

## Contents of this volume

This document is a compilation of a series of reports made on the progress of the Protectorate in Tunisia. Each of them was entitled

MINISTÈRE DES AFFAIRES ÉTRANGÈRES  
RAPPORT  
AU PRESIDENT DE LA REPUBLIQUE  
LA SITUATION DE LA TUNISIE  
and designated by year.

The publications began in 1890 (which, being the first, summarized the progress since 1881) and the documents still available take us up to 1902. The documents retrieved online have between one and four volumes within one PDF file. Some of these were downloaded from Google Books, but have since become unavailable (except in snippet view). Most of them (except the 1897-1900 series) are still available on the Internet Archive site, though the PDF file is image-only and therefore not searchable. (A separate text file is available, however, and links to these are provided below.)

This document brings together the various references to SFAX in these reports.

Here is a summary of the Sfax topics.

- 1881-1890 – Habous (p.3) prison (p.5)
- 1891 – olive cultivation (p.6), port of Sfax, sewers, covered market, post office, drinking water, (p.7)
- 1892 – water (p.8), Habous, lighthouses (p.10)
- 1893 – water, Sialine land (p.12), port (p.12, p.13), Post office (p.13)
- 1894 – water, port (p.14), Thyna lighthouse, Contrôle Civile (p.14)
- 1895 – sewers, port (p.16), Thyna lighthouse, Contrôle Civil building, meteorological observations (p.17)
- 1896 – Sialine land (p.18), port channel, tramway in Sfax, sponge fishing (p.19)
- 1897 – Sialine land, port inauguration, railway, schools (p.21)
- 1898 – olives, port completed, railway (p.22)
- 1899 – new gate in ramparts, Bab Diwan enlarged, sewers, port, phosphate wharf, roads (p.23), railway, schools, water (fesquias, Nasria), wells, Rue de la République paved, sewers (p.24), education, Christian mosaic discovered (p.25), post & telegraph, railway to Metlaoui (p.26)
- 1900 – port additions, trams in Sfax, lighting, curbs, gutters & hydrants (Blvd dew France, Rue Victor Hugo, Philippe Thomas) (p.27), sewer, new door in north wall, tax office ('contributions diverses) (p.28)
- 1901 – European cemetery, magasins general, Sialines, salt works, port beacons (p.30), railway, tax office, artifacts from Thina (p.31)
- 1902 – drinking water, cemetery, trade (p.32), customs warehouse, roads, railway, streets surfaced, sewers (p.33), palms planted (Rue Thina, Victor Hugo), Place de la République, sewers, cemetery (Picville?) finished, theatre, kiosque de la musique, sponge fishing, education (p.34), Grand mosque renovated, artifacts from Thyna (p.35)

Set 1: 1881-1890 & 1891

**RAPPORT**  
**AU PRÉSIDENT DE LA RÉPUBLIQUE**  
**SUR**  
**LA SITUATION DE LA TUNISIE**  
**(1881-1890)**



**PARIS**  
**IMPRIMERIE NATIONALE**

**M DCCC XC**

PUBLIC LANDS, STATE-OWNED PROPERTY, HABOUS PROPERTY.

Prior to the establishment of the Protectorate Government, no specific provision had determined the scope and powers of the public domain in Tunisia.

However, as recalled by the Prime Minister in February 1885, in transmitting to the Resident-General a draft resolution of the issue, the principles applied in this matter already existed in Muslim religious law, and the doctrines of the doctors of the Islam agree on this point with the basic rules laid down by the laws of European states.

A decree made in September 1885 brought together and condensed [40] these requirements, most of which had fallen into oblivion or disuse.

From now on the public land is defined; the facts are known; it has been declared inalienable and irremovable, and the Director of Public Works is responsible, in principle, for its administration, and a decree of 36 September 1887 determined the procedure to follow for its demarcation.

As well as the public domain, the properties of the State had been totally neglected. A decree of 1 December 1881 had indicated its main elements, recalling the paramount rights of the State over forests and mines, and declaring null and void all dispositions or acquisitions of this nature. Individuals had nevertheless benefited from the general disorder to usurp territories at their convenience, or to be awarded concessions unfair and ruinous for the state. It was urgent to act. The decree which established the Department of Finance gave its Director the task of representing the interests of the State in this matter, and one of the first cares of this administration was to reconstruct the basic consistency of the domain. At the same time, the concessions previously granted were researched and subject to scrutiny. The special legislation introduced by the Financial Commission facilitated the completion of this part of the reform.

It was, indeed, stipulated at the time of the formation of the Commission, that a concession would be valid only after being subject to the assent of its Executive Committee. Under this clause, a large number of illegal concessions were referred to the Board and cancelled by it.

[41]

A decree, dated April 4, 1890, prescribes the registration of the forest properties.

Besides public property and the properties of the State, the Tunisian government still monitors the management of the considerable body of endowments, combined under the generic name of Habous properties.

Religious law authorizes individuals to endow real estate to various charitable or religious foundations, for the maintenance of mosques and religious institutions, etc.

These goods are of two kinds:

The public Habous and specific Habous.

Public Habous are those for which the use and enjoyment of the property [without *usufruct*] are allocated without restriction to a religious foundation; and specific Endowments, those for which the founders have reserved the use for their direct heirs, and which return to become public Habous after the line of the descendants of founders is extinct.

The habous are inalienable. The public Habous are managed by a Council of Administration, the Djemaia of Habous, whose operation was regulated by a decree of June 8, 1874.

It did not seem appropriate to change this organization which has a religious character. But the Government of the Protectorate was concerned to monitor the operation so as to safeguard the value of the habous domain, of which the revenues had declined to the point at which they no longer allowed the Djemaïa to cover expenses that it [42] were incumbent, among which was, since the establishment of the Protectorate, the Muslim religious budget.

In another vein, it was useful to investigate ways of putting into circulation this enormous mass of endowed property (perhaps a quarter of the country), that the inalienability had immobilized without profit for the country and for colonization.

Islamic law, which prohibits the transfer of Habous, with a clear title, authorizes the transfer of the perpetual enjoyment [without *usufruct*] of such property, subject to a yearly rent, this transfer is named *contract of Enzel* or *Enzeli purchase*.

The Government of the Protectorate thus found already established a method of conceding the habous land through setting a rent on friendly terms, but most of the properties were transferred surreptitiously, to the detriment of the administration of Habous.

