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**GEOGRAPHIC
INTELLIGENCE
MEMORANDUM**

**CIA/RR GM 60-3
30 September 1960**

THE REPUBLIC OF THE CONGO



**CENTRAL INTELLIGENCE AGENCY
OFFICE OF RESEARCH AND REPORTS**

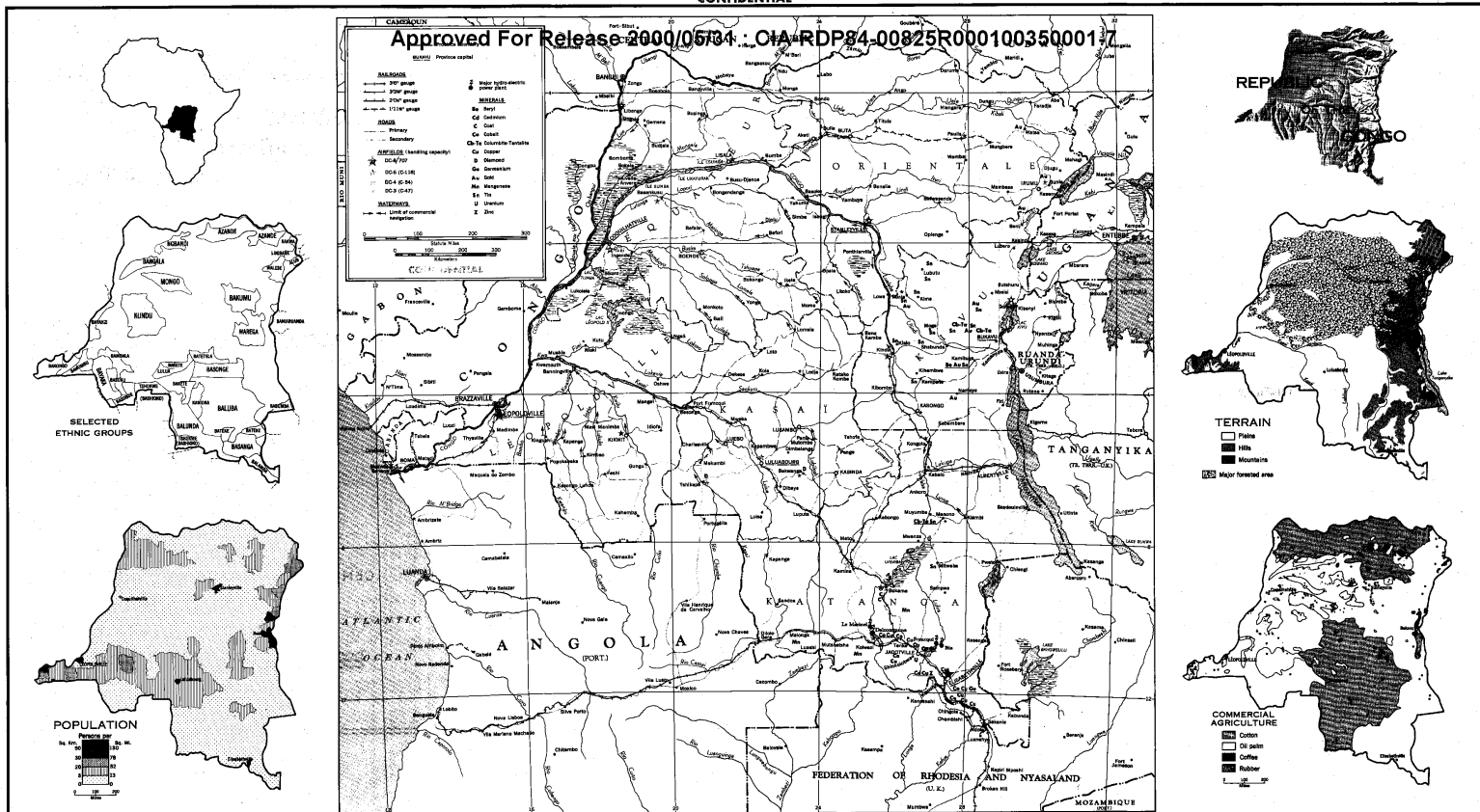
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Approved For Release 2000/05/31 : CIA-RDP84-00825R000100350001-7



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Introduction

The establishment of the new Republic of the Congo is complicated by a notable lack of physical and cultural elements that facilitate the development of national unity. The virtually landlocked republic is practically coterminous with the Congo River Basin, but the unifying influence of the river system is limited by the great distances involved and the numerous interruptions to river traffic. Unification is further complicated by the existence of a plethora of highly diverse peoples unevenly distributed over 909,000 square miles of varied physical environments. Mineral resources are largely concentrated in one province and are so situated that the most suitable avenues of export cross foreign territory. The potential agricultural wealth has just begun to be tapped and the lowest level of subsistence farming is still widespread. Administrative and technological training has been woefully inadequate, and local educational facilities fall far short of meeting the needs of a modern state.

