

Postcards of Transport in Nigeria
to 1950

Ray Harris

Originally displayed to the
West Africa Study Circle
on 29 September 2017

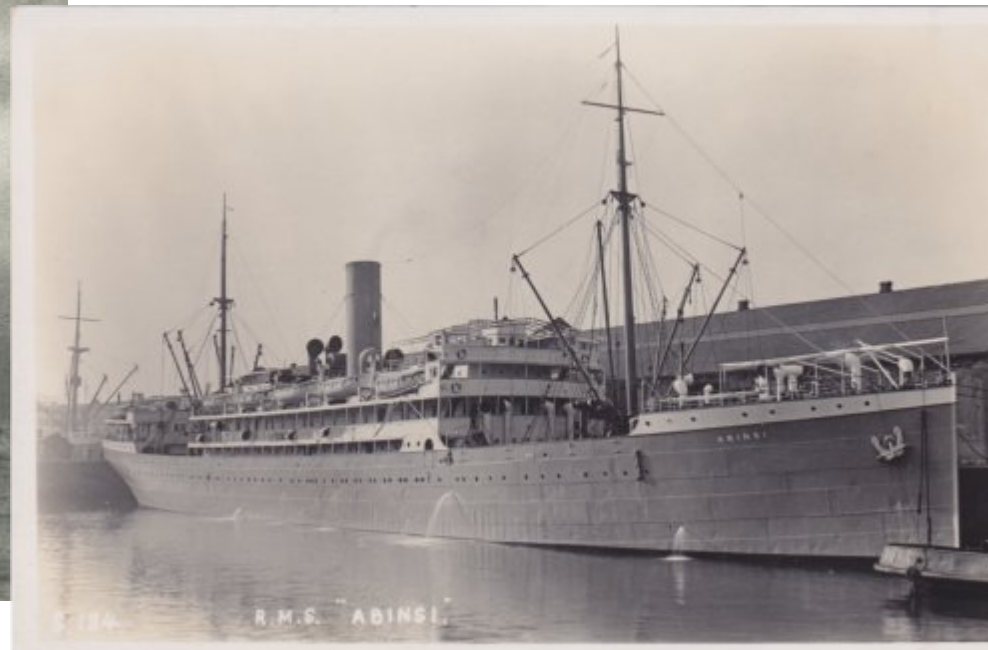
Transport in Nigeria to 1950 - shipping

Travellers arriving in Nigeria from the UK in the early years of the 20th century would have disembarked at Lagos, Forcados, Burutu, Bonny or (Old) Calabar. They would have travelled on a ship of the Elder Dempster Line, probably from Liverpool. Elder Dempster were also the main carriers of cargo from Britain, although German shipping companies travelled from Hamburg with goods for West Africa. Here are three ships of the period owned by Elder Dempster / African Steamship Navigation Company.



SS Mendi, built 1905 by Alexander Stephens in Glasgow for the West Africa route from the UK.

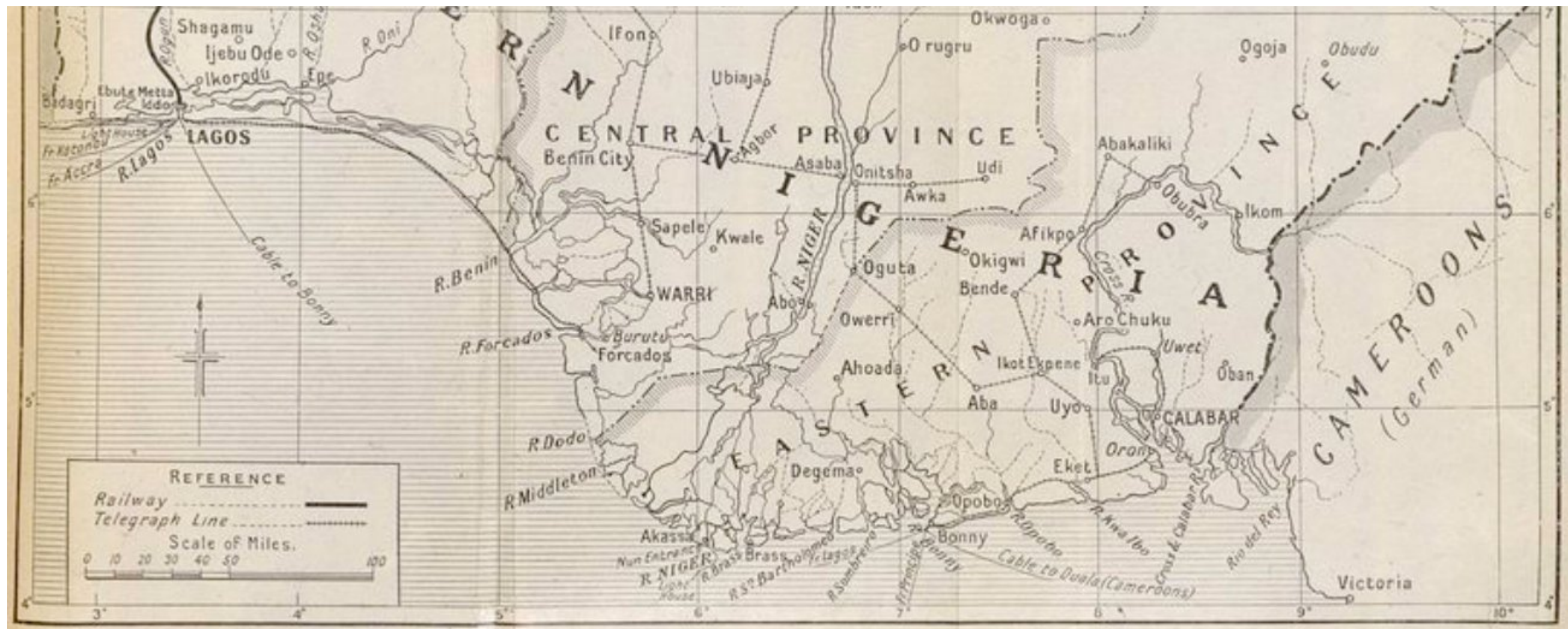
Both ships carried passengers and cargo, including mail, from the UK.

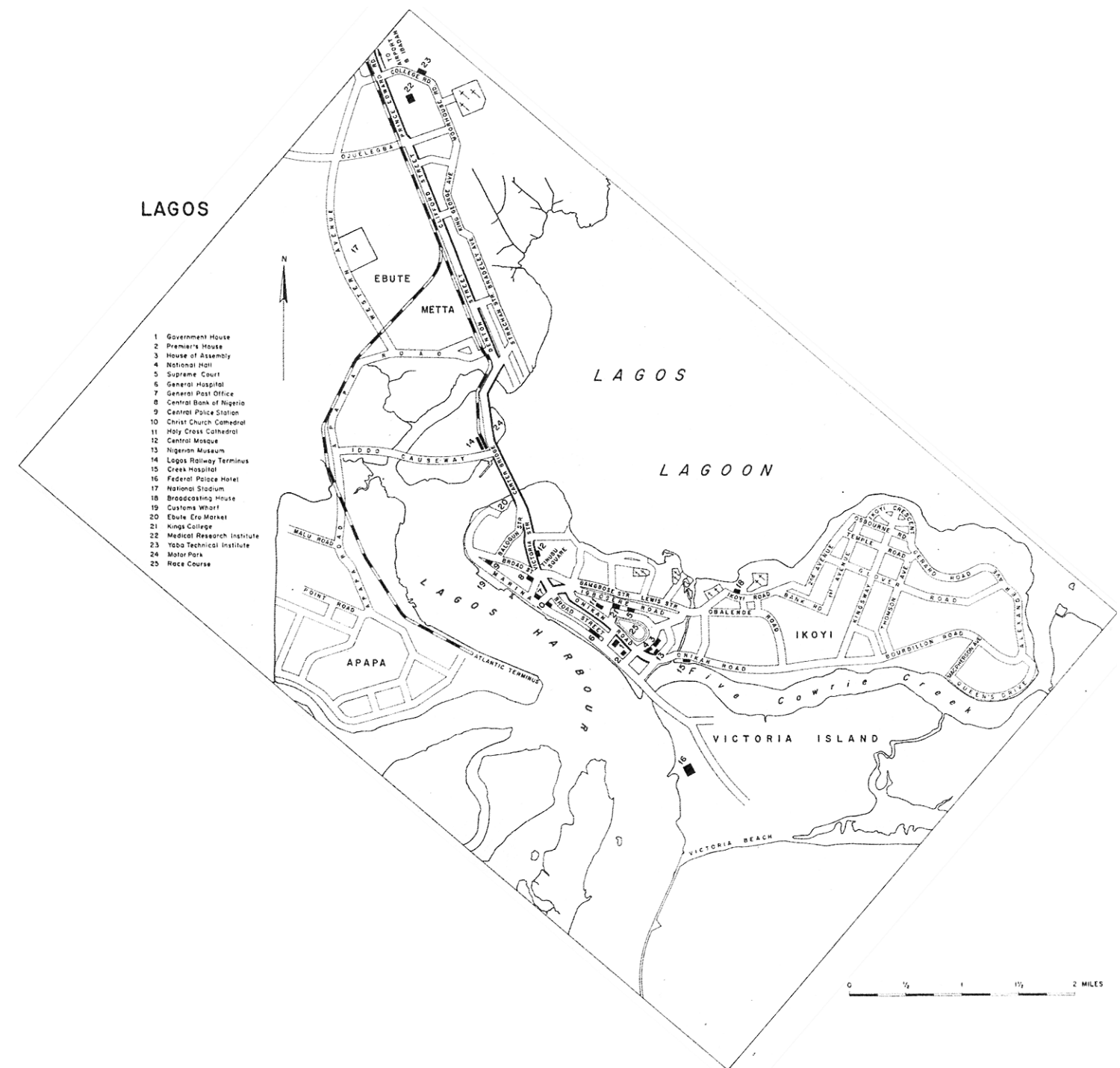


RMS Abinsi, built 1908 as the Leopoldville for the Compagnie Belge Maritime 1908 by Harland & Wolff Ltd., Belfast. Bought by Elder Dempster 1914 and renamed Abinsi.



SS Attendant, a twin screw passenger tender built by Harland and Wolff Ltd., Glasgow "to carry passengers to the liners in Lagos Roads and for towing in that part of the West Coast of Africa" (*The Engineer* 18 July 1913). *Nigeria Gazette* Sept. 1915 noted "letters ... bearing an extra 1d stamp ... will be accepted by the Mail Boarding Officer on board the Attendant up to the time of departure from Customs Wharf" (Maddocks B. *Cameo* 75)





Marina is the main road running north west to south east alongside the waterway marked as Lagos Harbour

Transport in Nigeria to 1950 - shipping

The size of ships able to enter Lagos Harbour in the early 1900s was limited by the sandbar which ran parallel to the coast for miles. Until 1907 passengers and cargo from ocean liners had to be transferred via surf boats to "branch steamers" which could cross the bar and take passengers to a wharf in Lagos or to Iddo wharf for travel by train.

Transferring to a surf boat in a "Mammy chair"



pub. Raphael Tuck c.1925

Arrival of passengers for Lagos would be at this wharf at the north end of Marina



pub. CFA (Compagnie Française de l'Afrique Occidentale) c.1909

Taking a sounding to anchor safely. This is one of the ships shown on the first sheet.



Heaving the lead-S/S „MENDI“.

pub. John Holt 1912

It was often considered easier to unload cargo on to a branch steamer at Forcados and then return it to Lagos, rather than trying to transport it directly over the Lagos Bar.

See the note by the writer of this card.

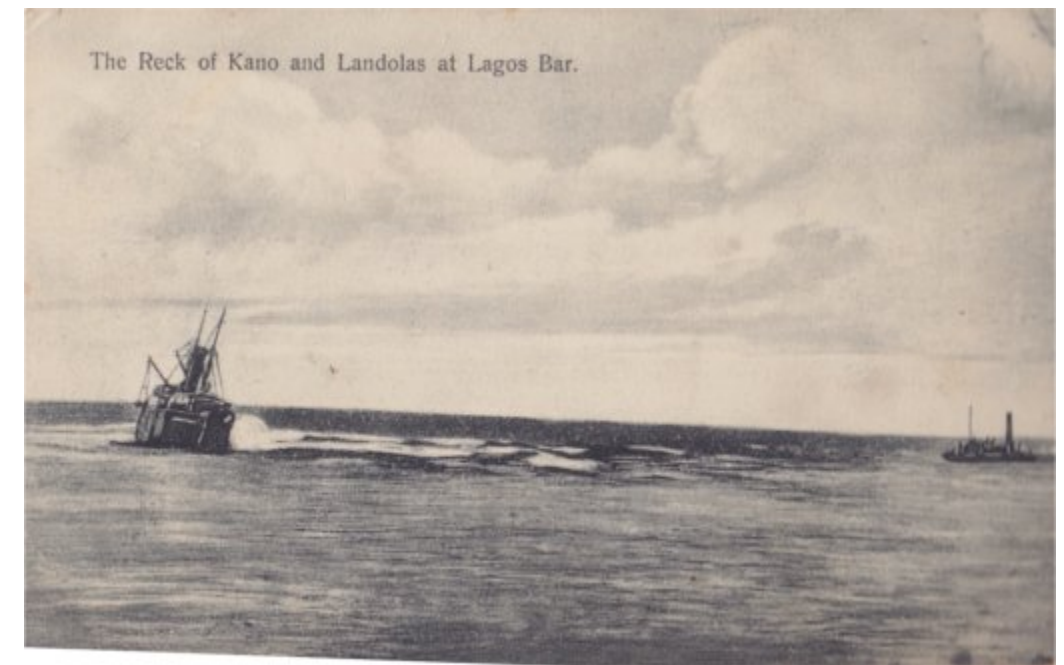
Government Wharf was on Marina near Government House on the map



Government House Wharf
out of branch boats to carry the cargo from Lagos
Lagos
at Forcados & Lagos.
RCH

pub. Walwin Holm 1905

Travellers from 1907 onwards would have been greeted by the wrecks of the Elder Dempster ships Kano and Llandulas which collided that year in Lagos Roads.



The Reck of Kano and Landolas at Lagos Bar.

pub. Carew c.1911

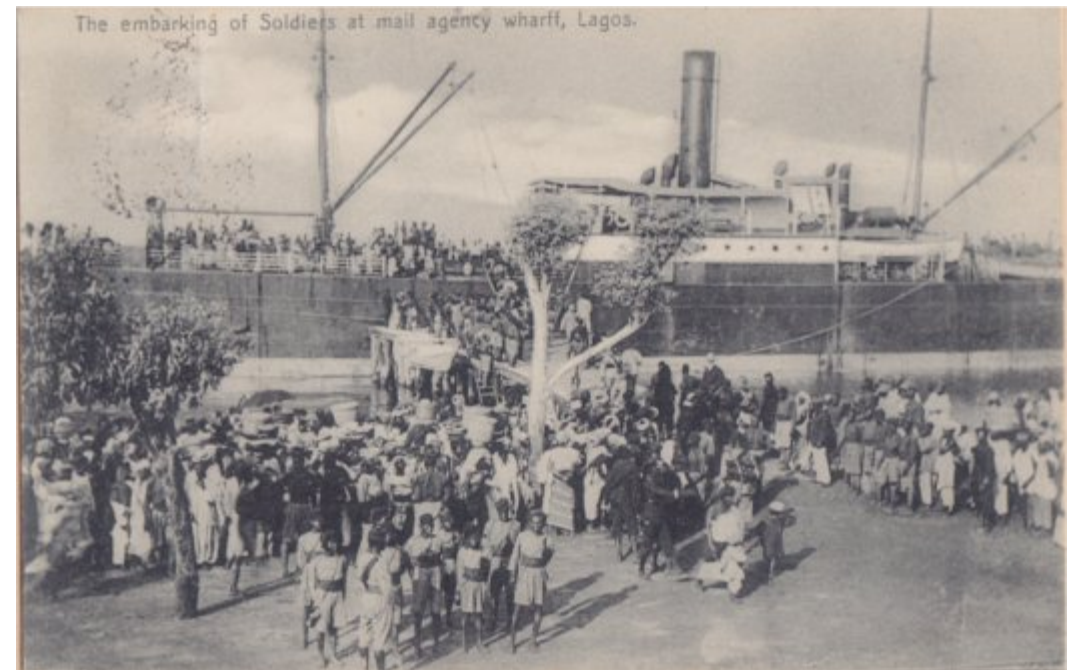
Transport in Nigeria to 1950 - shipping

Iddo, on Ejora Island, is effectively on the mainland and was the railway terminus for the line from Lagos to Ibadan (and later, beyond). On the map it is at 14, at the north end of Carter Bridge over the Lagoon. Passengers travelling up country would be landed at Iddo Wharf.

