

the shares of the Suez Canal owned by the Khedive of Egypt, so that the canal they had so long opposed now was under their control—not as a means of expanding trade, but as a strategic choke-point.

Hanotaux was also, during this period, the close collaborator of one of the few explicit advocates of Friedrich List's cameralist economic policies in France, Prime Minister Jules Méline. As foreign minister, Hanotaux became a master of

what he called "flanking operations" against the British in Africa.

It was in the midst of some of Hanotaux's most delicate and intensive negotiations, aimed at preventing the British from consolidating their position over the entire Nile Valley, that the infamous Dreyfus Affair was unleashed, and sectarian passions once again inflamed the French political landscape.

Hanotaux: Develop Africa with science, technology

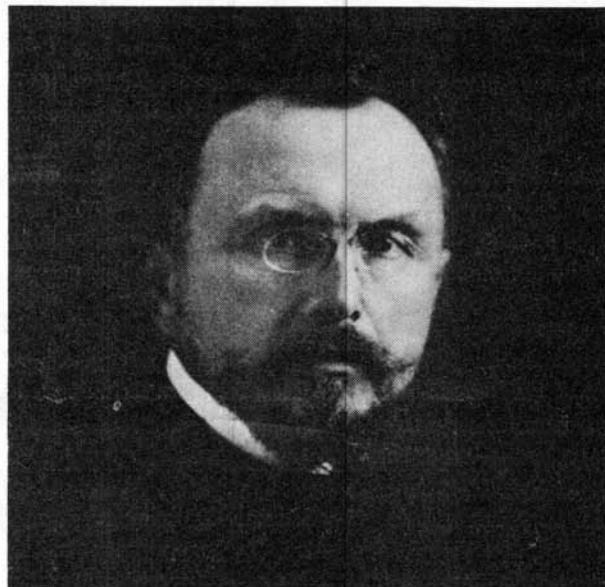
The following are excerpts from a speech by Gabriel Hanotaux in 1902 to the Geographical Society of Oran, entitled, "The Future of Africa":

A new means of action is coming into being: the railroad. This shall be the true conqueror of Africa. The railroad traverses deserts; it crosses over cataracts; it brings together, on the coast, the upper basins of those great rivers; it thus opens up to commerce the vast area of the interior plateau and access to the great lakes . . . which shall see powerful civilizations established on their shores. . . . The day when science will have effectively routed the fly—malaria—one of the greatest benefits which can be spread across the planet by human genius will have been achieved. Half of the African continent will be given back to civilization, to life. . . .

Deep forests will be pierced and immense regions will once again see divine light. The swamps will be drained, the flow of water facilitated. . . . Where water is lacking, it will be captured; the problem of the desert will be taken on, and one day, through appropriate cultivation, it will know a kind of richness and fertility. . . . The harnessing of waterfalls will soon furnish African industry with incalculable and inexhaustible energy resources. It is probable, that near the waterfalls . . . we shall see powerful factories being erected, borrowing from the very river the force necessary for the exploitation of its prodigious resources. . . .

Can we not see advancing, from the coast towards the interior, through a universal effort . . . the lines of railroads which shall soon transform the economic life of the entire continent? . . .

Is not a global program to methodically trace, through an international entente, the directions of a transcontinental railroad, utilizing the great rivers, facilitating navigation, uniting the Nile and the Congo rivers, the Benoue and the Sanga rivers, through a vast system of canals,



Gabriel Hanotaux, who sought to turn Africa into "an immense buzzing hive" of economic development.

supporting the development of the river networks through the development of the rail roads, and thus turning the interior of Africa into an immense buzzing hive where trains and steamships capable of devouring distances will rush towards an immense and central depot, in which the people and merchandise of the universe will converge—is this not the most obvious and imminent of possibilities? . . .

Then, the populations will multiply, manpower will increase. . . .

European penetration has encountered that great and ancient belief of Islam, which, here more than anywhere else, is fully growing and full of vitality; this religion which proclaims the existence of a single God, which attaches to faith in this God all individual and social virtues. . . .

We owe them peace; we owe them justice; we also owe them toleration. . . . But toleration is not enough. We owe it to Islam to understand it. We owe it even more. . . . We owe it respect.