar. In addition to this, Tippoo was to be handsomely rewarded for the provision of porters, without whom the expedition would be immobile, once they had left their boats at the most north-easterly point of navigation on the Congo River.

Stanley and his officers sailed from Zanzibar in the S.S. "Mandura" on February 25th, 1887. They took Tippoo Tib and Zanzibar Askaris with them and rounded the Cape. It is not generally known that Stanley and Tippoo, the great explorer and the king of the slave raiders—both men of indomitable will, who were masters of themselves and of others, yet such entirely different characters, the one a Christian, who professed his Christianity in every chapter of his books, and the other a cold-blooded dealer in ivory and human suffering, who bowed the knee to Allah—spent a day or two at the Cape.

There is a passage in Stanley's "In Darkest Africa" on this point which is worth quoting, because of its local interest. The paragraphs in question are dated March 16th, 1887, and read as follows :—

"At Cape Town, Tippoo Tib, after remarking on the prosperity and business stir of the city, and hearing its history from me, said that he formerly had thought all White men to be fools. 'Really,' I said, 'Why?' 'That was my opinion.' 'Indeed, and what do you think of them now?' I asked. 'I think they have something in them and that they are more enterprising than Arabs.' 'What makes you think so particularly now?' 'Well, myself and kinsmen have been looking at this town, these big ships and piers, and we have thought how much better all these things appear compared to Zanzibar, which was captured from the Portuguese before this town was built, and I have been wondering why we could not have done as well as you White people. I begin to think you must be very clever.'"

The expedition arrived at Banana Point at the mouth of the Congo River and proceeded to make arrangements for the journey, first of all along the great waterway into the Far Interior.

It is essential for an understanding of this narrative that we should here pause for a moment and get some insight into the character of

Bartellot, the soldier, who had proved himself in Afghanistan and the Soudan, for Bartellot played an outstanding part in this terrible drama of exploration. The following is an impartial estimate abstracted from Puleston's "African Drums":—

"Just about sundown a Portuguese gunboat steamed slowly across Hell's Cauldron with Bartellot on board. This was our first meeting, and he certainly made a favourable impression. Well-built, erect, of military carriage, with square determined chin, blue eyes, altogether Bartellot had the look of a man accustomed to command but impatient of restraint. I don't think he and Stanley agreed very well, for their natures were too much alike, strong and quite domineering, and in Bartellot's case there was not much patience or forbearance. Poor Bartellot! I have already told the reader how the African drums drove him to his death."

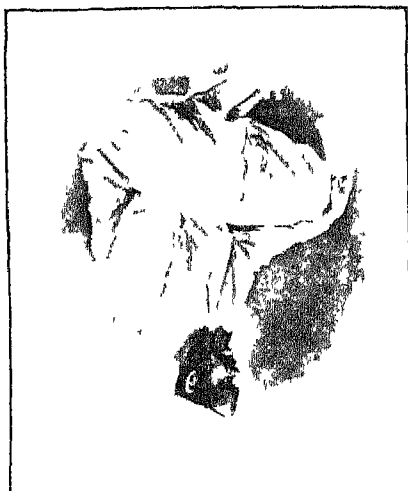
I shall deal with the Major's tragic death a little later on.

The great safari proceeded up the river to Yambuya (1,300 miles from the sea), which was reached in June. Here the expedition was divided into two, Stanley with Stairs, Nelson, Surgeon Parke and Mounteney Jephson to press on through the almost impenetrable forest to the north end of Lake Albert and there to establish contact with Emin Pasha, whilst Major Bartellot, Jameson, Bonny, Troup and Ward were to remain in a stockaded camp until Tippoo Tip supplied sufficient porters to enable the rear column to transport itself and all the impedimenta in the wake of Stanley.

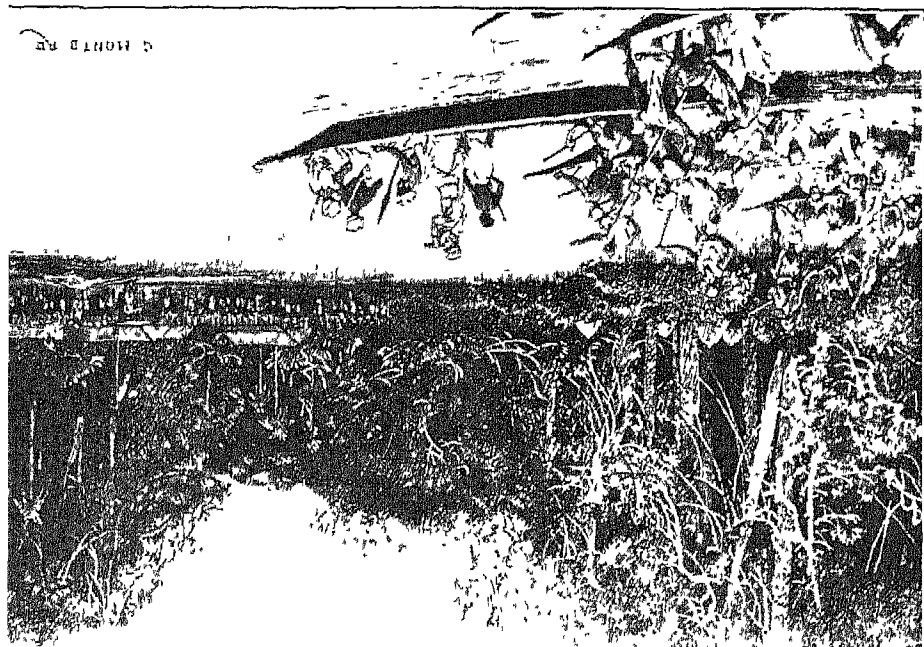
If, after a certain date, insufficient carriers were not available to move the entire possessions of the expedition, then Major Bartellot was to discard all articles which were not absolutely indispensable, and with such carriers as were available, move the impedimenta slowly eastwards by means of tedious forward and return journeys.

Stanley's orders were certainly explicit on these points—but they were never carried out. Why? That constitutes the great mystery of the rear column. Before, however attempting to suggest any answers to this perplexing problem, it will be necessary briefly to describe Stanley's march to the east and his return westwards through the great forest, in order to ascertain the fate of Bartellot, his men and impedimenta. Stanley estimated that the unexplored territory lying between Yambuya and the Albert Nyanza was about 500 miles long

Hippo 11B of Hippo 11B
 and one of the first pay him in the house
 and one of the first pay him in the house
 and one of the first pay him in the house
 and one of the first pay him in the house



SEVENTY METERS THE REMAINS OF THE BRACCOLAN AT BANYA
 From In Paris, Aug. 15, 1911, M. S. Smith
 With acknowledgments to M. S. Smith on Low, M. S. Smith





THE HISTORIC MEETING AT LEJESSEY AND HUNGSTONE
With editorial assistance from Samuel Long, M.D., in 1866

and 300 miles wide. According to such reports as he had received of it, which were confirmed by his subsequent experience, this region was mainly covered by the vast and terrible primeval forest of Central Africa. In his autobiography, Stanly writes :

" Now was the time, if ever, to prove that our zeal had not cooled. Six weeks, probably two months, would pass before the entire force could be collected at Yambuya. If Emin were in such desperate straits as he had described, his total ruin might be effected in that time, and the disaster would be attributed to that delay—just as Gordon's death had been attributed to Sir Charles Wilson's delay at Metemneh. To avoid such a charge, I had no option but to form an advance column whose duty it would be to represent the steady progress of the expedition towards its goal, while a second column, under five experienced officers, would convey to us, a few weeks later, the reserve stores and baggage. If Tippoo Tib was faithful to his promise to supply the second column with 600 carriers the work of this rear column would be comparatively easy. If the Arab Chief was faithless, then the officers were to do the best they could with their own men ; to follow after me in that case was obviously their best course."

A few hours before Stanley advanced from Yambuya he had a long conversation with the Major, who said he desired to speak about Tippoo Tib. " I should like to know, sir, something more regarding this Arab. When I was delayed a few days ago at the Falls, you were pleased to deliver some rather energetic orders to Lieutenant Stairs. It strikes me that you are exceedingly suspicious of Tippoo Tib, and, if so, I really do not see why you should have anything to do with such a man." " I have nothing to do with Tippoo Tib," replied Stanley, " but from necessity, for your sake as well as mine. He claims this as his territory. We are on it as his friends."

On June 28th, 1887, the advance column, in four sections, set forth into the unknown forest, and, after undergoing the most fearful hardships, and literally fighting their way through the mighty forest, its members reached the edge of the plateau and saw 1,500 feet below them the waters of Albert Nyanza.

Unless one has seen something of the Equatorial forest of the

Congo, which ranks with the Amazonian tract as the greatest wooded belt in the world of today, one cannot realise with what relief Stanley and his men emerged from this arboreal hell. Last October I came upon that view of Albert Nyanza from the plateau which delighted the eyes of the members of the Emin Pasha Relief Expedition. I had travelled through the Ituri district and the forest—now penetrated by admirable motor roads. Transportation has changed mightily since Stanley's days, nevertheless I was glad to get away from those all-enveloping trees and riot of undergrowth and to see again the open sky and countryside. Stanley and his officers, however, re-entered the forest and in January, 1888, built a fort surrounded by a high stockade to which they gave the name of "Fort Bodo."

On account of illness, a portion of the advance column had been left at Ipoto, the terrible "starvation camp." Lieutenant Stairs, the first white man to climb the slopes of Ruwenzori, was sent to succour this detachment. He returned with the survivors of the Ipoto camp and brought with him Stanley's treasured sectional steel boat.

By this time Stanley was becoming deeply concerned with regard to Bartellot and the rear column, from whom not a word had been heard since the departure from Yambuya seven months previously. Couriers were therefore sent to Major Bartellot, and after long waits and delays Stanley determined to continue the search for Emin.

At Kavalli, on Lake Albert, on March 25th, 1888, Stanley received a cold official letter from the beleaguered Governor of Equatoria, and on April 29th, Emin, accompanied by Casati and escorted by Jephson, arrived at Stanley's camp. Emin was polite and courteous but Stanley could not obtain the least idea of the Pasha's intentions.

The truth of the matter was that Emin did not wish to be rescued. In addition to being a Governor of Equatoria, Emin Pasha was a naturalist and a human being. As Fred Puleston, an American writer who knew the Congo has put it in his book, "African Drums" :—

"Emin Pasha (born Edward Schnitzer) was the cause of my meeting with that noble adventurer, Stanley, a second time. This

German had been cut off in the Lower Sudan at the time General Gordon and his men were massacred at Khartoum. Being in the service of the Egyptian Government, Emin Pasha was under the protection of Great Britain, and many people thought he should be rescued. Years went by, and finally, in response to the clamour, Stanley was sent out to do the rescuing. But Emin Pasha, I may state here, was quite happy in the Lower Sudan. He had a fine harem and he was a naturalist, delighting in chasing butterflies. What more did he want ? ”

The Pasha's irresolutions with regard to leaving Equatoria were such, and Stanley was so concerned with lack of news concerning Bartellot's rear column, that the leader of this remarkable expedition decided to leave the Pasha for a while to reflect upon his future plans, whilst he himself, although ill and wracked, returned through that dreadful forest to search for Bartellot and his men.

Stanley reached Fort Bodo and on June 16th, 1888, with more than 200 men, he set out for Yambuya. He did not wish to be burdened with baggage and therefore took no White officers with him except Surgeon Parke, who was to accompany him as far as Ipoto. The last evening at Fort Bodo, talking matters over with Lieutenant Stairs, Stanley said : “ Evil hangs over this forest like a pall over the dead : it is like a region accursed for crimes ; whoever enters within its circle becomes subject to the Divine wrath.”

The leader's “ nervous anxiety ” concerning the missing people drives him through the forest, although Stanley's physical strength has been undermined and he is thinned to a shadow. “ On August 17th, 1888, the eighty-third day since quitting the Pasha on Lake Albert, I came in view of the village of Banalya, ninety miles east of Yambuya. The village had been destroyed but amid the ruins was a stockade.” And here Stanley found William Bonny, the sole survivor of the white personnel of the rear column. Bonny reports that Major Bartellot has been shot, Jameson is at Stanley Falls trying to get more carriers, Ward is at Bangala, and Troup has been invalided home. The news petrifies Stanley. He writes : “ My first fear was that I had become insane. But at length a conviction passed upon my mind that there had been a supernatural malignant agency at work to thwart every honest intention.”