Population

No one knows precisely how many people live in the Congo; however, an official estimate in 1958 indicated a population of some 13.5 million. The European population in 1958, before the recent large-scale exodus, totaled only 113,000, or less than 1 percent of the number of Congolese. Because of improving health conditions and a higher standard of living the Congolese birth rate has increased and the mortality rate has decreased. The population of the Congo, at the current growth rate, will double in 30 years.

The people of the Congo are unevenly scattered throughout their vast territory, a land area almost as large as western Europe. More than half of the Congo is sparsely occupied, and at least 10 percent is virtually uninhabited; on the other hand, some areas are so overcrowded that resettlement projects have been attempted.

The origin of the people of the Congo is obscure, but there is some evidence that, between the 10th and 14th centuries, tribes belonging to the east and south African linguistic family known as Bantu invaded the Congo and destroyed, repulsed, subjected, or absorbed older ethnic groups. Today, most of the Congolese may be classified as Bantu. They are a collection of kindred peoples with its distinctive social and political structures.

The non-Bantu people of the Congo include the Nilotid tribes in the north-east, the Sudaneses who pushed back or absorbed the Bantu in the north, and a few remaining pygmies scattered throughout the east and north. Within the Congo the behavior patterns of each group is distinct enough to make a visitor from another tribe feel very much like a foreigner.

Cultural heterogeneity is one of the underlying causes of the current unrest in the Congo. Tribal allegiances are deeply entrenched, and there is so little awareness of belonging to a larger political entity that no single nation-wide political party has been able to emerge. The basis of political strength is a single tribe or a coalition of tribes. For example, the Aka (Association des Aka), led by Joseph Kasavubu, primarily represents the Bakongo tribes (the Fura (Fura de l'Unité Nationale) is backed by the Bangala tribes) and the Union Mongo by the Mongo ethnic group. The Union Congolaise, one of the first Congolese political parties, was almost wiped out in the December 1959 elections because it lacked a tribal base.

Most of the people of the Congo speak Bantu dialects; however, with some exceptions, they are no more mutually understandable than are English and German. Four of the Bantu dialects are understood over fairly wide areas and by people of a number of tribes. Lingala has become the language of commerce along the banks of the Congo River as far inland as Stanleyville and is taught to all recruits of the Force Publique. A degraded form of Swahili, the Lingua Franca of East Africa, is spoken in the eastern Congo. Kikongo is the speech of the Lower Congo and Basala of Kasai and part of Katanga.

The basic form of settlement in the Congo is the agricultural village based on subsistence farming. A settlement may range in size from a hamlet with perhaps no more than a half-dozen families to an agglomeration with several hundred

individuals. Under traditional methods of farming the soil is quickly exhausted and the village is shifted to a new site, where the process is repeated. Eventually, as the soil recovers its productivity, the village may return to its original site. Villages dependent on hunting, fishing, and grazing also shift their locations as the available resources are depleted.

Traditionally, the primary occupations have been subsistence farming, hunting, and fishing. As recently as 1940, only 10 percent of the adult male Africans had been absorbed into the modern economy. By the end of 1957, however, the proportion had risen to 37 percent as rural villagers were attracted by varied labor demands of the mines, plantations, and large cities. The strong cityward drift has resulted in an impressive urban growth, but the preponderance of young men in the cities and women in the rural areas has created new social and economic problems. In 1945, less than 10 percent of the African population lived in the non-rural centers. By 1958, the percentage had increased to about 23 percent.

The average Congolese has had little or no formal education, seldom going beyond the primary grades. As of March 1960, there was not a Congolese in the Congo who was a doctor, lawyer, or engineer; only about 100 Congolese were university graduates, and less than 500 Congolese students were enrolled in the two recently established local universities. Probably no more than 75 Congolese students were in schools abroad. Most of the workers are still unskilled and able to use only the simplest of tools. Numbering in the thousands, however, is a recently urbanized group that has learned to use and maintain relatively complicated modern machinery and has attained a standard of production varying from 50 to 70 percent of that of European workers.

