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## PORTUGUESE EAST AFRICA.

### PROVINCE OF MOZAMBIQUE.

By Consul George A. Chamberlain, Lourenco Marques.

Portuguese East Africa is made up of three distinct entities—the Province of Mozambique, the Companhia de Mocambique, and the Companhia do Nyassa. The Province of Mozambique is under a governor general, with residence at Lourenco Marques, and is comprised of five scattered districts, each under its own governor. The chartered companies above mentioned, in their financial as well as their civil organization, are entirely separate from and independent of the Province of Mozambique. This review for the year 1914 does not cover the chartered companies. These are treated separately in this issue.

#### Granted Partial Autonomy.

With the granting on August 15, 1914, of partial autonomy by the home Government to all Portuguese colonies, and conceding to each colony authority to establish its own organic code for civil and financial government, the line of demarcation between the Province of Mozambique proper and the two chartered companies, whose territories, added to those of the Province, make up Portuguese East Africa, became more distinct than ever.

The colony is conceded the authority to contract on its sole initiative public loans for public works of utility and profit or for the conversion of former debts with the following limitations: The loans shall be effected with the approval of the colony's Government Council, without appeal to the mother country, no loan to exceed the term of five years, and the combined cost of no loan or loans to exceed one-tenth of the total receipts of the colony. Loans can be contracted beyond these limitations only upon express authority by the home Government.

#### Commercial Relation of Lourenco Marques to Other Ports.

The port of Lourenco Marques, the capital of the Province of Mozambique, enjoys a unique position in South Africa, and for years, up to the latter part of 1914, was looked upon as a barometer for the trade not only of Portuguese East Africa but for that of the Transvaal, by far the most important commercial center on the Continent. Quite aside from the commercial dislocation brought on by the European war, 1914 was destined to mark the beginning of a change in the relative positions of Lourenco Marques and the ports to the north, and as a direct consequence of the war the

prestige of the local port in relation to all Union ports to the south, especially Durban, suffered a sudden fall.

The change, as far as the northern ports are concerned, was encouraging. It can be traced directly to individual development in each of the northern districts along agricultural and economic lines. The change with relation to the south was adventitious and is possibly temporary, but through the arbitrary diversion at Durban of many cargoes bound for Lourenco Marques, owing to exigencies arising from the war, and through the natural diminution in trade, the local port has lost not only its preeminence among all the ports of Africa but enough of its habitual revenue to cripple the entire improvement schedule of the Province.

#### Harbor Improvements—Freight-Handling Facilities.

The extent of this schedule is the best index to the economic loss brought upon the colony through the war. During 1914 the famous sea wall, which inspecting engineers condemned from time to time throughout its construction and which was expected to break off daily, was completed and is now firmly anchored in place. It adds approximately 10 acres reclaimed from the sea to the wharf area and gives to the actual wharf an unbroken berthing line of 5,200 feet, capable of accommodating 12 large steamers at a time. The year also saw practically the completion of the great work undertaken four years ago of replacing the entire length of the wharf by reinforced ferroconcrete.

The equipment of the wharf did not fall behind these basic reforms. At the end of the year, besides a large increase in the power plant, it possessed a total of 15 electric cranes—eight 5-ton, three 2-ton, two 10-ton, one 20-ton, and one 60-ton (the largest traveling jib crane in the world); also 19 steam cranes, 1 Goliath of 30 tons' capacity and 18 others with capacity ranging from 4 to 10 tons. Besides these, two capstans were working and eight more electric cranes on order.

#### American Coaling Equipment Installed—Coal Traffic.

The greatest single item of new equipment was the coaling installation supplied by an American firm at an initial cost of about \$125,000, which has an actual working capacity of 500 tons per hour, which will be considerably increased upon the completion of new approaches. The plant has given complete satisfaction since its installation, and export of Transvaal coal would undoubtedly have shown a material increase had not the war made it impossible to secure bottoms for the over-sea trade. The coal trade at this port is only one of the peculiar natural advantages that insure the continued importance of the harbor. Lourenco Marques provides the shortest rail haul to the Rand and the Eastern Transvaal. As a consequence almost all heavy shipments for the mines are billed through this port, which, during 1913, attracted vessels aggregating a tonnage of 2,624,234, which discharged locally 452,115 tons. Owing purely to the coal traffic there are no empties running down grade on the railway, and the ships that brought the above tonnage were enabled during the same year to take away 442,729 tons of cargo, or almost as much as they brought. Last year's report predicted that coal export, which had increased from 101,907 tons in 1911 to 577,246 tons in 1913, would show a large

advance in the item of cargo coal, as distinguished from bunkers, during 1914. The war interrupted with expectations, but it is significant that in spite of an almost complete cessation of exports during three months the total for the year reached 516,479 tons.

#### Railway Construction.

Railway activity throughout the Province kept step with the improvements going forward on the wharf at Lourenco Marques. In October the new line that branches off from the trunk line 33 miles from the capital and runs northward 55 miles to the Incomati Sugar Estates (Ltd.) on the Incomati River was opened and is destined to be the first link of the series of railways that are to connect by land and act as feeders to the ports of Lourenco Marques, Chai-Chai, and Inhambane. A link of 51 miles is already working from Chai-Chai and another of 40 miles from Inharrime. Besides these railways one is under construction that is to link the port of Quelimane with British Nyassaland, and another line of penetration is under construction from the port of Mozambique Island, in the northern district of Mozambique. All the railways under construction had placed orders for American rails before the outbreak of war, but unfortunately deliveries of material have come practically to a stop. Aside from this obstacle, as previously explained, the revenues of the Province have suffered such curtailment that it is doubtful if active construction can be continued.

The Government has been working on a definite plan, and the finished scheme for the Province south of parallel 22, the southern boundary of the Mozambique Co.'s territories, embraces the following lines: Moamba to Xinavane, 55 miles (completed); Xinavane via Ghissane to Chai-Chai, 70 miles (not yet begun); Chai-Chai via Manjacasse to Chigomo, 51 miles (completed); Chigomo via Jinagai to Inharrime, 51 miles (projected); Inharrime to Mutamba, 40 miles (completed); Mutamba to Inhambane, 15 miles (under construction). Activities north of the Mozambique Co. are also of great importance and are represented by two lines of penetration, one from the port of Quelimane, which will tap what is said to be the richest region on the whole coast and whose interior terminal will connect with the existing railway in British Nyassaland, and the other from the port of Mozambique, capital of the district of that name and formerly capital of the Province.

