

COMMUNICATIONS IN AFRICA, 1880-1939

GENERAL EDITOR
David Sunderland

ADVISORY EDITOR
Godfrey N. Uzoigwe

Volume 4
Railways: Operation and Economic Impact



PICKERING & CHATTO
2012

COMMUNICATIONS IN AFRICA, 1880-1939

GENERAL EDITOR
David Sunderland

ADVISORY EDITOR
Godfrey N. Uzoigwe

Volume 4
Railways: Operation and Economic Impact



PICKERING & CHATTO
2012

*Published by Pickering & Chatto (Publishers) Limited
21 Bloomsbury Way, London WC1A 2TH
2252 Ridge Road, Brookfield, Vermont 05036-9704, USA
www.pickeringchatto.com*

All rights reserved.

No part of this publication may be reproduced,
stored in a retrieval system, or transmitted in any form or by any means,
electronic, mechanical, photocopying, recording, or otherwise
without prior permission of the publisher.

Copyright © Pickering & Chatto (Publishers) Limited 2012
Copyright © Editorial material David Sunderland 2012

To the best of the Publisher's knowledge every effort has been made to contact
relevant copyright holders and to clear any relevant copyright issues.
Any omissions that come to their attention will be remedied in future editions.

BRITISH LIBRARY CATALOGUING IN PUBLICATION DATA

Communications in Africa, 1880–1939. – (Britain and Africa)

1. Railroads – Africa – Planning – Sources. 2. Railroads – Africa – Design
and construction – History – 19th century – Sources. 3. Railroads – Africa –
Design and construction – History – 20th century – Sources. 4. Railroads –
Africa – Management – History – 20th century – Sources. 5. Railroads – Africa
– Economic aspects – History – 19th century – Sources. 6. Railroads – Africa
– Economic aspects – History – 20th century – Sources. 7. Communication
and traffic – Africa – History – 19th century – Sources. 8. Communication and
traffic – Africa – History – 20th century – Sources. 9. Great Britain – Colonies
– Africa – Administration – History – 19th century – Sources. 10. Great Britain
– Colonies – Africa – Administration – History – 20th century – Sources.
I. Series II. Sunderland, David.

385'096'09034-dc23

ISBN-13: 9781848930643



This publication is printed on acid-free paper that conforms to the American
National Standard for the Permanence of Paper for Printed Library Materials.

*Typeset by Pickering & Chatto (Publishers) Limited
Printed and bound in the United Kingdom by the MPG Books Group*

CONTENTS

Operation	1
<i>Opening of the Lagos-Ibadan Railway for Traffic</i> (1901)	3
W. W. Hoy, <i>State Ownership and Operation of Railways</i> (1919)	17
Governor Sir W. MacGregor to Mr. Lyttelton (1904)	31
<i>Railway Retrenchment Committee Report and Recommendations</i> (1932)	41
The Birmingham Chamber of Commerce to Colonial Office (1905)	71
The Governor of Uganda to the Secretary of State (1914)	79
H. L. G. Gurney, <i>Report of the Road-Rail Transport Committee</i> (1945)	91
H. O. Mance, <i>Report on the Co-ordination of Transport in Kenya, Uganda and the Tanganyika Territory</i> (1937)	99
H. O. Mance, <i>The Railway Systems of West Africa</i> (1913)	153
Anon., 'The Railways of Africa' (November 1927)	179
Anon., 'The Railways of Africa' (December 1927)	209
Anon., 'Some Typical Modern Locomotives and Rolling Stock for African Railways' (November 1911)	287
Impact of Railways	309
R. T. Williams, <i>The Cape to Cairo Railway from the Point of View of African Development</i> (1922)	315
J. W. Spiller, <i>Colonial Railways 1928-38. An Economic Review</i> (1941)	331
J. W. Spiller, 'The Respective Merits of Roads and Railways for Colonial Development' (1935)	353
Editorial Notes	401