Some details as to the course of events are worth giving. On August 17th, 1887, the steamer "Stanley" had delivered all the goods and ammunition that the rear column had been waiting for. There seems to have been no reason why a start should not have been made. The officers met to deliberate and unanimously decided that the wisest plan would be to await Tippoo Tib. Tippoo Tib was late in coming, so Ward was sent down to Stanley Falls to inquire, returning on the 29th with a reply from Tippoo Tib wherein that worthy promised to collect the carriers needed and send them within ten days. A few days later there appeared a small troop of Manyuema, a support to the vanguard of the carrier contingent, which Tippoo Tib would shortly bring in person now. However, trouble broke out on the Lumami, and Tippoo Tib was obliged to hurry to the scene to settle it. The Yambuya garrison, therefore, went on waiting for him. At length, on October 1st, another visit to Stanley Falls was made by Major Bartellot in person. Four weeks afterwards the Major re-appeared, stating that Tippoo Tib, unable to muster 600 carriers in the Stanley Fall's region, had been obliged to proceed to Kasongo, about 350 miles above Stanley Falls, and that this journey of 700 miles to Kasongo and back would occupy forty-two days.

Bartellot was informed that during his absence, Majato, a headman of the Manyuema, had been behaving badly, "intimidating the Natives who marketed with the garrison, with a view to starving the soldiers and Zanzibaris, or by reaping some gain through acting as middleman or factor in the exchange of goods for produce." Thereupon, Major Bartellot sent Mr. Ward to Stanley Falls (the third visit) to complain of Majato, who was recalled. In the beginning of 1888, Salim bin Mohammed, one of Tippoo Tib's nephews, arrived at Yambuya for the second time, and presently became so active in enforcing harsh measures against the Natives that the food supply of the camp was cut off and never renewed. Salim also began the construction of a permanent camp of substantial mud-built huts at half a bowshot's distance from the palisades of Yambuya, thus completely investing the fort on the land side, as though he were preparing for a siege of the place.

Banyala was one of Tippoo Tib's many stations, and had been established since Stanley had left. Bonny's report describes what

happened on the morning of July 19th :—

“ Early this morning a Manyuema woman commenced beating a drum and singing. It is their daily custom. The Major sent his boy, Soudi, who is only about thirteen years old, to stop them, but at once loud and angry voices were heard, followed by two shots by way of defiance. The Major ordered some Sudanese to go and find the men who were firing ; at the same time getting from bed and taking his revolvers from his case, he said : ‘ I will shoot the first man who starts firing.’ I told him not to interfere with the people’s daily custom, to remain inside and not go out, inasmuch as they would soon be quiet. He went out, revolver in hand, to where the Sudanese were. They told him that they could not find the men who were firing. The Major then pushed aside some Manyuema, passed through them towards the woman who was beating the drums and singing, and ordered her to desist. Just then a shot was fired through a loophole in an opposite hut, from within, by Sanga, the woman’s husband. The charge penetrated just below the region of the heart and passed out behind, lodging finally in a part of the verandah under which the Major fell dead.”

Stanley was terribly distressed by all that he was told by Bonny, and he was appalled by the sights he saw at that awful camp. He writes :

“ The life and misery which was related was increased by the misery which I saw. Pen cannot picture nor tongue relate the full horrors witnessed within that dreadful pest-hole. The nameless scourge of barbarians in the faces and bodies of many a hideous-looking human being who, disfigured, bloated, marred and scarred, came, impelled by curiosity, to hear and see us who had come from the forest land to the east, and who were reckless of the terror they inspired by the death embodied in them. There were six dead bodies lying unburied, and the smitten living, with their festers, lounged in front of us by the dozen. Others, worn to thin skin and staring bone from dysentery and fell anaemia and ulcers large as saucers, crawled about and hollowly sounded their dismal welcome, a welcome to this charnel yard. Weak, wearied and jaded in body and mind, I scarcely knew how I endured the first few hours. The ceaseless story of calamity vexed my ears. A deadly stench of disaster

hung in the air, and the most repellent sights moved and surged before my dazed eyes. I heard of murder and death, of sickness and sorrow, anguish and grief, and wherever I looked, the hollow eyes of dying men met mine with such trusting, pleading regard, such far-away yearning looks that it seemed to me if but one sob were uttered my heart would break."

Stanley writes a death-plaint on the Major :

"What, Bartellot ! That man with the ever-rushing pace—that jolly young soldier, with his dauntless bearing, whose soul was yearning for glory. A man so lavishly equipped with nature's advantages, to bow the knee thus to the grey craftiness at Stanley Falls. It was an unsolved riddle to me. I would have wagered he would have seized that flowing grey beard of Tippoo Tib and pounded the face to pulp, even in the midst of his power, rather than allow himself to be thus cajoled time and time again. The fervid vehemence of his promise not to wait a day after the fixed date yet rings in my ears ; I feel the strong grip and see the resolute face, and I remember my glowing confidence in him." Mr. Wassermann, after reciting this outburst of Stanley's, inquires : "*Does not the leader really understand why things had gone so hopelessly awry ?*"

Mr. Wassermann suggests that Tippoo Tib, who both feared and hated Stanley—unable to conquer that strong and masterful character—corrupted the officers of the rear column by means of "a brothel in the wilderness." "Dancing women from Araby, Negro belles from Somaliland, slender black girls from the Upper Congo" would supply the reasons for the repeated visits of the gentlemen of the rear column to Stanley Falls, visits which were a mystery to Stanley.

It is, of course, undeniable that there were repeated visits to Stanley Falls to discuss with Tippoo Tib, or his lieutenants, this everlasting question of the carriers.

Jameson indeed proceeded as far as Kasongo, far up the Great River, in order to run Tippoo Tib to earth, Bartellot made a seventh journey to Stanley Falls and returned to Banalya on July 18th, 1888. On the following day he was shot. His assassin, Sanga, was arrested, taken to Stanley Falls and tried for murder. Tippoo

Tib was amongst the judges and by unanimous verdict Sanga was found guilty. Of his execution, Jameson in his diary states :—

“He was chained to a large log, and when carried outside said, again with a laugh : ‘It is all right : the white man is dead. I am going to die too.’ He was carried down to the rocks on the shore, where a firing party of six Houssas, at six paces, fired at him and did not kill him ; fired a second time and did not kill him ; then one of the officers ran up with a revolver and fired two shots into his head. Only four bullets had hit him, two in the right breast, one in the knee, and one in the throat, besides the two from the revolver. After the first discharge, when he was hit by some of the bullets, the look he gave us was the most horrible I think I ever saw on a man’s face.”

Jameson continued : “We then had lunch and then tried to arrange a contract with Tippoo Tib. He began by a long statement saying that he would accept no less a sum than £20,000.”

On August 9th, Jameson, 1888, the indefatigable, set forth on his last journey from Stanley Falls for Bangala. Going down river he caught a chill which developed into haematuric fever, and, with Ward by his side, James S. Jameson, naturalist and artist, traveller in many lands and gentleman of wealth, passed away.

Ward wrote of his death on August 17th, 1888, 6 p.m. : “He grows weaker and weaker. The drums just now sounded to knock off work in the station. He opened his eyes and stared at me, clutching my hands, and said, with a husky voice, ‘Ward ! Ward ! They’re coming ; listen !’ (and as the drums rumbled in the distance) : ‘Yes, they’re coming—now let’s stand together.’ He was thinking of the drums calling the savages to fight him, while he drifted down the river past the villages. 7.20 p.m. : His pulse grows weaker and weaker. 7.30 : As I supported him to administer brandy he drew a long breath and his pulse stopped.”

It is no part of my purpose here to relate how Stanley reorganised the rear column, which was enabled to start on its journey to the east, and three and a half months later to reach Fort Bodo. Even this very scanty rendering of the tragic tale has grown long in the telling and there is more yet to be written. At last Stanley persuaded Emin Pasha, Casati and their people to evacuate Equatoria

and the great expedition eventually reached Bagamayo and the Indian Ocean. That was on December 3rd, 1889, over two-and-a-half years since Stanley arrived at the mouth of the Congo. At Bagamayo the expedition was feted by the Germans and Emin met with a strange accident. During the banquet the Pasha stepped off the balcony and fell into the street some eighteen feet below. The base of his skull was fractured, but the Pasha recovered, entered the service of Germany, returned to the heart of Africa and was murdered by order of the Sultan of Kibonge in October, 1892. "No one knows where Emin's mortal remains were finally laid to rest. No monument will ever adorn the spot," writes George Schwitzer, his biographer.

After Stanley returned to England and published his immortal account of the Emin Pasha Relief Expedition, a tremendous storm of controversy arose with regard to Stanley's condemnation of the actions, or rather the inactions, of the rear expedition. Walter Bartellot published a book in defence of his brother. Stanley was "drawn" by newspaper reporters and allegations of a most terrible character were made. I have in my possession a collection of press cuttings and of private letters of the year 1890 and these make the most extraordinary reading. Considerations of space prevent me even from condensation of these in their proper sequence and accurate significance.

In the course of the bitter controversy that arose out of Stanley's condemnation of the rear column, the famous explorer, in an interview accorded the representative of the London edition of "The New York Herald" on October 26th, 1890, remarked: "I know why Major Bartellot lay idle at Yambuya for eleven months . . . Reports as they appeared 'In Darkest Africa' were not complete. I made extensive revisions and suppressed certain portions . . . *Major Bartellot was killed, not murdered.* At a later date Stanley, when in New York, made to a representative of "The Times" "horrible and appalling allegations" against one of the members of the expedition. There was even an accusation of participation in a cannibalistic orgy. "Six handkerchiefs were paid for a girl to be eaten and six sketches were made of the dreadful act." Mr. Bonny declared that he had seen these sketches. Assad Farran, a Syrian interpreter for whom Jameson had an immense dislike, was an

eye-witness of the episode and "swore to the facts." A boy, it was said, was kicked to death. Bartellot and Jameson were both dead, but Stanley attacked Troup and on November 11th, 1890, it was reported from New York that Stanley proposed to take legal proceedings and had briefed Sir Charles Russell.

With reference to the allegations against Jameson and the story of the assassination and eating of the little girl, there is a terrible passage in the "Story of the Rear Column of the Emin Pasha Relief Expedition," by the late James S. Jameson, naturalist to the expedition, edited by Mrs. J. S. Jameson, and published in London in 1890, in order to vindicate Jameson's name. The date is May 10th, 1888, and the place "Riba-Riba." Jameson is returning from Kassongo, where he has been to interview Tippoo Tib in connection with the same old problems of the porters. There is a dance and some strange Wacusu medicine makers appear upon the scene. Jameson's diary continues: "They only returned today, having finished their medicine-making. Tippoo Tib, who came in before the dance was over, told me that they usually killed several people and had a grand feast, and the Wacusu are terrible cannibals. He then told me, amongst other stories, that long ago, when fighting near Malela, they killed a great many of the enemy. The Natives who were with him were cannibals and not a body could be found next morning. (He tells me that two men will easily eat one man in a night.) He sent for water in the night to wash his hands and to drink, the water there being in the well. When it was brought he could not make out why it stuck to his hands and was so oily and bad to drink. Next day he and several Arabs went up to see what was the matter with the water, and there they saw a most horrible sight. The top of the water was all covered with a thick layer of yellow fat, which was running over the side, and he found out that his Natives had taken all the human meat to the well to wash it before eating. At the next place he camped by a stream and made the Natives camp below him. I told him that people at home generally believed that these were only 'travellers' tales,' as they were called in our country, or, in other words, lies. He then said something to an Arab called Ali, seated next to him, who turned round to me and said: 'Give me a bit of cloth and see.' I sent my boy for six handkerchiefs, thinking it was all a joke, and that

they were not in earnest, but presently a man appeared, leading a young girl of about ten years old by the hand and I there witnessed the most horrible, sickening sight I am ever likely to see in my life. He plunged a knife quickly into her breast twice, and she fell on her face, turning over on her side. Three men then ran forward and began to cut up the body of the girl ; finally her head was cut off and not a particle remained, each man taking his piece away down to the river to wash it. The most extraordinary thing was that the girl never uttered a sound, nor struggled until she fell. Until the last moment I could not believe that they were in earnest. I have heard many stories of this kind since I have been in this country, but never could believe them and I never would have been such a beast as to witness this, but I could not bring myself to believe that it was anything save a ruse to get money out of me until the last moment. The girl was a slave, captured from a village close to this town, and the cannibals were Wacusu slaves, and Natives of this place, called Mculusi. When I went home I tried to make some small sketches of the scene while still fresh in my memory, not that it is ever likely to fade from it. No one here seemed to be in the least astonished at it."