In connection with Lourenco Marques several railways have been opened in the Transvaal which must inevitably act as feeders for this port. Most important of these is the Selati extension springing from the Lourenco Marques-Johannesburg trunk line at Komatipoort and already opened northward to Tzaneen, a distance of 201 miles from its junction with the main line. This railway will eventually tap Southern Rhodesia and thence connect with the Cape to Cairo route. Other Eastern Transvaal extensions now open and of importance to Lourenco Marques are those from Belfast to Leydenberg, Nelspruit to Graskop, Machadodorp to Breyton, and the line to Piet Retief.

#### Construction of Wharf at Inhambane—Opening of Sugar Mills.

Aside from railway enterprise proper the Government has contracted for the construction of a wharf at Inhambane, and it is to



be hoped that diminished revenue will not force a postponement of this enterprise, for there is no feature of provincial progress more encouraging than the economic advance of the northern ports, which heretofore have been overshadowed by that of Lourenco Marques.

Aside from activities directly due to Government enterprise, there was nothing of importance during 1914 in the way of private industrial advancement. The one feature standing out above others was the opening of the mills of the Incomati Sugar Estates (Ltd.) at Xinavane, which did their first grinding toward the end of the year and are finding a ready market locally and in the Transvaal for all the sugar they can produce.

Aside from this one important enterprise there was no concentrated investment of capital anywhere in the Province, but the increased importation of agriculture machinery up the coast in small but scattered lots promises well for the future.

#### Competition Between Ports.

Attention is called to the peculiar economic situation of the Province as a whole. Including the Mozambique and Nyassa chartered companies it controls a strip of coast which contains the natural ports for the Transvaal, Southern and Northern Rhodesia, British Nyassaland, and the vast region centering on Lake Nyassa. This situation has its benefits and its drawbacks. Among the benefits are the shorter mileage and unrivalled harbors; the drawbacks, the rivalry and artificial obstacles raised by more distant ports and so efficacious that they have up to the present forced trade to leave its natural channels and take detours which impose a constant and partial tax on the British consumers who are obstructed from shipping and receiving their goods by the shortest route.

It is natural that Durban should do all in its power to grasp and hold an unnatural share of the Transvaal trade, and that it has succeeded in doing so up to the present is due largely to the unbounded energy and expenditure in making a dangerous open roadstead into a safe and well-equipped harbor. But the vital principle of the shortest haulage is one that can not be kept down indefinitely, and already Transvaal consumers are complaining of the enormous tax imposed upon them by the intercolonial agreement embodied in the Mozambique convention as to proportional shipments to the competitive area.

This competitive area is definitely fixed by stations on the lines from Lourenco Marques, Durban, Port Elizabeth, and Cape ports to the Transvaal, and it is stipulated that railway freight rates shall be arbitrarily modified at as frequent intervals as necessary to insure to Lourenco Marques 55 per cent, to Durban 30 per cent, and to Cape ports 15 per cent. The war told most heavily on Lourenco Marques, and at the end of the year the percentages stood at 35.57 per cent for this port as against 45.42 per cent for Durban and 19.01 per cent for Cape ports. These figures should be contrasted with those for 1910, when, in spite of artificial adjustments, Lourenco Marques held 71.80 per cent against Durban's 18.97 per cent and 9.23 per cent for Cape ports.

How unnatural is the present state of affairs is illustrated by the fact that there is a route to the Rand from Lourenco Marques still shorter and of easier gradients than that now in operation which,

as it stands, is still 90 miles shorter than the haul from Durban. A railway along the unused route was planned and verbally promised 10 years ago, and the Province of Mozambique immediately undertook the construction of the provincial section of the line and carried it to the Swaziland border.

#### Connection With Swaziland.

Swaziland is a crown colony and has never formed an integral part of the Transvaal. It is a rich region completely cut off from the outside world by the failure of the Union Government to arrange to connect up its Transvaal lines with the portion already laid by the Province of Mozambique. As a result the mines of Swaziland and its inhabitants still depend on transport riders (wagon haulage) to cover 70 to 80 miles in either direction to connect with the present aborted railways. The Crown colony in conjunction with the Transvaal consumer is paying the price of Durban's prosperity.

The year 1914 saw the beginning of an active campaign by the inhabitants of Swaziland for a more liberal policy on the part of the Union. These evidences gave a new impulse to the provincial government which was taking energetic steps toward an understanding that would bring about the completion of the route to the Transvaal via Swaziland when the war broke out and postponed consideration of the question.

#### Large Decrease in Provincial Revenue.

Not alone in such matters of magnitude has the European war made itself felt locally. It is estimated that by the close of the year the Provincial revenues had fallen off 35 or 40 per cent, and that private business had suffered an equal diminution. Fortunately the Government has large sources of income, arising from the export of native labor and the collection of hut taxes, which have not been affected and show a tendency to rise rather than to diminish. This fact should hold out some encouragement to commerce throughout the Province and it can be safely affirmed that no economic crisis is imminent except to the community in Lourenço Marques itself, which depends largely on services in connection with the transit trade to the Transvaal. The prosperity of commerce throughout the Province in general depends almost entirely on the buying power of the native, and his buying power is derived almost exclusively from money earned on the Rand, in its total a large sum, which in spite of the war continues to increase.

#### No Exports for United States.

During 1914 there were no declared exports from the Province to the United States, but it is believed that in this regard the war will be of ultimate benefit to direct American trade. Up to the present, various products of northern ports have reached New York via Hamburg, the indirect route being influenced by the frequent connections made with the East Coast by German lines fed by smaller coast boats. It is hoped that once freights are normalized again the American importer of mangrove bark, oil seeds, and copra will have established direct communication with sellers in Africa.

#### Trade of the Various Ports.

At the time the European war broke out there was a decided upward trend making itself felt in the Province both in constructive

policy and in commerce. From a total trade movement in imports, exports, reexports, and transits, of \$42,312,195 in 1913, the figures for 1914 show a decline to \$35,144,062. Of this loss of \$7,168,133 the port of Lourenco Marques alone was responsible for \$6,205,806, and the only Provincial port to show an increase was that of Mozambique which showed a small gain of \$24,515 over 1913.