OPERATION

The operation of lines is discussed in the thematic introduction to Volume 3 of this collection. The sources in this section continue the exploration of how African lines were managed. It begins on a bright note with a description of the celebration held to mark the opening of the Lagos–Ibadan Railway in which the idealistic belief that railways offered a lucrative panacea to the economic and social ills of the world is revealed in all its glory (see *Opening of the Lagos–Ibadan Railway for Traffic* (1901), below). Harsh reality then makes its appearance and the following seven sources explore the myriad ways in which administrations sought to ensure that works covered their costs or even earned a profit. The South African authorities seek a solution in the perennial private versus public sector ownership debate (see Hoy, *State Ownership and Operation of Railways* (1919), below). Nigeria investigates how traffic can be increased, the Gold Coast finds financial salvation in cost cutting and the Beira and Mashonaland Railway simply raises railway tariffs, bringing upon itself a wave of criticism from local traders and UK Chambers of Commerce, who claim the policy is destroying business and trade (see Governor Sir W. MacGregor to Mr. Lyttelton (1904 *Railway Retrenchment Committee Report and Recommendations* (1932); and The Birmingham Chamber of Commerce to Colonial Office (1905), all below). Others seek to engender cooperation and coordination. The Ugandan government examines the possible amalgamation of the protectorate lines with the Uganda Railway and the likely cost savings and cross-subsidization that would arise (see The Governor of Uganda to the Secretary of State (1914), below). The Gold Coast then takes the policy one step further, contemplating an alliance of road and rail services, and the Manse report is more ambitious yet, seeking that holy grail of all governments, the uniform transport policy, in this case the coordination of Kenyan, Tanganyikan and Ugandan rail, road, aerial and water-borne transport (see Mance, *Report on the Co-ordination of Transport in Kenya, Uganda and the Tanganyika Territory* (1937) and Gurney, *Report of the Road-Rail Transport Committee* (1945), below). The section ends with two snapshots of British African railways in 1915 and 1927 and a detailed technical review of the locomotives and

rolling stock used upon them (see Mance, *The Railway Systems of West Africa* (1913); Anon., 'The Railways of Africa', *Railway Gazette*, 21 November and 5 December 1927, and Anon., 'Some Typical Modern Locomotives and Rolling Stock for African Railways', *Railway Gazette* (November 1911), all below).

*Opening of the Lagos-Ibadan Railway for Traffic.
Inauguration Ceremony at Ido Island, Aro and Ibadan. March
4th to 7th 1901. Under the Auspices of His Excellency Sir
William MacGregor (Lagos, 1901).*

OPENING OF THE
LAGOS-IBADAN RAILWAY FOR TRAFFIC.
INAUGURATION CEREMONY AT
IDDO ISLAND, ARO & IBADAN.

March 4th to 7th 1901.

UNDER THE AUSPICES OF

HIS EXCELLENCY

SIR WILLIAM MACGREGOR¹ K.C.M, G., C.B,

Governor & Commander-in-Chief.

[...]

MONDAY the 4th of March will always figure as a red letter day in the annals of the history of the Colony, owing to the unique ceremony in connection with the opening of the Lagos-Ibadan section of the railway which took place on that date. The announcement made previously that the ceremony would take place, and that the day would be observed as a public holiday, tended to enhance public interest, and expectation was at its highest. Although the ceremony was fixed to take place at 10 a.m., from early morning the population began to gravitate towards Iddo Island, and as the morning advanced the stir increased and both by land and water there was a continuous stream of people making their way to the Island. The opening for use of the Carter and Denton bridges, while affording great facility to the public, served to impart additional interest and

attraction, and by 10 a.m., an immense concourse of people had collected on the Island. The terminus and station were gaily adorned with flags, the long carriage shed being tastefully decorated with flags and palms and converted into a huge *salle a manger* for the entertainment of the people. At 10.30 a.m., a train gaily decorated steamed in from Abeokuta with the Alake and Council of that country as passengers. A guard of honour of Hausa² soldiers was drawn up at the entrance to the shed and the distinguished guests having alighted, were conducted by the Hon'ble Acting Colonial Secretary, through the opening made by the cordon of soldiers into the spacious refreshment hall where they were received by the / company which numbered thousands and represented every section of the community. A few minutes later, His Excellency the Governor accompanied by the Hon. Acting Colonial Secretary and the Private Secretary and Aid-de-Camp, entered the hall, while the guard presented arms, and the band played the National Anthem. Shortly after Prince Eleko and the White Cap Chiefs of Lagos entered the hall. The whole company then sat down to luncheon, the Alake and Egba³ Chiefs being accommodated with seats on the right of the Governor, and over four hundred persons did justice to the good things provided, while thousands of others were entertained under booths elsewhere. After dining, His Excellency in a felicitous speech proposed the toast of 'His Majesty King EDWARD the VII.' His Excellency said:-

[...] LADIES and GENTLEMEN, - I have asked you to come here to-day to assist at the inauguration of a great work, to take part in the opening of the Lagos Railway, by far the most important undertaking of the kind ever carried to completion on the West Coast of Africa. This day is therefore not only one of deep significance to Lagos, but it is also an event of much historical interest for the whole Coast. This inauguration will always be conspicuous as being the first one of the king on this part of the continent. It will be followed soon by similar ceremonies in the neighbouring colonies, in Dahomey, in the Gold Coast, and probably in Southern Nigeria.

HISTORY OF THE RAILWAY.