A decree dated October 21, 1885 regulated the mode of establishing an Enzel of habous buildings. Since that time, no habous property can be assigned to Enzel except by means of public auction.

The effects of this reform were felt quickly. On the one hand, revenues from the Djemaïa increased; on the other hand, the colonization, and mainly the French colonization profited from this means of obtaining land, relieved of the obligation to pay the substantial capital required for the acquisition of rural property.

In official statistics compiled in March 1889, it resulted that, of 6,068 acres at auction, 3,430 hectares were acquired by Enzel by our nationals, that being 56 %, and 800 hectares by native French associated with natives [43] that being 13 %. The remainder was taken by Muslims (1,553 hectares, or 20%), and finally, 10.3 % by foreign owners of different nationalities.

To encourage colonization and to make known the Habous land available by Enzel, the Djemaïa, at the invitation of the Government of the Protectorate, is proceeding at this moment, an accurate record of properties belonging to it, with sketches drawn by the topographic service and supported with indications of water sources, soil type, etc.. This operation is in progress and will enable the allocation of large properties.

Prisons were built in Sousse, and in Bardo; a prison is being installed at Porto Farina. Some prisons are projected for Sfax, Kairouan and in various other cities to facilitate the monitoring of inmates, their separation into various categories (condemned to long and short sentences, preventive detention), and in order to end the current unfortunate congestion of prisons, which are totally inadequate.



The Department of Agriculture has been occupied especially in measures to be taken to improve and develop the cultivation of the olive tree. In a circular to civil controllers dated January 22, 1891, the Resident-General opened an investigation into this matter. The results of this survey were submitted to a special commission established by an order dated October 22, 1891. The olive tree was, throughout history, one of the main resources of Tunisia; although the number was considerably reduced by the ravages of invasion and abandonment involved in the insecurity of the country, there are still 10,755,906 trees; this number could be tripled. It is [11] above all a culture subjected to few uncertainties and highly profitable, but it is particularly valuable in the southern part of the Regency where rainfall is too scarce to provide regular harvests of grain.

To improve the cultivation of olive trees that currently exist, it was decided that the current tax of a tithe of the oil would be replaced by a tax system which, while safeguarding the interests of the Treasury, would leave more freedom for owners and industries. The olive trees belonging to the State will be leased long term. The long-term lease allows the tenant to undertake the regeneration of trees and profit from them. The olive trees belonging to the State as well as those in Habous amount to 2,227,591.

To encourage new olive groves, it was decided that in all parts of the southern region where the State may dispose of open land, this land would be made available to anyone who would be willing to plant at a quite reduced cost of 10 francs per hectare. The title deeds will be issued only after the planting is done.

Already in the Sfax region, a large number of requests have been received. It has been decided further that nurseries will be established in various parts of the territory to provide seedlings to farmers.

The Ministry of Agriculture has decided to include Tunisia in the cycle of Algerian agricultural shows. An exhibition will be held in Tunis in 1896; it will be repeated every eight years.

§ 3  
CONSULTATIVE CONFERENCE  
p15

Among the issues highlighted in the study must include: the adoption of the metric system for weights and measures; replacing in-kind payment of tithes on grain by payment of cash; the tax regime of olives , oils and soaps and the organization of railways and shipping; the ports of Sousse and Sfax; irrigation work; the system of roads and tracks; ways of favoring French workers in public works projects, creating a bank of rediscount and emissions; the provision of an appellate court in Tunis.

p38/39 (330)

*Other ports.* - On other points along the coast, the work [39] continued, including that relating to the construction of a jetty in Tabarka and completion of the temporary port of Sfax.

These works, which provide a significant improvement and are the initiation of the intended port, include the opening of a channel with small pool of operations deepened to 3.25m below the low water mark, and the construction of 200 meters of quay. They cost about 350,000 francs.

*Studies and projects.* - The Public Works Department has completed, on the other hand, definitive studies of ports, accessible to large steamships, to be constructed in Sousse and Sfax. The drafts are to be decided by a special Nautical Commission, chaired by a general officer of the French Navy, and the work will be undertaken as soon as resources have been created.

These resources will be sought by interested municipalities, which can obtain them through loans secured on port revenues and other special incomes available.

A grant will nevertheless be granted by the Tunisian Government to the city of Sousse, of which the port, more expensive and harder to establish than that of Sfax, has so far received no significant improvement.

The Tunisian Government has received proposals for the establishment in Gabes, as a temporary concession, of a port accessible for large steamships.

These proposals are under consideration.

p43

The Tunisian Government has also studied the proposed concession of a small railway line [43] to link to Sousse to Moknine, with an extension eventually to Sfax. The line must have a gauge of 1 meter, it is 33 kilometers long and will serve one of the wealthiest and most populated regions of the Regency.

p44 (333)

*7. Municipal Work.* - Work to improve the cities continues rapidly. The street sewers are extended; markets, slaughterhouses are being built in major centers.

In Sfax, a covered market has been built and a Post and Telegraph Office, built using the resources of the municipal budget, will be open to the public in 1892.

Research in the supply of drinking water for Sousse and Sfax, the building of a school in Kef, construction of sewers in Beja, Bizerte, Medhia, Monastir, Sfax, slaughterhouses, etc.. Such are the major works undertaken on the municipal funds in 1891.

Set 1: 1881-1890 & 1891

p59 (343)

The Post Office of Tunis will be opened to the public, and an agreement concluded with the city of Sfax has prepared the construction of a Post Office for installation of the income of this city, which will be transferred at the beginning of 1893.

Set 2: 1892, 1893, 1894

MINISTÈRE DES AFFAIRES ÉTRANGÈRES

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**RAPPORT**

**AU PRÉSIDENT DE LA RÉPUBLIQUE**

SUR

**LA SITUATION DE LA TUNISIE**

**EN 1892**



**PARIS**

**IMPRIMERIE NATIONALE**

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**M DCCC XCH**

p5

Municipal Works most significant are those that are intended to supply drinking water to cities of Sfax and Sousse. In Sfax, work was begun in the common costs of the state and municipality and will be completed in 1896.

p28

#### STATE PROPERTY. – HABOUS PROPERTY.

Identification of the state lands was pursued in 1892. Description, measurement and evaluation of about 65,000 new acres were made.