The total imports into the Province of Mozambique in 1914 amounted to \$8,609,124 as compared with \$9,054,309 in 1913; exports, \$2,197,527 as against \$2,318,931 in 1913; reexports, \$4,771,859, a decrease from \$5,221,724 in 1913; transit trade, \$19,565,552 as compared with \$25,717,231 in 1913. The following table shows the trade (exclusive of coin and gold and silver bars) of the Province of Mozambique with the principal foreign countries in 1914:

Ports and countries.	Imports.	Exports (domestic and foreign nationalized products).	Reexports.	Transit trade.	Total.
<b>LOURENCO MARQUES.</b>					
Belgium.....	\$60,467	\$1,857		\$385,737	\$448,609
France and possessions.....	59,914	12,731	27,504	109,168	209,317
Germany and possessions.....	530,938	2,380	28,658	3,539,611	4,101,587
Great Britain and possessions.....	2,127,533	503,346	2,921,635	10,851,298	16,403,812
Portugal and possessions.....	1,693,585	170,808	170,286	232,969	2,267,648
United States.....	216,143		25,488	2,382,235	2,623,866
All other countries.....	284,217	6,928	926,619	1,834,453	3,052,217
Total.....	4,972,797	698,050	4,100,738	19,335,471	29,107,056
<b>INHAMBANE.</b>					
Belgium.....	1,402	58,016			59,418
France and possessions.....	22,668	191,230			213,907
Germany and possessions.....	34,572	122,945			157,517
Great Britain and possessions.....	191,740	60,777	487		253,004
Portugal and possessions.....	289,792	24,080	333		314,155
United States.....	40,807				40,807
All other countries.....	49,219	130			49,349
Total.....	630,200	457,137	820		1,088,157
<b>CHINDE.</b>					
Belgium.....	1,099	5,068			6,167
France and possessions.....	32,989	25,760	15,212	1,159	75,120
Germany and possessions.....	32,539	30,444	17,146	31,764	111,893
Great Britain and possessions.....	825,800	50,682	134,415	172,478	1,183,375
Portugal and possessions.....	405,404	116,682	453,422	6,364	981,872
United States.....	12,249			16,931	29,180
All other countries.....	24,449		1,228	1,385	27,062
Total.....	1,334,529	228,636	621,423	230,081	2,414,669
<b>QUELIMANE.</b>					
Belgium.....	10,994	12,282			23,276
France and possessions.....	29,908	146,933			176,841
Germany and possessions.....	128,865	40,980			169,845
Great Britain and possessions.....	117,492	113,207			230,699
Portugal and possessions.....	364,618	89,162	1,038		454,818
United States.....	20,913				20,913
All other countries.....	21,680	3,547			25,227
Total.....	694,470	406,111	1,038		1,101,619
<b>MOZAMBIQUE.</b>					
Belgium.....		1,386			1,386
France and possessions.....	28,435	36,051			64,486
Germany and possessions.....	175,825	62,244	1,515		239,584
Great Britain and possessions.....	137,340	38,916	411		176,667
Portugal and possessions.....	603,548	154,846	44,625		803,019
United States.....	15,269				15,269
All other countries.....	16,711	114,140	1,289		132,140
Total.....	977,128	407,593	47,840		1,432,561
Grand total.....	8,609,124	2,197,527	4,771,859	19,565,552	35,144,062



**Increased Imports from United States.**

It is interesting to note that imports from the United States showed an increase in every port in the Province excepting that of Lourenco Marques, where they dropped from \$252,899 in 1913 to \$216,143 in 1914. This fall of \$36,756 was a little more than made up by increases at the other ports of the Province, which were as follows: Inhambane, from \$20,906 in 1913 to \$40,807 in 1914; Chinde, from \$10,682 to \$12,249; Quelimane, from \$9,106 to \$20,913; and Mozambique, from \$6,206 to \$15,269. Detailed figures of the imports from the United States are given later in this report. The following table shows the value of the total trade with the United States and the Province for the past three years:

Port.	Imports from United States.			Exports to United States.		
	1912	1913	1914	1912	1913	1914
Lourenco Marques.....	\$173,438	\$252,899	\$216,143	\$140		
Inhambane.....	12,375	20,906	40,807	40,830	\$33	
Chinde.....	5,865	10,682	12,249			
Quelimane.....	8,656	9,106	20,913			
Mozambique.....	12,552	6,206	15,269			
Total.....	212,886	299,799	305,381	40,970	33	

The single large item of export to the United States was made up of one year's shipments of whale oil, which has since gone to other markets.

There were 6,212 tons of bituminous coal, valued at \$37,243, invoiced at the consulate at Lourenco Marquez for the Philippine Islands during 1914.

As stated, imports from the United States into the port of Lourenco Marquez fell from \$252,899 in 1913 to \$216,143 in 1914, but a study of the detailed table of imports from the United States to this port is anything but discouraging. Of the total falling off of \$36,756, the sum of \$20,041 is accounted for by the sole item of iron manufactures and is explained by the fact that the expensive coaling plant bought from the McMyler Co. in the United States arrived in 1913. In compensation American manufactures made a most significant advance in agricultural machinery, increasing from \$10,635 in 1913 to \$56,587 in 1914. Automobiles, combined with automobile parts, advanced from \$3,780 to \$4,627; fabrics, mostly cotton, from \$847 to \$1,678; oils of all kinds, from \$38,698 to \$55,391; paints and inks, from \$1,322 to \$2,307; steel bars and sheets, from \$303 to \$1,272; railway rolling stock, from \$35 to \$1,799; mosquito wire, from \$758 to \$1,533. While these sums are insignificant in themselves they indicate a general demand for American goods which promises well for the future. The only falling off appears in the figures for those articles the demand for which was most quickly affected by the war, such as timber, wood manufactures, wheat, typewriters, flour, etc.