What was the truth of all this valiant effort to rescue an enigmatical German-Austrian in the service of the British Government who was isolated in Equatoria by the forces of the Mahdi, but who had his harem and his butterflies and did not want to be rescued ? What was at the back of the terrible tragedies of Yambuya and Banalya : the deadly vacillation and indecision that caused the rot of death and decay to corrupt and kill so many ? Was Tippoo Tib the arch villain of this demoniacal drama of which one cannot read without alternate gasps of horror and silent hurrahs of admiration for the courage and determination displayed by Stanley and some, if not all, of his officers ?

What was the truth concerning the terrible exhibitions of practices that amounted almost to sadism ? Why did picked officers, one or two of whom had invested large sums of their own personal fortunes in the adventure, seem to lose their senses and to wander repeatedly backwards and forwards to Stanley Falls ?

Joseph Conrad's "Heart of Darkness" and De Vere

Stacpoole's "Pools of Silence" seem almost to be dedicated to the diabolic drama of the rear column. Only the all enveloping, suffocating forest can tell. The unending monotony, punctuated by death, the maddening monotones of the drums, the miasma and malaise, the savages lurking on the outskirts of the camps, the human limbs cooking in pots of fat and scum, the treachery of the Arabs and the general background of hideousness supplied an environment which crushed the soul out of ordinary mortals.

Stanley's character was moulded in iron. Men of lesser courage and determination must have, and indeed *did*, break down under the terrific physical and mental strain of invading the heart of darkness. Mr. Jakob Wassermann, in his biography of Stanley, suggests it was just once again a matter of *cherchez la femme* and that "the brothel in the wilderness" was responsible for much of this mysterious tragedy.

Interviewed at Liverpool when Mr. and Mrs. Stanley were on the point of departing by the "Teutonic" for New York, the explorer, replying to allegations made against him by Lieutenant Troup, was asked: "It has been suggested that there was immorality as well as cruelty in the rear column and that this had something to do with its ruin?" Mr. Stanley's emphatic reply was: "I know nothing of immorality. No, it was something entirely different."

In considering this drama of the African forest and the charges of cruelty alleged against Stanley as well as his officers, who were all Britishers, it must be remembered that these were a mere handful of white men operating amongst millions of barbarians far removed from any really effective aid or succour.

That they had always to be firm to the point of harshness in their dealings with the aborigines, and also with the Arabs and their own askari and carriers, and that desertions and thefts of arms had to be most rigorously punished were facts not comprehended by estimable people in England, who were in the habit of sending for the police if the nocturnal barking of a dog annoyed them.

It would be particularly difficult for these well intentioned, but ignorant (in the African sense), people to comprehend the necessity for catching Native women and ransoming them in order to obtain

food from the villagers. Amongst the Stanley books, maps, press cuttings and letters that are in my possession are a couple of interesting epistles written in July, 1890, by a woman, who was at one time an admirer of the great explorer, to a close personal friend who had just presented the lady in question with a copy of Stanley's "Darkest Africa." She writes :—

July 14th, 1890.

"I have got through Stanley and put an article about it in the August R.B., but I cannot hide from myself, though I have not alluded to it, that the expedition has been accompanied with very great cruelty. The lack of pity for the unfortunate Sudanese and Zanzibarees who accompanied him is striking and painful, and he admits that he had to drive the people by the lash to their awful duties. This is too much like slavery. I do not suppose they were strictly speaking volunteers. Still, all progress is accompanied by suffering, and God will doubtless overrule evil for good. Then again, one cannot quite trust his story about the rear column. I fear it was an impossibility for them to have moved without additional carriers. Did you see the letters of Bartellot's brother about it in the papers last week? Stanley makes out a very good story for himself, but the principal reason why I cannot trust its accuracy is that he is to my certain knowledge grossly inaccurate in his dealings with Billington about the "Henry Reed" (Billington was a missionary and the "Henry Reed" a river steamer which Stanley desired to borrow). He is, moreover, I think, grossly insulting in talking of this dear man as 'living on charity.' If he were not just a new bridegroom, whose pleasure one does not like to mar, I should write him a letter with a good scolding about that passage, which is utterly unworthy of him.

"With much love, believe me, dear Mr. I,

Faithfully and affectionately yours,

F. E. G."

And on July, 16th 1890, this lady writes :—

"Many thanks for your letter and for the kind loan of Junker's book, which I shall read with great interest, and keep for you till we meet.

"Yes, Stanley is a grand man after all, and I am very sorry indeed that his honeymoon should be spoilt by gastritis, poor man !

"With kindest regards, faithfully yours,

F. E. G."

Truly feminine epistles these. * Poor Stanley !

I have quoted these letters because they convey a fairly representative impression of the ideas prevailing in England at that time. All this washing of dirty linen was very deplorable, but the truth was that no one outside of Central Africa appreciated the terrible conditions against which these men had to battle. Arm-chair critics of those times, and especially critics of later days who have accused the Congo Administration, have always imagined that the heart of Africa is comparable with a small, well ordered English county, or even a village wherein nothing more exciting than a cricket match or a church bazaar is ever likely to happen. Critics utterly fail to realise the immensity of the Congo, and entirely overlook the fact that this core and heart of darkest Africa has been steeped in barbarism for centuries. No one should really censure these men who endured such terrible privations in the heart of Africa unless they, too, have undergone similar experiences and carried their lives in their hands as Stanley and his officers did. But whilst the firmest of firm handling of the aborigines was called for, and whilst severe punishment of enemies, deserters and thieves was necessary, as well as diplomatic treatment of the cruel Arabs, it is difficult altogether to condone some of the actions that go towards the making of the story of the rear column.

As I have said before, the waves of time have passed over the great expedition which thrilled and afterwards shocked the world more than forty years ago, and the full truth cannot, I suppose, ever be known.

I would, however, dearly love to be able to understand just exactly what Stanley meant when, in an interview ("New York Herald," October 26th, 1890), he said : . . . "An intelligent person cannot fail, in view of what I have said, to get a new and deeper insight into this mystery by reading the passage which occurs on page 510 in the first volume of my book, 'In Darkest Africa.' " I have read this page over and over again and I must confess that

there is nothing in it which supplies any real clue to the riddle of the rear column, the greatest mystery and tragedy in the whole story of African exploration.

That the crafty old Arab, Tippoo Tib, who wanted Central Africa for himself, was the arch villain of the piece I feel positively certain. But to what extent this ambitious and scheming despot was aided and abetted by deficiencies in some of Stanley's officers, neither I nor any other living person is ever likely to be able to tell with any degree of assurance and certainty.



Emin the Enigma

HOW THE CRYPTIC PASHA WANDERED TO HIS DEATH

I.—THE RESCUE

A synopsis of the later portion of the life of Emin Pasha (born Schnitzer) should prove an appropriate if not essential corollary to the previous article which I wrote for *THE OUTSPAN* on the tragic triumph of Stanley's greatest expedition. For the destinies of both Stanley and Emin were inextricably woven into the net of that tremendous adventure. The lines of their fates crossed in the heart of Africa, and a study of their relationships, their mutual but diplomatically veiled dislikes and distrusters, and their remarkable divergences of character makes it abundantly clear that there was a background of international ambition and jealousy, far more potent than is to be gleaned from a reading of the popular version of the Relief Expedition and the exploits and disasters which thrilled the world a little more than forty years ago.

Emin was an Equatorial enigma. As I remarked in my previous article, harsh critics like Puleston have contended that the isolated Governor of the Southern Sudan had no desire to be rescued—he was content to remain amongst his soldiery, his butterflies, and his womenfolk. But as against this it may be pointed out that after the fall of Khartoum, in 1885, Emin sent out an appeal for help of so solicitous a nature, that in these days of modern invention, when radio has masked the age-old beat of the drums, we should probably describe it as an S.O.S. or a "broadcast." And whilst some have defamed this strange Pasha and accused him of indecision, vacillation, and weakness of character, others, and notably his own countrymen, have described the Governor of Equatoria as a man of courage, who maintained his outpost in the heart of barbarism with a quiet and almost sublime fortitude. His more appreciative critics have claimed that he was a kindly, pleasant gentleman, an administrator as well as a naturalist; a man who was as faithful to his masters as he was loyal to his followers.

After Stanley's thrust through the forest area to Lake Albert, when he partially established contact with Emin, the great explorer, it may be recalled, returned to the Aruwimi in order to ascertain the fate of Major Bartellot and the Rear Column.

Stanley then returned to the Great Lakes region and after a while established definite links with the Governor of Equatoria, who had meanwhile, with Mounteney Jephson, of Stanley's vanguard, been made prisoners by rebellious troops of the Equatorial province, who broke into revolt in August, 1888. It was then that Stanley was to obtain indisputable evidence of the vacillating character of Emin and of his indecisions and shifting stances. Although Emin had broadcasted his despair in 1885, he now raised all sorts of objections to Stanley's plan for evacuation of the Southern Sudan.

One must again recall Puleston's statement which was to the effect that the Pasha was perfectly happy amongst his butterflies and his harem and did not want to be rescued. However that may be, Emin's indecisions compelled Stanley to write: "I could save a dozen pashas if they were willing to be saved."

After further delays and debates Stanley was compelled to ask the Pasha for "a definite answer to the question, if you propose to accept our escort and assistance to reach Zanzibar, or if Signor Casati (Emin's second in command) proposes to do so, or whether there are any officers or men disposed to accept of our safe conduct to the sea If at the end of twenty days no news has been heard from you or Mr. Jephson I cannot hold myself responsible for what may happen." From a note appended to this letter, on page 199 of the second volume of Stanley's "In Darkest Africa," it is plain that Emin was offended by the businesslike nature of Stanley's epistle. Yet, as Stanley himself says, it was very difficult to see how an officially worded letter, which might have fallen into enemy hands, could have wounded the most delicate susceptibilities.

It was during this time of indecision and quibble, of revolt amongst Emin's soldiery and of urge on the part of Stanley that the Pasha, Casati, and his other officers should decide on some definite line of action, that certain suggestions and arguments of first-rate international importance and significance were, so it seems, discussed. I say "so it seems" advisedly, because it is extremely hard to fathom the truth and to abstract from the welter of writings and the



EMIN PASHA

With acknowledgments to Africa, by Professor Dr. Friedrich Hohn

conglomerations of contradictions that have been bequeathed to posterity in the form of volumes, diaries, and letters just exactly what was debated by Stanley and Emin in the heart of Africa more than forty years ago.

It has been asserted that Stanley suggested to Emin as an alternative to evacuation of the southern-most portion of the Anglo-Egyptian Sudan and his return to Egypt or Europe, that the Pasha should remain in Equatoria and hold the country on behalf of His Majesty, King Leopold of the Belgians, Monarch of the Congo State. Later on, so it is said, Stanley made another recommendation to the effect that Emin should remain on Victoria Nyanza and accept service under the banner of the Imperial British East Africa Company, the new Empire-seeking enterprise of the British Isles, whose chairman and presiding genius, Sir William Mackinnon, had liberally financed the Emin Pasha relief expedition.

The Pasha, however, did not fall into line with either of these projects.

What was at the back of the minds of these two men, these two cosmopolitans, who were making history in Africa?—Stanley, British-born and American by naturalisation, who had been so largely instrumental in acquiring a huge slice of Central Africa for the Belgian King ; and Emin, of German origin, an Oriental by experience and an African by choice and the decrees of fate ? Each had accepted service for and on behalf of Great Britain and each in that wild and barbaric country must have had his mind and outlook perplexed by many a criss-cross of circumstance, duty and ambition. But in the end Emin elected to continue with Stanley, much as he disliked the great explorer with his dominating will, to the East Coast.

There is no time here to tell of the incidents of that march of the huge caravan of evacuation from Victoria Nyanza to Bagamoyo.

Beneath the shy and magnificent range of Ruwenzori, travelling (while still weak) in a high hammock, or machilla and borne by porters, Stanley sketched the route the Relief Expedition was to follow. The caravan made its way through Mtarega and Rusesse to Lake Albert Edward, and thence through Kitete to the Alexandra Nile.

In Ankori, Captain Casati (who had been exiled with Emin for many years) fell sick. One day, being extremely weak, he lay out

in the broiling sunshine without his sun-helmet to protect his head and nearly died of sunstroke. It is related, too, that "the young pigmy damsel who had been with the expedition for more than a year began to show symptoms of chronic ill-health and was left behind with the chief of Kirirumo. It was plain that these creatures of the forest could not endure transplantation into the open grasslands." Also accompanying the expedition was another young lady of considerably greater importance than the pigmy maid. This was Ferida, "whose mother" (wrote Emin in his last will and testament), "the deceased Abyssinian Safaran, was my legitimate wife." Emin, it is clear from his diaries, was very devoted to this child born of mixed Teuton and Ethiopian parentage in Equatoria. Ferida was at first brought up at Zanzibar and Bagamoyo, and was subsequently educated and looked after by Emin's sister, Fraulein Melanie Schnitzer, in Silesia.