Economy

The economy of the Congo is sustained by mineral production and associated metallurgical plants and by commercial agriculture. The majority of the Congolese continue to live at a subsistence or near-subsistence level, contributing little to and drawing little upon the potential wealth of the nation. This wealth is primarily located in the mineral-producing Katanga Province, in the extreme southeast.

The mineral and metallurgical industries in 1959 employed roughly 10 percent of the wage-earning labor force, but accounted for 62 percent of the total value of all exports. In the 1954-58 period, the Congo produced 72 percent of the world's industrial diamonds, 50 percent of the cobalt (mine basis), 10 percent of the beryl, 10 percent of the tantalum-niobium concentrates, 8 percent of the tin (mine basis), 7 percent of the copper, and significant amounts of germanium and uranium. Copper was the largest single source of foreign exchange. The bulk of these materials were exported by rail to the Portuguese ports of Lobito in Angola and Beira in Mozambique in preference to the costly internal rail-and-water route to the port of Matadi within the Congo.

The wide range of climates in the Congo permits the growing of a variety of crops. The typical monotonous climate of the tropics prevails throughout the country, but latitude and altitude introduce discernible variations. Only the area within 3 or 4 degrees north and south of the equator is without some dry weather, but real dry seasons occur in the extreme north (December through February) and in the south (May through October). Annual rainfall is not high for the tropics -- 50 inches in the south and 70 inches in the north. Daily maximum temperatures generally reach the high 80's or low 90's, except in the eastern highlands, where both temperature and humidity are lower.

As of 1959 the agricultural sector of the modern economy employed almost 3 times as many wage earners as the mining industry and provided 39 percent of the total value of all exports -- primarily palm oil, coffee, cotton, and rubber. Of these only palm oil comprises a significant share of the world's agricultural production. Under Belgian administration, the Congo had the most efficient oil-palm industry in Africa and exported well over 25 percent of the world's supply. Coffee production has increased rapidly during the past 2 decades and could continue to increase if current markets for coffee are maintained and the extension of credit continues. Cotton, the third most valuable export crop, is important primarily as a "civilizing agent" through which Congolese farmers are introduced to a money economy. The production of rubber, the fourth ranking export crop, has increased greatly, and, although the Congolese cultivated only

17 percent of the acreage in bearing trees in 1957, they owned 50 percent of the acreage in young trees.

The majority of the Congolese, however, continue to be subsistence farmers who raise manioc, plantains, maize, and rice. Except in northern Kivu Province, manioc is the dominant food crop throughout the Congo. Other major food crops include plantains in Orientale and northern Kivu, maize in southern Kasai, and rice in northern Kasai, eastern Kivu, and Orientale. Despite the possession of large areas suitable for cattle raising, the Congo has proportionally fewer cattle than neighboring countries, and stock raising among the Congolese has lagged behind that of the Belgian colon.

Transportation

Major lines of internal communication are commonly a combination of river, rail, and road transport that necessitates numerous transshipments during the course of a single journey.

The heart of the Congo is a large central basin ringed with higher ground except for the narrow gap in the west through which the Congo River reaches the sea. The Congo-Lualaba and the Congo-Kasai river systems drain an area of nearly 1.5 million square miles, but river courses are interrupted by falls and rapids that reduce their value as economical inland waterways. Even the lower Congo, the outlet for this vast river system, is interrupted by 38 cataracts with a combined drop of 870 feet between Leopoldville and Matadi.

Through transportation to coastal ports is possible only by traversing the territory of other nations. Most stable centers of population and industry have developed along the 9,000 miles of navigable inland waterways that serve all but the extreme southern and northeastern sections of the country. The Congo-Baluba river system is the major avenue of transport to the north and east, the Congo-Kasai system to the southwest. On some waterways, seasonal fluctuations of the water level can be as much as 10 feet, and transport is frequently restricted or interrupted during the dry season. Although the Congo below Leopoldville is not navigable, the important routes from Leopoldville to Stanleyville via the Congo River and from Leopoldville to Fort Pranzoni via the Congo and Kasai Rivers are navigable without interruption the year round.

The railroads of the Congo were constructed to link navigable sections of river or to reach areas without navigable waterways and do not provide uninterrupted through routes. The 3,000 miles of narrow-gauge railroad are all single tracked and are characterized by steep grades, sharp curves, and numerous bridges. Traffic on railroads is interrupted by landslides and washouts and by low water on connecting inland waterways. Because no alternate routes exist, rerouting is impossible when interruptions occur. In addition to the direct rail line to Lobito in Angola, which carries 80 percent of the mineral exports of the Katanga, the southern Congo is connected by rail with the ports of Beira and Lourenco Marques, Mozambique, on the Indian Ocean, and with ports of the Union of South Africa. Only by transshipment over inland waterways can rail cargoes from the Katanga reach Matadi, the largest deep water port in the Congo, or Dar es Salaam, Tanganyika, on the Indian Ocean.