This work covered a number of estate properties owned by third parties Enzeli. Enzeli rights were clarified to make available parts unencumbered.

Subdivisions of state property, made for sale to settlers urban smallholdings, took place in the vicinity of Tunis. A decree was granted to the city of Sfax land for the establishment of a slaughterhouse and market grain.

Improvements in 1891 to run the administration habous, which were indicated in the previous report, produced the results expected. Without reducing spending Assistance native, which, as we know, all the obligations Djemaïa, it was possible to devote large sums to the reconstruction of urban buildings, lack of maintenance had become unproductive. The administration has created habous new resources. An appropriation of 120,000 francs has been earmarked for the recognition of buildings, the number of properties habous whose plan has been drawn now stands at 1.337.

p37-38

*Lighthouses and Beacons.* – The lighting of North coast of Tunisia was fully completed in 1892, as well as the coast south to Sfax. We started for the stretch of coastline between the latter and the Tripoli frontier, the execution of the program that was adopted in 1891 on the advice of the French Commission of lights, after site inspection by a committee where water the Department of the Navy was represented.

Fire port of Sfax was put into service, that of [38] Gabes is running and the 1'appareil class lighthouse at Ras Proposed Taguerness will be delivered.

#### CHAPTER VI.

##### Posts and Telegraphs.

p59

The Post Office has taken possession of the building that the Tunisian Government had built in Tunis. The public has appreciated the facilities and amenities that this wonderful facility provides. The Bey was kind enough to preside, on 14 July, at the inauguration ceremony.

The post office under construction in Sfax is finished, it will be occupied around April 1 next.

RELATED DOCUMENTS

ANNEX I  
TABLE  
p92

THE AMOUNT OF DEGEVEMENTS AS OF ABANDONMENT OF RIGHTS  
GRANTED BY THE STATE FOR THE BENEFIT OF COMMONS (November  
25, 1891 TO December 31, 1892)

Dates of Decreases	Description of the Decree	Amount
May 13, 1892	Concession in fee to the city of Sfax of about 16,000 square meters of public land located in this locality	Memory

**MINISTÈRE DES AFFAIRES ÉTRANGÈRES**



**RAPPORT**

**AU PRÉSIDENT DE LA RÉPUBLIQUE**

**SUR**

**LA SITUATION DE LA TUNISIE**

**EN 1893**

§ 1

GOVERNMENT ADMINISTRATION

p6 / 7

The water supply of cities, Sousse and Sfax continued cost-shared by the state and municipalities, [7] has required considerable work to be completed in a few months. Kef, the municipality was considering a project to capture and conveyance of water from the source of the fig tree for feeding the high city of Kairouan internal distribution of water from the Darling-Cher is over.

...

DEPARTMENT OF INFORMATION AND DISTRICTS.  
DEPARTMENT OF AGRICULTURE.

p7 / 8

The sale of Sialine land and the considerable work entailed in the operation, whose economy has been described in the previous report, required the establishment of a second post of Deputy Controller Civil Sfax, created by an order 13 August 1893.

p28/29

Concession of the ports of Tunis, Sousse and Sfax - The Tunisian Government's limited resources could not allow him to complete the port of Tunis and undertake the same time the ports of Sousse and Sfax. In order not to delay the execution of these works, which are of the utmost importance to the economic development of the Regency, was used for specific capital, and after a competition attended by four French houses, it was granted to MM. Duparchy Préalut and provided for them to substitute a limited company, the completion [29] the port of Tunis, the construction of ports of Sousse and Sfax and operation of these three ports.

The work thus licensed includes:

1. In Tunis. The construction of 600 meters of quay walls, construction of embankments and North West of the new pool and equipment of the port;
2. In Sousse. The establishment of a pier, shelter and two ears; the excavation of an access channel and basin operations of about 13 hectares, with 6 m 50 of water under low water, construction of 604 meters of quay walls, the equipment of the port;
3. Sfax. The excavation of an access channel, a basin of operations of approximately 10 hectares and two smaller channels for harbors with boats, the access channel and basin to be dug to 6 m. 50 below the lowest tide and the construction of 415 meters of quay walls, the equipment of the port.

This work will be done at the expense of the concession holders under their full responsibility and will be maintained by them for the duration of the concession. As compensation, the operation of these three ports they are licensed for a period of forty-seven years, during which they will be allowed to charge fees which the maxima are determined. The State guarantees them that right, a net revenue of 405,000 francs annually for three ports.

Under this warranty, revenue shortfalls will be borne by the Government of Tunisia, but only by way of repayable advances net profits, [30] that is to say, the excess of receipts over operating expenses increased by the guaranteed income will be applied first to repay the advances from the Government and then shared equally between the Government and the dealers, whose share will in no case exceed the maximum of 260,000 francs. At the expiration of the concession, the three ports return, net of all charges in the state. This combination seemed to benefit the state, whose annual expenses, which will not exceed the original forty thousand francs, will decline rapidly, given the continued increase in port traffic since the establishment of the Protectorate. This increase will also increasing, due to the Work of ports and expansion that will take the railway network penetration.

It can be assumed that revenues will grow fast enough that, for five years, the state can no longer bear the burden of head of security given to dealers, and from that moment on, he has made advances begin to be reimbursed and will quite likely after a second period of five years.

So in ten years, the state would begin to participate in operating profits.

p52

The service took over in June from the Hotel Post Sfax, built by the municipality under an agreement with the Tunisian state.

The count of matches, made in May 1898, was recognized on the results of the previous year an increase of 700,000 items on a total of about 11 million, or about 7 per 100. But the gain is limited to shipping, receiving, having declined somewhat.

**RAPPORT**  
**AU PRÉSIDENT DE LA RÉPUBLIQUE**  
**SUR**  
**LA SITUATION DE LA TUNISIE**  
**EN 1894**

§ 1  
GOVERNMENT. ADMINISTRATION.  
p5

The work of supplying water to Sfax is likely to be completed in 1895; the supply to the city of Sousse of water from Oued Laya is already accomplished.

p29-31  
PUBLIC WORKS.

A. Roads and bridges.

1. *Maritime Department. - Ports of Tunis, Sousse and Sfax.* - The construction and operation of the ports of Tunis, Sousse and Sfax was granted under the conditions specified in the report of 1893. During the year 1894, the agents have mostly organized their services, developed their projects and assembled the necessary equipment at the worksites.