On they went through Sinyanga to Msua, on the Kingani River, where they met Major Von Wissmann (the German Imperial Commissioner), and by him and Lieutenant Schmidt were conducted to Bagamoyo, on the Indian Ocean.

II.—BAGAMOYO

On the afternoon of December 3rd, 1889, the column entered the town. "Close at hand was the softly undulating Indian Sea, one great expanse of purified blue. 'There, Pasha,' I said, 'we are at home!'"

"Yes, thank God," Emin replied.

"At this instant," continues Stanley, "the battery thundered a salute in the Pasha's honour and announced to the warships at anchor that Emin, the Governor of Equatoria, had arrived at Bagamoyo. The people were conducted to huts and as the carriers dropped their loads and the long train of hammocks deposited their grievous burdens of sick men and women and poor children, for the last time, on the ground, they, like myself, must have felt profound relief and understood to the full what this arrival by the shore of the sea meant."

At 7.30 p.m. there was a banquet. There were present the captains of the German and the English warships, the padres from the missions, the officials of the German East Africa Company, the

Imperial Commissary's staff, all assembled to greet Stanley and his companions, as well as Emin Pasha. "The band of the 'Schwalbe' was in attendance to give *éclat* to what was a very superb affair for Bagamoyo."

The guests having assembled, Major Von Wissmann led the way to the long banquetting hall into which the central room of the house had been converted for the occasion. "While we were feasting within, the Zanzibaris, tireless creatures, were celebrating the close of a troublous period in a street just below the verandah, with animal energy, vented in active dance and hearty chorus." Stanley, though it all "appeared wonderful" to him, felt ill at ease; and his discomfort was intensified when the congratulatory telegram from Emperor William II was read, and when Von Wissmann proposed the health of the guests, which was drunk amid acclamations. Stanley replied dryly, after his fashion, ending with the remark: "Emin is here, Casati is here, I and my friends are all here; wherefore we confess that we have a perfect and wholesome joy in knowing that, for a season at least, the daily march and its fatigues are at an end."

Next came Emin's speech, "delivered," says Stanley, "with finished elocution—clear, distinct, and grammatical—and in a deep resonant voice, so that it took the company with an agreeable surprise." Thereafter, the formalities being over, Emin looked supremely gay and happy, wandering from one end of the table to the other, exchanging cheerful remarks with various members of the company. After a time he disappeared, while Stanley was absorbed in listening to Von Wissmann's account of the events of the East Coast war.

"Presently, Sali, my boy-steward," wrote Stanley, "came and whispered in my ear that the Pasha had fallen down, which I took to mean 'stumbled over a chair'; but, perceiving that I did not accept it as a serious incident, he added: 'He has fallen over the verandah wall into the street and is dangerously hurt.'" Stanley hastened to the place where the accident had happened. There were two little pools of blood on the ground, but Emin had already been removed to the German hospital. In the banquetting hall the news of the accident was kept from most of the guests, for it would have been a pity to interrupt the merry-making. Stanley, however, went at once to the hospital and, at the door, met a German officer who, with uplifted hand, revealed the impressions gathered from the view of

the unfortunate man. " Guided upstairs, I was shown to a bed surrounded by an anxious-looking group. On obtaining a view I saw the Pasha's form half undressed extended on the bed, wet bandages passed over the right side of the head and the right eye. A corner of the wetted lint was lifted up, and I saw that the right eye was closed by a great lump formed by swollen tissues, and discovered that the lint was crimson with blood oozing from the ear. No one was able to give me an exact account of how the accident happened, but the general impression seemed to be that the Pasha, who was half blind and had been so for the last two years, had moved somewhat too brusquely towards the verandah, or balcony wall, of that ' palmy bower ' wherein we had lunched, to look at the happy natives dancing in the moonlight and, misjudging its height, had leaned over too suddenly and too far, and, unable to recover his balance, had toppled over. Emin, who had braved untold perils and hardships in Equatoria, fell into the street some eighteen feet below. Had not a zinc shed, five feet below the balcony, which shaded the sidewalk, broken the fall, the accident would, no doubt, have been fatal."

One has to study, and study fairly deeply, the diaries of Emin to realise how greatly the Pasha resented the action of Stanley in "rescuing" him from his precarious but romantic abode in the southern-most Sudan, the heart of savage Africa, with its barbaric peoples, its harems and butterflies. Was Stanley despatched from Europe purely and simply to succour this enigmatical Emin, or were there other forces at work behind this spectacular safari with its tragedies and problems, some of which still await solution?

The truth is, of course, that behind all these brave and adventurous explorations, these rescues of beleagured satraps and these swashbuckling escapades, the powers of Europe were scheming and intriguing with a view to securing political control of Eastern Equatorial Africa. Stanley and Emin, Karl Peters and Stokes were each romantic puppets in the hands of Queen Victoria's advisers, King Leopold, the Khedive and Bismarck. It may be recalled that when the great relief safari reached the Indian Ocean there awaited Dr. Emin Pasha a telegram despatched from Berlin, dated December 4th, and signed "William Rex Imperator." The Emperor congratulated Emin on holding his post heroically for over eleven years "with true German fidelity and devotion to duty."

Schweitzer, the biographer of Emin, states that Stanley's main endeavour was to remove Emin from Bagamoyo and German influence and "the circumstance that Emin was still lying seriously ill did not matter very much to him."

At the end of February, 1890, Emin, with the full approval of Count Bismarck, entered the German Service.

Von Wissmann, the Imperial German Commissioner in East Africa, wrote to the Pasha, "the Prince has intimated to England that Germany will avail herself of your experience." Hence, "Up to the fight, my brave Toreador."

III.—INTO THE INTERIOR AGAIN

On April 26th, 1890, an expedition consisting of 103 Askaris, 592 porters and eight Europeans, under the command of Emin Pasha, left Bagamoyo and travelling via Morogoro and Mpwapa marched into the interior. The purpose of this safari was to consolidate German concessions and spheres of influence in Central East Africa. The Pasha was given very definite instructions in regard to his actions and was to work in conjunction with Mr. Stokes, an ivory trader who coquetted with sultans and intrigued with missionaries. Stokes was subsequently shot by order of Commandant Lothaire, of the Belgian Army, because this cryptic trader entered the Congo at the head of an armed rabble at a time when the forces of the Free State were busily engaged in breaking the cruel rule of the Arabs.

Travelling by fairly easy stages, Emin's expedition reached Mpwapa, which is now an important station on the Tanganyika Central Railway, and well known (as also is Morogoro) to many South African soldiers who took part in the East African campaign. The Pasha met with the members of the Karl Peters expedition. Dr. Karl Peters had for years been desperately keen on rescuing Emin, but the British Government, for very excellent reasons, had not been at all encouraging to the German doctor-explorer, and had indeed prevented him from landing his force on a portion of the East African coast over which the Union Jack fluttered in the tropic breeze.

One can imagine how these two envoys of the Emperor—who was now commencing to take such a keen interest in Colonial affairs—Emin, who had deserted the service of England, and Peters who had

been balked by this same "Albion perfide" must have chattered, and indeed did chatter, of their equatorial experiences and tribulations.

Emin's expedition travelled for a while with that of Peters's, and then, after passing through Ugogo, the Pasha entered Tabora and hoisted the German flag at this important Arabic and Native town which lay on the main caravan route between Zanzibar and Lake Tanganyika. Major Von Wissmann, the German Imperial Commissioner, for "weighty reasons" which never have fully been explained, had forbidden Emin to occupy Tabora, and when news of this action reached Bagamoyo the Imperial authorities were extremely annoyed. Emin's star, in fact, appears to have fallen rapidly.

Von Wissmann had left for Europe on holiday shortly after Emin had been confirmed in his appointment in the German service, leaving Schmidt in charge at Bagamoyo, and in September, 1890, we find Schmidt writing to the Pasha :

"In several instances I have already found it very unpleasant and inconvenient that so little news comes to hand from Your Excellency, and it has appeared to me absolutely surprising that in the official letters received from Your Excellency scarcely any reference is made to service matters, no reports on the progress of the expedition, as to its staff and state of health, the political conditions of Your Excellency's further intentions, etc.

"I must, therefore, point out to Your Excellency that you are under an official obligation to send in such reports. Should Your Excellency, personally, lack time for doing so, I request you to give orders to the officers under your command to make these reports regularly, as far as possible, by every mail.

"Some cases of bird-skins, plants, etc., have arrived safely and will be forwarded shortly to Berlin.

"With kind regards to Your Excellency and the other gentlemen of the expedition,

"I am, etc.,

"Schmidt.

"Deputy Imperial Commissioner for East Africa."

Note that whilst Emin is too busy or is not inclined to send in official reports, he had attended to the bird-skins and plants ! Emin was always a naturalist—and sometimes an explorer and diplomat.

When Major Von Wissmann returned to Bagamoyo from his leave of absence he there found a letter, dated the 29th October, 1890, from Stokes, the British ivory merchant, who had been playing a deep and subtle game in East Africa. In this letter, Stokes adversely criticised everything that Emin had done. He reported that Emin had completely upset all his plans, and that he (Stokes) was, therefore, compelled to "tender his resignation by this mail." He had wished to do a kindness to "his dear friend, Major Von Wissmann," but he had not come "to coquette with Arabs and Turks."

IV.—EMIN RECEIVES HIS CONGÉ

And thus the Pasha, who had so recently deserted the service of Britain and the Khedive for that of the Kaiser, was dismissed from the Imperial Service. It is difficult altogether to understand the reasons why Von Wissmann backed Stokes so consistently to the detriment of the "brave Toreador." Again we find the cloak of the African bush and forest obscuring the intrigues and unrecorded adventures in diplomacy, the personal passions and hatreds of these actors who staged the history of so much of the African continent just over four decades ago. Much time passed before Emin knew of his dismissal, but early in April, 1891, he wrote from Kavingo, on the banks of the Kagera River, to his sister Melanie: "Last night I received a mail bringing me letters from Europe, dating from November, but none from you. This was disappointment No. 1. Then there was a letter from Herr Von Wissmann, disapproving of all that I have hitherto done, and directing me to hurry on and return to the coast, as great changes are imminent. So this is what it has come to and I am politely given my congé. Well, I do not blame them; they have no more need of me, and there is an end of it. It certainly appears that the mail for us has been lost: I cannot account in any other way for the absence of any letters from you. Nor is there a line from Bagamoyo, concerning Ferida. Poor, poor little thing! Look after her if I should leave her alone."

The Pasha appears to have had a deep and abiding affection for this little waif of his. In repeated letters to his sister in Europe and to friends and officials on the East African coast he expressed concern as to the future of this child. Many a night when the ageing Pasha sat in the vast solitudes and gazed into the flickering flames of the

camp fire he must have seen, amidst the embers and the wood smoke, the face of the child and around her all the fitting figures and incidents that composed the story of Equatoria.

It appears that shortly before he received his notice of dismissal from Von Wissmann the Pasha began to conceive ambitious ideas of securing for his Fatherland a vast stretch of Africa; extending, in fact, from the Indian Ocean to the Atlantic.

Whether Imperial Germany knew anything either officially or unofficially of this transcontinental scheme it is impossible to say. Perhaps, indeed very likely, the idea germinated and developed only in the Pasha's cryptic brain, intoxicated as it was by the spell of Africa and her mysteries and secrets. This much is, however, known of Emin's new and greatest premeditated adventure :

Whilst near Bukoba, on Lake Victoria Nyanza, strange news came to Emin from the north. Elephant hunters from the country of Butumbi, south of the Albert Edward Lake, told of fighting that had taken place between the Natives of Usongoro, the country north of this lake, and Turks (Waturki). Emin, who thought that he could perceive in this some action on the part of his old Sudanese men, immediately decided to abandon for the present his original intention of going to Tanganyika, via Ruanda, and to proceed to the north instead, more especially as news came to hand from other quarters also as to disturbances on the Albert Edward Lake. Dr. Stuhlmann (Emin's companion for a time) reported that while yet at Bukoba, Emin had written to Major Von Wissmann to the effect that if his people were at all within attainable distance he intended to communicate with them and, if circumstances permitted, to proceed with their assistance to the west via Monbuttu, and if possible, with their aid, to occupy the " Hinterland " of the Cameroons, which was Germany's sphere of influence on the Atlantic sea-board. To what degree Emin's plans were altered by the unappreciative letters received from Bagamoyo one cannot say, but that Emin had in view an expedition through the northern portion of the Congo Belge and the French sphere of influence to the West Coast is indisputable.