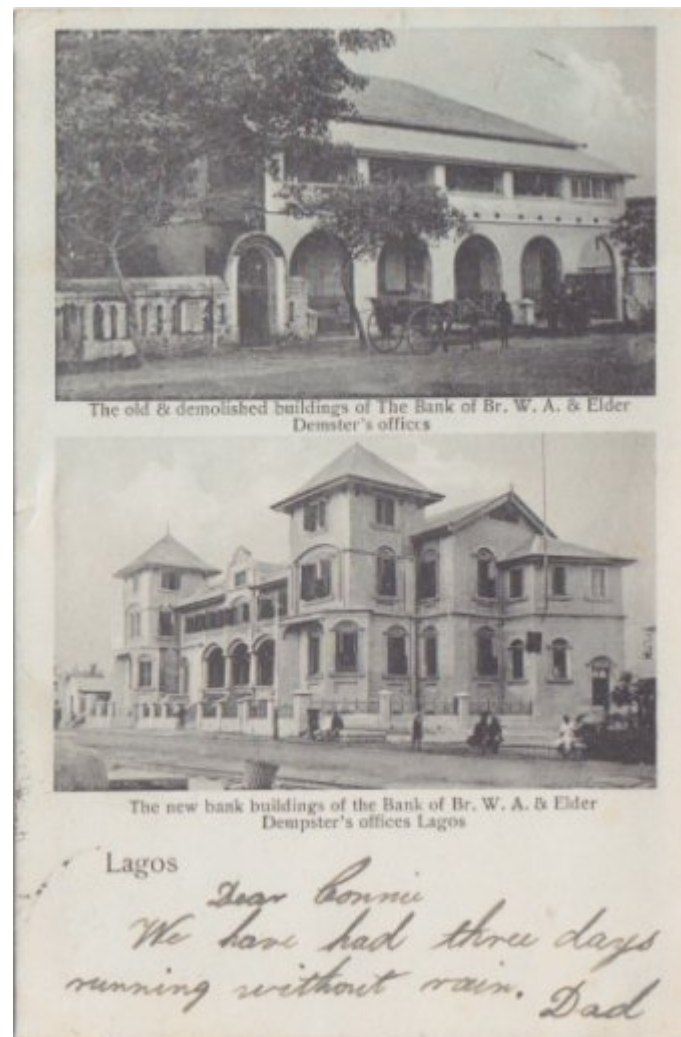


pub. Henri Dupuy c.1914

Marina, Lagos, was the main street for overseas and local businesses, with Government House towards the southern end. There were several wharves for larger ships which were able to enter the harbour.



pub. Carew 1906



pub. Walwin Holm 1906

Elder Dempster, incorporating the African Steam Navigation Company, was the major shipping company serving Nigeria, with ships travelling from Britain; they also owned branch steamers. The Woermann Line operated from Hamburg to West Africa, with an agreement not to call at British ports. These both had offices on Marina. John Holt was an importer/exporter which also ran ships to Nigeria and had a "factory" (office and warehousing presumably) on Broad Street.



pub. CFAO c.1909



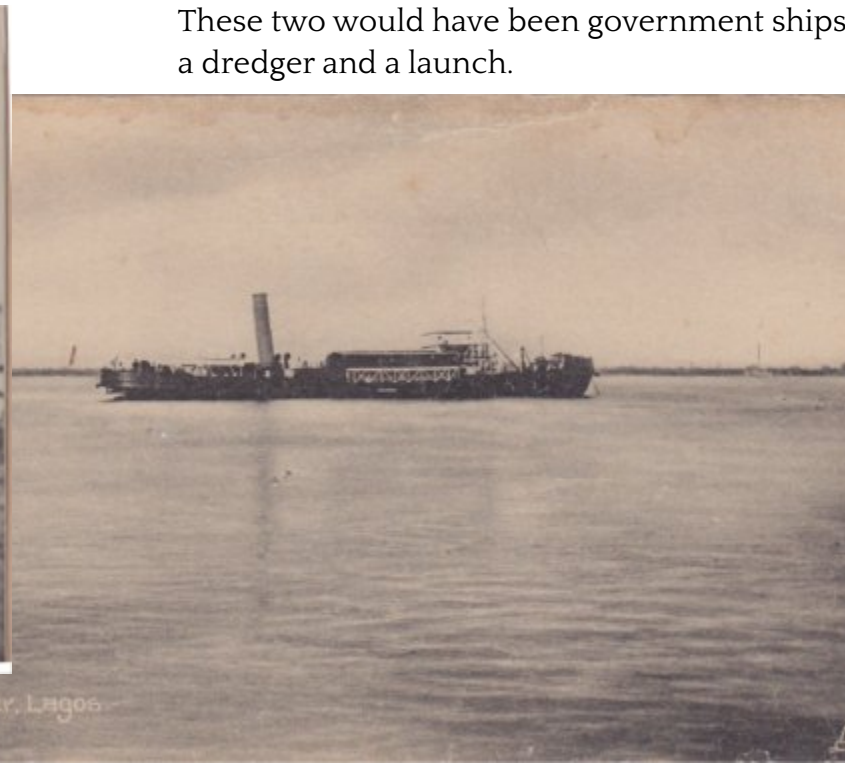
pub. Walwin Holm 1906

Transport in Nigeria to 1950 - shipping

The Lagos, later Southern Nigeria, government maintained a number of ships. The responsibilities of the Marine included administration of the ports and harbours, dredging of channels, buoyage and lighting. It also operated ferry services, touring launches, and other small craft that plied the various creeks and other inland waterways. In Lagos the department operated from wharves on Marina.



pub. CFAO 1907



pub. Raphael Tuck c.1920



pub. Walwin Holm 1906

The "Margaret" was a steamer sometimes used by the Governor.



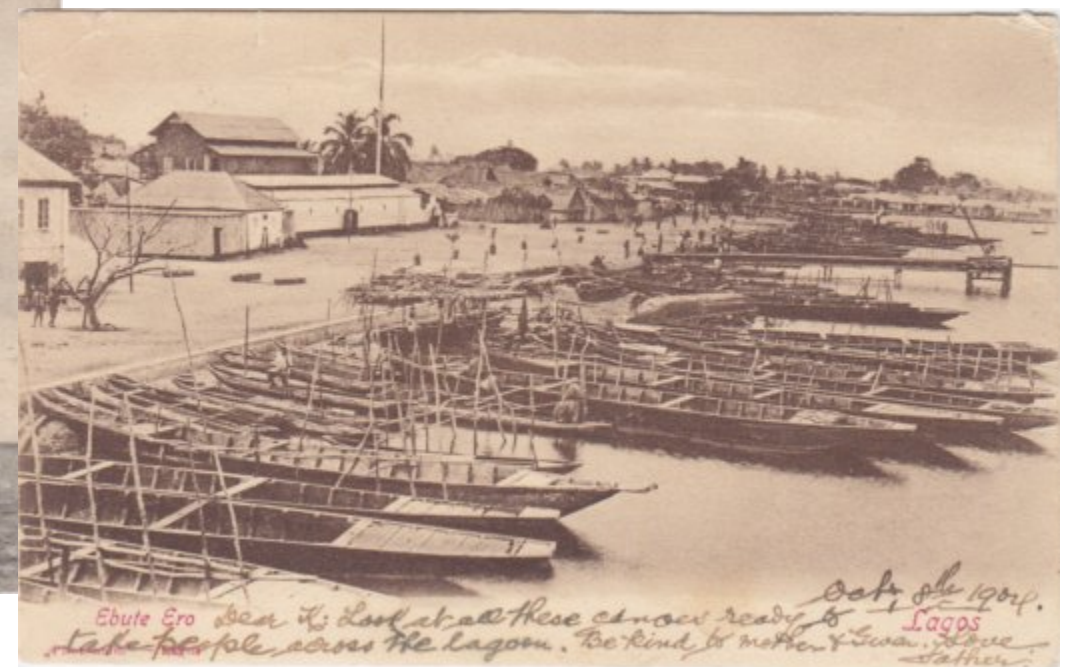
pub. Albert Aust c.1908

The steam yacht "Ivy" had been active in the British expedition against Benin in 1897 and appears to have been treated as the flagship of the Southern Nigeria government..



pub. Walwin Holm c.1910

Here are some of the Lagos ferries to take travellers to the mainland



pub. Walwin Holm 1904

Transport in Nigeria to 1950 - shipping

As the entry to Lagos also leads into the creek system along the coast, there was a great deal of activity using smaller boats, including trading and fishing.

On the left are two more views of Marina, and the view on the right appears to be taken to the east of Carter Bridge, which links Lagos Island to the mainland.



pub. G.Wright c.1915



pub. Henri Dupuy c.1913



Unknown publisher 1 c.1906

Ebute Ero is at the north end of Lagos Island. The market would have attracted traders by canoe.



pub. Church Missionary Society Bookshops c.1933

Victoria Beach is on the southern, sea facing, boundary of Lagos.



pub. Sudan Interior Mission c.1950

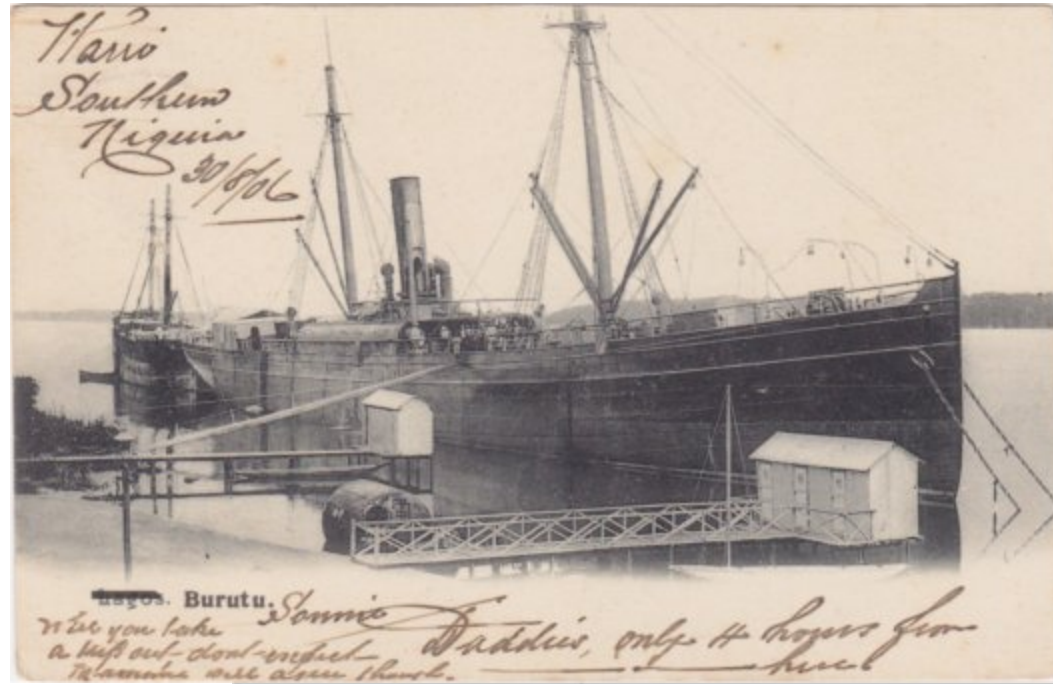


pub. Church Missionary Society Bookshops 1933

Transport in Nigeria to 1950 - shipping

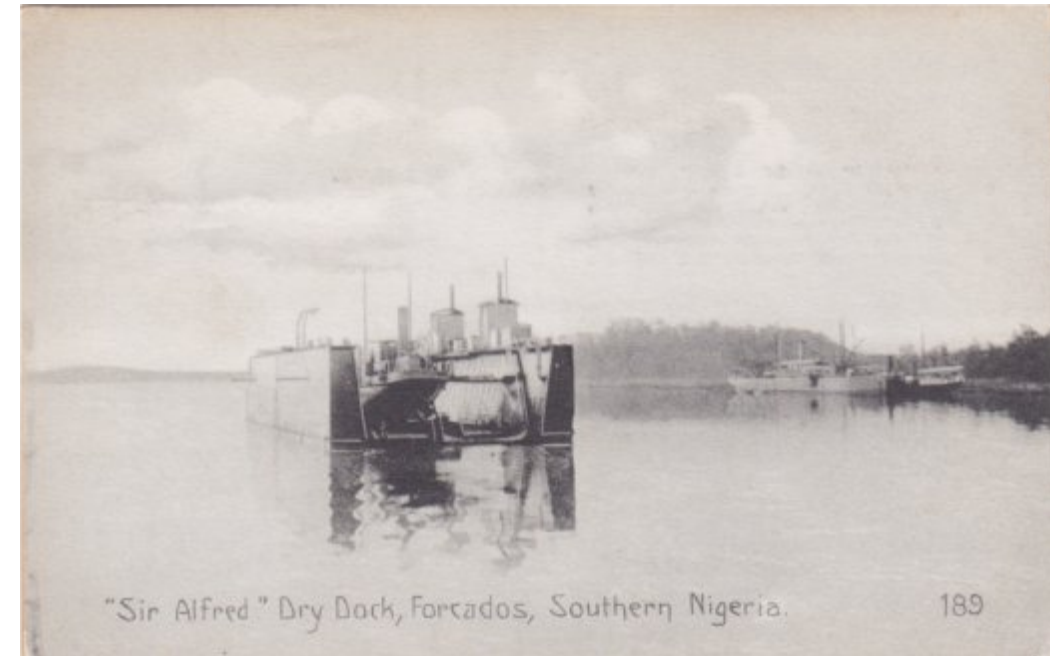
Further east along the coast, both the neighbouring ports of Forcados and Burutu within the Niger delta were on the main route to the River Niger, thence inland to Northern Nigeria. Mail coming via the Niger from Lokoja would have been transferred to mail steamers at one of the two ports.

Burutu was the Niger Company HQ at the beginning of the 20th century



Unknown publisher 1
1906

One of the Niger Company ships is seen in dry dock at Forcados.



pub. Moyea Series c.1910

Royal Niger Co.
Card no. 143
from unknown
(but prolific)
publisher 4
probably c.1906



pub. "Sanbride"
c.1908



Travelling east, Bonny was the next major port



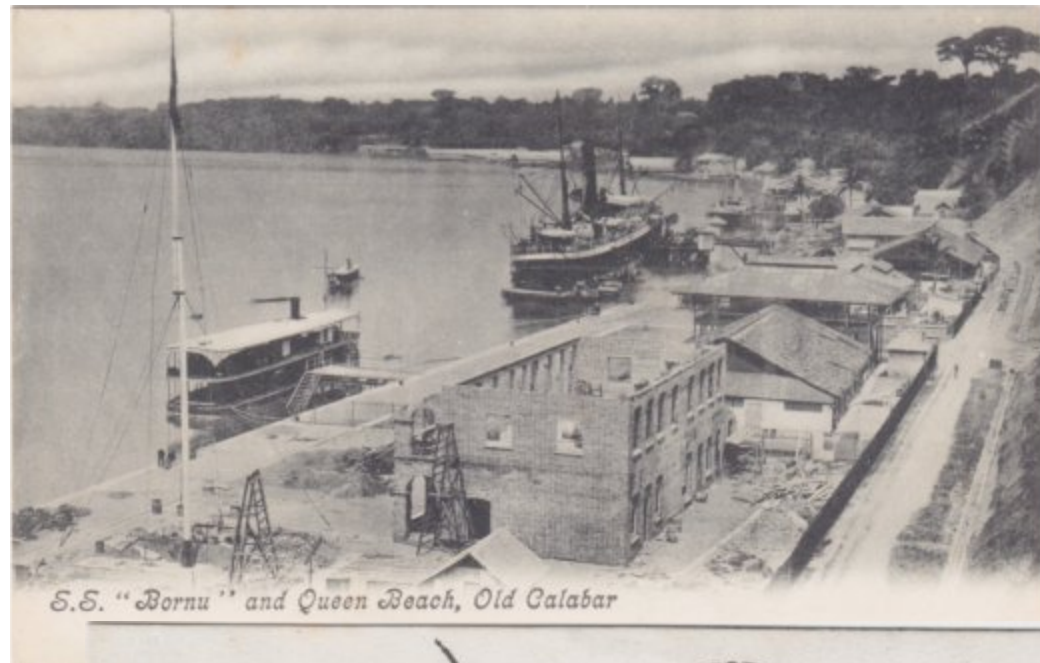
pub. G.Wright c.1915

Transport in Nigeria to 1950 - shipping

The most easterly port for travellers in the early 20th century was Old Calabar. This was the government headquarters of the Protectorate of Southern Nigeria, up to 1906 when Lagos was amalgamated into it. It remained an important trading port until the railway was opened at Port Harcourt in 1916.