**American Articles Imported from Other Sources.**

It should also be remembered that many manufactures of American origin are imported from the Transvaal and Great Britain in such a way as to make it impossible to credit them accurately. This condition arises from the fact that there are no direct banking arrangements with the United States and local merchants having credits or

agents in London often buy American goods and have them shipped from that market. A notable case in point is that of telephone supplies. In 1913-14 a complete telephone installation was put in at Lourenco Marquez the material for which cost about \$54,000. The exchange plant in toto, as well as all instruments—in short, everything except the outdoors installation—is of American manufacture, but the customs statistics do not credit the United States with telephone supplies for the two years mentioned.

Passing north to the port of Inhambane a correspondingly interesting increase from \$3,404 to \$6,120 in purchases of American agricultural machinery is noted; the imports of American railway material were valued at \$16,740 in 1914, while there were no imports in 1913. The port of Quelimane also enters the market for American agricultural machinery for the first time with purchases amounting to \$2,456 and increases its purchases of American boats from \$1,615 in 1913 to \$4,719 in 1914. The importance of the increase throughout the Province of sales of agricultural machinery can not be exaggerated; it indicates the awakening of the Province to the possibilities of its vast stretches of undeveloped rich lands and promises an ever-growing market not only for American agricultural machinery but for every article that can attract the attention of a growing buying power.

#### Articles Imported for Consumption and for Transit at Lourenco Marques.

The total imports for consumption into the port of Lourenco Marques in 1914, including articles imported by the Government, and coin and bullion, and the imports in transit to the Transvaal, together with the principal imports from the United States, are shown in the following table:

Articles.	Total imports.	Imports from United States.	Articles.	Total imports.	Imports from United States.
<b>IMPORTS FOR CONSUMPTION.</b>			<b>IMPORTS FOR CONSUMPTION—continued.</b>		
Agricultural machinery and instruments .....	\$226,655	\$56,587	Flour:		
Animals, live .....	96,636	.....	Corn .....	\$186,308	\$18,780
Arms and ammunition .....	26,036	43	Oat .....	5,668	391
Asphalt .....	41,435	.....	Wheat .....	55,312	222
Automobiles .....	29,240	3,374	Fruits:		
Automobile parts .....	10,686	1,253	Dried .....	5,922	202
Bedsteads .....	10,682	60	Fresh .....	19,196	.....
Boats .....	10,662	406	Preserved .....	6,070	372
Boots and shoes:			Furniture .....	33,407	7,600
Superior quality .....	32,781	1,146	Glass, manufactured .....	12,332	801
Inferior quality .....	16,026	.....	Gold, manufactured .....	4,985	.....
Building material .....	11,664	4,271	Hardware .....	33,064	303
Butter .....	64,897	.....	Hats and bonnets .....	22,785	.....
Canvas and tarpaulins .....	5,118	1,231	Iron and other metal manufactures n. e. s. ....	153,557	2,917
Cement .....	113,783	747	Iron:		
Ceramics .....	25,763	.....	Bars, sheets, and pig .....	71,830	980
Coal .....	89,567	.....	Galvanized .....	31,685	.....
Codfish .....	16,629	.....	Lard .....	24,991	4,881
Coin:			Leather:		
Gold, foreign .....	54	.....	Cut .....	8,886	.....
Silver, Portuguese .....	162,698	.....	Manufactured .....	11,104	416
Crockery .....	19,280	90	Meats:		
Cutlery .....	10,012	.....	Canned .....	51,208	1,366
Electrical material .....	20,582	576	Dried .....	1,013	.....
Fabrics:			Medicines .....	27,156	465
Cotton—			Milk, preserved .....	35,164	.....
Dyed and printed .....	430,568	.....	Motorecycles .....	4,294	630
Gray and bleached .....	67,732	438	Nails .....	7,535	.....
All others .....	337,261	1,240			
Fish, preserved .....	7,700	1,587			



Articles.	Total im-ports.	Imports from United States.	Articles.	Total im-ports.	Imports from United States.
IMPORTS FOR CONSUMPTION—continued.			IN TRANSIT TO TRANSVAAL—continued.		
Oils:			Food preserves, n. e. s. ....	\$32 986	\$1,313
Linseed .....	\$4,620		Food products, n. e. s. ....	79,470	2,170
Gasoline .....	7,990	\$7,890	Fruits, dried .....	59,824	7,126
Petroleum .....	30,076	30,076	Furniture .....	47,736	8,027
Lubricating .....	13,155	12,340	Gasoline .....	450,154	251,332
Olive and other edible .....	44,946	4,061	Glass, manufactured .....	16,366	2,651
Paints and inks .....	29,143	2,307	Grease, lubricating .....	96,425	65,742
Paper, n. e. s. ....	39,968	90	Gums .....	21,464	111
Peanuts .....	12,968		Hardware .....	25,445	1,139
Perfumery .....	11,428	276	Instruments:		
Potatoes .....	35,821		Agricultural .....	271,094	84,790
Rice .....	173,247		Surveying .....	9,753	6
Sardines, tunny, mackerel, etc. ....	43,952		Iron:		
Silver, bars .....	1,405		Bars and sheets .....	102,124	37,620
Soap .....	53,111	310	Corrugated .....	455,723	14,887
Steel bars and sheets .....	11,195	1,272	Enameled .....	17,391	163
Sugar and candy .....	13,865	12	Pig .....	6,702	24
Sugar sirups .....	5,954		Iron and other metal man-ufactures, n. e. s. ....	1,185,236	52,572
Tea .....	15,028		Lard .....	41,538	34,843
Telegraphic material .....	13,056		Machines, n. e. s. ....	2,037,911	82,906
Telephone material .....	7,057		Meats, canned .....	153,644	22,096
Typographic material .....	6,255		Medicines .....	18,783	452
Typewriters .....	6,668	3,387	Milk, preserved .....	653,113	66,835
Tobacco .....	42,622		Mining material .....	427,192	14,916
Turpentine .....	1,633	1,457	Nails .....	34,217	11,002
Vegetables .....	25,238	154	Oil:		
Vehicles, n. e. s. ....	15,294	2,276	Castor .....	9,990	467
Wagons and other railway rolling stock.	291,582	1,799	Cottonseed .....	22,358	22,043
Wines, beer, and other liquors.	786,796	17	Linsed .....	59,232	239
Wire:			Mineral, lubricating .....	274,698	252,495
Mosquito .....	6,471	1,533	Olive and other edible .....	23,508	625
Smooth and barbed .....	42,664	2,029	Petroleum .....	324,513	240,426
Wheat .....	13,879		Packing, engine .....	37,875	28,832
Wood:			Paints .....	92,883	5,083
Manufactured .....	13,327	1,501	Paper, n. o. s. ....	90,664	1,969
Timber .....	109,754	21,941	Paper bags .....	31,179	10,773
All other articles .....	515,153	7,161	Paraffin .....	202,225	179,758
Total .....	5,136,954	216,143	Railway material .....	736,476	39,549
IN TRANSIT TO TRANSVAAL.			Rice .....	231,470	940
Ammunition .....	13,630	12	Rope .....	53,202	42
Automobiles .....	20,605	1,103	Sardines .....	82,117	157
Bags and burlaps .....	521,225	32,657	Sewing machines .....	6,643	257
Borax .....	47,541	172	Soap:		
Building materials .....	46,995	4,464	Toilet .....	13,906	1,089
Candles .....	45,095	1,483	Washing .....	119,917	2,457
Carborate .....	104,540	2,393	Steel bars and sheets .....	574,317	70,383
Cement .....	13,225	64	Sugar .....	192,632	702
Chemicals .....	169,959	29,123	Sugar sirups .....	152,112	824
Coffee .....	176,474	1,801	Sweets .....	99,378	1,553
Cutlery .....	23,115	2,811	Tea .....	164,026	3,495
Cyanide .....	1,295,876	503	Tobacco .....	35,898	7,142
Electrical material .....	753,627	31,777	Turpentine .....	18,417	17,444
Fabrics, n. e. s. ....	748,313	10,770	Vegetables .....	45,355	2,903
Fencing material .....	110,737	2,023	Vehicles, n. e. s. ....	13,843	6,065
Ferment .....	24,069	22,825	Whisky, brandy, gin, etc. ....	297,612	897
Fish, preserved .....	70,113	3,736	Wire:		
Flour:			Smooth and barbed .....	184,326	50,600
Corn .....	504,358	32,843	Rope .....	163,304	2,057
Oat .....	17,357	1,863	Wood:		
Wheat .....	6,013	4,145	Timber .....	1,414,978	435,689
Other .....	14,007	2,204	Manufactured .....	64,283	26,346
			Zinc .....	255,331	3,046
			All other articles .....	2,055,535	14,619
			Total .....	19,335,471	2,382,235