Highway transport occupies an important supplementary position in the economy of the country. The 50,000 miles of highways are used primarily for hauling ores and minerals to railheads or river ports and for short-distance movement of agricultural products. The Belgian Government's economic policy favored development of inland waterways and rail lines rather than a system of national highways in a modern sense. Poor road foundations, narrow roads and bridges, and numerous ferry crossings limit long distance highway traffic. A few roads and surfaces, but most highways are, at best, gravelled and may be impassable at times during the rainy season. Detours around obstructions are often impractical because of soft ground, jungle foliage, or rough terrain.

Air transportation has been of growing importance, particularly for Europeans, and has served to complement rather than compete with rail and water routes. Three of the airfields are capable of handling the largest of jet transports and a total of 37 localities were served by scheduled flights of DC-3's or larger aircraft. The remainder of the more than 200 air facilities are small strips used for air ambulance, charter service, and private flying. Few airfields are equipped with lights and many of the smaller ones are not usable during wet weather.

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CIA/RR GM 60-3

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was Plans Staff 7 Aug 64

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228

15 Jan 63

229

for Dean State

The following given to [REDACTED] OCh/G, 29 January 63,
for her Intelligence Orientation lecture:

STATINTL

GP 62-389:L	Copy 29
GP 62-359	18
GM 60-3	227
GM 62-6	120

UNCLASSIFIED		CONFIDENTIAL		SECRET	
CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP					
TO	NAME AND ADDRESS		DATE	INITIALS	
1	[REDACTED] War Plans Staff,				
2	G-2-42				
3	25X1A				
4					
5					
6					
ACTION		DIRECT REPLY		PREPARE REPLY	
APPROVAL		DISPATCH		RECOMMENDATION	
COMMENT		FILE		RETURN	
CONCURRENCE		INFORMATION		SIGNATURE	
Remarks: For your request, attached are copies (Nos. 165 and 213 respectively) of CIA/RR CM 63-1 and CIA/RR CM 60-3.					
FOLD HERE TO RETURN TO SENDER					
FROM: NAME, ADDRESS AND PHONE NO.				DATE	
[REDACTED] D/CG/RR 3-E-58 x6018				7 Aug 64	
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25X1A

*File with
GM 60-3*

CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

See GM 63-1

Project Initiation Memorandum

Project No.: 62.2118

7 January 1963

1. Subject of Proposed Project: The Republic of the Congo
2. Statement of Problem: To revamp CIA/RR GM 60-3, same title.
3. Requester: Self-initiated.
4. Responsible Analysts: [REDACTED] GG/W. 25X1A
5. Kind and Extent of Cooperation Desired From:
 - a. Other Divisions of GRA: Cartography Division to prepare maps.
 - b. Other Parts of CIA: I/NEA/RR; I/TF/RR
 - c. Outside CIA: Possibly Department of Agriculture. 25X1A
6. Estimated Manhours in D/CG: 125
7. Due Date: 22 January 1963

[REDACTED]
Chief, Geography Division

Approved:

Chief, Geographic Research

Date

Assistant Director, ORR

Date

GROUP 1
Excluded from automatic down-
grading and declassification

PLAN ROOMS

TITLE: Republic of the Congo

PN: 63.1874

REQUESTER: Self initiated

Report No. GM 60-3

Date	Analyst	Editor or Coordinator*	Typist	Date	Analyst	Editor or Coordinator*	Typist
<u>sep 60</u>	<u>272</u>	<u>28</u>	<u>6</u>				

* Coordinator: NIS

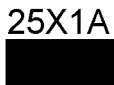
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8 Feb 61 *

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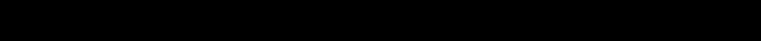
DISTRIBUTION OF CONGO GM IN DD/P; OCT. 1960

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intelligence reports,  25X1A

 shop.

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Plans Branch

Propaganda

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*This is the distribution given to copies sent to DD/P on the original dissemination of GM-60-3.  got this information.

S-E-C-R-E-T

MINUTES OF GEOGRAPHY DIVISION STAFF MEETING

21 October 1960

25X1A

Present: [REDACTED]

1. New Building

New furniture and other details connected with the new building were discussed.