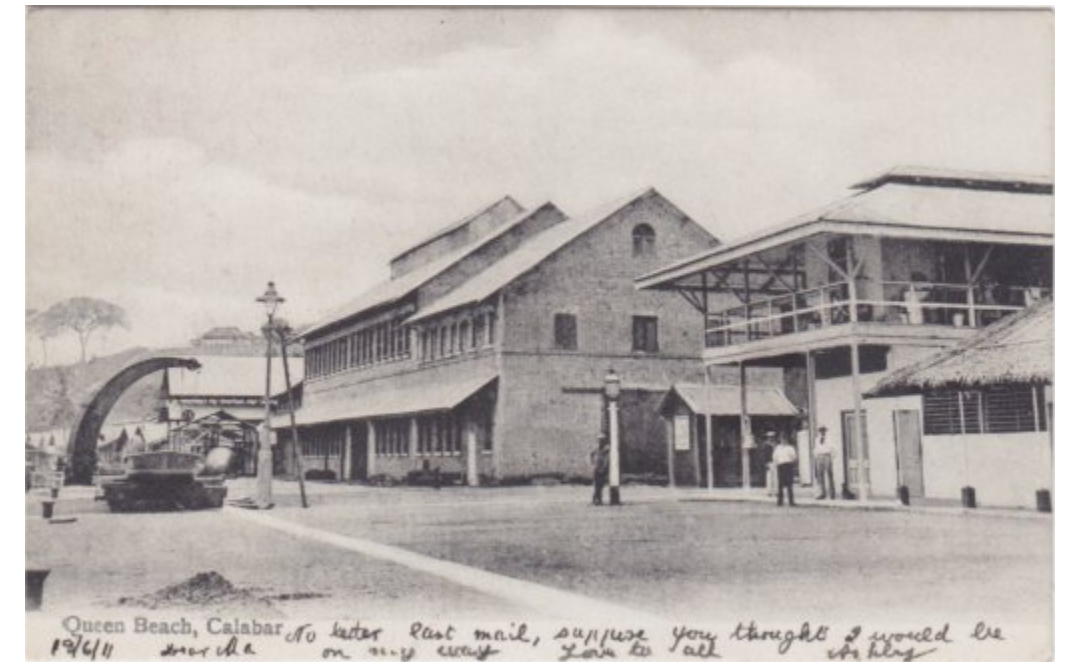
These first two views of the Old Calabar River and port/beach show building construction underway and then completed.

Here a boat has been lifted from the water.



All cards on this sheet, except bottom left and middle right, are from unknown publisher 6.

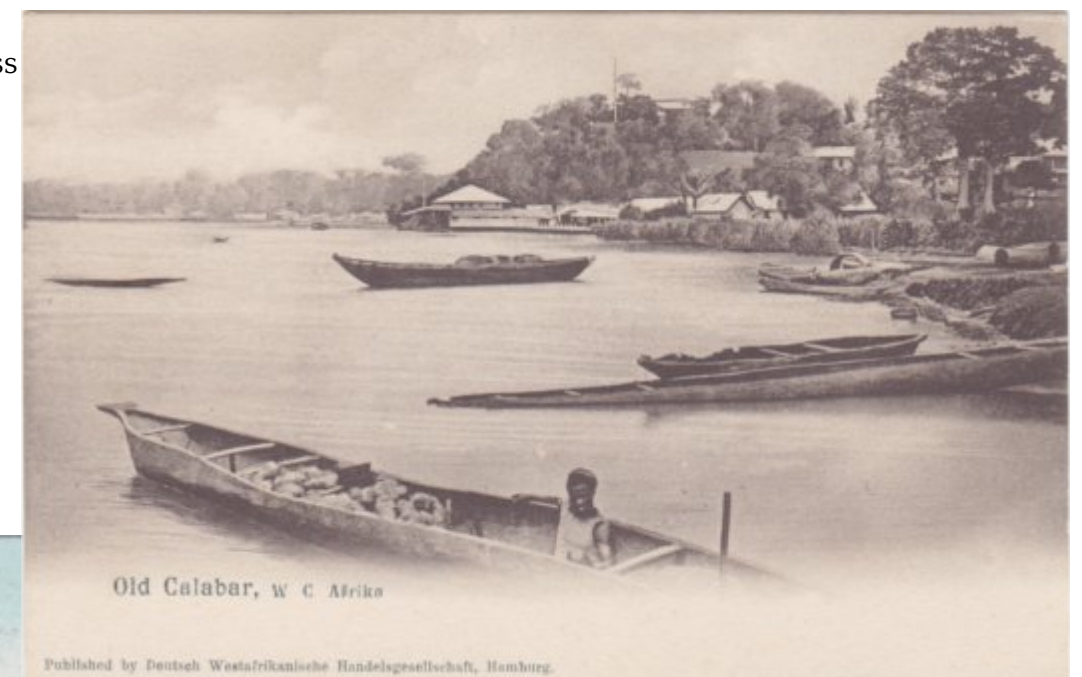
1911



The upper card is c.1904, the lower 1911

Plagiarism? The hand-coloured version has less detail than the original.

pub.DWH
c.1905



Trading canoes on the beach. The nearest building on the left is the DWH Stores.



Unknown publisher 22, c.1920

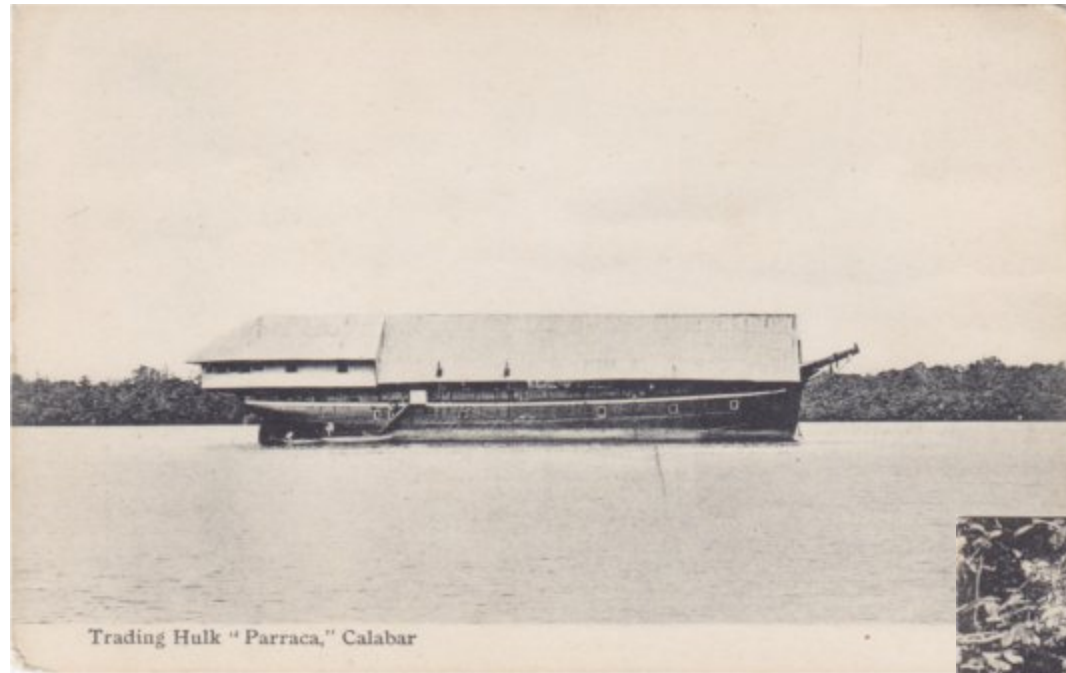


1907

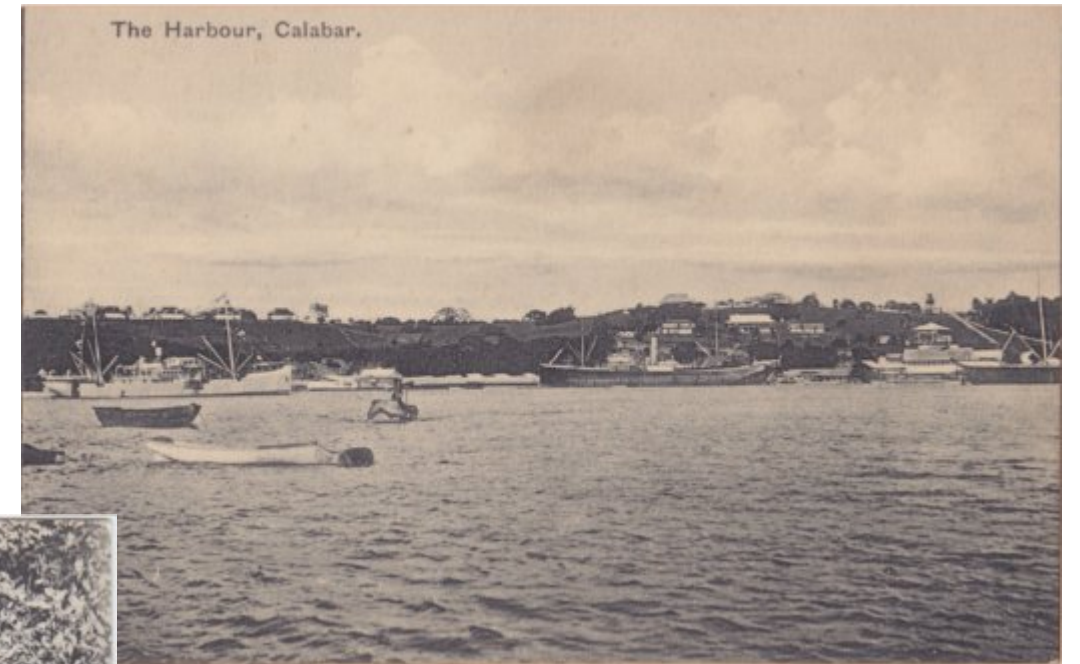
Transport in Nigeria to 1950 - shipping

Shipping at Calabar

Moored hulks, old ships, were sometimes used for trading. They would have living accommodation on board.