These Imperial adventures and the long journeys that they implied simmered and fermented in Emin's brain, but they did not prevent him from doting lugubriously on the fate of poor little Ferida, nor did they change, nor alter, his devotion to natural history. In the

heart of Africa, assailed by perils as he was, and dismissed from the Imperial service, the Pasha still derived immense pleasure from his studies of animals and birds, plants and insects. Remark a passage in his diary, dated at Karevia, on June 13th, 1891 :

"This is a day which deserves to be specially noted, because I have secured the first mole I ever met with in Central Africa. As far as I am aware, although golden moles from South Africa as well as from Mozambique are known, no one has ever yet obtained any such animal from these countries, and whatever has been hitherto written on the subject always referred to *Georhychi*. I am all the more pleased at my find, in spite of the fact that the animal gave me a nasty bite !"

V.—ASSASSINATION OF THE PASHA

Emin was murdered by Arabs in October, 1892, but many months elapsed before any definite news of his fate was received in Europe. Old enemies, who accused Emin of slaying their people, enmeshed him in the dark net of the forest. The North-Eastern Congo was at that time in the throes of the Arab uprising, and "the Sultan of Kibonge desired by the murder of a European to gain prestige." The Sultan advised a minor chieftain, one Kinena (in whose village the Pasha was at that time resting) of his intention, and on receipt of Kibonge's letter, Kinena, taking some of his people and one Ismaili, sought Emin, and according to Ismaili's subsequent depositions before the judges, found him at his table, writing, in the midst of natural history specimens.

Ismaili and Mamba were standing close by the Pasha, and, at a sign from the chief, seized his arms as he was still sitting in his chair. He turned, asking what they wanted. Kinena looked him straight in the face and answered : "Pasha you must die !" Emin turned to him in visibly rising anger and called out : "What is the meaning of this ? Is this a foolish jest ? How dare you hold my arms ? What do you hope to get by killing me ? Who are you that you should dare condemn a man to death ?" Kinena, answering, said : "The order is not mine. Kibonge sent it. He is my master, him I must obey."

Three of Kinena's men came up to help in holding Emin, who was struggling desperately to free himself and grasp the revolver on

the table before him. But his struggles were unavailing, and he was forced back into the chair. Emin then called to Kinena that it was all a mistake, and that he had a letter from Kibonge affording him a safe conduct to his village. He would find the letter on the table before him. Kinena rejoined, "Pasha, can you read Arabic? Yes! Then read this"—holding another letter close to his eyes, for Emin was almost blind. Emin read it and saw that Kinena was right.

Drawing a long breath, he turned to them, saying: "Very well! Kill me you may. I am the only White man in this region, but, remember, many others are ready to avenge my death." He showed no sign of fear.

At a signal from Kinena, Emin was lifted out of his chair and put flat down on his back, four men pinning him to the ground, each by an arm or a leg. Mamba severed the head and Kinena placed it in a box and sent it to Kibonge, so that it might be seen that the command had been fulfilled.

"No one knows where Emin's mortal remains were finally laid to rest; no monument will ever adorn the spot," writes his German biographer, "but the memory of the great scientist, who was as distinguished for excellent attributes of heart as for penetration of mind and comprehensive erudition, will be ever green among those who followed his intrepid movements in spirit, or who gaze with admiration upon the diary records of his unflagging zeal and study."

A baffling man was this Emin, who was German born, a Mohammedan by religion, a governor of Equatoria by chance of circumstance, and a naturalist by inclination. His was a character too strange and too romantic to be submitted to the knife of literary dissection by one who never knew him—and at this great distance of the years. Yet he who has drunk of the waters of Equatoria and has followed some of the Pasha's old spoor cannot but help, now and then at least, becoming conscious of a mystic presence who as wanderer and unsuccessful diplomat inscribed his name in hieroglyphics upon a few of the pages of African history.

One night last year, in the Ituri Forest, I fancied in my tired brain that Emin the Enigma stood just beyond my camp fire. His presence was only a will o' the wisp of a fanciful mind. I was at the time not very far from the spot where the Pasha was murdered.

The Riddle of the Great Discoveries

According to popular history all the great lakes of Africa, the highest mountain chains and the sources of the main rivers were not discovered until the middle and latter portion of the nineteenth century. History informs us that the great African travellers and missionaries of the Victorian era, Livingstone and Stanley, Buiton and Speke and Grant amongst the Britishers (Stanley was born in Wales but became an American subject); Rebmann and Krapf and Von Gotzen amongst the Germans ; and Du Chaillu and De Brazza of France, are of the heroic band of adventurers who charted and filled in the unknown spaces of the interior of Africa. They solved, so we are informed, the geographical riddles that had puzzled the savants of the ancient and mediæval world, from the days of Herodotus, through that romantic age of which Prince Henry the Navigator was the central figure, down to the time when the Great Powers of Europe began to partition the continent.

The Portuguese were, of course, the pioneer Christian people to chart the coast of Africa. One has only to consult an old map, such as Bowles's chart of Africa, published at the end of the eighteenth century, to realise how thoroughly they explored the seaboard.

How far inland did these voyageurs and their priests, their soldiers of fortune and their treasure seekers penetrate ? Did they, and men of other nations, discover some, or, perhaps, many of the geographical secrets of the interior, long years, three centuries in fact, before the coming of the great classical explorers of the Victorian era, who wrote books, whose fame and explorations were made known by the press, and who were honoured by the Geographical and Scientific Societies of the nations ?

Is it not possible that long before Speke and Grant discovered Victoria Nyanza, Baker located Lake Albert, and Livingstone found Lake Nyasa, many years before Stanley first described Ruwenzori, and Rebmann and Krapf brought the immense mass of Kilimanjaro, highest mountain of Africa, to the notice of the world, other travellers, who were either illiterate or who did not trouble to write books or impart reliable information, or else perhaps put their narratives on

palimpsests from which the characters were subsequently erased or otherwise became lost—is it not, at least, possible that voyageurs of this character probed Africa's mysterious heart long before the more famous travellers put their educated observations into bulky and world-renowned volumes?

In a word, to put it bluntly, were the majority of the great African explorers of the Victorian epochs unconscious charlatans? That may perhaps be rather too harsh a way of expressing it, but there is no inconsiderable amount of authenticated historical fact and the testimony of old atlases to support the view that several of the great discoveries of the last century were not, in reality, discoveries at all, but were the scientific and courageous results of the following up of traditions and clues and occasionally were the confirmation of "voyages imaginaires."

This is an iconoclastic line of thought to follow up. Necessarily it must, if we find reliable testimony as to the antiquity of the discoveries, tend to shatter some of our ideas. Yet it need not in any way destroy our admiration for men like Livingstone and Stanley, Baker and Speke, Von Weissmann and Du Chaillu, who will stand for all time as monarchs of mankind because of their determination and courage, their mastery of hardship, and their devotion, in the face of almost unbelievable difficulties, to the cause of exploration and duty.

We live today in an age when nearly all of the unscaled peaks and depths of terrestrial and marine exploration have been conquered. The heroics of this age are performed in the air. Far be it from me to detract from the marvellous feats of the Mollisons and Lindberg. We all take off our hats to them. But compare a relatively few hours speeding through the ether with the years that grand old Livingstone spent alone and unaided, often wracked with disease in unknown and inhospitable Africa, or with Stanley toiling through those equatorial forests that seem to choke and crush you (I have some knowledge of them). I make such contrasts with extreme trepidation. But I suggest that these are comparisons, such as some may draw between the man who, in the heat and excitement of battle, wins and deserves the Victoria Cross, and the other kind of obscure hero who "sticks it" through years of calamity and misfortune and bad health and is just written off on the world's psychological balance sheet as depreciation. Heaven forbid that I should offend Victoria Cross

heroes or aviation aces. But some day professors of pluck and commissioners of courage will recast heroic values and in their final assessments and values they must find that the old African explorers well deserved their reputations. I have remarked on all this *en passant* because it would be grossly unfair to detract from the efforts of the Victorian explorers. But again, were they the original discoverers? It is more than likely that they were not.

It is extremely hard to sift the fact from the fiction in matters of early history relating to Africa. The ancient Egyptians who bequeathed to posterity a wealth of hieroglyphical record were not great navigators, neither did they penetrate by land far into the heart of Africa.

The Phoenicians and Carthaginians did far more to extend the knowledge of Africa than did the Egyptians; and it may have been from them that Homer and Hesiod derived their knowledge of the Mediterranean coast. Thebes was about the limit of Homer's knowledge of Africa on the south, though he had heard of the Ethiopians and the pygmies, who thus figure on the map of Africa from a very remote period.

We have pretty certain information as to the extent of knowledge which the Carthaginians had of the African west coast, but considerable doubt exists as to how far the Phoenicians were in the habit of voyaging down the east coast of the Continent. The story of the circumnavigation of the Continent by Phoenicians in the time of King Necho, about 610 B.C., has often been told. So far as data are available a Phoenician expedition starting from the Red Sea sailed down the east coast, round the south coast, and north by the west coast to the Pillars of Hercules and on to Egypt. There is no difficulty in crediting the story. At that period the ships of the Phoenicians must have been quite as capable of coasting along Africa as they were of navigating the Atlantic or of crossing the Bay of Biscay to the shores of Britain. They knew the west coast of the Continent for a considerable distance south, and they probably knew the east coast at least as far south as Zanzibar.

The first maps to show something of the interior of Africa were those of Herodotus, 450 B.C., and Eratosthenes, 200 B.C. Both these curious old charts exhibit the African Continent in a grotesquely abbreviated and "squat" form. It is evident that neither of these

geographers had any knowledge of the Dark Continent to the south of "Aethiopia," a territory which may be correlated with Abyssinia and the middle Sudan of the present day. Both maps, however, trace the Nile trailing away into the interior, but according to Herodotus, the course of the Mother of Rivers bends far away to the westwards and almost suggests confusion with the Niger.

In the chart of Africa, according to Ptolemy, 150 A.D., the Lunae Montes (Mountains of the Moon), which have been identified with the Ruwenzori Range, are depicted. Idrisi, an Arab, in his map of Africa, 1154 A.D., shows the head streams of the Nile emerging from a lake, whilst to the west of this inland sheet of water is the "Mons Kumar," more or less in the true position of Ruwenzori.

It is evident therefore that centuries before the rounding of the Cape by the mediæval Portuguese the savants and geographers either possessed some knowledge of the heart of Africa, or else made guesses which were not inconsistent with fact.

We now come down to the epical days of the late fifteenth century and the great classical voyages which were so largely inspired by the genius of Prince Henry the Navigator. In 1484 and 1485 Diego Cam discovered the mouth of the Congo, up which he sailed for some distance. On board Diego Cam's ship was a great German geographer, Martin Behaim, whose map of Africa in 1492 shows the results of exploration up to that date. The year after Diego Cam's return Bartholomew Diaz set out and all unknowing passed the south-west point of Africa and pushed eastwards as far as Algoa Bay. It was only on his return journey that he sighted, what he called, the Cape of Storms, but which King John rechristened the Cape of Good Hope.

Thus the turning-point in the history of Africa was reached, for Diaz had travelled to a point almost within hail of the Arab settlements on the east coast. The true contour of the Continent had been gradually filled in; Behaim's "Africa" was a great advance on anything that had gone before. The most famous of all these Portuguese navigators, the first to reach India by the Cape route, Vasco da Gama, completed the work of his predecessors, not, however, until ten years after the return of Diaz. Meantime Pero de Covilham had journeyed to India by the Red Sea route. On his return he visited Sofala and other Arab settlements, heard of the gold mines in the interior, and visited Abyssinia in search of the mysterious Christian potentate,

Prester John. When Vasco da Gama set out on his famous voyage in 1497 he knew, from the information sent him by Covilham, that Sofala would be reached by doubling the Cape, and that thence it was plain sailing to India.

During the sixteenth century the Portuguese conquistadores, missionaries and gentlemen of adventure greatly enlarged their knowledge of the African sea-board and their daring explorers penetrated into the interior of the Continent. How far they travelled inland one cannot with any degree of certainty declare, but it is a fact that, under the impulse of this nation, the first real knowledge of the heart of Africa was obtained, and their maps, though fanciful with their crowded mountains, cities and complex hydrographical features, nevertheless exhibit so much truth of feature that one cannot but assume that these early Portuguese either entered deeply into unknown Africa or else obtained information of some reliability from Natives and perhaps from Arab traders—the “Moors” as they called them.