They have begun the work in the port of Tunis; a small channel has been established in the lake, between the basin and the quarries of Djebel Djelloud, to ensure an easy supply of stones for the construction of the quays; the banks of the channel have been lined with stones [lit: *perreyées*], a customs house was built in La Goulette, near the new pool.

*Port of Bizerte.* - The work on the Bizerte harbor is nearly completed, and the opening of the port to commerce will take place shortly, almost a year ahead of the date stated in the concession contract.

*Port of Tabarca.* - A small channel of 1.50m deep was dug this year to allow access for barges that are unloading in the harbor. The pier has been illuminated by a port light. [30]

*Port of Nabeul.* - The only work of the port of Nabeul is a landing-pier built in 1894. Its length is forty meters, and it is approachable for boats of draught less than 1.50m. It cost 15,000 francs.

*Mahdia.* - Important dredging has been done in 1894 in the port of Mahdia.

*Port of Skira.* - An office of the port, with a fixed light on the turret, was established in 1894 to Skira. This building cost 13.000 francs.

*Port of Gabes.* - The Nautical Commission, which visited Gabes in November 1891, had recommended the establishment in the bar of the Oued of a pass at a depth of 1 meter below low-water and the construction of a metal pier parallel to the direction of this pass. This work, certainly useful, would have incurred an expense of 4 to 500,000 francs, which seems too high in relation to the available resources.

The goal that the Administration has proposed is more modest: it is to lower the bar by 0.50m in removing it at low tide by the use of the most rudimentary labor, and to ensure, by the same method, the retention of the depth so made. This improvement, which does not commit anything for the future, allows daily access from the Oued to boats in the country, with a draught of up to 1 meter. It was begun in 1894 and will be continued regularly in 1895.

[31]

*Port of Zarzis.* – An office and a port light were established in 1894 in Zarzis. They cost about 7,000 francs.

*2 Lighthouses and lanterns.* - Three lighthouses are currently under construction; those of Turgøness and Bordj Djillidj on the island of Djerba and the lighthouse of Tina, near Sfax. These three lights will be lit in 1896 and will complete the installations designed to keep the coast of the Regency illuminated.

p43

The construction of Civil Control in Sfax and a gendarmerie at Souk el Arba were begun and will be completed in 1896.



MINISTÈRE DES AFFAIRES ÉTRANGÈRES

## RAPPORT

AU PRÉSIDENT DE LA RÉPUBLIQUE

SUR

# LA SITUATION DE LA TUNISIE

EN 1895

### § 1 GOVERNMENT. ADMINISTRATION.

p7/8

The town of Sfax is studying a sewer system project, and continued its work of supplying water. Sousse has completed its work at Oued Laya for the supply of drinking water. Thanks to subsidies by the state, the municipalities were able to perform important work in 1896. In Tunis, the sewer system, and Belvedere Park have been pursued with activity; Beja, which, at the beginning [8] of 1896, was converted into a municipality, has constructed a building for its municipal services. Kairouan, formed as a municipality by a decree of February 20, 1896, continued its sewer system. In Kef, the work of supplying water has been completed.

DIRECTORATE OF INFORMATION AND CIVIL CONTROL REGIONS.  
DEPARTMENT OF AGRICULTURE

### B. DOMAIN

p10

The issuing of Arab notarial papers continued around Sfax, concurrently with the concessions of the Sialine land to European planters has focused on 700 hectares in multiple plots. The State has participated in the operations of the Commission for the recognition of Sialine land that will determine the total amount of land to plant and of land to keep available for indigenous pasture.

### C. AGRICULTURE

p12

The agricultural identification of Sialine land was completed by the Department of arboriculture. This important work, which covered nearly 1 million hectares, permits the evaluation of a range of 600,000 hectares of land available for olive trees in the Civil Control region of Sfax.

CHAPTER IV.

PUBLIC WORKS.

A. Roads and bridges.

p35

1. *The Marine Department. - Ports of Tunis, Sousse and Sfax.* - The construction and operation of the three ports of Tunis, Sousse and Sfax were granted, as noted in the previous report, to a company whose statutes were approved by decree on 1st July 1896. The duration of this concession is 47 years.

The work, which began in 1896, has been actively pursued in 1896 and should be completed for Tunis and Sfax in the course of 1897, and for Sousse at the end of 1898.

p36

In Sfax: the dredging of about 200,000 cubic meters, the supply of materials and equipment.

p43

Construction of the Civilian Control building in Sfax and a gendarmerie at Souk el Arba were started and will be completed in 1896.

C. METEOROLOGICAL SERVICE

p61

The observations made at the post offices of Tunis, Bizerte, Sfax and Djerba are transmitted daily by telegraph to the Central Meteorological Office of Algiers.

The meteorological data collected in different positions are published monthly in the Official Journal of Tunisia.

**RAPPORT**  
**AU PRÉSIDENT DE LA RÉPUBLIQUE**  
**SUR**  
**LA SITUATION DE LA TUNISIE**  
**EN 1896**

GOVERNMENT, ADMINISTRATION, ETC.

C. AGRICULTURE

p19

The Chemical Research Laboratory has completed and published an agricultural map of the Sialine lands (Sfax). It has also prepared a bill to punish fraudulent descriptions of food and fertilizer.

At the same time, the Inspectorate of Agriculture has completed and published the agricultural survey of the Sialine land and continued to identify Henchirs [properties] for colonization.

As a result of the persistence of drought, the area [20] sown with cereals in 1896, has shown a substantial reduction from the figures recorded in 1895; the crops sown break down as follows:

	Hectares.		Hectares
Wheat .....	372,898	instead of	443,637 in 1895
Barley .....	357,169	- -	438,227
Oats .....	5257	- -	6535

The harvest, good in the North, was insufficient in the centre; in the extreme south, on the contrary, it was excellent. To be assured of the sowing in the 1896-1897 campaign, the Tunisian Government has had, as mentioned above, advance the seeds (15,000 quintals of barley) to natives of the regions most affected by the drought.

CHAPTER IV.

PUBLIC WORKS.