Unknown publisher 6, 1906

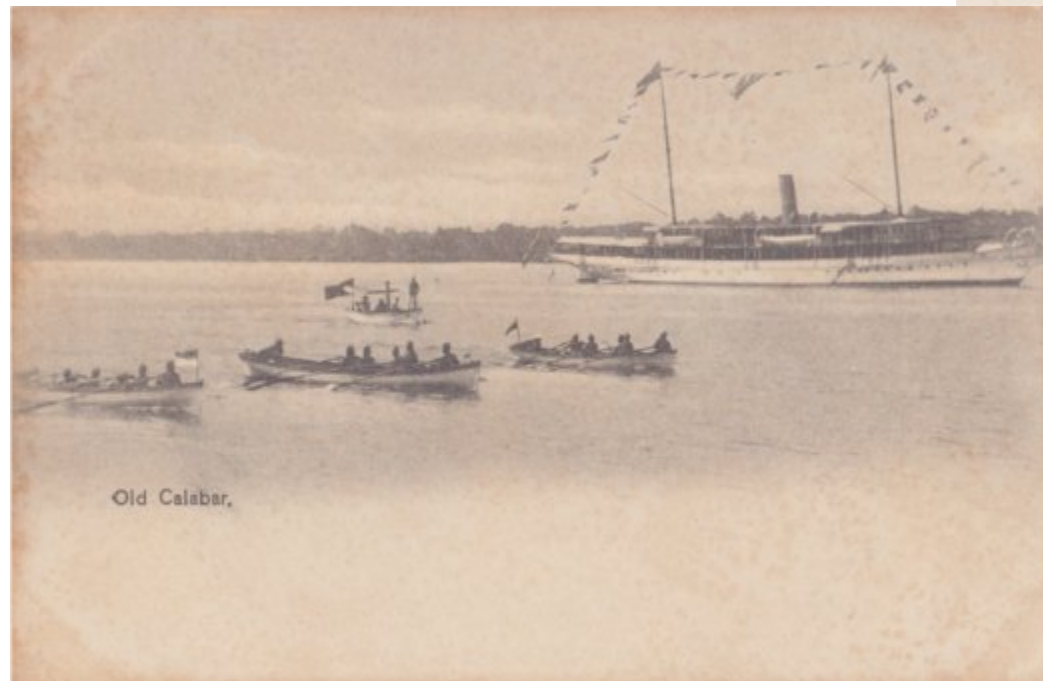


pub. Hermann Rampendahl c.1912



An original hollowed log

Steam Yacht "Ivy" in the background with canoes racing



pub. Albert Aust c.1903

RMS Sobo, built for the African Steamship Co. in 1899



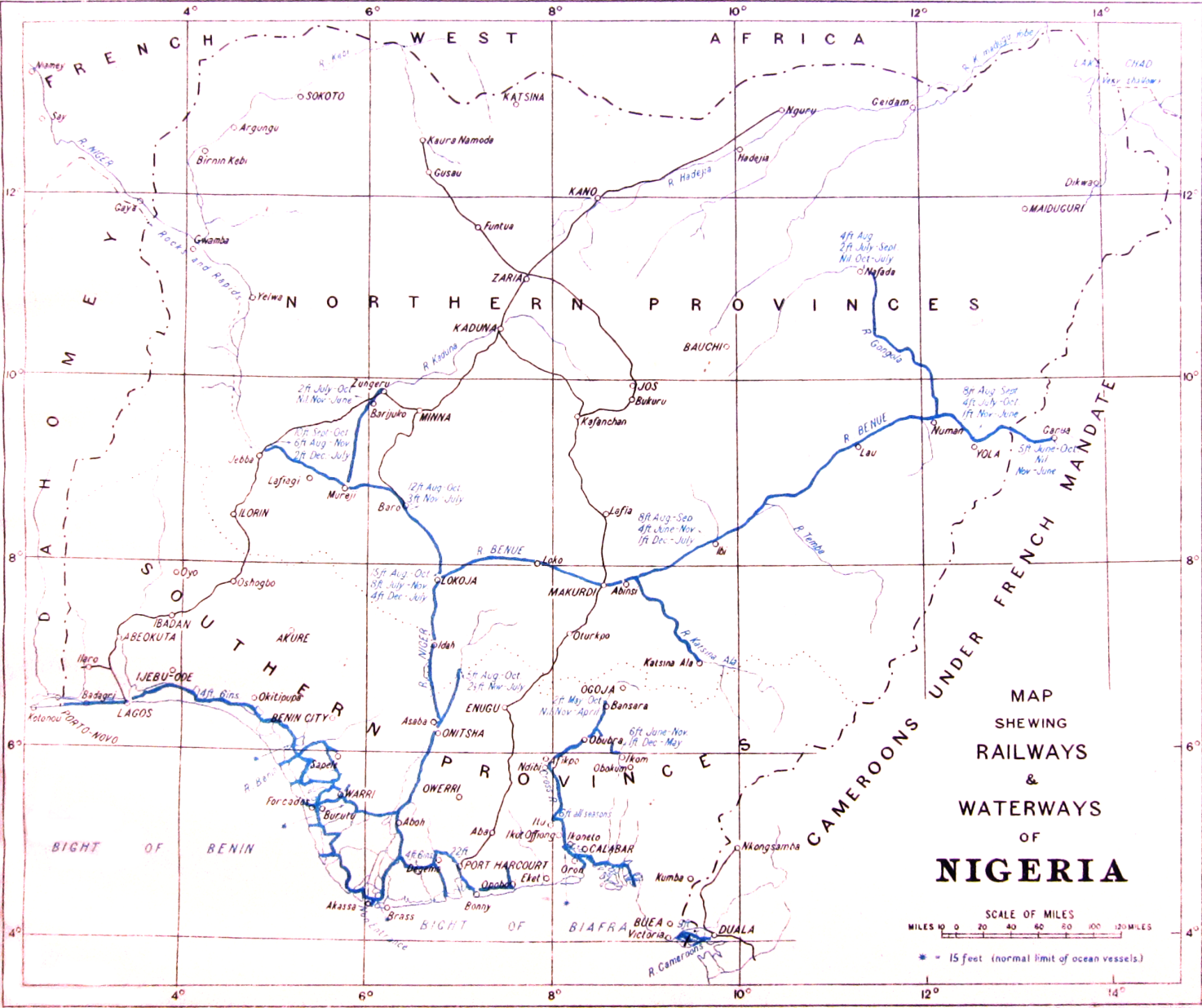
Unknown publisher 53, 1905

Unknown publisher 6, 1906

RAIL AND WATERWAYS MAP

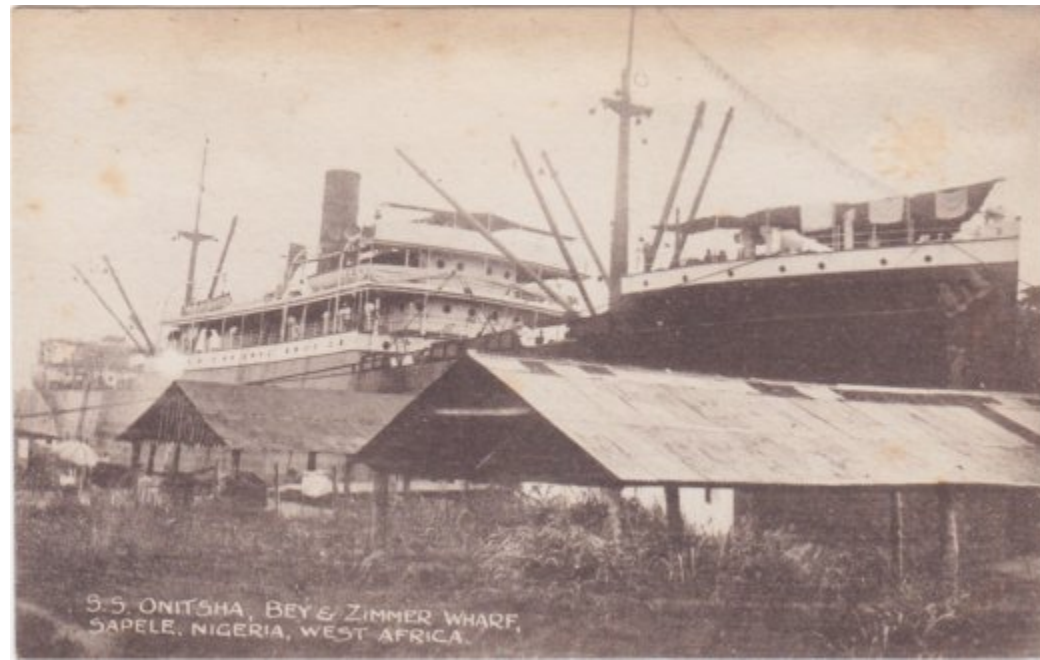
from

NIGERIA HANDBOOK 1937

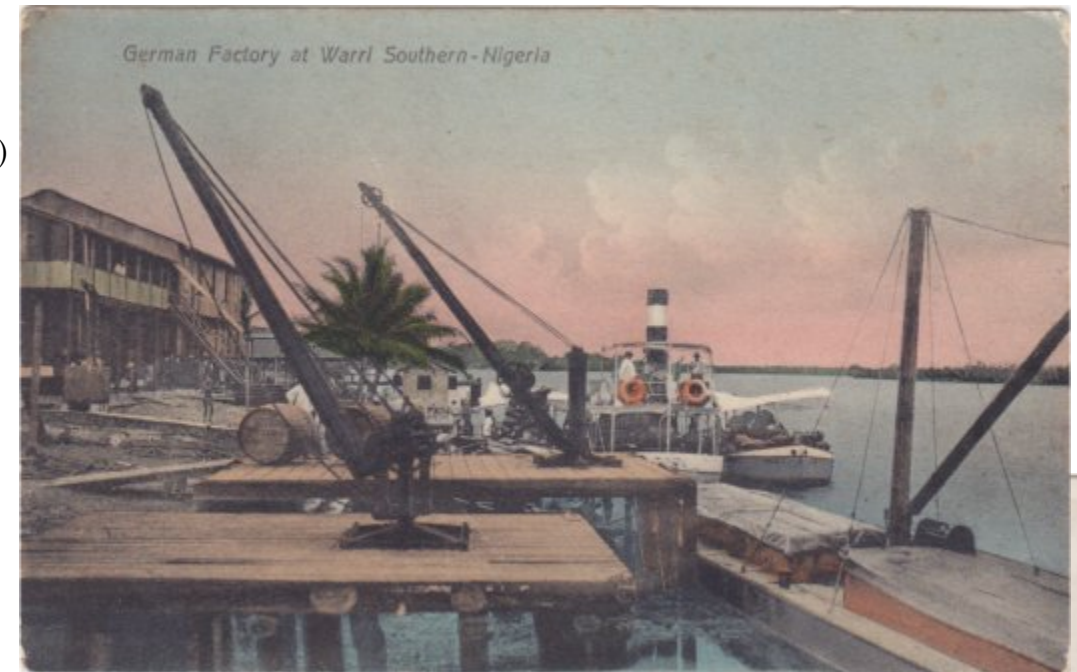


Transport in Nigeria to 1950 - shipping

The ports of Warri, exporting palm products among others, and Sapele, developed as a port for timber export, were both reached by first crossing the bar to Forcados. Port Harcourt, on the Bonny River, was created from 1912 for the export of coal from the Enugu coalfields.



Bey & Zimmer was a German trading company with "factories" at both Sapele (left) and Warri (right).

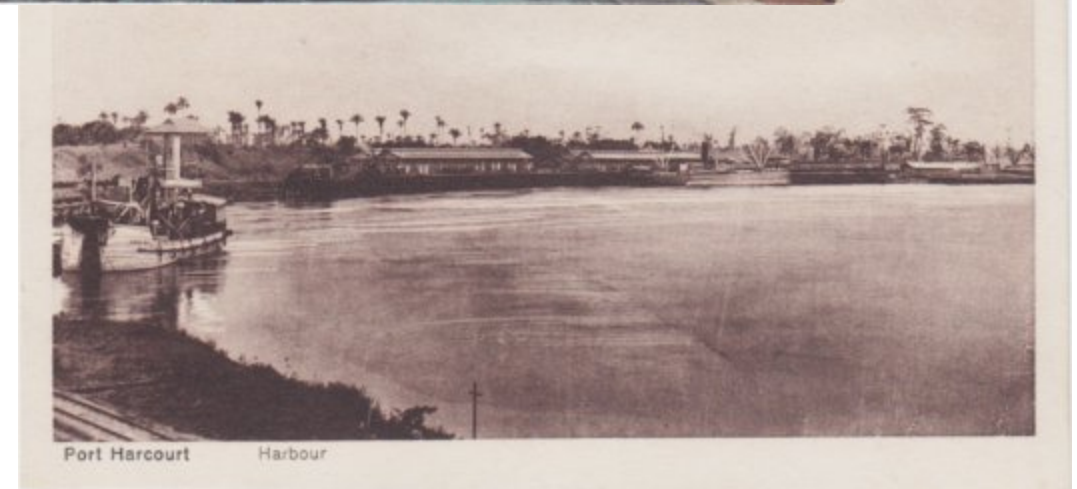


pub. Heinrich Rathgen c.1910



The size of the steamer at Sapele contrasts with the trading canoes moored at the wharves of two British owned companies.

pub. W.Kunze c.1926



Two views of Port Harcourt Harbour, both taken in the mid 1920s



All three from unknown publisher 29 c.1914



pub. CMS Bookshops c.1926

Transport in Nigeria to 1950 - shipping

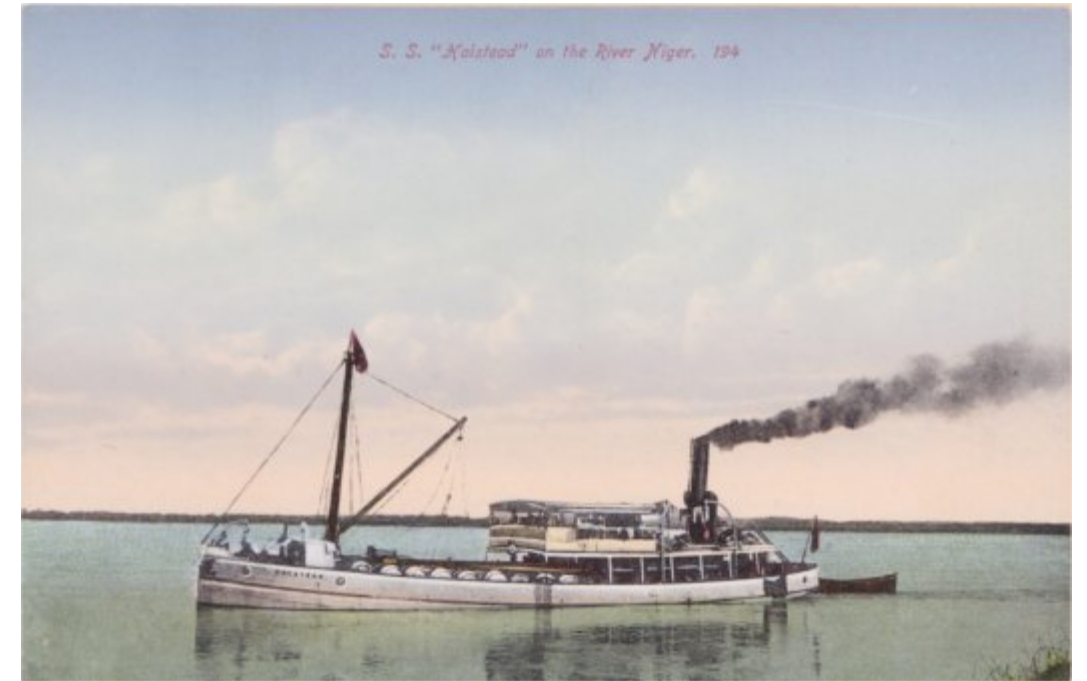
Before extension of the railway to Jebba in 1909, passengers for Northern Nigeria travelled by ship up the Niger. Places they would stop at included Idah, the northern limit of the Southern Nigeria Protectorate, Egori, Ajaokuta, then Lokoja, which was the hub of postal services. 200 miles beyond was Jebba, where Lugard, High Commissioner, had his first HQ.



Idah

Niger steamers in three sizes!

pub. Moyea series c.1919



Egori

pub. Moyea series c.1908



These three by unknown publisher 4 probably c.1912



Ajaokuta



unknown publisher 4 probably c.1912

Transport in Nigeria to 1950 - shipping

Goods for export included cotton, palm oil and kernels, groundnuts, coal and tin.

Lokoja was the distribution centre for cotton grown in the region.

Groundnuts being loaded from the enormous stack.



pub. Moyea series c.1910



pub. Imperial Institute c.1935



unknown publisher 8



pub. Moyea series 1910

Mixed cargo. Text on the back states that the women were paid in cowrie shells per load.

Palm kernels in boxes (children) and in bags (adults) - probably on the bank of the Niger.

Palm oil extracted into barrels being loaded directly from canoe to ship, and below, ready to be loaded at Burutu



unknown publisher 4 c.1912

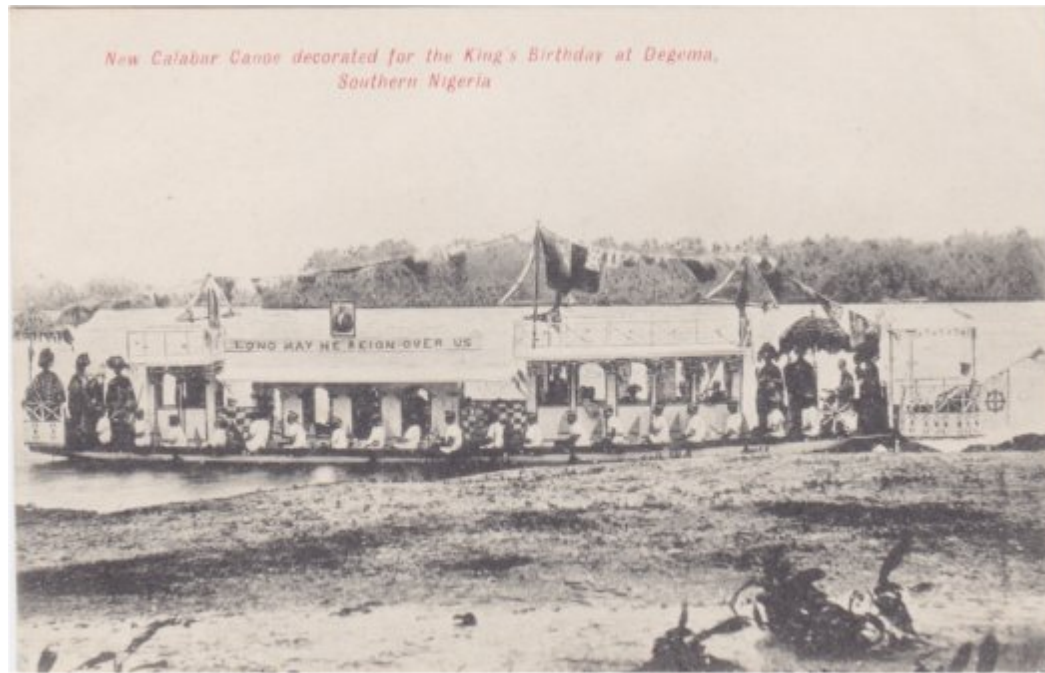


unknown publisher 4 c.1912

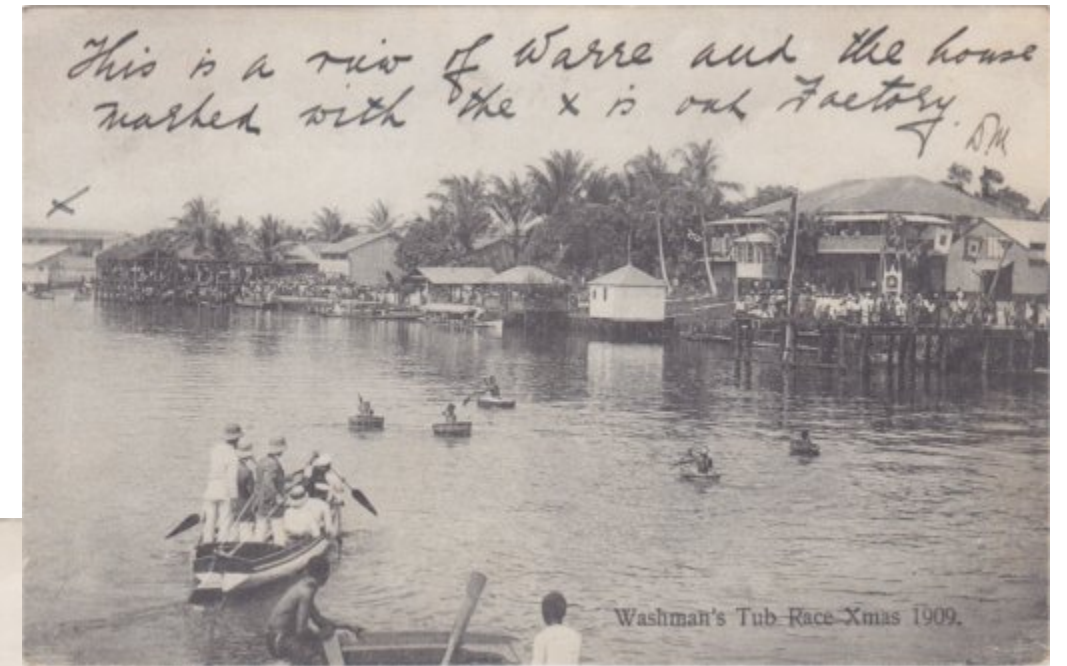
Transport in Nigeria to 1950 - shipping

Boats were used for pleasure as well as business.

Celebration of the birthday of King Edward VII - his photo just visible above the banner



pub. French & Co., probably November 1905



A day at the races

unknown publisher 30 1909

Chiefs are transported by their boatmen



unknown publisher 4 c.1912



unknown publisher 30 c.1910



pub. Moyea series c.1910



pub. Walwin Holm 1906

Transport in Nigeria to 1950 - shipping

On this sheet is a further selection of vessels, to illustrate the range using the waterways.