## Articles of Import from United States into Other Ports.

The imports and their value from the United States into the other ports of the district—Inhambane, Chinde, Quelimane, and Mozambique—during 1914 are given in the following table:

Articles.	Values.	Articles.	Values.	Articles.	Values.
<b>INHAMBANE.</b>		<b>CHINDE—continued.</b>		<b>QUELIMANE—cont'd.</b>	
Fabrics, n. e. s. ....	\$108	Locks, bolts, hinges, etc. ....	\$104	Tools and instruments, n. e. s. ....	\$300
Flour, corn. ....	1,858	Oils:		Turpentine. ....	224
Furniture. ....	302	Gasoline. ....	511	Wood:	
Gasoline. ....	1,603	Petroleum. ....	1,351	Manufactured. ....	535
Guns. ....	92	Mineral, lubricating. ....	1,842	Timber. ....	1,344
Iron, bars and sheets. ....	936	Typewriters. ....	991	All other articles. ....	241
Iron and other metal manufactures, n. e. s. ....	259	Wood, timber. ....	1,420		
Machines, agricultural. ....	6,120	All other articles. ....	400	<b>Total. ....</b>	<b>20,913</b>
Oils:				<b>MOZAMBIQUE.</b>	
Mineral, lubricating. ....	735	<b>Total. ....</b>	<b>12,249</b>	Agricultural machinery. ....	348
Petroleum. ....	9,076	<b>QUELIMANE.</b>		Fabrics:	
Railway material, n. e. s. ....	16,740	Agricultural machines. ....	2,456	Cotton. ....	113
Turpentine. ....	239	Beats. ....	4,719	Other. ....	72
Vehicles, n. e. s. ....	265	Flour, corn. ....	5,922	Flour, corn. ....	6,956
Wood:		Furniture. ....	1,247	Oils:	
Manufactured. ....	1,161	Gasoline. ....	634	Mineral, lubricating. ....	170
Timber. ....	665	Instruments, surveying. ....	524	Petroleum. ....	5,572
All other articles. ....	647	Iron and steel sheets and bars. ....	1,004	Wood, timber. ....	267
<b>Total. ....</b>	<b>40,507</b>	Locks, bolts, etc. ....	118	All other articles. ....	1,771
<b>CHINDE.</b>		Oils:		<b>Total. ....</b>	<b>15,269</b>
Flour, corn. ....	5,492	Mineral, lubricating. ....	1,310		
Iron and steel bars and sheets. ....	138	Petroleum. ....	335		

## The Export Trade.

The total exports of local produce throughout the Province fell from \$2,157,472 in 1913 to \$1,942,684 in 1914, a loss of \$213,788, which was divided by the ports of Lourenco Marques and Quelimane, the other three ports—Inhambane, Chinde, and Mozambique—each showing a marked advance in their export trade. The decrease in exports from Lourenco Marques and Quelimane can be directly ascribed to the war, and also in the case of the latter port to the disappearance of the large item of rubber from its export list.

The following table shows the exports and their value of local produce from the ports of Lourenco Marques, Inhambane, Chinde, Quelimane, and Mozambique:

Articles.	Values.	Articles.	Values.	Articles.	Values.
<b>LOURENCO MARQUES.</b>		<b>LOURENCO MARQUES—continued.</b>		<b>LOURENCO MARQUES—continued.</b>	
Animals, live. ....	\$2,440	Oil seeds:		Wax. ....	\$1,846
Bananae. ....	2,290	Castor. ....	\$648	All other articles. ....	4,702
Beans, Kafir. ....	62,726	Mafureira. ....	5,984	<b>Total. ....</b>	<b>482,905</b>
Ceramics. ....	1,421	Peanuts. ....	63,687	<b>INHAMBANE.</b>	
Coir, fiber. ....	945	Sesamo. ....	32	Copra. ....	\$25,524
Fertilizer (whaling by-product). ....	2,144	Other. ....	1,041	Fertilizer (whaling by-product). ....	31,836
Fish:		Oil:		Fish, dried. ....	6,168
Fresh. ....	1,369	Coconut. ....	772	Hides and skins. ....	1,750
Dried. ....	637	Peanut. ....	290	Gum copal. ....	774
Flour, wheat. ....	1,314	Whale. ....	28,908	Oil seeds:	
Forage. ....	216	Rice. ....	1,400	Mafureira. ....	26,579
Hides and skins. ....	17,235	Rubber, crude. ....	916	Peanuts. ....	66,852
Indian corn. ....	5,424	Sugar. ....	550,449		
Mangrove wood. ....	185	Tobacco:			
Mapira (Kafir corn) . . .	4,596	Manufactured. ....	6,075		
		Raw. ....	7,213		