Joa de la Cosa's map of 1500 does not differ greatly from that of Behaim; in both, the interior is crowded with mountain ranges, cities and palaces, which can only be regarded as originating in the fancy of the cartographer. In the map of Diego Ribeiro of 1529, the outline of the coast begins to assume recognisable shape. Its interior is still covered with features which can only be regarded as imaginary, for even the most zealous Portuguese geographer will hardly maintain that within that brief period his countrymen had traversed the whole of Central Africa. In Ribeiro's map the hydrography begins to assume the form which may be regarded as typical of African maps down to the time of D'Anville. The Nile lakes (three in number, lying in a line east and west) are located some ten degrees south of the equator, and give origin to several rivers. In the map of Duarte Lopez, given in Pigafetta's narrative of 1591, the two lakes lie north and south, separated by about ten degrees. On Mercator's map of 1541 there is one long lake which in shape recalls Tanganyika. In the map of Ortelius of 1587 the hydrography becomes more and more complicated, while in Dapper, a century later (1686), we have the old imaginary geography of Africa at its height—the interior filled with an impossible network of rivers and lakes, the Nile and the Congo having the same origin.

It must be said that Lake Maravi (Nyasa) figures vaguely in Portuguese maps of 1546 and 1623 ; and there seems evidence that a Portuguese may have visited the lake early in the seventeenth century. According to early Portuguese authorities, a lake in the position of Nyasa extended right northwards to the latitude of Mombasa.

Tirion's map, published in Amsterdam in 1763, shows the "Groot Waterval" on the Cuama or Zambesi River. This was nearly a century before Livingstone discovered the Victoria Falls.

There are good reasons for believing that Oswell saw the Victoria Falls before Livingstone did and that years before Oswell's visit, some of the Boer Voortrekkers travelled as far north as the "Groot Waterval," and perhaps even further.

Whilst Victoria Nyanza, Tanganyika, Nyasa, and Lake Albert and Edward were discovered, or rediscovered, nearly three-quarters of a century ago, it is a remarkable fact that Lake Kivu, the highest and most beautiful of the Central African Lakes, was not "discovered" until the middle nineties.

Authoritative maps of the Continent published as late as 1893 give no hint whatsoever of the existence of Kivu. According to "official records" Lake Kivu, which lies on the frontier line of the Province Orientale of the Congo Belge and the Belgian Mandat of Ruanda-Urundi—formerly a portion of "German East Africa"—was found by Count Von Gotzen in 1894. But that amazing old character, Dr. Broomfield, who until a few years ago was running a small gold mine on the edge of the Luano Valley, in Northern Rhodesia, visited Lake Kivu and its volcanoes in 1873.

Have you, OUTSPAN reader, ever come across a book entitled "Kachalola" or "The Early Life and Adventures of Sidney Spencer Broomfield, Ivory Hunter, Prospector, Specimen Collector, Pioneer, Pearl Fisher and Doctor of Medicine"? If you have not read this volume you should make a point of doing so for it is one of the most astounding stories of travel and adventure in Africa, Asia and New Guinea that I have ever come across. And not the least astonishing feature of this book is the fact that, whilst the official world of geography solemnly declares that Von Gotzen discovered Kivu in 1894, old "Kachalola" was shooting elephants on its delectable shores twenty years before then. Incidents such as this and others

which I have referred to in this article, the revelations of old maps, and statements which one may abstract from volumes that are musty with age, induce one to wonder whether the popular conception of discovery in Africa as proclaimed in the accepted volumes and taught in school text books is not exceedingly erroneous. Personally, I believe that the generally accepted dates are all wrong and that long before the classical Victorians thrilled the world of the last century with their revelations of Africa, others, whose names are not enscrolled on shields of fame had first blazed the trails.



Where did the Queen of Sheba get her Gold?

[THE GREATEST MYSTERY IN ALL AFRICA, APART FROM THE WONDER OF THE PYRAMIDS AND THE RIDDLE OF THE SPHINX, IS THE QUESTION OF THE ANTIQUITY AND EARLIEST HISTORY OF ITS GOLD INDUSTRY]

"And King Solomon made a navy of ships in Ezion-geber, which is beside Eloth, on the shore of the Red Sea, in the land of Edom.

"And Hiram sent in the navy his servants, shipmen that had knowledge of the sea, with the servants of Solomon.

"And they came to Ophir, and fetched from thence gold, four hundred and twenty talents, and brought it to King Solomon."—I Kings, Chap. IX, verses 26, 27, 28.

"And the Queen of Sheba gave the king one hundred and twenty talents of gold, and of spices very great store, and precious stones: there came no more such abundance of spices as these which the Queen of Sheba gave to King Solomon.

"And the navy also of Hiram, that brought gold from Ophir, brought in from Ophir great plenty of almug trees, and precious stones."—I Kings, Chap. X, verses 10 and 11.

"Now the weight of gold that came to Solomon in one year was six hundred threescore and six talents of gold."—Ibid., verse 14.

"And he made three hundred shields of beaten gold; three pounds of gold went to one shield: and the king put them in the house of the forest of Lebanon.

"Moreover the king made a great throne of ivory, and overlaid it with the best gold."—Ibid., verses 17 and 18.

"And all King Solomon's drinking vessels were of gold, and all the vessels of the house of the forest of Lebanon were of pure gold; none were of silver; it was nothing accounted of in the days of Solomon.

"For the king had at sea a navy of Tharshish with the navy of Hiram: once in three years came the navy of Tharshish, bringing gold, and silver, ivory and apes, and peacocks."—Ibid., verses 21 and 22.

"The truth of Ophir must as from a deep myne be drawne out of Moses."—Gen. 10, Purchas 1.26.

The tenth chapter of Genesis informs us that one of the sons of Ham, a son of Noah, was Cush who begat Havilah and Nimrod, "the mighty hunter before the Lord," and Jothan, a descendant of Shem, begat "Ophir and Havilah."

Africa always has been the Dark Continent, the Dominion of Mystery. One almost hesitates, because of its triteness (it is worn as bare as the ramparts of the Victoria Falls), to repeat the classical apothegm of Pliny, *semper aliquid ex Africa novi est*. But every year of this enlightened epoch of fast-travelling transport, which unlocks the keys of the interior, simply confirms the accuracy of the old savant's observation. We find new evidences as to the existence of an old civilisation in the Northern Transvaal. A skull is discovered in Tanganyika or Northern Rhodesia or Bechuanaland and archaeologists recast their horizons of history. A rock painting here, an ancient fortress or presumed place of worship or burial ground there, and new theories are propounded; fresh alleyways into the corridors of time call for exploration. Yet Central Africa hides within her bosom her inner secrets, and all the sagacity and science of an enlightened world are at a loss to discover the answer to her greatest riddles. As the writers of more than a century ago so astutely analysed (I quote from a vastly entertaining book, entitled "Africa," printed in London, 1829, for James Duncan, and which recently came into my possession):—

"Africa, that vast peninsula, the coasts of which have been circumnavigated by the ships of Europe for more than three centuries, still presents to the eye of Science, as regards its interior recesses, a blank in a dark and bewildering mystery. The spirit of enterprise has opened the way for civilisation through the primeval forests of the American Continent, has traversed the boundless steppes of the South, and planted cities in the heart of the Andes. But the central regions and the fiery deserts which extend from Egypt to the Atlantic have proved a barrier against the march of conquest or of civilisation more impassable than the frozen wilds of Siberia or the Himalaya itself."

The greatest mystery in all Africa, apart from the wonder of

the Pyramids and the riddle of the Sphinx—that saturnine and mocking countenance in stone that gazes across the sands and seems to defeat space and time and yesterday and tomorrow—is the question of the antiquity and earliest history of its gold industry.

For centuries the wise men of the nations have been debating the problem as to where that accommodating and august woman, the Queen of Sheba, found the gold with which King Solomon embellished his Temple. Historians have placed this goldfield in Arabia, in India, in West Africa and in South-East Africa, and for the past few decades the fires of controversy have burned fiercely over the sparse ashes of evidence and each theory is consumed in the devastating flames of some other beacon of dogma.

No one, who is possessed of a fragment of imagination, can read these reconstructions of the dead centuries without a strange and almost phantasmagorical interest and a quickening of the thoughts. This is a commercial age, and a convincing solution of these problems would not benefit us one mercenary iota ; yet it is a subject that cannot fail to engage our deep attention, for the sum and total of evidence strongly supports the belief that it was the lure of gold that introduced the elements of civilisation into interior Africa. That civilisation, according to the weight of available reason, afterwards and for various reasons (which we can only presume) receded from the mountains and forests and death-stricken valleys and barbaric plains of the hinterland and betook itself back to the homeland.

Africa always has been the land of gold. William Shakespeare wrote of “ Africa and Golden Joys.” And long before there was any settlement on the Avon, if we are to believe the Old Testament, the Queen of Sheba and the King of Tyre brought gold from a land which is surely to be identified with Africa.

The probable truth is that we shall never accurately, and without strong and warranted suspicion of the validity of the argument of any line of logical reasoning that may be produced, be able to accept any one of the many theories that have been presented with regard to the situation of the auriferous area from which the great and wise King of the Old Testament procured his golden treasures.

Inextricably woven with this subject of the wealth of the past is the problem of the builders of the enigmatical ruins of Zimbabwe, Dhlo Dhlo, Khami and other architectures.

In 1929 the Phoenician theory in regard to the old mine workings of Rhodesia and Great Zimbabwe received a well-nigh shattering blow from Miss Caton-Thompson, of the British Association. Even the romantic ideas of Dr. Frobenius have not sufficed to compensate for the devastation of all the beliefs of great antiquity which have been associated with South Rhodesia's gold mines and mystery buildings ever since the first White men penetrated into the domain of Lo Bengula. Randall MacIver, twenty-eight years ago, disputed the theories of Hall, Karl Peters and others. Despite MacIver's strong arguments in favour of the belief that Zimbabwe is of mediæval origin, the Phoenician theory has persisted right down to the present day. Now, however, Miss Caton-Thompson has endorsed MacIver's contentions so powerfully, and with so much weight of logical evidence, that many students of African archaeology find it difficult to attach much credence to the theory that Zimbabwe is many centuries old.

Nevertheless, it cannot be disputed that there are still many problems which are unsolved, and that a great number of questions remain unanswered. Were the builders of Zimbabwe the same people who won many millions of pounds worth of gold from various workings which lie scattered all over Mashonaland and Matabeleland, and some portions of Portuguese East Africa and the Northern Transvaal?

And what became of all this gold? Where, and by whom, was it absorbed? Was it hoarded and does it still remain hoarded somewhere in the East, or did this gold travel into the markets of the world to be absorbed in some form or other by commerce? These are questions which have never satisfactorily been answered—perhaps they never will satisfactorily be answered.

There is, however, a vast wealth of evidence to support the view that Africa, which is still by far and away the leading gold-producing continent, and is likely to retain this distinction for many years to come, was the land from which were derived the fabulous riches of the Old Testament and of the ancient histories.

May it not have been the case that although King Solomon derived his gold or the greater portion of it from one specific region, not one territory, but several, contributed to the gold production of ancient times? It has always seemed to me that in considering this great riddle of the ages we should enlarge the scope of our inquiry, and it is with regard to this aspect of the problem, and also in connection

with the puzzling question of what became of all the gold which was produced, that I now wish to deal.

One of the problems in connection with the assumption that the land of gold of the Old Testament was situated in what we today know as Rhodesia, and one of the most forceful arguments that have been brought against this theory by the logicians, is that if an immense quantity of the precious metal was won, from this or any other territory, the export of so huge an amount of gold would have left its mark on history and that there are no historical data which bear witness to this great influx of the metal into the coffers of the world of that time. A few years ago a distinguished relative of mine, Mr. T. A. Rickard, who is one of the leading mining men of the North American Continent, and who has recently published a monumental work on the history of mining, wrote me with reference to an interesting communication that had been passed on to me by Mr. J. H. Curle, the well-known traveller, author and mining engineer.

Mr. Rickard wrote : " The point that engages my attention most is Mr. Curle's statement that these ' ancients probably took away one-third of Rhodesia's gold,' and that one-third remains, namely, 60 millions sterling. I am aware that estimates of the gold obtained from the old workings have reached an even higher figure ; for example, Colonel Frank Johnson in 1901 gave it as £62,395,000, and many years ago a quasi-authoritative estimate of £75,000,000 was quoted in current writings. This is an enormous quantity of gold, and it could not be produced in former days, whether mediæval or earlier, without making a ' big noise.' What historic reference is there to the production of much gold in South Central Africa ? The Portuguese historians say nothing to indicate such a performance, which, in the light of our scant information, is wrapped in mystery."