This twin screw steamer was built in 1903 for the High Commissioner of Northern Nigeria. He and his staff used the long upper deck; the captain and two engineers used the short top deck, while the rest of the crew were aft on the main deck.



unknown publisher 1 c.1906

This publisher often made errors; uncorrected versions of this card exist..

Here are two stern wheelers run by the Northern Nigeria government - a cargo boat, "Ndoni", and a passenger/cargo vessel, "Empire"



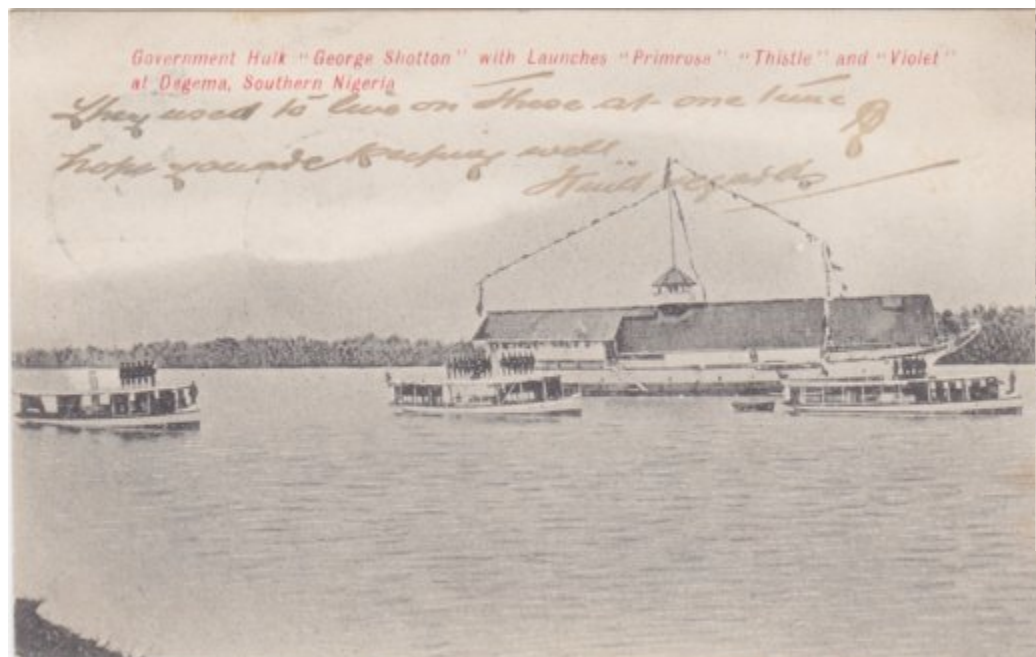
pub. Moyea series c.1908



unknown publisher 4 c.1912

pub. Walwin Holm 1909

The hulk "George Shotton" was converted to create living and administrative accommodation at Degema



pub. French & Co. 1905

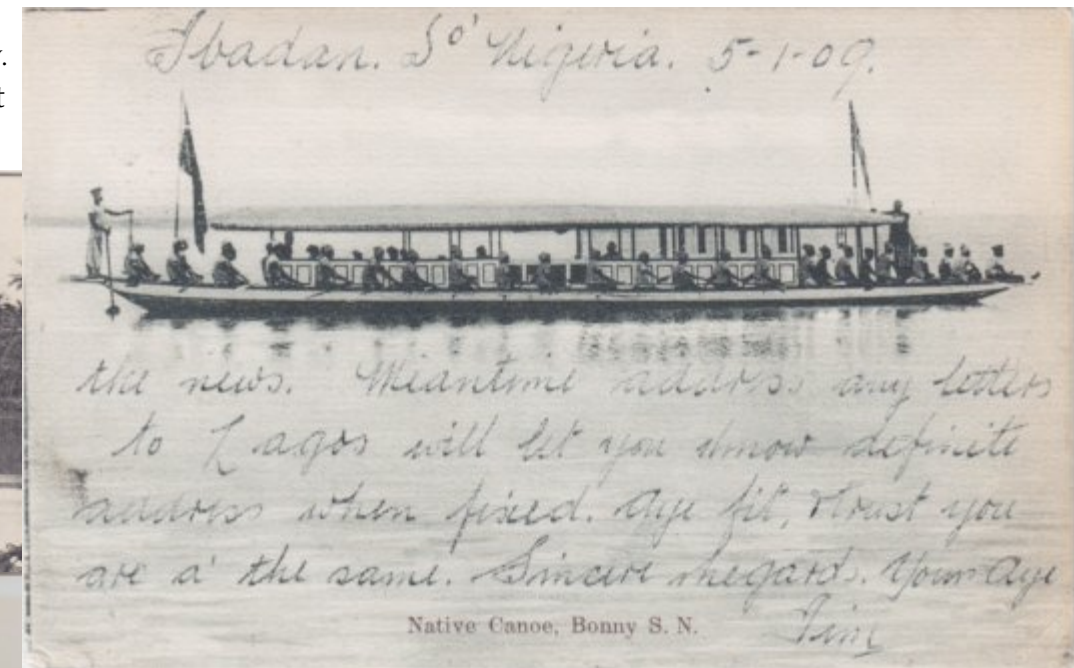
The size of the boiler is clear to see on the mission steamer, below. The native canoe at Bonny, right, has plenty of power of a different type.



unknown publisher 6 c.1905

The steam launch "Hornet", front right, and stern-wheeler "Raven" were both Southern Nigeria government boats.

unknown publisher 4 c.1912



Native Canoe, Bonny S. N.



Transport in Nigeria to 1950 - camels

In the north of Nigeria, around the latitude of Kano and further north, desert and dry grassland areas were very suited to camel transport, both for goods and people.



pub. Imperial Institute ?1920s



pub. Ryff 1918

What is the role of the white men here?

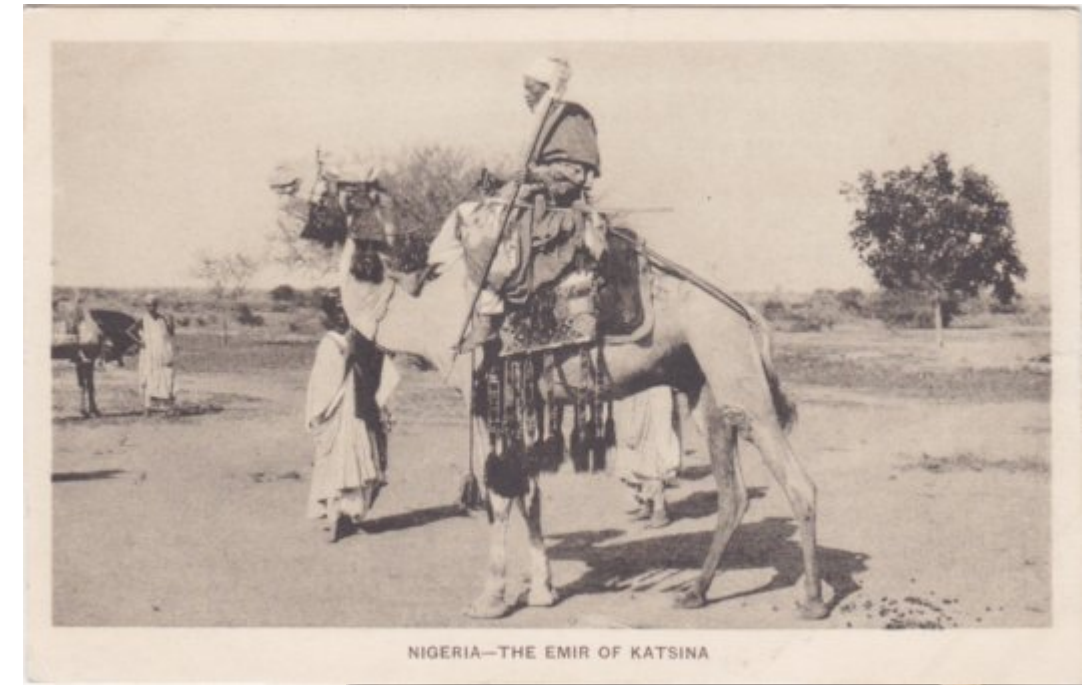


1919

Camels are more reliable than lorries!



1918



unknown publisher 8 C.1924

Camels also take part in ceremonial events - right, a durbar



sold by Sabena at Kano Airport 1953

both pub. Ryff

Transport in Nigeria to 1950 - horses

There is a tradition of horsemanship in Northern Nigeria which is illustrated in several cards showing festivals.



pub. H S Freeman 1931



pub. H S Freeman c.1931



pub. Ryff 1918

The Salla Festival celebrated the Muslim Eid el Fitr

MacGregor Canal was dug from Lagos Lagoon to Five Cowrie Creek during the governorship of William MacGregor, 1899-1904



pub. H S Freeman c.1931



pub. Raphael Tuck c.1928

Transport in Nigeria to 1950 - horses

Horses formed the transport of managers, but could not live where tsetse fly was prevalent.



both pub.Ryff 1918

In the north, supervising hide packing and road building

In the south, supervising the police constabulary building



pub. Walwin Holm 1909



The Sura were a Northern Nigerian tribe of the Plateau, perhaps about 20,000. Horsemanship was a Sura tradition.



pub. Raphael Tuck c.1924

This well-decorated horse must have been used to the kakaki, a 10 foot trumpet used to hail royalty



pub. Moyea Series c.1910



printed on Kodak postcard paper 1907

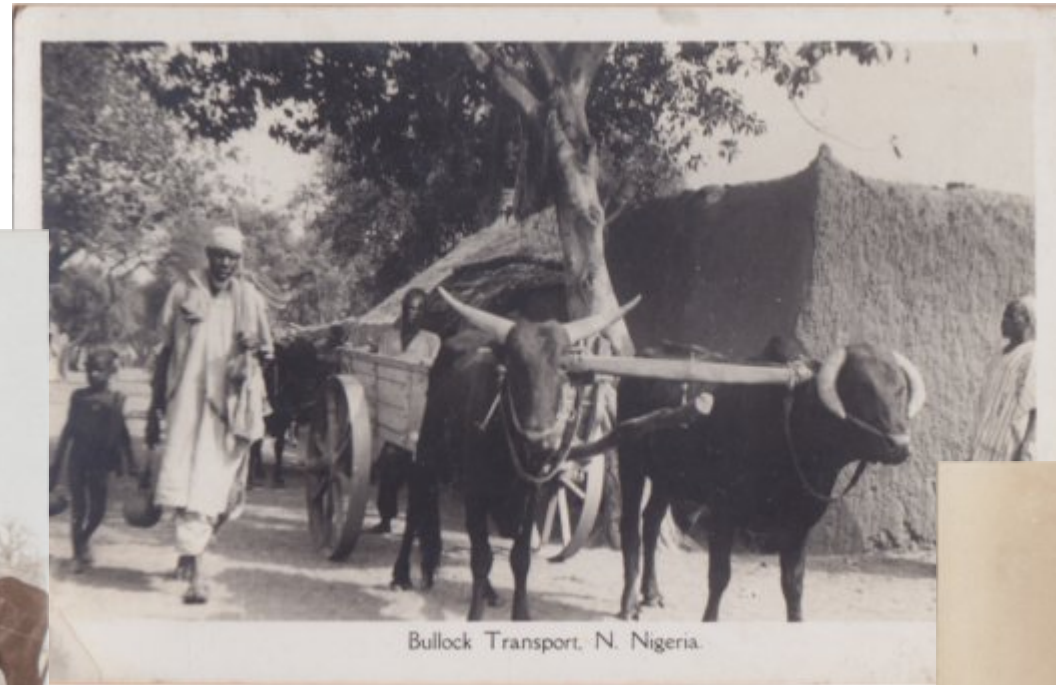
Horses were also used for sport. Lagos Polo Club was founded in 1904 by British naval officers

Transport in Nigeria to 1950 - oxen and donkeys

Oxen (bullocks) were used as pack animals, especially, it appears from postcards, in the north of Nigeria.



pub. Ryff 1918



pub. CMS Bookshops c.1937

Zungeru to Kano is about 300 miles - a lot of days travelling!



unknown publisher 31 c.1910

Both oxen and donkeys were used to take cotton to the ginnery, probably quite close to the farm. There were several cotton growing areas in Nigeria.



both pub. Imperial Institute c.1935

Transport in Nigeria to 1950 - carriages and carts

There appear to have been a few wheeled carriages in the south of Nigeria.

The horse-drawn carriage in a photo of 1904 is incorporated into a triplet of cards, perhaps originally a group of four.



The completed new building of the Bank and Elder Dempster's offices and staff's quarters, Marina and Kakawa Street. Lagos, S. N.

The old building of the Bank of British West Africa and residence of G. W. NEVILLE now demolished 1904 for the new bank. Lagos, S. N.

His Excellency Sir Walter Egerton laying the foundation stone of the new building of the Bank of British West Africa "Victoria Day", 1905. Lagos, S. N.

Elder Dempster had helped to found the Bank of British West Africa in 1893, taking on the operations of the African Banking Corporation. George W Neville was the local Elder Dempster manager and became the BBWA manager. This group was sent to him in Richmond, London, in 1906. Holm used two of the pictures in another card, published c.1905, which is on sheet 5.

In Broad Street outside the Lagos Stores Ltd. is a platform trolley heavily loaded with barrels



18. - LAGOS (Nigeria) - Broad street

Collection André

pub. André c.1909



Scene at Benin City, Southern Nigeria

Possibly the High Commissioner of Southern Nigeria was in the carriage in Benin City

pub. French & Co
c.1905

extract x400%



Transport in Nigeria to 1950 - carriages and carts

On this sheet are handcarts.

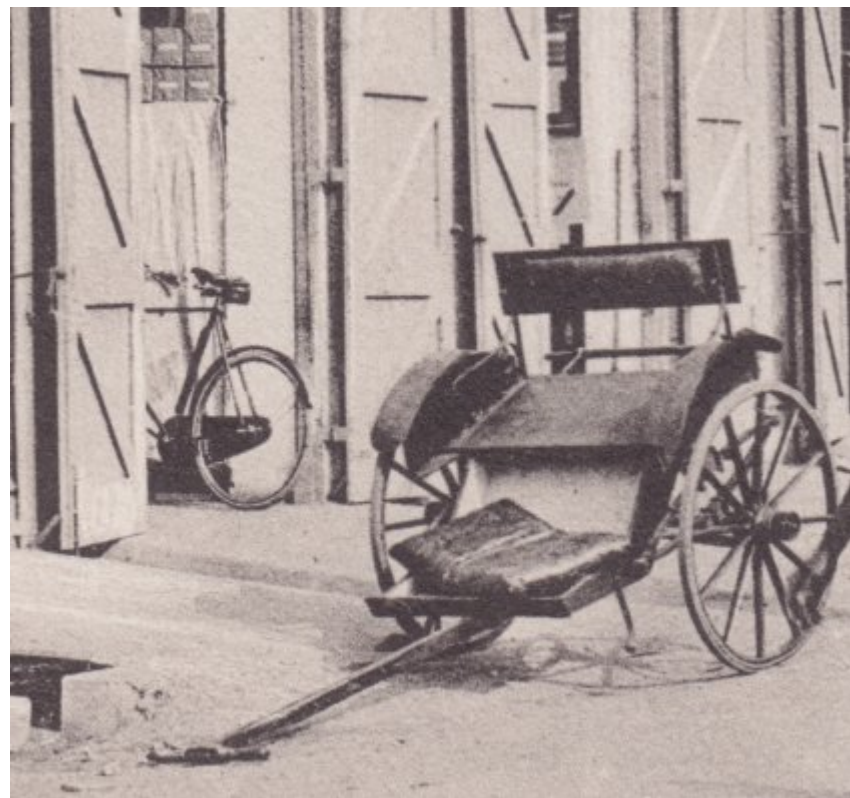


Here are two views of Marina, Lagos, showing handcarts. The cart on the left would presumably be pulled by two men. It is outside the premises of Alex Miller Brothers & Co, a trading company based in Glasgow. (Note the bicycle in the doorway) On the right the cart is being pulled by one man.



both pub. Moyea Series c.1908

extract x300%



extract x400%



Although the Police Station is the subject, the handcart is clearly of interest.