Articles.	Values.	Articles.	Values.	Articles.	Values.
<b>INHAMEANE—cont'd.</b>		<b>CHINDE—continued.</b>		<b>MOZAMBIQUE.</b>	
Oil, whale .....	\$234,917	Wood, timber .....	\$981	Animals, live .....	\$3,445
Rubber .....	6,562	All other articles .....	5,321	Bangue .....	2,629
Sugar .....	39,696	<b>Total .....</b>	<b>219,874</b>	Beans, Kafir .....	29,023
Wax .....	6,035			Cachew nuts .....	9,285
All other articles .....	2,179			Columbo root .....	998
<b>Total .....</b>	<b>448,872</b>	<b>QUELIMANE.</b>		Ebony .....	2,265
<b>CHINDE.</b>		Agave .....	60,300	Indian corn .....	98,460
Animals, live .....	18,757	Copra .....	264,333	Mangrove bark .....	22,080
Cotton, raw .....	21,528	Hides .....	748	Mapira (Kafir corn) .....	28,329
Firewood .....	4,320	Oil seeds:		Castor .....	2,671
Gold bars .....	1,565	Cotton .....	210	Peanuts .....	142,544
Ivory .....	1,129	Peanut .....	44,270	Sesame .....	24,082
Kafir beans .....	6,792	Sesame .....	618	Other .....	1,824
Oil seeds:		Other .....	23	Rice .....	5,832
Cotton .....	1,862	Sugar .....	23,597	Rubber .....	3,595
Peanuts .....	28,351	Wax .....	3,157	Shells .....	1,718
Salt .....	5,293	All other articles .....	1,340	Wax .....	3,515
Sugar .....	93,667	<b>Total .....</b>	<b>495,518</b>	All other articles .....	3,277
Wax .....	30,398			<b>Total .....</b>	<b>385,515</b>

**Large Decrease in Exports of Rubber.**

As predicted in last year's report, it was found impracticable to work landolphia rubber at the extremely low prices prevailing in European markets. In 1913 exports of rubber from the Province had already shown a large decline, but still attained a value of \$44,665. This sum fell in 1914 to \$11,073, and unless there is a big improvement in the European prices the item will probably disappear from provincial statistics next year. However, the production of rubber under present conditions in this colony is in no way connected with the vital industrial life of the Province. As previously stated, the supply of rubber in the Province is practically unlimited, but it is only available when high prices abroad allow a wide margin for profit.

**Shipments of Oilseeds—Whale Oil.**

The large export of oilseeds fell from \$675,130 in 1913 to \$411,278 in 1914, a decrease due in part to the war, as the collection of these seeds for export was largely in the hands of German firms, and also to internal conditions. Again, the detailed figures, in spite of the large decrease, are encouraging. For instance, mafureira, which grows wild, requires no attention from the native, and is gathered in largest quantities in time of famine, fell from \$290,429 in 1913 to \$32,563 in 1914, but peanuts and cotton seed, cultivated crops, not only held their own but made a slight increase in spite of the adverse conditions confronting the export trade. When it is remembered that the districts producing most oilseeds depended in the past almost entirely on the German East African Line steamers and their feeders, it can be seen that had communications not been interrupted by the war the year would have been a banner one for cultivated crops.

The following table gives comparative values of oilseeds exported during the last three years:

Seeds.	1912	1913	1914	Seeds.	1912	1913	1914
Cashew .....	\$1,949	\$11,381	.....	Sesame .....	\$26,104	\$28,622	\$24,732
Cotton .....	1,061	1,443	\$2,072	Other .....	11,796	3,183	2,888
Mafureira .....	45,354	290,429	32,563	<b>Total .....</b>	<b>495,058</b>	<b>675,130</b>	<b>411,278</b>
Peanuts .....	406,893	338,149	345,704				
Castor beans .....	1,881	1,923	3,319				



The export of whale oil fell off entirely from Quelimane, owing to the closing down of the floating factories, and decreased from Lourenco Marques from \$55,197 in 1913 to \$28,908 in 1914, but the plant established at Inhambane increased its output from \$98,850 in 1913 to \$234,917 in 1914, bringing the total exports of whale oil from the Province for the year up to \$263,825 as against \$220,456 for 1913.

#### Exchange Rates.

In preparing the tables in this report the exchange is kept at the same par rate as for previous years, namely, \$1.08 to the escudo (the new name for the Portuguese milreis) to make comparisons. Owing to the war there have been great variations in Portuguese exchange, and the actual average value of the escudo for the year was 86 cents in American gold, but under the peculiar circumstances of the Province this low figure did not affect the volume of trade. The English sovereign is legal tender throughout the Province, and not only the bulk of business is done in terms of English gold, but the provincial revenue from hut taxes, labor immigration, and customs is in gold. As a consequence, in spite of the depreciation of the escudo in Portugal, the finances and commerce of the Province have continued on a gold basis with an ample local gold reserve.