The answer to this question is, I suggest, that whilst large quantities of the precious metal were exported by numerous sea and land routes to Egypt and Palestine, to Mesopotamia and India, Persia and China, as well as to certain portions of Europe, a very large proportion of the gold derived from the far-flung ancient workings of Africa, was buried with Africa's distinguished dead.

Since the earliest ages men and women have always been prepared to sell their lives, and most of them, too, their honours for gold.

There has recently been found in the Northern Transvaal a

kopje of mystery, the well-nigh inaccessible hill of Mapungubwe. On its top professors of the Witwatersrand University dug from a grave some beautiful and delicate ornaments of gold. They had been buried with the occupiers of that grave. In Rhodesia many similar finds have been made. The Pharaohs had much of their gold buried with them. In Asia there are tombs and sarcophagi which contain immense quantities of this mystic metal. Incidentally one may comment that we, more enlightened occidentals, also like to bury our gold. America and France have hoarded in their national vaults the equivalent of several years' output from the Rand. According to the late R. N. Hall, who carried out extensive archæological investigations for the Chartered Company, large quantities of gold were interred in ancient graves. "By his side," says Hall in his "Ancient Ruins of Rhodesia," in a description of the typical grave of a Rhodesian "ancient," of which great numbers were examined in the 'nineties of last century, "if he were a great man, was laid his rod of office with beaten gold head embossed with the sun image, and with solid gold ferrule 6 inches to 8 inches long. His gold ornaments were buried on his person . . . while, as in ancient Egypt and present-day Kaffir burials, earthenware pots, probably once containing grain, were placed beside him The wooden pillows were frequently covered with beaten gold fastened on by solid gold tacks weighing 3 dwt. each."

The greatest weight of gold said to have been found in any of the Rhodesian graves was 72 oz. This quantity (worth today in terms of sterling £530) was discovered in association with a skeleton, that of a man nearly 7 feet high, found in "an undoubtedly ancient" grave in the Chum Ruin in Gwanda district, approximately 100 miles north of the Limpopo. From the Mapungubwe grave in the Northern Transvaal 60 oz. were recovered, and, as a good deal is presumed to be missing, it is not improbable that the total gold buried with the old chief of Mapungubwe was even greater than in the case of the Gwanda dignitary.

Now seventy ounces is a substantial quantity of metal, and if we apply such a figure of weight or even a materially lesser figure to the tombs of the ancient kings and chiefs, and perhaps headmen as well, of South-Eastern Africa who died through epochs of time, we can, without difficulty compute some imaginary figure which

would supply a fairly satisfactory answer to Mr. T. A. Rickard's pertinent inquiry as to what happened to much of the gold of Africa that was produced in ancient times. With all due respect to the opinions of the "mediæval school of thought" as represented by Professor Randall MacIver and Miss Caton-Thompson, and although the weight of evidence may support the expert view that Zimbabwe itself is not of vast age, it seems indisputable that from time immemorial Mashonaland, Matabeleland and Manicaland have been amongst the leading goldfields of the world. Probably the gold-belts existing all over South-Eastern Africa were worked continuously from the date of their first discovery up to the early part of the nineteenth century. The use of explosives was unknown, but slowly and laboriously shafts were sunk and cuttings made in the gold-bearing quartz reefs, which in the course of ages, in numerous instances, reached a depth of over a hundred feet. The total of all this development work was stupendous, and must, considering the nature of the work and the rudeness of the tools available, have required a vast period of time.

We know from old records that when the Portuguese arrived in South-Eastern Africa at the close of the fifteenth century they found Arab settlements on the coast and first learned from the Arabs of the gold mines in the interior of the country. These gold mines were being worked by the Natives, who used the gold as a medium of exchange to buy the goods brought to them by the Arabs. For centuries before this time their ancestors had, in all probability, made use of gold, in order to trade with the commercial peoples of the East who, from time to time, penetrated into Rhodesia. Thus when the Arabs were driven from South-Eastern Africa by the Portuguese the mining did not cease. The Native miners continued to sell their gold to the newcomers.

Not only in the territory which is today known as Southern Rhodesia, but in the North-Eastern Transvaal as well, and especially in the Lydenburg-Pilgrim's Rest district, gold mining was carried on centuries ago.

In the interesting geological showcase of the Transvaal Gold Mining Estates, at the central offices in Pilgrim's Rest, one may observe a remarkable variety of mineral specimens. Amongst these are to be seen stone hammers with which the Native workers mined

the ore in days so long gone past that they are obscured in the mists of history, mists as impenetrable as those which often cloak the hillsides of this beautiful and romantic district. Another relic of the Portuguese exploitation of these fields is to be found in the name given to one of the most important gold-bearing horizons, "Portuguese Reef," which Native tradition associates with these early adventurers. There is, too, a persistent report concerning a great treasure in gold and ivory secreted by the Portuguese in a cave and never recovered. This story, even in modern times, has attracted many fortune-seekers.

And long before the Portuguese penetrated into this portion of the Union of South Africa there were Native gold workers who probably derived their knowledge of the value of the "sacred metal" from those adventurous merchants who went forth into the unknown lands at the bidding of the Queen of Sheba.

The various theories and the controversies which these theories have provoked is far too vast a subject to be tackled in the restricted space of this chapter. But in so far as the "ancient school of belief" is concerned—as opposed to the "mediævalists"—the case has been very forcefully put forward by Professor A. H. Keane, and I, as a humble student of this problem for the past quarter of a century, and as one who has visited and seen many of the old gold workings of Africa, here present a summary of Keane's conclusions. Ophir was not the source, but the distributor of the gold and the other costly merchandise brought from abroad to the Court of King Solomon.

Ophir was the emporium on the south coast of Arabia which has been identified with the *Moscha* or *Portus Nobilis* of the Greek and Roman geographers.

Havilah was the auriferous land whence came the "Gold of Ophir," and Havilah is here identified with Rhodesia, the mineralised region between the Lower Zambesi and Limpopo, that is to say, Mashonaland, Matabeleland, and Manicaland. Possibly Havilah extended into the north-eastern portion of the Transvaal as well.

The ancient gold workings of this region were first opened and the associated monuments erected by the South Arabian Himyarites, who were followed, in the time of Solomon, by the Jews and Phoenicians, and these at much later dates by Moslem Arabs and Christian Portuguese.

Tharshish was the outlet of the precious metals and precious stones of Havilah, and stood probably near the site of the present Sofala.

The Himyaritic and Phoenician treasure-seekers reached Havilah through Madagascar, where they had settlements and maintained protracted commercial and social intercourse with the Malagasy Natives. With them were associated the Jews, by whom the fleets of Hiram and Solomon were partly manned. The Queen of Sheba came by the land route, and not from over the seas, to the Court of Solomon. Her kingdom was Yemen, the Arabia Felix of the ancients, the capital of which was Maraiaba Bahramalakum. The treasures were partly imported—the precious metals and precious stones—from Havilah and its port of Tharshish to Ophir and partly—frankincense and myrrh—shipped at Ophir from the neighbouring district of Mount Sephar.

Now Sephar was confused by the Alexandrian authors of the Septuagint with Ophir, which was the chief emporium of the Sabaeen empire.

In a word, the "Gold of Ophir" came from Havilah (Rhodesia), and was worked and brought thence first by the Himyarites (Minaeans and Sabaeans), later by the Jews and Phoenicians, the chief ports engaged in the traffic being Ezion-geber, in the Red Sea, Tharshish in Havilah, and midway between these two, Ophir in South Arabia.

This central position of Ophir explains how it became the intermediate emporium whither the fleets of Hiram and Solomon sailed every three years from Ezion-geber for the gold imported from Havilah, and for the spices grown on the slopes of the neighbouring Mount Sephar, not far from the deep inlet of Moscha, round which are thickly strewn the ruins of Ophir.

The general belief in the past then appears to have been that the Gold of Ophir, or, more accurately, Havilah—the land of gold—was, in ancient times, derived from one region, and if this belief is to be accepted, it is difficult to deny that the weight of evidence appears to fix the locality of this auriferous territory in South-East Africa, that is to say, in Manicaland and Mashonaland and, perhaps, in Matabeleland and the extreme north-eastern Transvaal as well. But may it not be that gold was won from several or at least three widely-separated territories or regions of Africa, and that, by means

of various routes and forms of transportation, the precious metal was drawn to the centre of commerce and barter and civilisation which was in days gone by in that south-eastern corner of the Mediterranean Sea where Africa and Asia meet?

Take, for example, the Chifumbaze region of Portuguese Zambesia, situated 160 miles to the north of Tete. There are in this area, in the Maggie's Luck gold mine, some of the most extensive workings to be found anywhere in Africa, and there are also to be observed there some of the most interesting of petroglyphs or rock paintings, and yet exceedingly little is known of this area. So far, as I know, there has not been any proper survey carried out by expert investigators. Some such area as this might, however, easily reveal evidence of a most important nature, and it is therefore suggested that those who are concerned with attempts to unravel these mysteries of Africa should extend the scope of their survey and bring other areas within the purview of their investigations. And there is, too, West Africa. What we know today as the Gold Coast and adjacent territories produced enormous quantities of gold in the past.

The Venetian traveller, Cadamosto, who visited Western Africa about 1454, alludes to the goldfield of Timbuctoo (spelt Tombutto, Tambucutu, Tumbutum, Timbaktu, etc.), and declares that the gold coinage of Portugal, Spain and Italy in the fourteenth and fifteenth centuries was entirely supported by supplies from this region. Most of the gold then exported from the Sudan would appear to have found its way by the slave and ivory caravans to the Mediterranean ports of Tunis, Fez and Morocco. To the large unwallled town of Gyni, in the kingdom of Melli, is specified the distinction of being "a headquarters of the exchange of gold and sale."

According to Burton, "the great centre of West African gold, the source which supplies Mandingo to the north and Ashanti to the south, is the equatorial range called the Kong. What the mineral wealth must be, there, it is impossible to estimate, when nearly £3,500,000 sterling have annually been drawn from a small parallelogram between its southern slopes and the ocean, whilst the other three-fourths of the land (without alluding to the equally rich declivities of the northern versant) have remained as yet unexplored."

There is, again, another region of Africa which, in so far as modern times are concerned, has been producing gold for the past quarter of a century, which last year returned approximately 260,000 ounces.

This is the Province Orientale of the Congo Belge, in the north-eastern portion of which are the gold mines of the Kilo-Moto Company, which today is, apart from the Rand, the leading gold producer of the African Continent. May not this region, as well, have produced some of the gold of ancient times?

In connection with this theory—that some of the gold which came into the possession of the ancient Egyptians and Israelites was derived from the Nile-Congo divide—it is of especial interest to ponder on the question of the availability of a river and road route in, or adjacent to, the Nile Valley. That such a means of entry into the heart of Africa was known to the ancient civilisation of the Pharaohs appears to be quite a reasonable conjecture.

If that is so, it is surely not unreasonable to suggest that trade goods of some kind were transported from Ethiopia to the civilisation of the Eastern Mediterranean. What more likely than gold? And why not from Kilo-Moto? One argument used against this method of reasoning is that there are no ancient workings in the Kilo-Moto field, at least none, so far as I can ascertain, have been found there. But we know that these fields are immensely rich in gold-bearing alluvials, and it is surely reasonable to think that the primitive gold seekers would take the line of least resistance in their wealth-seeking activities, and would not sink shafts into the ground whilst an abundance of the precious metal was to be won from the surface alluvials.

What evidence in regard to the antiquity of gold winning in these regions is to be found in the writings of the historians, the great travellers of the Victorian era?

Stanley, in his book, *The Congo and the Founding of the Free State*, Vol. 2, page 357, states of the Upper Congo: "Gold has been found by the roving Arabs in the beds of streams, and some of those met by me returning from their slave raids possessed small glass bottles which contained the treasures of small gold nuggets they had found."

The following are extracts from part of a manuscript which was, some forty years ago, in the possession of H. E. Ali Pasha Moubarek, at that time Minister of Public Instruction in Egypt. The name of the compiler is not given—only the date, 1098 A.H.—1686 A.D. They were translated by Mr. Vandyck, teacher of English in the Government Schools, Cairo, half a century ago.

“The historian, Mashi, in his *History of Egypt*, says that in the country of Tegala is a Sudanese tribe of the same name in whose land *gold crops up*, and that in their land the Nile splits and becomes two rivers, the one branch being the Nile of Egypt, and the other being green, which flows eastwards and traverses the Salt Sea to the landing of Sindh, and this is the river called Meharaam.”