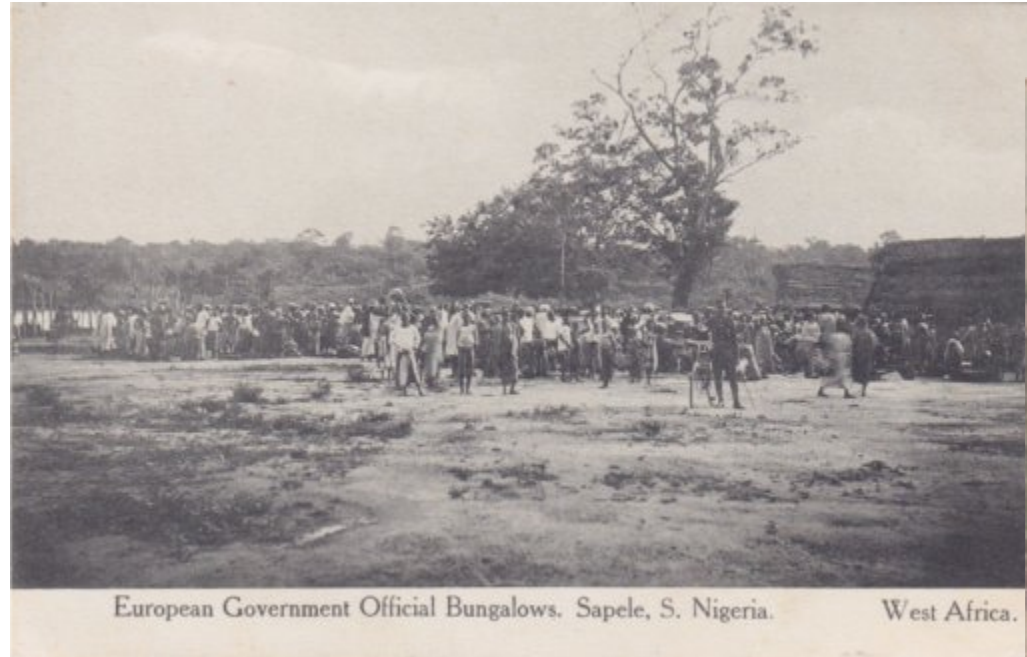


pub. Dupuy c.1914
(though posted 1917 from Duala, Cameroun)

Transport in Nigeria to 1950 - bicycles

Bicycles always appear incidental to a photo, so are seldom prominent. The earliest in this display is on the previous sheet, on a card of about 1908. The cards on this page range in date from 1910 to 1952. Adverts in the Nigeria Handbook of 1919 identify the company G. Gottschalck of Manchester as an importer of "Swift" cycles.

Here an African policeman stands with his bike. It's unclear why so many people are at the government offices in Sapele.



European Government Official Bungalows. Sapele, S. Nigeria. West Africa.

unknown publisher 23, 1910

Two cyclists in this photo of Marina



LAGOS (Nigeria) - Seaside Road

unknown publisher 28 c.1930

A colonial officer cycles past Martins Street near Customs Wharf



pub. Fortier c.1913

In a traffic free space in Port Harcourt



pub. CMS Bookshops c.1926

This colonial officer may be using a motorised cycle



pub. CMS Bookshops c.1932

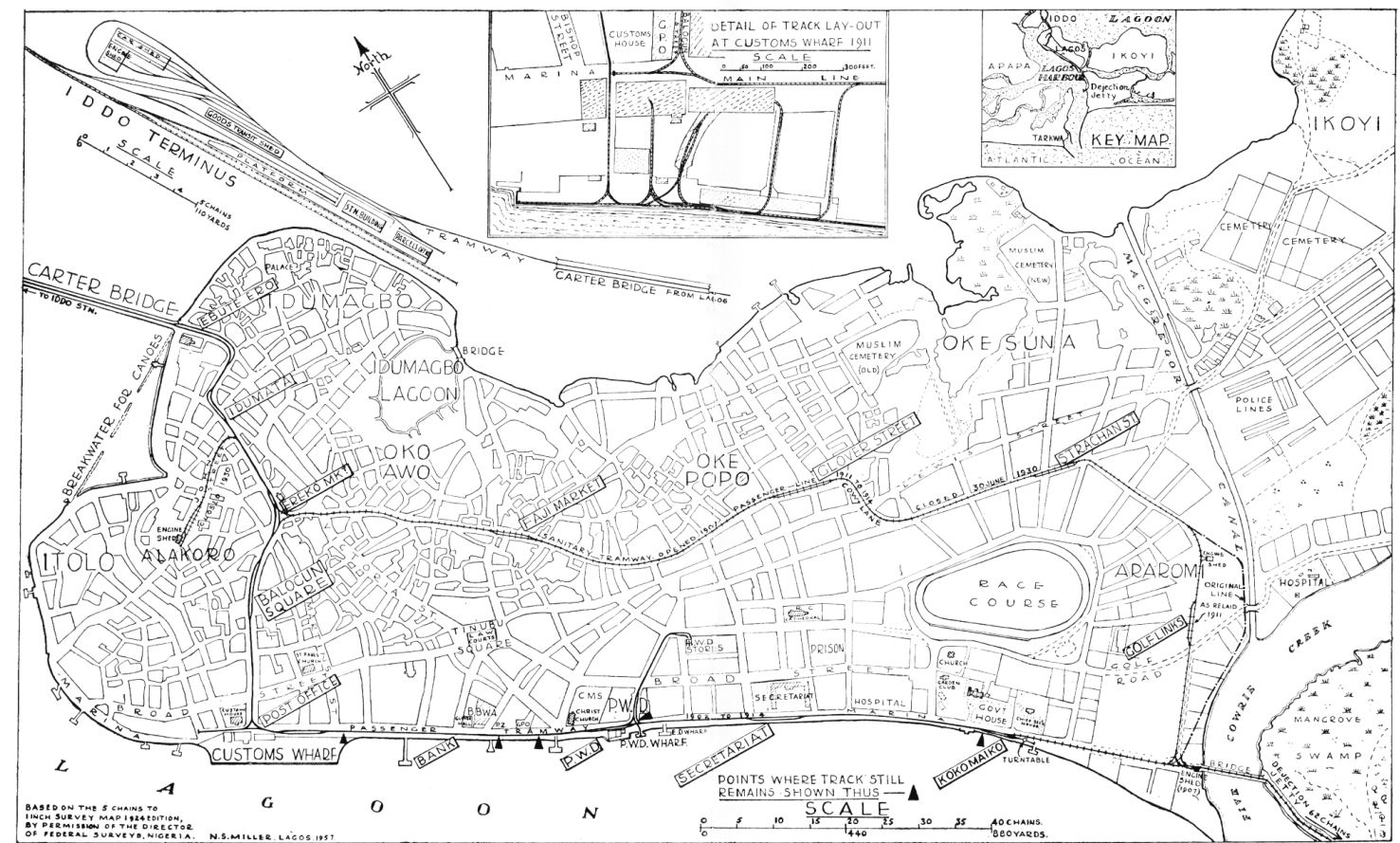
Cyclists near Kano Post Office



photograph, sent as a postcard to Sweden Sept. 1952, with a London O.A.T. handstamp

THE LAGOS TRAMWAY

Map of 1924 annotated with the route
in 1957 by Nevil Miller



BASED ON THE 5 CHAINS TO
1 INCH SURVEY MAP 1924 EDITION,
BY PERMISSION OF THE DIRECTOR
OF FEDERAL SURVEYS, NIGERIA. N.S. MILLER, LAGOS, 1957

POINTS WHERE TRACK STILL
REMAINS SHOWN THUS —▲—
SCALE
0 5 10 15 20 25 30 35 40 CHAINS.
800 YARDS.
1440 FEET.

Transport in Nigeria to 1950 - railways: Lagos Steam Tramway

Following the construction of Carter Bridge from Lagos Island to Iddo where the main line railway started, it was decided to build a 2ft6in gauge steam tramway in Lagos which would cross the bridge. It opened on 23rd May 1902. It ran mainly along Marina, from near Government House at the south for over a mile, then turned right and wound through the city to Carter Bridge. This route is shown as a solid line on the map. The locomotives had the rear portion articulated, on which stood the driver and which had a small enclosed coach area, 6ft x 6ft6in, perhaps as a carriage for officials and valuables.

This card shows one of the three original locomotives



pub. Carew c.1907

Amalgamation Day (of Lagos with Southern Nigeria) was in 1906. Here a train is approaching on a single track section, near the start at Government House.



unknown publisher 16, posted 1911

The hospital is between the start and the next stop



pub. Walwin Holm c.1905 (posted 1925)

The view here is of the first passing loop at the Secretariat, from where the photo is presumably taken. A second train is in the loop, behind the trees.



pub. Moyea series c.1908

The loop at the stop by the Bank of British West Africa, looking south-east



pub. C.F.A.O. c.1905, posted 1909

Transport in Nigeria to 1950 - railways: Lagos Steam Tramway

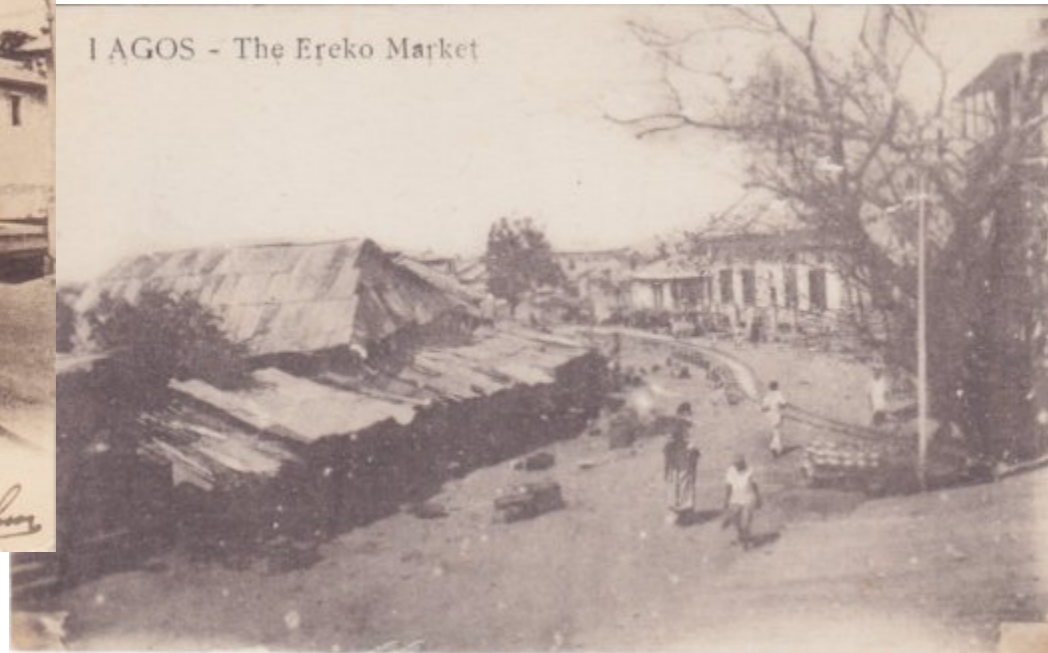
At each station of the tram there was a passing loop, although at the Bank it is not clearly shown on the map. These views show other points on the route.

The triangular junction at the Post Office, looking north west. The main route is to the right.



pub. Walwin Holm 1905

This photo appears to be taken at Ereko Market before the extension was added. The view is west towards Balogun Square.



pub.Hotz before 1907

The bend at the north end of Idumata (as named on the map). Caption should be Idumota Street.



pub. C.F.A.O. c1905

This tram is on Carter Bridge, travelling south. The writer is A.Salmon, who notes on another card of this type that he took the photo

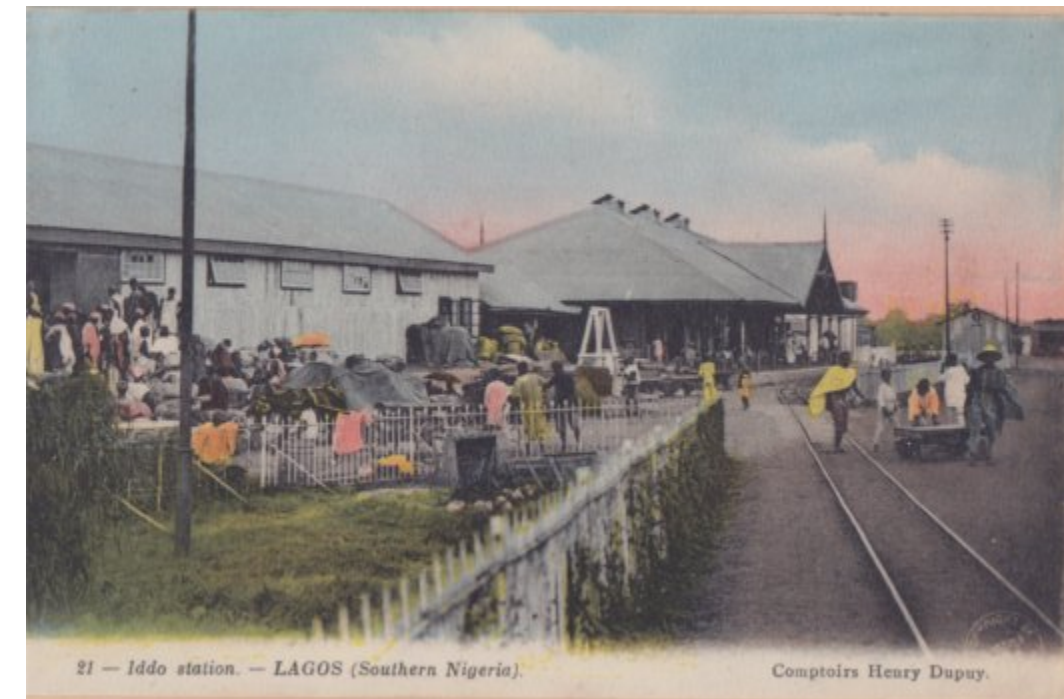


printed on Marion postcard paper 1905

extract x333%



Outside Iddo Station where the tram arrived and turned round in a loop beyond



pub. Dupuy c.1914

Transport in Nigeria to 1950 - railways: Lagos Steam Tramway

In 1906 an extension was built over Five Cowrie Creek to a jetty for the purpose of carrying and disposing of "night soil". Initially this used the existing passenger line, but from 1907 a new line was opened through the city, shown on the map as the Sanitary Tramway. During the daytime from 1911 this route also carried passengers. The cards on this page show elements of the route, though not the trains! While passenger services closed at the end of 1913 and the line along Marina was lifted, the sanitary train continued until 1933.

Looking north west at the bridge in the later years



pub. CMS Bookshops c.1926

This card is wrongly captioned Market Street. The photo is taken in Massey Street at the same spot as the next card. This one has only a single line, so shows the period 1907-1911 before passengers used the extension and a stop was created at Faji Market.