A. Roads and bridges.

p47

1 *Marine Service. - Ports of Tunis, Sousse and Sfax.* - The new buildings completed in 1896 include:

In Tunis: the rockfill dam, masonry piers and dock platforms, the western area, the railroads connecting this boulevard to the lines of the Bone-Guelma company, two large warehouses to store the merchandise, the platform of the Mornag tram between the port facilities and the foot of the hill of Sidi-bel-Hacen across the lake;

In Sousse: the foundation of the pier-shed, throughout its development and the body of the work over 170 meters, the beginning of the north pavement for a distance of 43 meters, a warehouse for the storage goods;

In Sfax: the widening of the access channel and the basin of operations, the whole North-East pier and the western quay of 200 meters, the construction of platforms.

It is worth noting also the development of the equipment of the port of Tunis, where three cranes were installed, and the transformation of the bridge of boats Rades, located right on the exit channel of Tunis, a metal bridge three spans of 7 meters wide each.

p54

*Tramways of Sfax.* - A 9 km long network of trams to be established in Sfax has been made the object of a concession by Mr. Salma.

As yet there has been no measure of execution.

p59

In Sfax, the souks have been paved and repaired. The sanitation of the city has undergone a complete study that is now before the City Council.

B. DEPARTMENT OF PORTS AND NAVIGATION

p61

The fishing of sponges and octopus, which has exceptional importance in the Sfax region, is practiced under the decrees of 16 June 1892 and 11 January 1895. The fishermen must be in possession of a license.

The product of the patent rights in 1896, is close to 160,000 francs.

The weight of sponges harvested, from June 1 to December 1, amounted to 56,000 kilograms, including 44,000 kilograms of white sponges and 12,000 kilograms of black sponges.

The personnel employed in these fisheries is about 3,300 men and the corresponding tonnage of material amounts to 2500 tons.

Set 4: 1897, 1898, 1899, 1900

**MINISTÈRE DES AFFAIRES ÉTRANGÈRES**



**RAPPORT**

**AU PRÉSIDENT DE LA RÉPUBLIQUE**

**SUR**

**LA SITUATION DE LA TUNISIE**

**EN 1897**

**PARIS**

**IMPRIMERIE NATIONALE**

**M DCCC XCVIII**

*AR 17*

Set 4: 1897, 1898, 1899, 1900

GOVERNMENT, ADMINISTRATION, ETC.

C. PROPERTY

(p28)

Sialine land grants that had been subjected to a slowdown due to the reduced availability of land in the region of Sfax, numbered 65 since the beginning of 1897, for 4.450 hectares, but the Government is concentrating on extending the effect of the decree of February 8, 1892 to neighboring territories under similar conditions, and has entrusted to an agent a special survey mission for this purpose. Operations continue in the administration of Sfax-Gafsa line.

CHAPTER IV

PUBLIC WORKS

A. ROADS AND BRIDGES

(p56)

*Port of Sfax.* - The port was inaugurated on 2 April 2, 1897 by MM. Darlan, Minister of Justice, Cochery, Minister of Finance, and Boucher, Minister of Trade, who had kindly given this high mark of sympathy to the Regency.

There remains some finishing work to be done.

(p56/57)

On the road from Tunis to Gabes, 23 km were constructed between Sfax and Gabes, and 8 miles of side roads have been established to link the route to Sidi Bou Ali, Kala-Srira, Moureddine and Smala deSouassi. Measurements [57] have been taken, now, so that the section between the railway in Gafsa, Sfax and Gabes can be completed simultaneously with the railway. For all the roads and railroads that will soon serve the east coast of Tunisia, Gabes will find itself, towards the end of this year, only thirty-six hours from Tunis.

(p59)

Outside of the network granted to the Bône-Guelma Company, there is the Sfax-Gafsa, intended to bring the phosphates from the region of Gafsa to Sfax. This line of 250 kilometers, is built under an agreement which was analyzed in the previous report. The work was conducted with great activity, and every hope is that this line will be inaugurated in 1898.

CHAPTER V

PUBLIC EDUCATION - ARTS AND ANTIQUES

1st

DIRECTORATE FOR EDUCATION

A. TEACHING FRENCH

(p68 - p.80 in PDF)

Finally, in Sousse and Sfax, the building plans intended for girls' and boys' schools are being studied and in fact the construction of a girls' school in Sfax has already begun. In summary, 59 localities have been provided with primary schools; raising the number to 96, of which 34 schools have [recette postale].

**RAPPORT**

**AU PRÉSIDENT DE LA RÉPUBLIQUE**

**SUR**

**LA SITUATION DE LA TUNISIE**

**EN 1898**

GENERAL ADMINISTRATION, HABOUS, ETC.

(p27 - p. 265 in PDF)

In the region of Sfax (land with olives), the final titles were issued for 1,100 hectares and was granted one hundred and fifteen new permits for planting 14,200 hectares.

PUBLIC WORKS

(p49)

*Port of Sfax.* - The port of Sfax, open to trade for two years and is fully completed, the final work was completed in April 1898.

The construction of a new customs office was completed in 1898.

Right now, the Gafsa Phosphates Company terminates the north quay facilities for the special deposit of phosphate and fast loading on ships.

On 19 January and 99 October 1898, held two sales of land reclaimed from the sea. These sales have focused on an area of 21,766 square meters and produced 357,262 francs. The average price per square foot is thus clear to 16 fr. 63.

(p54)

*Railway from Sfax to Gafsa.* - The railway line linking the port of Sfax and Gafsa phosphate deposits Metlaoui has been terminated by the Company dealer. This work was conducted and executed with remarkable speed. The track laying has reached up to 1,800 meters in length in one day and took place at an average speed of nearly one kilometer per day. This track is all metal and calculated to serve [55] heavy traffic. Its length between Sfax and the terminus of Metlaoui is 242 kilometers.

The inauguration took place at the end of April.

**RAPPORT**

**AU PRÉSIDENT DE LA RÉPUBLIQUE**

**SUR**

**LA SITUATION DE LA TUNISIE**

**EN 1899**

+GOVERNMENT, ADMINISTRATION, ETC.

(p24)

In Sfax, a new door has been opened in the walls; the gate of Bab Diwan has been enlarged; improvement works have been carried out at the covered market. Substantial funds have been earmarked for repairs to the sewer system which will proceed.

**PUBLIC WORKS**  
**A. ROADS AND BRIDGES**

1. Seaports

(p82)

*Port of Sfax. - 1. New Works.* - The Company with the concession for the port has performed only minor new construction: the installation of a water intake at the end of the Northwest quay; transfer of the Health building to the end of the northeast quay; construction of a basin for washing potatoes; installing a scales near the Customs building.

