European stuffs, cereals, beverages, tobacco and arms and ammuni­tion for the Abyssinians. The total volume of trade in 1902, the year of the completion of the railway, was £725,000, in 1905 it had risen to £1,208,000—imports £480.000, exports £728,000.

*History.—*French interest in the Somali and Danakil coasts dates from the days of the Second Empire. Count Stanislas Russell, a naval officer, was sent on a mission to the Red Sea in 1857, and he reported strongly on the necessity of a French estab­lishment in that region in view of the approaching completion of the Suez Canal. The only result of his enterprise was the abortive treaty for the cession to France of Zula now in

the Italian colony of Eritrea. In 1856, however, Μ. Monge, vice-consul of France at Zaila, had bought Ambabo, and shortly afterwards Henri Lambert, French consul at Aden, bought the town and territory of Obok. Lambert (who was assassinated by Arabs, June 1859) had the support of his government, which viewed with alarm the establishment (1857) of the British on Perim Island, at the entrance to the Red Sea. The cession of Obok was ratified by a treaty (signed on the 11th of March 1862) between the French government and various Danakil chiefs. It was not, however, until 1883 that, in consequence of events in Egypt and the Sudan (see Egypt: *History),* formal possession was taken of Obok by the French government. In 1884 Léonce Lagarde, subsequently French minister to Abyssinia, was sent to administer the infant colony. Between 1883 and 1887 treaties with Somali sultans gave France possession of the whole of the Gulf of Tajura. An agreement with Great Britain (February 1888) fixed the southern limits of the protectorate; protocols with Italy (January 1900 and July 1901) the northern limits. The frontier towards Abyssinia was fixed by a conven­tion of March 1897 with the Negus Menelik. In this direction the protectorate extends inland some 56 m. In 1889 a Cossack chief, Captain Atchinoff, who had occupied Sagallo, was forcibly removed by the French authorities (see Sagallo). The transference of the seat of government to Jibuti in May 1896 and the building of the railway to Harrar gave the protec­torate a stability which it had previously lacked. Its import­ance to France is, nevertheless, chiefly strategic and political. It serves as a coaling station for men-of-war and as a highroad to Abyssinia.

Italian Somaliland

Italian Somaliland extends on the coast from Bandar Ziyada, a point on the Gulf of Aden intersected by 49° E., eastward to Cape Guardafui, and thence southward to the mouth of the river Juba in 0° 15' S. Bounded N. and E. by the Indian Ocean it is separated S. from British East Africa by the Juba. Westward it is bounded by Abyssinian and British Somaliland. From the cast coast the protectorate extends inland from 100 to 300 m.

The coast-line is largely rock-bound and little indented, and throughout the 1200 m. of its extent there is not one good harbour. The northern shore, along the Gulf of Aden, is backed by table­lands separated by the beds of mountain torrents—generally dry. From the table-land rise hills, such as Jebel Kurma, which have an altitude of 4000 ft. or more. The coast rises in a succes­sion of hills (fringed by a narrow margin of beach) until Cape Guardafui is reached. Cape Guardafui is in 11° 75' N., 51° 26' 32\* E., and forms, as it were, the tip of the Horn of Africa. The cape, which faces north and east, presents on its northern face a nearly vertical wall of rock rising from the sea to a height of 900 ft. The water is deep right to the base of the cliff and owing to the winds and the strength of the ocean currents, navigation is dangerous. The headland is known to the Somali as Girdif or Yardaf—whence in all probability comes the European form Guardafui. But in the *lingua franca* of the Levant the Italian word *guarda* means “ beware," a meaning also attached to the Portuguese word *guardafu.*

Rounding Guardafui the coast trends southwards, and some 90 m. from that cape is Ras Hafun or Medudda—the most easterly point of the continent of Africa—being in 10° 45' S., 51° 27' 52\* E., or about a mile and a half east of Guardafui. Ras Hafun consists of a rocky peninsula rising 600 ft. above the sea, and is connected with the mainland by an isthmus 12 m. long. A little south is the mouth of the Darror, a usually dry watercourse with a length of over 200 m., which rises, as the Gebi, in the north-east of the British protectorate. From this point a zone of upheaved coral rocks skirts the shore for some distance.