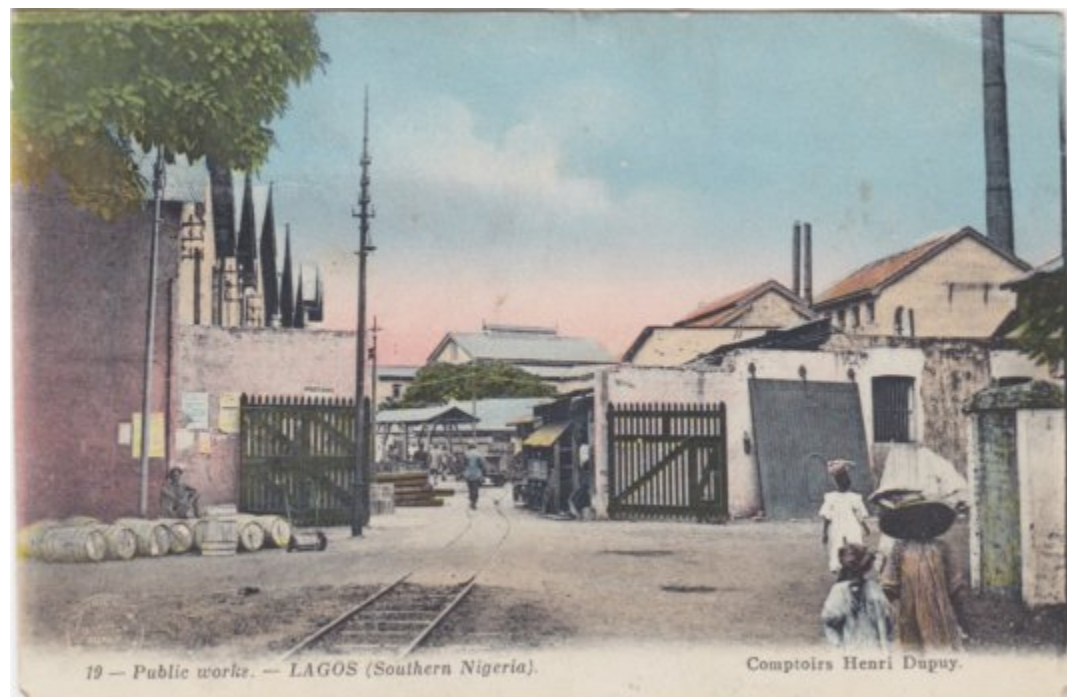
pub. André c.1909

Showing the passing loop at Faji Market



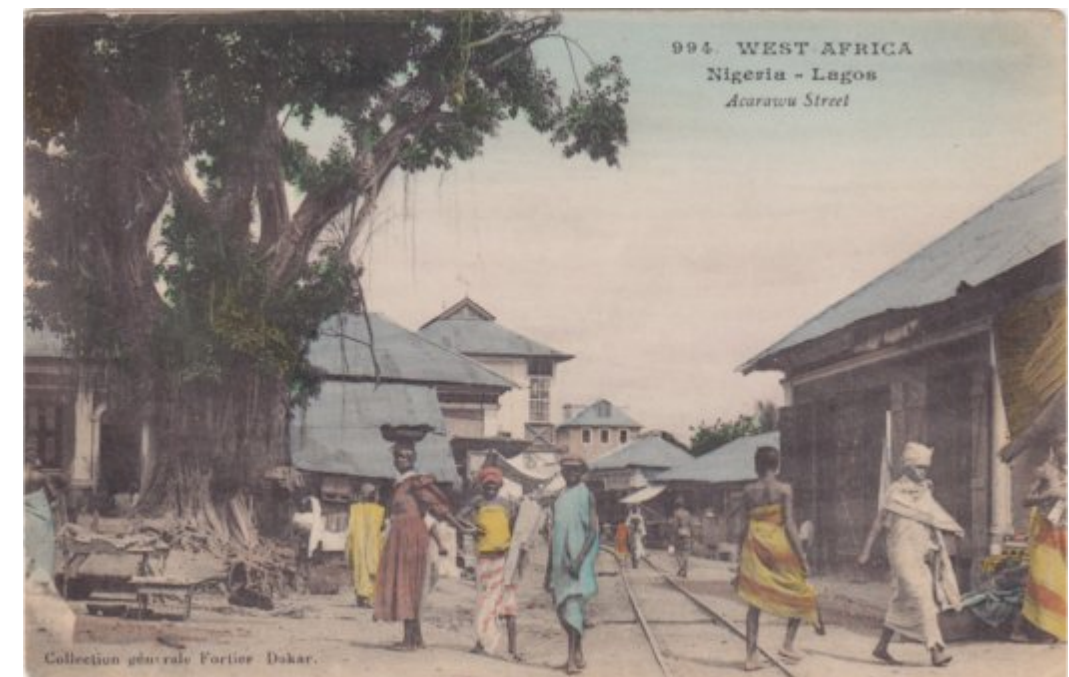
pub. Fortier 1913

One of the branches led into the Public Works Department Stores



pub. Dupuy 1914

After the Faji Market stop, Agarawu Street is a little nearer the junction with the original line at Ereko Market



pub. Fortier c.1913

Transport in Nigeria to 1950 - railways

The Lagos Government Railway, the main line, was built to 3ft6in gauge. The first section was opened in March 1901 from Lagos (Iddo) to Ibadan, 120 miles. As noted on previous sheets, access to the railway from Lagos Island was via the Carter Bridge. For passengers from ocean going ships the transit via smaller steamers from Lagos roads took about 1 hour, direct to the wharf at Iddo. On the display sheet two previous to this is one view of the exterior of Iddo Station in the years that the tramway ran to it. The first card below shows a similar view, but with the tramway line lifted: a photo taken probably in about 1914.

At the left edge is the parcels office and beyond that the main station building. Note the three large cars in the forecourt.



pub. André c.1914

This view from the platform side of the main building shows the tracks with several goods wagons and a 0-6-0 loco.



pub. Moyea series 1910

A much later photo shows the same main buildings, but a clearer forecourt. Goods wagons and sheds are beyond, to the right of the card.

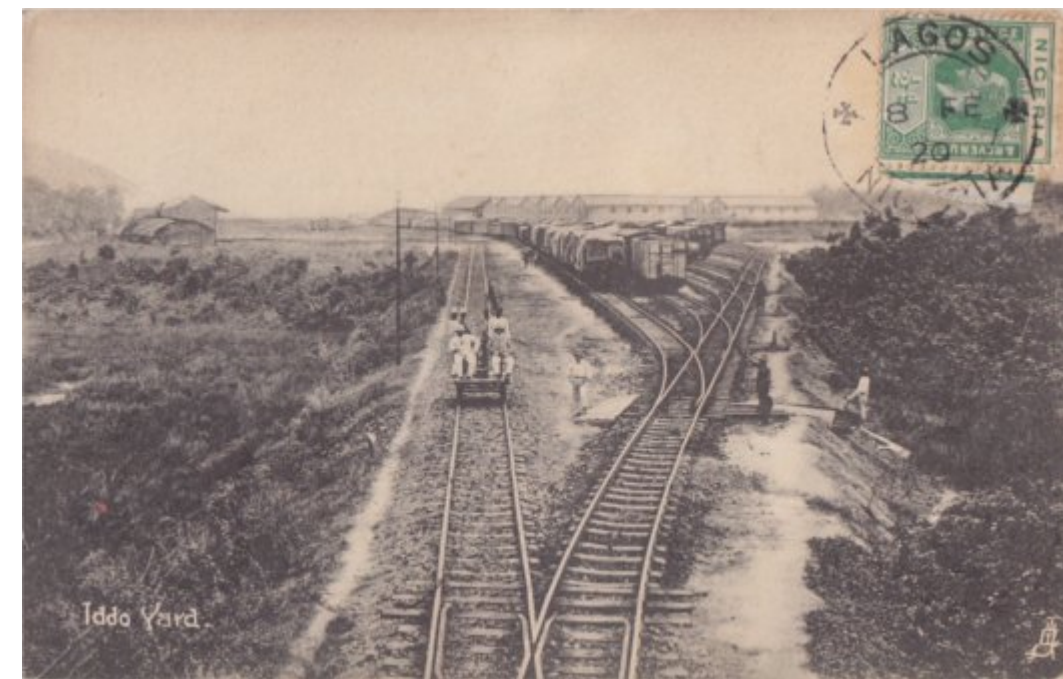


pub. CMS Bookshops c.1930

The two views below show goods yards and possibly the engine shed, including a mobile crane and water tower. Note, in the right hand card, the staff using a track trolley.



pub.G. Wright c.1913

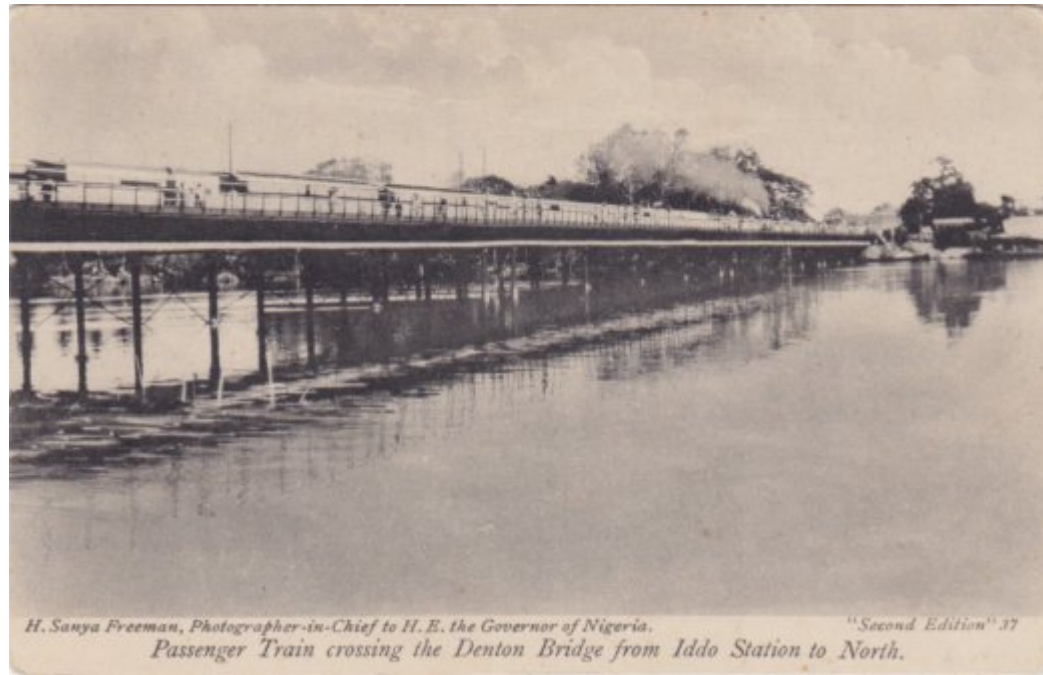


pub. Raphael Tuck 1920

Transport in Nigeria to 1950 - railways

Cards on this sheet and the next are views between Iddo and Ibadan.

Leaving Iddo, trains crossed Denton Bridge to the mainland - a similar design to Carter Bridge but shorter.



H. Sanya Freeman, Photographer-in-Chief to H. E. the Governor of Nigeria. "Second Edition" 37. Passenger Train crossing the Denton Bridge from Iddo Station to North.

pub. H.S.Freeman c.1930

Crossing users beware! There would have been several passenger and freight trains each day.



Railway Crossing, Ebute Meta

pub. Moyea series c.1909

The hand wheel, bottom left, is presumably used to pump water up into the tank for refilling the loco.



On the Lagos Railway.

pub. Carew c.1907

The first station, after only a mile, is Ebute Metta, which was a junction for Apapa by the time this photo was taken. Freight wharves had been constructed at Apapa, opposite Lagos Island, after the channel had been dredged



Ebute Metta Station, Nigerian Ry.

printed on Kodak postcard paper 1916

Enhancement improves the clarity of this card.



Ebute Metta Station, Nigerian Ry.

Wasimi is 42½ miles from Iddo. This typical station would have had timber walls and corrugated iron roof. The timber structure was imported from Britain where it would first have been erected to check that it fitted together.



*LAGOS GOVERNMENT, RAILWAY STATION WASIMI
Affectioneux souvenirs de votre
bien dévoué
Lagos 20/11/05*

pub. Walwin Holm 1905

Transport in Nigeria to 1950 - railways

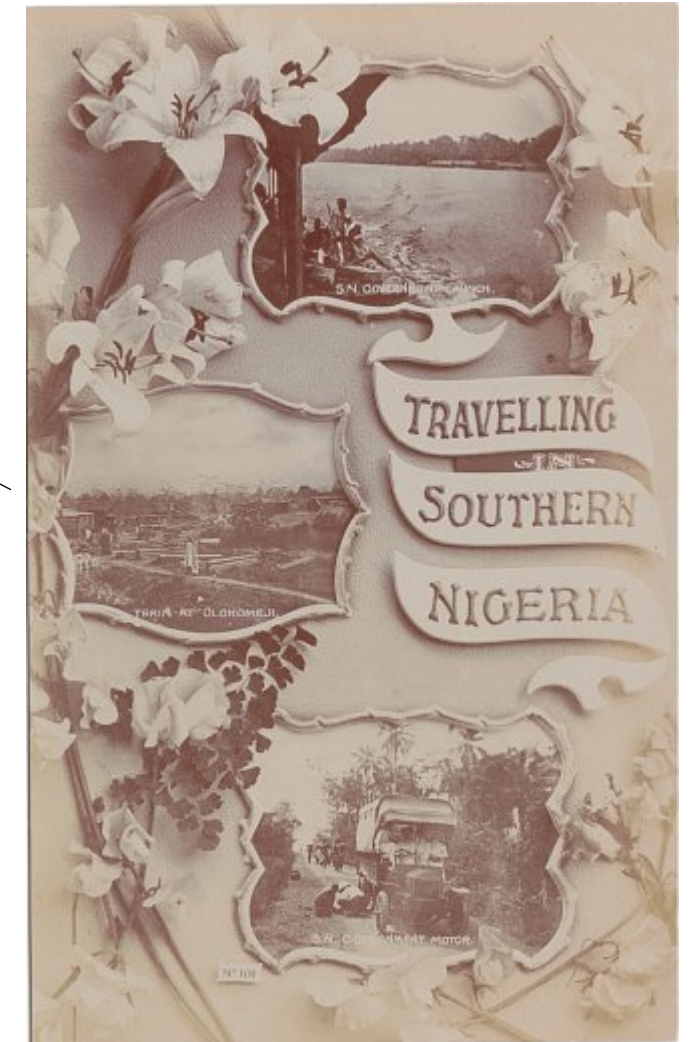
Aro Station, 57¼ miles from Iddo, was the junction for a short branch to Abeokuta, a major town in Lagos Colony. On the right is perhaps the branch line train in a bay, while the through train has staff (and passengers?) posing for the photograph.



pub. Walwin Holm 1905

CMS Bookshops published a range of multi-view cards. On this one there is a photo of the train at Olokomeji, 90 miles from Iddo. The loco, a goods wagon and one carriage are visible on the left of this rural scene. Piles of goods may be awaiting transport by train.

enhanced extract x250%



pub. CMS Bookshops 1909

Probably not transport for the robed gentleman! Photo at Adio, 110 miles from Iddo



unknown publisher 54, date uncertain

The Western Line, as it became, was extended beyond Ibadan in 1909 to Jebba and was connected to Kano in 1911. This view of Ibadan (119½ miles from Iddo) must be looking south. The platform is fenced, perhaps to keep the general public from the carriages.



pub. CMS Bookshops c.1930

This photo, from a similar period, looks north, with the main station building central in the photo.



pub. J B Abimbola c.1930

Transport in Nigeria to 1950 - railways

The line was extended to Jebba, 302½ miles from Iddo and on the River Niger, in 1909. Jebba had been the HQ for the West African Frontier Force at the turn of the 20th century and had also been the seat of Northern Nigerian government for the years 1900-1902. The intention was to extend the railway to Kano, the main trading centre for the north. The Niger at Jebba flowed east, on the north and south sides of a large island. The northern channel was the narrower, so that was bridged initially, with a ferry covering the southern channel. It could take four carriages at a time. A bridge over the southern channel was completed in 1916.

View to the east, with Jebba Station behind the water tower on the right. The line to the southern channel bridge continues across the two photos. Sidings are at bottom right.



pub. CMS Bookshops c.1930

Wish you were here! View west from railway platform before the line turns north across the river.



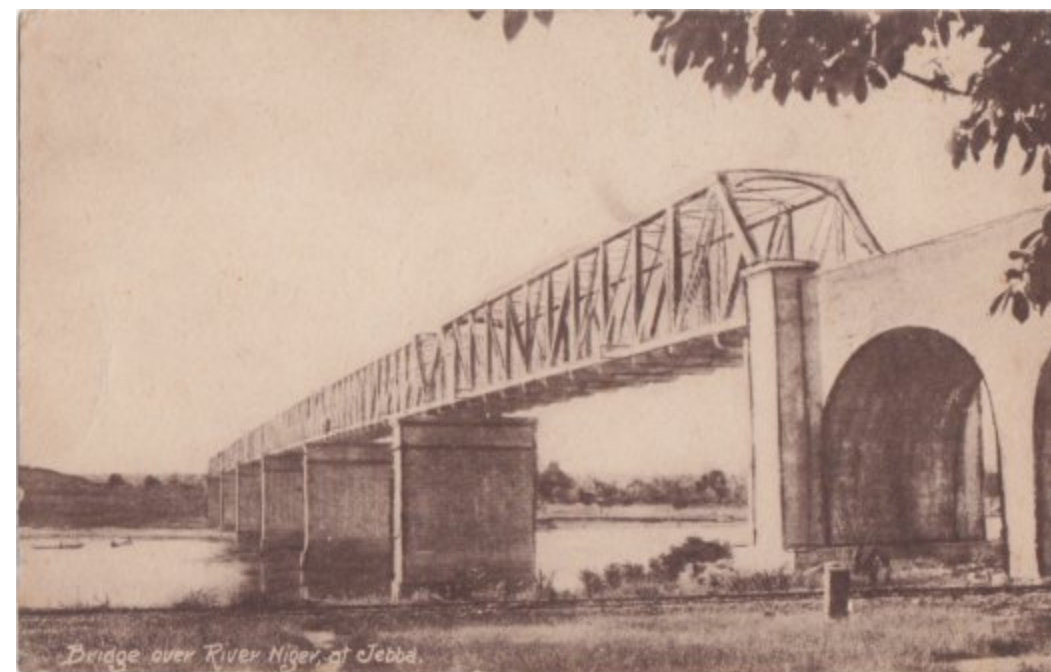
printed on Kodak postcard paper 1932

Train ferry, Fabius, which could carry 6 loaded wagons or 4 carriages. The locomotive stayed on its own bank of the river.