*2. Maintenance and Operations.* - The Phosphate Company has built on the northeast shore a large 100 meters long storage facility that can hold 20,000 tons of phosphates. This load will require considerable strengthening of the wharf and this work will be undertaken.

A land sale was held April 21, 1899.

4. Roads and Bridges

(p87)

In the suburbs of Sfax 5 km of road was built and 10 km of route No. 40 was opened, from Sfax to Gramda. Also about 8 km of road No. 40, was constructed, from Sfax to Gramda. Also about 8 km was constructed beyond road No.41, from Sfax to Tebessa.

## 6. Civic Buildings.

(p90)

*Railway from Sfax to Gafsa.* - The line that connects the port of Sfax to Gafsa and the phosphate deposits of Metlaoui was open for use on November 20, 1899. It has a length of 263 km.

(p90)

The principal buildings completed or initiated in 1899 through the efforts of the Directorate of Public Works are:

- Girls' school in Sousse, begun in 1898 and completed in 1899;
- Girls School in Sfax;
- Boy's school in Sfax;
- Market in Pont-du-Fahs;
- Nabeul market;
- Market in Gabes;
- Post Office in Ferryville;
- School in Ferryville;
- Various tax offices in Sousse;
- Warehouse for monopolies in Sousse;
- Customs in Zarzis;
- Granary in Zarzis.

The work on the courthouse in Tunis has been actively pursued; at the end of 1900, some of the departments that will have a place there, including the Survey Department, will be installed.

## 7. Management of water

(p93)

In Sfax, the fesguias were purified and 102 of the Nasria cisterns were repaired, as well as 8,000 square meters of reception surface. We dug a new well in Sidi-Salah. It should be noted that the degree of salinity of the water tends to increase as a result of drawing the water; studies have been undertaken in order to find a remedy for this situation.

(p94)

In the south, the digging of a large number of wells along the road to Gabes, Sfax and tributary roads, the provision of cisterns on the island of Djerba, the clearing of the spring of El-Oubira and bir Garaat-Krechemel-Kalb.

## B. MUNICIPAL WORK

(p97-98)

*Sfax.* - The Rue de la République Street has been paved, and several other streets cobbled. Ten new lanterns were put in place.

A comprehensive plan of the city sewers has been established; implementation will begin in 1900.

The length of the water line has increased by 126 meters; five fire hydrants were installed.

Sewers were built in three streets.

CHAPTER VII

PUBLIC EDUCATION - ARTS AND ANTIQUES

1st

EDUCATION

(p104)

The idea of facilitating for Europeans the education of their children has been the constant concern of the Government. In the countryside are the centers chosen by colonization that have been endowed schools.

At Manouba, we created a school for boys. At Ferryville, where the work of the arsenal has attracted a large working population, a school with two classrooms was filled as soon as it was open. The mixed school of Hammam-Lif, where the European population continues to grow, has been split into a school for boys and a girls' school, and each of the new schools is as crowded as the old. A mixed school was opened at Bou Ficha.

In the same spirit that the great cities like Sfax and Sousse have been provided with the schools that they lacked.

The upper primary schools established in March 1899 in Sfax are doing well. Families have been attracted by the [105] practical nature of the education. They are perfectly in accord with the views of the Administration, which wants to avoid the disaffection of children with the paternal occupation and hence create substandard, by distributing a practical education in harmony with the needs of our colony. With the same intentions, a spacious room has been constructed in Sousse for the secular school for girls, to which were annexed some paying classes. This transfer has nearly doubled the student population of the school, and if the charges of the State have been increased somewhat, we can not regret, considering the number of European children who, before this increase, escaped our education and hence our influence.

(p120)

In Sfax, Captain Hannezo and Lieutenant Féméliaux have discovered a mosaic bearing a Christian sepulchral epitaph.

(p127)

2. *Exhibitions.* - The Directorate of Antiquities and Arts has taken a very active part in the preparation for the Exhibition of the Tunisian section. It has entirely manufactured in its workshops the reproduction of the kiosk in Manouba, which occupies pride of place in the pavilion of the Tunisian section and which will be the main attraction. It was also responsible for making a cast of the door of Sfax, of the perforated panels which form the drum of the dome of the mosque of the Souk and various other works of the same genre.

Set 4: 1897, 1898, 1899, 1900

## CHAPTER VII

### POSTAL AND TELEGRAPH

(p130)

*Telegraph system.* - Five new telegraph offices have been installed and one was closed following the evacuation of the camp of Souk el Djemaa; the increase is reduced therefore to 4, bringing to 80 the total number of such establishments.

A new station was opened to serve the private telegraph.

In total, the number of localities where the public has the telegraph is now 107.

The line established along the railway from Sfax to Gafsa has been extended to Metlaoui over a length of 25 kilometers, including 98 kilometers of wire, with an extension of 23 km of road which connects, at Gouifla, with the line from Tozeur.

**RAPPORT**  
**AU PRÉSIDENT DE LA RÉPUBLIQUE**  
**SUR**  
**LA SITUATION DE LA TUNISIE**  
**EN 1900**

A. ROADS AND BRIDGES

1. Seaports

(p66)

*Port of Sfax. - New works.* - The following work was undertaken in 1900:

Sealing of 80 30cm mooring rings along the South Channel and the banks.

Planting of 21 mooring piles along the South Channel and the slip.

Paving of part of the public area of the South and West quays, behind the Mobile Defence building and the workshop of the Maritime Department.

The establishment of a hydrant at the entrance to the South Channel and another in the middle of the north quay.

Plantation of 4 mooring piles in the harbor basin, between the dolphins [lit: *ducs d'Albe*].

5 Railways

(p.903 in PDF)

(p82)

*Trams.* - A streetcar with mechanical traction going from Tunis to Bardo and Manouba was granted by concession to the French Company of trams by a decree dated 1 November 1900. The construction of the platforms is being implemented; the Company will provide shortly the project for establishing the railway line.

Discussions are ongoing with M. Darras of Sfax for the installation of a network of electric tramways. This issue is related to the lighting of the city by electricity.

PUBLIC WORKS

B. MUNICIPAL WORK

(p89 - p.913 in PDF)

*Sfax.* - Construction of curbs and cement gutters on the Boulevard de France, Rue Victor Hugo, Rue Philip Thomas, etc.