#### Shipping at Lourenco Marques.

The following table shows the number and nationality of vessels arriving at and departing from Lourenco Marques and the amount of cargo arrived and departed during the past two years:

Nationality.	Arrivals.				Departures.			
	Number of vessels.		Cargo discharged.		Number of vessels.		Cargo shipped.	
	1913	1914	1913	1914	1913	1914	1913	1914
			<i>Tons.</i>	<i>Tons.</i>			<i>Tons.</i>	<i>Tons.</i>
American .....		1		1,380		1		
British .....	404	380	253,638	192,868	405	379	310,347	268,492
Danish .....	2	2	1,300	544	2	2		6,000
Dutch .....	1			468	1		200	
French .....	8	7		1,093	7	7	211	1,500
German .....	86	65	99,384	55,790	86	62	9,268	8,442
Norwegian .....	25	14	50,350	7,757	23	18	82,588	35,106
Portuguese .....	249	199	26,904	24,313	248	201	29,088	27,181
Russian .....	4	2	8,800	2,655	3	3	4,527	4,700
Siamese .....	2		1,214		2			
Spanish .....	1				1		1,600	
Swedish .....	8	12	10,027	13,862	8	11	4,800	25,700
Total .....	790	682	452,115	300,272	786	684	412,729	377,121

The total tonnage of vessels entering the port of Lourenco Marques in 1914 was 2,416,962, compared with 2,624,234 tons for 1913.

#### THE CHARTERED COMPANIES.

At present the governor general of the Province of Mozambique, with residence at Lourenco Marques, rules over only 293,580 out of the 426,712 square miles, which is the total area of Portuguese East Africa, a strip of territory over 1,000 miles long, whose principal wealth lies in the fact that it contains the four best natural harbors on the entire east coast of Africa. The Mozambique Co. and the Nyassa Co. control the remaining territory, the former having 59,840 and the latter 73,292 square miles.

This division of sovereignty which has just been emphasized by the autonomy granted to that section of the colony which is under the governor general, is as real and complete as though the three entities were separated by seas instead of by boundary lines. Not only are there three distinct governments, each equally subject to the mother country, but the division is carried down to the smallest commercial and fiscal detail.

**Mozambique Co. Leads Commercially.**

The Mozambique Co., while controlling a smaller area than the Nyassa Co., is beyond the latter in development and general commercial importance.

The relative position of the two companies is shown in the following tables which are given in some detail, so that American manufacturers can judge for themselves the possibilities of each company either as a market or a producer.

The entire European or white population of the Mozambique Co. does not exceed 2,000, while a rough estimate of the same class of inhabitants in the Nyassa Co. would put the figure at about 500.

The value of the two companies to their stockholders, measured in dividends, has been practically nil since their foundation, but nevertheless, in the case of the Mozambique Co., steady progress has been made, and the port of Beira is rapidly approaching the proportions of an important commercial and transshipment center.

**Trade of the Chartered Companies.**

The total value of the trade of the chartered companies of Portuguese East Africa, exclusive of coin and bullion, for 1913 and 1914 follows:

Ports and year.	Imports.	Exports (domestic and foreign nationalized).	Reexports.	Transit trade.	Total.
Mozambique Co. (port of Beira):					
1913.....	\$3,649,181	\$2,704,899	\$3,650,371	\$8,327,204	\$17,731,655
1914.....	2,229,765	2,569,114	4,846,345	6,136,730	15,781,954
Nyassa Co. (port of Ibo and Porto Amelia):					
1913.....	627,960	382,804	64,929	.....	1,075,693
1914.....	513,261	253,126	30,266	1,336	797,989
Total chartered companies:					
1913.....	3,677,141	3,087,703	3,715,300	8,327,204	18,807,348
1914.....	2,743,026	2,822,240	4,876,611	6,138,066	16,579,943

As shown by the foregoing table, the total trade figures for the Nyassa Co. are small compared with those of the Mozambique Co. In 1914 the total imports for local consumption at the port of Beira (Mozambique Co.) were \$2,229,765, as compared with \$3,049,181 in 1913. The exports of domestic products of the Mozambique Co. for 1914 were valued at \$2,003,648, compared with \$2,131,580 for 1913. The domestic exports of the Nyassa Co. were valued at \$248,419, compared with \$355,620.

**Importance of the Port of Beira—Imports.**

Owing to the war and the consequent paralyzation of the three branches of the German steamship line which converged on Beira and made it a collecting port for all coast products from parallel 22 south to the northern limits of Portuguese territory the figures for 1914 show a sharp decline from those for the preceding year. But

when due allowance is made for the unusual conditions obtaining it will be seen that Beira is still a center of importance and bound to grow owing to its commercially strategic position with reference to Southern Rhodesia and the Katanga, which district of the Belgian Congo is already exporting its copper through this far-away port on the east coast of Africa.

The following table shows the imports for local consumption and their value into the port of Beira (Mozambique Co.) for 1914:

Articles.	Value.	Articles.	Value.	Articles.	Value.
Aerated waters.....	25,330	Food products.....	\$13,045	Paper, writing.....	\$7,313
Agricultural machines	485,032	Guns.....	5,695	Quicklime.....	10,035
Alcohol.....	27,557	Hats and bonnets.....	7,130	Railway material.....	112,980
Animals.....	49,635	Instruments and tools.....	11,510	Rice.....	74,103
Bags and burlaps.....	140,031	Iron, galvanized.....	19,457	Soap, washing.....	15,390
Beer.....	26,132	Iron and steel:		Sugar.....	5,682
Boats.....	74,970	Bars and sheets.....	16,630	Sweets.....	7,292
Boots and shoes.....	12,522	Tubes, columns,		Tea.....	7,647
Butter.....	20,977	etc.....	9,357	Tobacco, manufac-	
Canvas.....	7,354	Lard.....	10,748	tured.....	24,983
Cement.....	10,169	Legumes (dried beans,		Uniforms.....	6,970
Coal.....	28,964	peas, etc.).....	9,658	Wines.....	78,296
Fabrics:		Medicines.....	9,960	Wire, barbed.....	9,904
Cotton—		Meats, preserved.....	16,726	Wood:	
Dyed and		Metal manufactures,		Manufactured.....	15,463
printed.....	189,131	n. e. s.....	52,871	Timber.....	141,615
Gray and		Oils:		All other articles.....	230,020
bleached.....	90,072	Olive.....	9,904		
Other, n. e. s.....	25,606	Mineral—			
Fish, dried.....	8,888	Petroleum.....	10,004		
Flour, corn.....	21,832	Other.....	23,099		
Food preserves.....	20,762	Paints.....	5,493		
				Total.....	2,229,765

#### Imports from United States into Beira.

The imports from the United States into the port of Beira decreased in value from \$292,622 for 1913 to \$175,317 for 1914. Agricultural machines represent an important item in the imports from the United States, and these declined in value from \$215,482 for 1913 to \$123,827 for 1914. The following were the articles and their value from the United States for last year:

Articles.	Value.	Articles.	Value.	Articles.	Value.
Agricultural machines	\$123,827	Hats and bonnets.....	\$198	Tobacco, manufac-	
Boots and shoes.....	173	Iron bars.....	808	tured.....	\$167
Cement.....	103	Metal manufactures,		Wire, fencing.....	2,973
Corn flour.....	14,879	n. e. s.....	1,400	Wood:	
Fabrics:		Oils, mineral:		Manufactured.....	1,814
Cotton—		Petroleum.....	6,883	Timber.....	13,298
Bleached.....	76	Other.....	3,023	All other articles.....	3,614
Dyed.....	259	Paper, writing.....	432		
Other, n. e. s.....	60	Perfumery.....	465	Total.....	175,317
Food preserves.....	441	Sewing machines.....	104		
Food products.....	116	Sugar.....	189		

#### Exports from the Port of Beira.

The exports of local produce from the port of Beira during 1914 were valued at \$2,003,648, compared with \$2,131,580 for 1913. The principal items were sugar, gold bars, Indian corn, peanuts, mangrove bark, etc. The items and their value were as follows for 1914:

Articles.	Value.	Articles.	Value.	Articles.	Value.
Cotton, raw.....	\$20,683	Ivory.....	\$9,131	Sugar.....	\$1,280,463
Fish, dried.....	4,781	Mangrove bark.....	34,540	Wax.....	33,070
Gold bars.....	317,537	Oilseeds: Peanuts.....	42,090	All other articles.....	12,223
Hides and skins.....	2,128	Rubber.....	7,242		
Indian corn.....	232,417	Salt.....	7,378	Total.....	2,003,648



The exports of local produce to the United States from the port of Beira during last year were valued at \$24,952, as compared with \$30,314 for 1913. The items were: Mangrove bark, \$15,394; raw cotton, \$9,342; and other articles, \$216.

Shipping Statistics.

The number of vessels arriving at the port of Beira decreased from 534 in 1913 to 499 for 1914, and those leaving from 529 to 493. The nationality of vessels arriving and leaving and the amount of cargo discharged or shipped follow:

Nationality.	Arrivals.				Departures.			
	Number of vessels.		Cargo discharged.		Number of vessels.		Cargo shipped.	
	1913	1914	1913	1914	1913	1914	1913	1914
British.....	236	224	Tons. 103,062	Tons. 61,996	231	221	Tons. 55,358	Tons. 66,453
Danish.....		1	1	908		1		
French.....		1				1		
German.....	197	143	23,814	17,825	196	141	22,057	14,737
Norwegian.....		3		1,090		3		3,818
Portuguese.....	93	121	4,157	6,123	94	120	5,504	7,343
Swedish.....		6		4,339		6		3
Not specified.....	8		5,999		8		4	
Total.....	534	499	136,942	92,281	529	493	82,923	92,357

Imports of the Nyassa Co.

The total imports for consumption into the territory of the Nyassa Co. for 1914 were valued at \$607,138. The principal items were as follows:

Articles.	Value.	Articles.	Value.	Articles.	Value.
Agricultural and industrial machinery.....	\$2,614	Fruits.....	\$1,499	Sardines, mackerel, tunny, etc.....	\$1,422
Animals, live:		Hardware.....	7,939	Soap:	
Mules.....	1,340	Hoes, kafir.....	2,129	Toilet.....	912
Oxen.....	39,420	Lamps.....	2,268	Washing.....	3,402
Bags, burlaps, and cotton waste.....	17,949	Lard.....	595	Spices.....	1,286
Beads.....	3,083	Locks, bolts, hinges, etc.....	9,648	Sugar and candy.....	9,125
Boats.....	10,882	Matches.....	1,067	Tea.....	2,290
Boots and shoes.....	2,394	Meats, canned.....	2,580	Telegraphic material.....	20,531
Butter.....	8,097	Medicines.....	2,008	Tobacco, manufactured.....	6,831
Canvas and tarpaulins.....	3,338	Metals:		Tools and instruments	6,923
Cement and quicklime.....	2,265	Copper.....	694	Twine, cotton.....	1,748
Cigarette paper.....	1,563	Iron manufactures	5,822	Vegetables.....	2,583
Coin:		Iron and steel bars, sheets.....	667	Vehicles, all kinds.....	12,482
Copper.....	2,160	Lead and zinc—		War material.....	19,991
Gold.....	86,315	Bars and sheets	9,280	Wheat.....	1,915
Silver.....	5,400	Manufactures.....	543	Wines, beer, etc.:	
Corn flour.....	5,898	Military supplies.....	1,080	Beer, cider, and other fermented.....	1,011
Crockery.....	2,854	Milk, preserved.....	1,056	Brandy, gin, whiskey.....	2,328
Fabrics:		Nails.....	908	Champagne, port, Madeira, and all other.....	
Cotton—		Oils:		Wood, timber.....	4,688
Dyed and printed.....	106,707	Olive and other food oils.....	3,060	All other articles.....	23,392
Gray and bleached.....	86,324	Petroleum.....	2,845		
Firearms.....	1,170	Paints and inks.....	1,500		
Food preserves.....	6,255	Paper, blank books, and office supplies.....	1,618		
Food products.....	12,684	Potatoes.....	1,444		
		Printed matter.....	1,734		
		Rice.....	5,963		
				Total.....	607,138

The imports from the United States into the Nyassa Co.'s territory during 1914 were valued at only \$226, made up of hardware, tools, and other iron and steel goods.

**Exports from Nyassa Co.'s Territory—Shipping.**

The exports of local products from the Nyassa Co.'s territory during 1914 were valued at \$248,419. The principal items were as follows: Crude wax, \$78,350; peanuts, \$57,633; sesame seed, \$23,723; Indian corn, \$21,567; crude rubber, \$18,413; raw tobacco, \$15,174; gum copal, \$7,177; and mangrove bark, \$3,201.

The number of vessels arriving at Porto Amelia (Nyassa Co.) for 1914 was 88 of 324,966 tons; 53 vessels of 64,121 tons were Portuguese, 19 vessels of 161,641 tons British, and 16 vessels of 99,204 tons German.