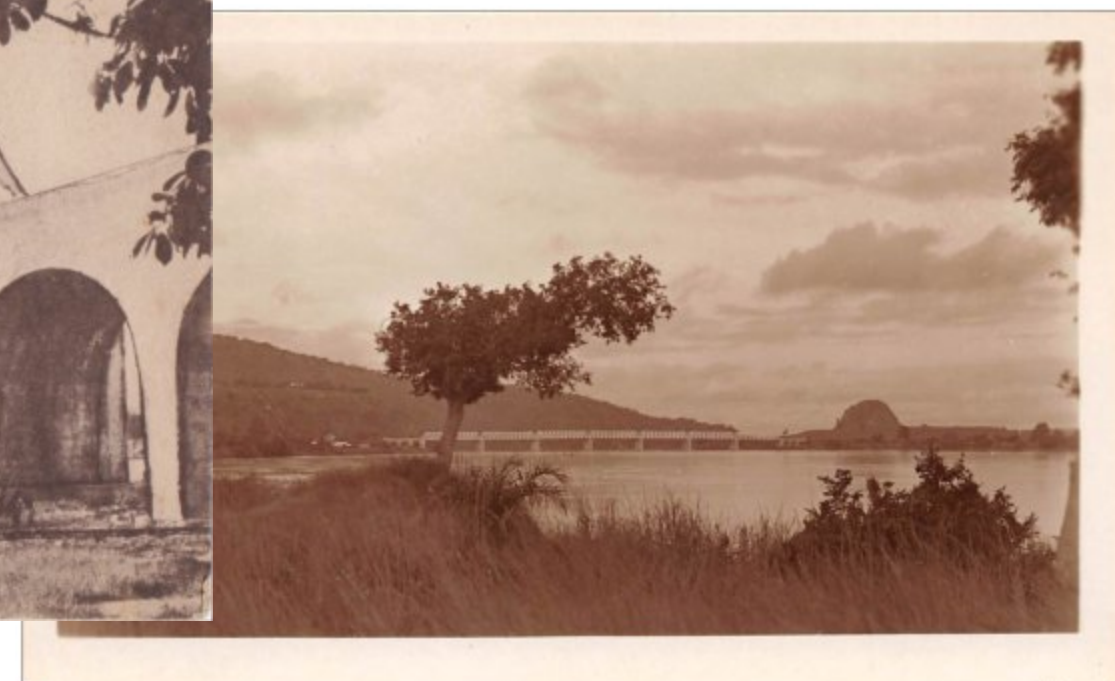


printed on Kodak postcard paper before 1916

Two views of the southern channel bridge, showing leading arches and brick piers. In the right-hand card can be seen the "Juju Rock", an island about a mile further away, which was struck by the boat of the explorer Mungo Park and he drowned..



pub. Raphael Tuck c.1920



printed on Kodak postcard paper

Transport in Nigeria to 1950 - railways

The Niger experiences great differences in depth between dry and wet seasons. It was decided in 1907 to build a railway from Baro to Kano, so that goods could be shipped from Kano and surrounding areas. Baro was on the left bank of the Niger at a point usually navigable by deep draft ships for a few months of the year - August to October. The railway was completed to Kano at the start of 1912.

North and south of the site selected at Baro are hills on which accommodation was built. This view looks north across the railway site, with the river to the west. The station platform is in the centre of the photo.

These photos are both taken looking south. the left hand photo is on the station platform, while the right hand one is of tracks nearer the river.



Each of these cards is attributed to unknown publisher 2 c.1912

There were two junctions on the Baro-Kano line: at Minna (462½ miles from Iddo), where the route was joined, not long after it had opened, by the extension of the railway from Lagos to Jebba; and at Zaria (617½ miles from Iddo), whence the Bauchi Light Railway (2ft6in gauge) was built to the tin fields around Naraguta/Jos, reaching Rahama in 1912 and Bukuru in 1914..

This photo of Minna station shows first class carriages in the foreground.

The writer of this card at Zaria has marked the Bauchi Light Railway on the right, behind the main buildings - and himself, in white shirt left of centre!



unknown publisher 2 c.1912



unknown publisher 40 1915

Transport in Nigeria to 1950 - railways

The northern extension beyond Jebba of the Lagos Government Railway ran to Zungeru, the government HQ of Northern Nigeria, then to Minna, where it joined the Baro-Kano line.

A durbar was held in Zaria on 22nd June 1911, attended by the Governor of Northern Nigeria and troops, who all travelled by train. It seems likely that this photo was taken that day.



unknown publisher 2 c.1912

This is a later view of Minna than on the previous sheet, looking south, with a train bound for Kano, presumably. Note some 3rd class carriages. The loco is a 2-8-0 Emir class.



pub. Raphael Tuck c.1920



pub. Ryff 1919, posted 1923

These views show Kano railway station (705 miles from Iddo) with a train partly outside the trainshed; groundnuts waiting to be loaded; then being loaded



pub. Ryff 1919



pub. Imperial Institute c.1935

Transport in Nigeria to 1950 - railways

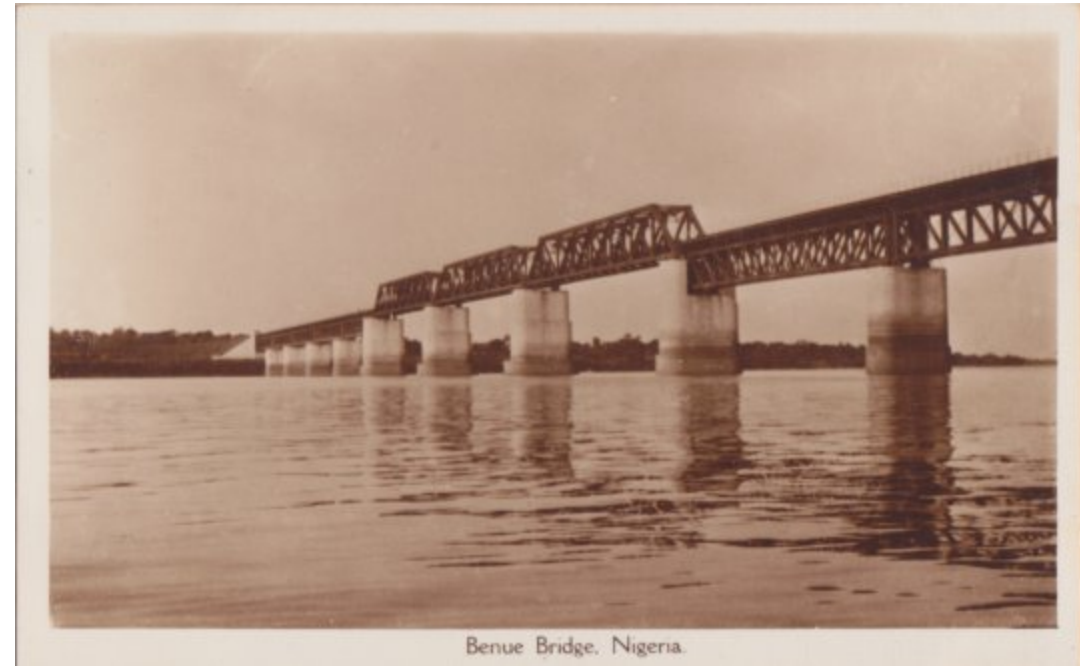
The Eastern Line was constructed much later than the Western. It began in 1913 on the coast at Port Harcourt, as a route for transporting coal from the Enugu/Udi coalfield. It reached Udi in 1916 and was gradually extended, reaching Kaduna on the Western Line in 1927.

This station was built about 1915. Other elements of the Port Harcourt railway infrastructure are shown on sheet 9.



pub. CMS Bookshops c.1926

The bridge over the River Benue at Makurdi (290 miles from Port Harcourt) was completed in 1932. The town had been developed from 1914, originally with the name Benue Bridge! Before the bridge opened there was a train ferry.



pub. CMS Bookshops c.1932

Jos (531 miles from Port Harcourt) was connected directly to the Eastern Line by a branch from Kafanchan in 1927. The line in the centre of the photo is probably the end of the 2ft6in gauge railway from Zaria.



pub. Barlett-Hughes c.1930

This large 4-8-2 loco is seen taking on water



pub. Raphael Tuck c.1922

Transport in Nigeria to 1950 - railways

A light railway was built in Old Calabar, apparently to transport building materials. The construction of a quay wall commenced in 1900, so it was possibly for this. The gauge appears to be about 2ft.

It looks as if this may be the quarry site



unknown publisher 7 1901

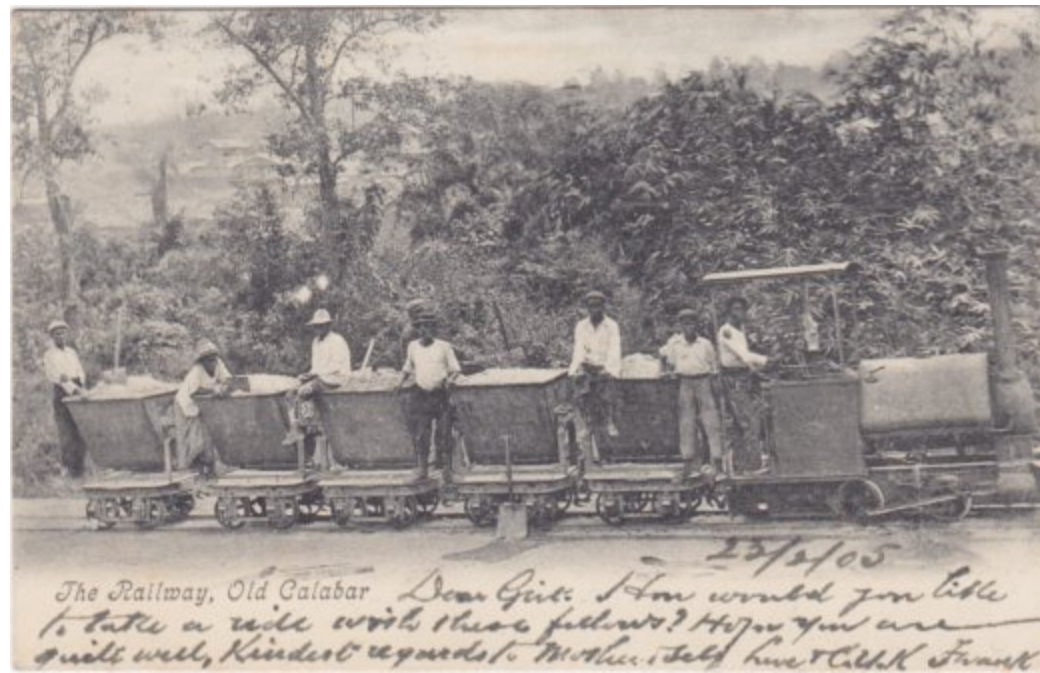


Constructing the railway



pub. DWH 1905

In operation



unknown publisher 6 1905

An interesting way to travel, but details of this unusual line are unknown



unknown publisher 6 c.1905

extract x200%



Transport in Nigeria to 1950 - motors

Motor transport does not become visible in postcards until about 1909. While the various administrations owned significant numbers of steamers for the waterways, roadways would not have been suitable for motor vehicles. As the roads were developed cars and occasionally bigger vehicles appear in photos.

This photo of a covered wagon owned by the government comes from the multi-view card shown on a previous sheet.

enhanced extract x250%



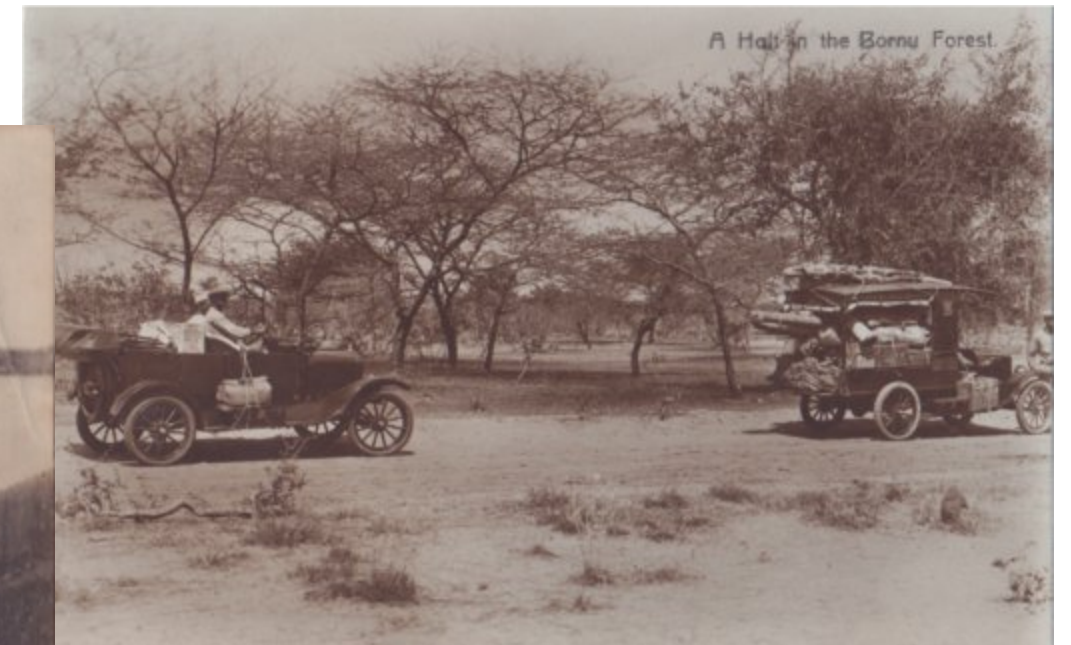
pub. CMS Bookshops 1909

This photo was taken looking north on the Carter Bridge after the tramway rails had been lifted. Vehicle traffic was light!



pub. André c.1914

Vehicles in the north must have been carried by train from Lagos, or possibly from Baro. Note the kitbag slung outside the rear car and the heavy loading of the front one.



pub. Ryff 1918

There are two ways of taking a car across a river!



pub. Ryff 1918



pub. CMS Bookshops c.1929

Zaria station was about a mile outside the old city walls



pub. CMS Bookshops c.1929

Transport in Nigeria to 1950 - motors

Evidence of the slow increase in use of cars is shown by the cards on this page, passing from 1925 to 1950.

3 cars and 2 bicycles in this photo. The car outside Ollivant's has a waiting driver.



H. S. Freeman., Photographer-in-chief to the Governor of Nigeria
View from Messrs G. B. Ollivant to Messrs Pickering & Berthoud, Marina - Lagos
pub. H S Freeman c. 1925

This lone car is at the Government House end of Marina, where a motor cycle was shown on a previous sheet



unknown publisher 15 1927

2 cars (one with driver waiting), one bicycle and one fully covered lorry unloading at the London & Kano Trading Co. On the left the registration plate is L1354



pub. CMS Bookshops 1937

These three cards show vehicles in towns other than Lagos

Estate car passenger making a purchase? Registration L8899



Kano Market
pub. CMS Bookshops 1942

First view of a car park!



UNIVERSITY COLLEGE IBADAN - OPENING DAY
pub. Paramount 1948

An estate car and a pick-up outside the mission bookshop



89 Jos. The S. I. M. Bookshop
pub. S.I.M. c.1950

Transport in Nigeria to 1950

This photo was taken at the Post Office stop, the triangular junction of the tramway where Marina meets Balogun Street. It shows a good range of means of transport.

On the right the steam tram is beside the customs sheds, about to turn to the right. A bicycle is leaning against one of several flat barrows and by the tram stop post is an enclosed barrow. The worker at right centre is wheeling a sack truck

On the left is a procession of men, probably prisoners, bearing empty tubs on their heads. They have presumably been moving building material.



unknown publisher 18 pre-1913

enhanced and enlarged x214%



enlarged x400%



This enhanced extract shows the "Post Office" tram stop sign