Improving the viability of various streets in the Arab city.

Construction of two public toilets, of eight urinals.

Fitting of six new fire hydrants.

Set 4: 1897, 1898, 1899, 1900

Study of a comprehensive plan of the sewer network and one for distribution of sea water. The implementation of this project has begun.

Beginning of construction of the pumping station of sewage and sea water.

Completion of work to open a new door in the north wall of the city.

#### 6. Civic Buildings

... A few other buildings, begun in 1900, are about to be completed. They are:

The Post Office of Sousse;

The Tax Office of Sfax;

...

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**Ministry of Foreign Affairs  
Report to the President of the Republic  
The Situation in Tunisia 1897, 1898, 1899, and 1900**

Set 5: 1901. 1902

MINISTÈRE DES AFFAIRES ÉTRANGÈRES



366618

RAPPORT

AU PRÉSIDENT DE LA RÉPUBLIQUE

SUR

LA SITUATION DE LA TUNISIE

EN 1901



PARIS

IMPRIMERIE NATIONALE

—  
MDCCCGII

p13

*Municipal works.* – The Muslim cemeteries at Djarzis have been enlarged and fenced. In Sfax, expansion of the European cemetery has been decided and the execution of work will follow.

p30

*Commercial legislation.* – A decree of 20 December 1901 established some general stores in Sfax and has granted the development of them to Jules Gattan, in Sfax.

p54

*Salines.* - The monopoly of salt in the Regency concession has not hindered the concession, to private industry, of important saline ponds, and these two modes of operation can exist in parallel, as they provide to different destinations: the salt mines operated by the State respond to the needs of local consumption; those operated by individuals are exclusively for the purpose of export.

Until 1901, the saltworks were granted, by means of a payment:

1. a charge of 0 Fr. 25 to 0 Fr. 60 per ton of salt exported, with an annual minimum set which, depending on the amount of salt and the concession period, ranged between 3,000 and 10,000 francs,
2. a contribution to the monitoring costs advanced by the Administration, of which the compensation was usually not less than 1,500 francs for the saline and 500 francs for a salt deposit to be established in the ports open for export.

These charges seeming likely to hamper the growth of a nascent industry, the Government has reduced the fee per ton of salt exported to 0 Fr. 10, reduced the minimum annual fee by the same proportion and reduced the contribution of the lessees to the monitoring costs.

The benefit of the new provisions has been extended to previously granted saline rights.

*Taxes on the cattle auction in Sfax.* - The rate and method of levying the taxes on the animals auctioned and sold at the market of Sfax were modified by a decree of December 9, 1901.

An order from the Director of Finance on the same day has regulated the manner of levying such duties as well as the operation and control of the auction.

p70

### **3 Lighthouses and beacons.**

This is limited to the execution of routine maintenance and we have actually accomplished, as significant improvements, only the lighting of the entrance channel of Tunis, the full illumination of the Sfax channel and the establishment of two lanterns in the entrance port of Gabes.

p75  
PUBLIC WORKS.

*Sfax-Gafsa Railway.* - Total revenues for the line in 1901 amounted to 1,744,332 francs, an increase of 97,830 francs over the revenue of 1900.

The receipts per kilometer amounted to 7,178 francs.

It should be recalled that the income and expenditure of this line do not directly involve the State, but only the concessionary company with the.

p78

In Sfax, the tax office [*bureau des contributions diverses*] has been completed, and the office of roads and bridges enlarged and refurbished.

A bordj was built at Tiagra [sic. actually *Triaga*] to serve as residence for the branch chief that will occupy this post.

p123

The Sousse Museum has received the proceeds of excavations in different parts of the city by its curator Mr. Gouvets, besides a remarkable Byzantine capital, with figures and animals, from Bou-Ficha, and various gifts of statuettes, lamps and small objects of bronze. The depository of the Civilian Control (*Contrôle Civil*) of Sfax has received the ossuary found in the Kerkenna islands and a collection of antiquities coming from the ruins of Thina, donated by the Viscount de L'Espinasse-Langeac.

MINISTÈRE DES AFFAIRES ÉTRANGÈRES

366619

RAPPORT

AU PRÉSIDENT DE LA RÉPUBLIQUE

SUR

A SITUATION DE LA TUNISIE

EN 1902

p10 (483 in PDF)

*Drinking water supply.* - Major repairs were made to tanks in the city of Sfax. New hydrants were installed at Souk el-Arba, Tabarca and Tozeur.

*Hygiene. - Cleanliness.* - Cemeteries that have been established by the Military Authority have been handed over to the cities of Kairouan and Gafsa.

The state also presented land to the City of Mateur to serve as a European cemetery. The cemetery at Sfax was enlarged. Finally, a European cemetery was created at Tébourba and a new Muslim cemetery in Gafsa.

The Municipality of Nabeul has fenced all the Muslim cemeteries.

H. TRADE.

p36 (509 in PDF)

*General situation.* - The total trade of Tunisia in 1902 reached the figure of 117,901,118 francs, showing a significant increase of 14,104,197 francs on financial figures of 1901.

The steady increase observed in previous reports regarding the amount of imports, continues to increase in 1902; they have in fact reach 72,972,189 francs as against 64,682,567 francs in 1901.

Exports are also increasing over the number from 1901; they amounted, in 1902, to 44,928,929 francs, reflecting an increase of 5,814,575 francs, with respect to the previous year.

In the foregoing assessments, France and Algeria combined account for 44,764,706 francs in imports and 24,869,343 francs in exports, representing a total turnover of 69,634,049 francs.

*Legislation of commerce.* - A decree of February 10, 1902 has extended until December 31, 1903 the deadline for the Chamber of Commerce and the Municipality of Tunis to establish general stores and an effective customs warehouse in this city.

The opening date of the general stores of Sfax, originally scheduled for 1 July 1902, has been postponed until 1 January 1903 by decree of June 16, 1902.

p97 (570)  
PUBLIC WORKS.

In addition, this road has been completely finished in the Civil Control district of Kairouan by the construction of the portion between 13.685 kilometers and 17.180 kilometers and by improved approaches to the bridge of Wadi Hamada.

Some dips were established at the following points to ensure the flow of water in the plain of Kairouan:

Dip of 45 meters at the 3.6 kilometers point.

Dip of 30 meters at the 16.681 kilometers point.