“Other explorers have said that the four rivers, Gihon, Sihon, the Euphrates and the Nile, arise from one source, from a dome in the *Gold Country* which is beyond the dark sea, and that the country is a part of the regions of Paradise and that the dome is a jasper. They also say that Hyad, one of the children of Eas, prayed God to show him the extreme end of the Nile. God gave him the power to do this, and he traversed the dark river, walking upon it with his feet over the water, which did not stick to his feet until he entered that dome. (This legend I have taken from the El Mak or the Ruwenzori Range).”

“El Welid, the son of Romah, the Amalekite, was enabled to go to discover the sources of the Nile. He occupied three years in preparing for his expedition, and then started with a large army, destroying every tribe he came upon. He passed through the tribes of the Sudan, and *through the Gold Country, and there he saw golden sticks sprouting out*. He continued journeying until he reached the Great Lake (probably Albert Nyanza), into which the Nile flows, coming from the river which flows out from under Mount Gumn” (presumably a reference to the Mountains of the Moon or the Ruwenzori Range).

This mighty and perplexing problem of the source and origin of the ancient gold supplies of the world—and especially of the great “gold standard” king and merchant of the Old Testament—Solomon the Wise—may, I think, be rightly described as Africa’s greatest mystery. It is a fascinating riddle—and its answers are almost as evasive as they are difficult to propound with any degree of

confidence. Place names of the old geographers are distorted, clues that appear to lead to definite epochs and localities become less convincing upon closer analysis. Whole volumes have been written on this subject ; several libraries would be required to contain all the evidence that might be adduced. Probably, we shall never arrive at any all-satisfying answer to this stupendous enigma. All that I have attempted to do in this chapter is to present some of the most palatable of the testimony and to suggest one or two new ideas, especially in regard to the likelihood of the gold having been derived from several regions and not one region, and also in connection with the disappearance of so much of that gold into pagan graves.

Is there anything that is helpful to the modern, mercenary, troubled world from all this fascinating but academic and largely deductive reasoning, based on pages of history that are musty with the wear and worm of the centuries ? I suggest that there *is* something, and it should be of very especial interest and value to us, who live in the Union of South Africa, the leading gold-producing country of the world. The reflection is this, and I submit that the story of the nations throughout the ages most convincingly supports the belief. Gold always has been, and will continue to be, the instrument of barter. There has never been found, and there probably never will be found, a satisfactory substitute for gold. To desire to possess gold is merely human nature. We, in South Africa, need have no fear that we shall not be able to sell every ounce of gold that we can produce.



The Strange Case of a Sultan's Skull

Approximately half-way between the north end of Lake Nyasa and the Central railway line which traverses Tanganyika territory from Dar-es-Salaam to Kigoma, on the great inland sea of Tanganyika—"the mixing of the waters"—lies an attractive outpost of the Imperial Mandates—Iringa. It should more accurately be termed New Iringa. There is an Old Iringa, too, just as there is an Alt Langenburg and a Neu Langenburg (which has now reverted to its former Native name of Tukuyu) and an Old and New Utengule. For in old "German East," as in other parts of Africa, it was a common enough practice for the sultans and lesser satraps to remove, from tribal headquarters, villages to pastures new when the soil became depleted of its fertility or when lions too frequently jumped the stockades, seized cattle and human beings, and created feline reigns of terror. Considerations of water supply, mysterious problems concerning Black Magic or the consequences of internecine strife were also, sometimes, causes of short distance migration.

Old Iringa is, today, merely a cluster of dilapidated huts. But New Iringa is an important administrative post and agricultural centre, boasting of excellent and solid buildings. Many an old soldier of the Union's Army in the East African campaign will remember this pleasant little town enveloped by the hills of Uhehe (pronounced U-hay-hay), drenched in stinging sunshine by day and cool at nightfall, when the light of the evening sun had sunk over the fast darkening purple of the western hills. Many of us will recall the juicy fruit in the Mission gardens, the hidden bottles of beer, the little scraps that we had outside the town, and some, perhaps, will remember the cool, clean linen of the hospital when life seemed rusted through.

It was in the latter portion of the year 1916 that Iringa was a storm centre of the far-flung campaign. But long before then this town, which formerly was a sultan's headquarters, had been within the zone of fierce fighting. That was in the beginning of the nineties, when the partition of Africa among the great powers was in progress and Germany had to engage the war-like Wahehe in a protracted and costly campaign—costly in lives as well as in treasure.

It is from this little war of more than four decades ago that the mystery of the skull of the Sultan Mkwawa emerges. The tale I am about to relate makes strange reading. There is tragedy in it as well as matters that concern the most important statesmen of the Great War epoch. High affairs of international moment and resolutions which, although conceived in solemn serious conclave, have since assumed the appearances of opera bouffe, are concerned. The august delegates of the greatest and belligerent powers of the World War are involved in this strange episode. The Hall of Mirrors, the Palace of Versailles, Mr. Lloyd George, Sir Austen Chamberlain, the German Reich and the British Foreign and Colonial Offices, Governors, District Commissioners, the word of the "Bwanas" and the promises of the White men are implicated. And at the back of this story of battle and death in Africa, of certain deliberations of the greatest of Nations, and of fog and "finesse" in the high places and persons of European diplomacy, is the skull of an old African potentate of whom not one person in a hundred thousand ever has heard. The lost cranium of an aboriginal—one Mkwawa Muhinja, who became better known as the Sultan Mkwawa—has caused an immense amount of unrewarded toil in London and Berlin, in Dar-es-Salaam and Iringa. Strange that the Peace Treaty of Nations should contain a solemn clause especially dealing with a black man's head! Strange that the best brains of Downing Street and the Wilhelmstrasse have been unable to disentangle the threads of the problem! And yet, perhaps, in a way, not so strange, for in 1919 promises that could never be honoured were made by men who had been distraught and were ready, in their relief from Armageddon, to grant a new heaven and a new earth to almost anyone who asked for a world "fit for heroes to live in."

And this is how it all happened. Almost one hundred years ago there was an African potentate who ruled no small portion of East-Central Africa, between Lake Tanganyika and the Indian Ocean. His name was Muhinja, and to him and one of his wives was born Mkwawa Muhinja. Mkwawa grew to man's estate. The blood of battle ran through his veins. He had brains as well as physique and courage, and at the end of the seventies of the last century he was appointed Sultan of the powerful Wahehe tribe. A dozen years after Mkwawa's accession to power as ruler of his tribe,

Germany, through the ambition of Bismarck, and as a result of negotiations with the Sultan of Zanzibar and Great Britain, appeared on the East African sea-board. Germany negotiated treaties with chiefs and, under the banners of the Black Eagle, waved by the columns of Von Wissmann and Karl Peters, she penetrated the hinterland and established the protectorate which, prior to the Great War, was known as Deutsche Ost Afrika, and which has, since 1919, been known as the British Mandate of Tanganyika Territory.

Sultan Mkwawa had organised his war-loving people, and was hostile to Teutonic peaceful penetration, and so he threw down the gauntlet and challenged the Kaiser.

Efforts to cause the Sultan, at his capital of Old Iringa, to submit to the rule of Germany were of no avail, and in 1891, a force under the command of Lieutenant (Baron) Von Zelewsky, marched into the Wahehe country, "to teach Mkwawa a lesson." At Rugaro, in the densely-bushed country to the south of the Rufiji River, the Sultan, on August 17th, 1891, ambushed the invaders, killed the European officers and 260 Askari and captured three pieces of artillery.

Major Von Wissmann, a distinguished explorer, soldier and governor, then set out with 20 officers, 40 N.C.O.'s, 260 Sudanese and 600 Askari with porters, to avenge this defeat. But Mkwawa proved himself to be a formidable and elusive foe. He practised guerilla tactics as successfully as De Wet and Von Lettow Vorbeck. After three years' fighting Iringa was captured, but not until 1898 did the Germans bring the Sultan's opposition to an end. Mkwawa fought with great determination, so much so that the White men admired his courage. Eventually the Sultan was outwitted and at the end of a brisk skirmish Mkwawa's body was found on the battle-field with a bullet in his head. According to one version the Sultan committed suicide. After the death of Mkwawa the power of the Wahehe was broken and in accordance with tribal custom the relatives of the Sultan and the witch doctors were allowed to preserve the skeleton of a brave man in a mausoleum. It is not clear who caused Mkwawa's skull to be removed from the corpse. Perhaps the witch doctors performed the decapitation. Another rumour is to the effect that certain officers, while in a hilarious mood, removed the dead

Sultan's head and carried it off as a trophy. It is difficult to obtain exact information on this point, but it is fairly certain that long before the Great War the gruesome souvenir was taken to Berlin.

The Wahehe were, naturally enough, greatly distressed at the loss of their dead leader's head, which they had come to regard almost as something sacred. It was, at least from their point of view, a "talisman." Their chiefs approached the German Colonial office, but for various reasons which have never been disclosed, the Wilhelmstrasse refused to return the skull, and there the matter remained until the great and gallant soldier, General Von Lettow Vorbeck, was driven out of German East Africa by the vastly superior forces of the Union, Rhodesia, Kenya and the Imperial and Belgian troops. After the conquest of German East Africa, by the British and Belgian forces, the Wahehe were quick to renew their quite reasonable request. In 1919 a tribal deputation travelled to Dar-es-Salaam. The delegates, after pressing their claim, were permitted to sail for Europe, and there to wait upon Mr. Lloyd George, Britain's vivacious Premier, who was at that time deeply absorbed in the creation of a new earth. The delegates having arrived in the wondrous town of London, beseeched the return of Mkwawa's skull from Germany to their own country. Mr. Lloyd George noted the request and promised restoration in terms of the Peace Treaty of Versailles. Up to a point the British Government was as good as its word. How many people know that Clause 246 of that notorious Covenant of the Nations expressly states : " Within six months of the coming into force of the present Treaty Germany will hand over to His Britannic Majesty's Government the skull of the Sultan Mkwawa, which was removed from the Protectorate of German East Africa and taken to Germany. The delivery of the article above referred to will be effected in such place and on such conditions as may be laid down by the Government to which it is to be restored."

The Wotenagamots of the "civilised" world had, however, more important matters to ponder on and to determine than the immediate prosecution of a search for the cranium of an African sultan who had been dead for more than twenty years. There were reparations and war debts, repartitions and plebiscites, disarmaments

and security pacts to be framed and acted upon. And so the poor potentate's head was, for a while forgotten, in the councils of war-racked Europe. But not so in Iringa. Complaint after complaint came through Dar-es-Salaam and at last politicians and Colonial and Foreign officials were compelled to take notice of the demands and disgusts of the Wahehe.

The dossiers in the Administrative offices in Dar-es-Salaam and Iringa with regard to the complaints of the Wahehe kept on increasing.

All the great ethnological collections in Germany were circularised by the Wilhelmstrasse. Professors and curators were ordered to produce any skulls that came from East Africa. Eventually a substantial number of East African craniums was accumulated. Ethnological, anthropological and anatomical experts, Herr Doctors of great repute and highbrow professors sat in solemn conference with ghoulish exhibits before them. Eventually three skulls were selected and were forwarded to the Wilhelmstrasse. Two years and a half ago the German Foreign Minister forwarded an official diplomatic note to London expressing his regret that the German Government had been unable to come to a decision. The German Government was, however, forwarding to London three skulls, all of Native African chiefs. "Would His Majesty's Government please make its own choice?"

It was a clever bit of diplomatic "finesse" on the part of the German Foreign Office. It placed Downing Street in an awkward position. At that time it was rumoured that the Tanganyika Administration, out of sheer despair, proposed to hand over to certain Wahehe witch doctors the three skulls so that these men of magic might determine the genuine talisman. It might perhaps have been a wise, though not entirely honest, procedure to have despatched to Iringa *one* skull with a declaration that this was, indubitably, the cranium of the Great Sultan Mkwawa. What happened to the skulls is not very clear. I rather suspect that the talisman of the Wahehe, which once worried Berlin so much, has been rather a sore point with Downing Street and Dar-es-Salaam.

I have always taken rather an impish interest in this African mystery, which has become an amazing serio-comedy, and so a few

months ago I wrote to Dar-es-Salaam on the subject. This was the reply courteously granted to me :—

Tanganyika Territory,
No. 15244/14.

THE SECRETARIAT,
DAR-ES-SALAAM,
February 6th, 1934.

Sir,—I am directed to acknowledge the receipt of your letter of January 15th, regarding the skull of Sultan Mkwawa, and to inform you that no accurate information on the subject is available. There is, however, no reasonable doubt that the skull has completely disappeared and its whereabouts, if it is still in existence, is unknown.

I have the honour to be, sir,

Your obedient servant,

G. J. PARTRIDGE.

For Acting Chief Secretary to the Government.

OWEN LETCHER, Esquire,
P.O. Box No. 4371,
Johannesburg.

21/F.