*Chief Towns.—*The chief towns are on the coast. They are Mukdιshu *(q.v.),* pop. about 5000, Brava (4000), Marka (5000), Warsheik (3000) and Yub. These are all in the southern part of the protectorate between 0° 15' S. and 2° 19' N., and are known generically as El-Benadir (the ports), a name also applied to the coast between the ports. Yub (Jub) is a small town at the mouth of the Juba river. In every case the port is much exposed and unapproachable for months together. Obbia, 5° 22' N., and Illig in 7° 60' N., are points of departure for the Ogaden and Dolbahanta countries. Alula, on the Gulf of Aden, is the chief town of the Mijertin Somali.

In the interior is Lugh, a populous city on the left bank of the Juba, about 240 m. from the coast, and further inland is Dolo at the confluence of the Daua and Ganale to form the Juba. These places are entrepôts for the trade of the interior, especially with the Boran district.

In the coast towns of the eastern seaboard there are Swahili, Arab and Indian settlements, and tribes, such as the Amaran, of mixed Arab and Somali blood.

*Agriculture and Trade.—*Though much of the land is barren, the soil is fairly fertile in the valleys of the Webi Shebeli and Wadi Nogal. But the most fertile district is the valley of the lower Tuba, where for over 100 m. is a strip of land varying from a few hundred yards to some 4 m. wide, annually inundated by the rise of the river. Here are cultivated rich crops of millet and other grains. In other districts lack of water impedes cultivation, though after the rains pasturage is abundant, and resinous plants are so varied and numerous as to justify the ancient name of the region.

Ivory, cattle, butter, coffee, cotton, myrrh, gums and skins are exported from the Benadir country. In the northern ports there is a similar but smaller trade and one also in ostrich feathers. The chief imports are textile fabrics, rice and petroleum. During 1896-1897 the value of the Benadir trade was £120,000; in 1906- 1907 it had risen to over £250,000.

*History.—*The Somali coast, as has been seen, early fell under Moslem influence. The towns on the eastern seaboard, of which Mukdishu and Brava were the chief, formed part of the Zenj “ empire ,, (see Zanzibar) and shared its fate, being conquered in turn by the Portuguese (16th century), the imans of Muscat (17th century), and the sultans of Zanzibar (1866). On account, probably, of the inhospitable nature of the shore the northern portion of the protectorate appears to have been little subject to hostile invasion. By treaties with Somali sultans in 1889 and by subsequent agreements with Great Britain, Zanzibar and Abyssinia, the coast east of the British Somali protectorate fell within the Italian sphere of influence (see Africa, § 5). In August 1892 the sultan of Zanzibar leased the Benadir ports of Italy for fifty years. They were administered first by the Filonardi Com­pany, and from 1898 by the Benadir Company. By an agree­ment dated the 13th of January 1905 the sultan of Zanzibar ceded his sovereign rights in the Benadir ports to Italy in return for the payment of a lump sum of £144,000. Thereafter the Italian government assumed the direct administration of the ports, a purely commercial undertaking replacing the Benadir Company. In 1905 also Great Britain leased to Italy a piece of land near Kismayu to facilitate communications with the Benadir country. In 1908 a royal decree placed that part of the country between the Juba and the sultanate of Obbia under a civil governor.

A notable event in the history of the protectorate was the co-operation of the Italian authorities in the campaigns against the Mullah Abdullah. In 1904 negotiations were opened with the mullah by the Italians, and by arrangement with the sultan of Obbia and the sultan of the Mijertins the territory between Ras Aswad and Ras Bowen, which was claimed by both parties, was handed over to the mullah. This region, that of the lower Nogal, included the port of Illig. Here Mahommed b. Abdullah established himself under Italian surveillance, and by an agree­ment dated the 5th of March 1905, peace was declared between the mullah, the Italians, British and Abyssinians, and all other Somali tribes. In 1908-1909, however, fighting was renewed, the mullah and the Mijertins failing to agree. Italian (native) troops were sent to the district to restore order. The mullah also attacked tribes living in the British protectorate (see § 2).

The station of Lugh, the most advanced point occupied by Italy, had been founded by Captain Bottego in 1895. After the treaty of Adis Adowa, recognizing the independence of Abyssinia, had been concluded in 1896, negotiations were opened for defining the Italian-Abyssinian frontier in the Somali regions. In 1897 an agreement was come to that from the point on the