Dip of 15 meters at the 14.700 kilometers point.

Dip of 16 meters at the 15.368 kilometers point.

*Route No. 40 Gremda.* - Construction of 7,260 meters of roadway has increased the total length of paved road to 18.5 kilometers.

*Route No. 41 from Sfax to Bou Thadi.* - The construction of 25.1 kilometers of roadway from the 23.4 kilometer point has increased the paved length of this road to 48.500 kilometers.

A branch of 1,300 meters in length was constructed between kilometer 44 and the bordj of Triaga.

*Route No. 43 from Kairouan to Mehdiä.* - This road was completed between Bourguine Mokenine by the completion of the gap between 1.933 kilometers and 10.392 kilometers of 8,452 meters in length.

*Route No. 43 from Sfax to Agquareb.* - Construction of 4,500 meters of roadway, from the 7.500 kilometers point, has increased the paved length of this road to 12 km.

p108

*Lines granted to the Sfax-Gafsa Company.* - *Sfax to Gafsa Railway.* - Total revenues for the line from Sfax to Gafsa and Metlaoui amounted in 1902 to 2,426,112 francs, an increase of 680,780 francs over revenue of 1901.

The income per kilometer which was 7,178 francs in 1901, reached 9,984 francs in 1902.

It should be noted that the income and your expenses on this line do not directly affect the State, but only the concessionary Company.

p132

*Sfax. – 1. Highways and outbuildings.* - Construction of metalled roads, about 930 meters in total length, in the streets Phillipe Thomas, Massicault, Amiral Courbet and Thina. Putting right the pavements in the streets crossed by sewers that were constructed in 1901; the management of gutters for drainage of the pavement into the manholes.

2. *Paths and planting.* – The planting of palms was done in Rue Victor Hugo. A square with a central basin has been laid out between *Rue Thina*, the extension of *Rue de la République* and the *Avenue de Paris*.

3. *Sewers.* – Now completely installed in the European city, except for some buildings whose connections will be executed automatically, all the sewers and drains for sea water are working well. On several occasions, the waters of heavy rain storms have been properly evacuated. The sewage is discharged into the sea by pumps in the pumping station 800 meters offshore.

4. *Cemetery.* - The construction of a new cemetery with caretaker's house and depository has been performed in 1903.

5. *Construction of a municipal theater.* - Begun in March, work had been sufficiently advanced by 31 January 1908 to hand over, on that date, the auditorium and stage to the impresario to whom the commitments had been made by the municipality. The various amenities and additional facilities will be completed shortly.

The room lighting, stage and all the dependencies are temporarily secured by means of oil lamps. The total work amounts to 176,000 francs, not including the installation of permanent lighting.

6. The bandstand [ *Kiosque de la musique* ]. - The construction work has been finished.

p139

*Sponge fishing.* – The enforcement of the decree of 19 August 1901, intended to restrict in 1909 the fishing with the diving suit, was made without difficulty.

As of August 5, 1902, a decree was passed to completely prohibit, with effect from 1 January 1903, the fishing of sponges with the diving suit in Tunisian waters, but the claim of individuals to Sfax, and question of the disadvantages of diving suits still presenting a few obscurities, the application of this decree was suspended by a new decree of 16 November 1902 which limits the issuance of licenses for suits in 1903 to the number of licenses issued in 1902.

P149

## PUBLIC EDUCATION

A large academic group for secular schools of Sfax has been bid for and is in process of execution.

Ten new assistant positions were created: 2 at the boys' school and 2 at the girls' school in Bizerte; two at the boys' school at Bab el Khadra, 1 at the one in Rue Italy, in Tunis, 1 in each of the following institutions: boys' primary school in Sfax, secular school for boys in Sousse and secular school for boys in Kairouan.

Many of these new jobs have been brought by the opening or extension of complementary courses designed to provide upper primary education in the major cities of the Regency.

Though it has been possible to provide secondary education in Tunis in good conditions, it was impossible, for various reasons and mainly for budgetary reasons, to provide the other cities with secondary schools.

However, most families living in these centers, eager to give their children a more comprehensive education than that provided by the primary school certificate, could not bear the rather high costs of boarding at the Lycée Carnot, at the Secondary School or at

the Alaoui college, to which would be added the travel expenses required for children and parents. These families therefore demanded, rightly, that their children could continue their studies locally.

To comply with this request, the Directorate of Education had created earlier in Sfax and Sousse, some upper primary schools, some additional classes for pupils already provided with the primary certificate.

p170 (643 in PDF)

In Sfax, Mr. Sadoux has rid the minaret, the colonnades of the court and the facade of the Grand Mosque, of the thick crust of lime that covered it. This cleaning has exposed some very interesting architectural details, many ancient capitals, a remarkable series of Kufic inscriptions and an unpublished Byzantine bas-relief half-hammered away, contained two peacocks, faced each other over a chalice from which vines loaded with clusters of grapes overflow: a Greek dedication borders the sculpture on its upper part, while a large braid completes the border on the three other sides.

p193

In the ruins of Thina to the south of Sfax, among other Roman sculptures, there has been found a marble sarcophagus with garlands, palms and a badly damaged sleeping character; the muzzle of a lion, and a female head in relief.

p205

Otherwise, the Museum of the Civil Control [Contrôle Civile] of Sfax, with its satisfactory facilities, has been enriched this year by sculptures and various small objects discovered at Thina.

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MINISTERE DES AFFAIRES ÉTRANGERES

RAPPORT  
AU PRESIDENT DE LA REPUBLIQUE

LA SITUATION DE LA TUNISIE

EN 1901 et EN 1902

Paris  
Imprimerie Nationale

MDCCCCII et MDCCCCIII

Ministry of Foreign Affairs

Report  
For the President of the Republic

The Situation in Tunisia

in 1901 (and 1902)

Paris  
Imprimerie Nationale

MDCCCCII and MDCCCCIII

The PDF files online

1890 PDF (9.4 Mb) and Text (453 Kb)

<http://ia700305.us.archive.org/33/items/rapportauprside02trgoog>

Contents: 2 Vols. 1881-1890, 1891

1893 PDF (15.7 Mb ) and Text (871 Kb)

<http://ia700108.us.archive.org/8/items/rapportauprside00unkngoog/>

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1897

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Contents: 2 Vols. 1901, 1902

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