2. Annexes to Trip Reports

The Annexes to Trip Reports prepared by some of the IGU attendees were very favorably received by DD/P, who asked that we report similar personality information when opportunities offer.

3. CIA/RR GM's

✓ Republic of the Congo: OCI has transmitted its compliments on this latest GM. OCI also inquired whether a similar sort of report on Rhodesia is being contemplated.

Laos: Discussion of a redo of the Laos GM brought out that GG/F is giving thought to a report on the area involving part of Laos and part of Vietnam.

4. Status of the UGF Campaign

As of 11 October the status was: DD/I 53%; DD/P 37%; and DD/S 53%.

5. Miscellaneous

25X1A

Movie on Operation Abolition: [REDACTED] asked for a list of those who have not attended this movie.

Agency Mid-Career Intelligence Course: The first run of this course will be from Monday, 24 October, through Friday, 4 November. The following will attend: [REDACTED]

25X1A

18 October 1960

MEMORANDUM FOR: Chief, Publications Staff, ORR
THROUGH: Chief, Geographic Research Area STATINTL
SUBJECT: Memorandum of Appreciation -- [REDACTED]
STATINTL [REDACTED]

1. Several projects undertaken in recent weeks have portrayed again the very high quality of your editorial staff in Geography Division. The projects were the following:

a. OP 60-3, Republic of the Congo

STATINTL

STATINTL

This was a difficult project much of whose success depended on the amount of sophistication that could be achieved. [REDACTED] worked patiently and persistently with the analysts and, assisted in some particulars by [REDACTED] was able to develop from a frustrating series of drafts a polished and effective product.

b. OP 60-105:L, Brief on Ethiopia

STATINTL

This project was also difficult in that it involved an entirely new requester and an experimental style of presentation and selection of content. The analyst's drafts received an excellent job of editing by [REDACTED] who contributed both sound substantive knowledge and a very fine sense of good writing to the final product.

c. Format for map intelligence studies

STATINTL

This new format, which was recently coordinated with you, is a tribute to [REDACTED] ability to recognize and perfect an idea that will enhance publications effectiveness.

STATINTL

STATINTL

2. I wish to express my appreciation to [REDACTED] for the accomplishments noted above and also for their consistently fine performance in editing other Geography Division publications.

STATINTL

[REDACTED]
Chief, Geography Division

Distribution:
Orig. and 1 - Addressee

S-E-C-R-E-T

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CENTRAL INTELLIGENCE AGENCY
Geography Division, ORR

Project Initiation Memorandum

To: Chief, Geographic Research Project No.: 62.1874
From: Chief, Geography Division Date: 16 SEP 1960

- 1. Subject of Proposed Project: Republic of the Congo.
- 2. Statement of Problem:

To summarize the basic information on the Congo under the headings: Physical Basis, Economy, Transportation, and Population. Maps on the following will be a part of the study: Terrain and vegetation; staple food crops; minerals and transportation; population distribution; and political affiliation of ethnic groups.

- 3. Requester: Ch/G 25X1A
- 4. Responsible Analyst and Branch: [REDACTED] GG/N
- 5. Kind and Extent of Cooperation Desired from:

- a. Other Divisions of the G Area:
Maps to be prepared by D/GC.
- b. Outside CIA: Department of State.

- 6. Estimated Man Hours in D/GG: 150
- 7. Probable Completion Date: 30 September 1960
- 8. Probable Form of Final Publication: CIA/RR GM 60-3
- 9. Recommendations Regarding Distribution of Finished Report:

25X1A

Six-panel layout planned -- three for maps and three for text.

25X1A

- 10. Comments: A sample of the planned layout will be brought over for review in a few days.

Approved:

[REDACTED]
Chief, Geography Division

25X1A

[REDACTED]
Chief, Geographic Research

Date

22 Sept 60

[REDACTED]
Assistant Director, ORR

Date

22 Sept

19 SEP 1960

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CENTRAL INTELLIGENCE AGENCY OFFICIAL ROUTING SLIP					
TO	NAME AND ADDRESS		INITIALS	DATE	
1	Ch/G		<i>Bob</i>	22 Sept 60	
2	AD/RR		<i>JEG</i>	22 Sept	
3	OCh/G		<i>jmc</i>	23 Sep	
4	[REDACTED]				
5					
6					
	<input type="checkbox"/> ACTION		<input type="checkbox"/> DIRECT REPLY	<input type="checkbox"/> PREPARE REPLY	
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