The first proposal for the construction of a railway here, so far as I have been able to discover, originated in July 1893 with a body called 'The Western Syndicate', at the head of which was Mr. Alfred L. Jones / of Liverpool. They proposed to build railways in West Africa and to begin with Lagos. Their idea was to start from some suitable point on the Lagoon and to proceed to Ibadan by Jebu Ode. Lord Ripon⁴ transmitted the proposal to Sir Gilbert Carter⁵ the Governor, in November 1893, for report. The Governor replied on the 23rd February 1894, informing the Secretary of State that the Legislative Council was prepared to

vote money for the necessary survey. The Chamber of Commerce also approved of a railway.

The Governor thought the railway should start from Ejirin of Epe. He added that doubtless it would be ultimately carried to the Niger.

Lord Ripon approved of the survey, 2nd May 1894. His Lordship said the railway might ultimately be extended to Ilorin, and possibly to the Niger.

The preliminary survey was completed in May 1895, and the work of construction was started on both bridges and railway in December of the same year, and this has been continued ever since.

The total length of the line from Iddo Island to Ibadan is 123½ miles, and that we are now opening to traffic.

The work of construction is still going on at Aro, where a bridge is being built to carry a branch line over Ogun to the town wall of Abeokuta. This line will be about three miles in length.

I am glad to be able to inform you that the Secretary of State has given orders that the construction of a steam tramway to connect Lagos with Iddo Island shall be commenced immediately. This tramway will proceed from the railway terminus on Iddo Island across the Carter Bridge to Lagos, and after traversing the town will I hope go along the Marina to its southern end. We may therefore expect that this year will see the railway completed from the South end of Lagos town to Abeokuta and Ibadan.

USE OF THE RAILWAY.

The railway will undoubtedly be of immense use to the three towns of Lagos, Abeokuta, and Ibadan. It may be expected that the coming census will shew a population of some two score thousand people in Lagos, There may be upwards of twice that number in Abeokuta, and as many again in Ibadan as in Abeokuta. The railway traverses a country of considerable fertility.

A point of great interest to you now is whether the railway will pay. I for my part shall be satisfied if it pays working expenses this year. Next year it should do more. Now my own personal opinion is, that the surest way to make the railway pay is to have low rates for carrying both passengers and goods.

Mr. Hill, the Acting General Manager, has prepared table of rates based on a scale that is perhaps unprecedentedly low. It is the only sure way of making the railway useful; if it is not made useful it cannot pay. The policy of Railway management will therefore be cheap rates, and no free passes. The latter are infinite sources of trouble and abuse / wherever there is a state-owned railway. I shall wish to treat all alike as to free passes. I shall authorise no officer to grant a free pass after these opening ceremonies. I shall grant none myself. All therefore have the same treatment in this matter.

THE FINANCES OF CONSTRUCTION.

As the work is not finished I am not able to tell you what the total cost of the railway will amount to, but I may say that for our present purpose we may put it down at a million sterling. You will want to know how this money has been raised. It has been advanced from Imperials funds, and you now owe that money to the Imperial Treasury and are paying interest on it. I do not know whether we could have obtained the money in the market without the guarantee of the Imperial Government. If we could have done so we should have had to pay much more for it.

Now I may tell you that for a generation I have had good opportunities now and then of seeing how the Crown Agents for the Colonies manage financial matters on a large scale. I have often examined their methods and terms very carefully. I can only say that their management, wherever large sums of money are concerned, is excellent. The Railway has been financed by the Crown Agents, under the general guidance of a Secretary of State who is a first class man of business. You should therefore know that your financial interests in this railway matter have been well safeguarded.

THE MANAGEMENT OF CONSTRUCTION.

The general direction of construction has been in the hands of the Messrs. Shelford. I may say I have been surprised by the smallness of the remuneration they have received from this Colony.

Mr. Shelford has had a salary at a rate at which we could not obtain an Assistant Director of Works. He has taken a deep personal interest in this Railway and made it a point of personal honour to carry it to a successful issue in spite of the endless difficulties in the way, for remember it was new work in a new country situated at a great distance. You will therefore join with me in congratulating Mr. Shelford on the opening of this line to-day.

But the most gifted Consulting Engineer could not carry on such a work from London without able men on the spot here. Personally I can speak only of Mr. Knights as Chief Resident Engineer. Mr. Knights has had a difficult task to deal with, and unless he is rigidly self-critical he must feel that on the whole he has had a very unusual degree of success. Mr. Knights is not the man that would ever be wholly satisfied by his own performances, still he should feel that if he has made any small mistakes they are only just enough to remind him that he is after all human though not an ordinary man. You will find for yourselves that this railway is soundly and substantially built. I consider that we have been fortunate in having here the services of Mr. Knights, and in congratulating him I express the hope that he may yet in health and / strength take this Railway over the Niger, and with pride and in honour assist at its opening ceremony at Kano.

EXTENSION OF THE RAILWAY.

The Railway is now at Ibadan. The question of the day is whether it is to go further or how far.

At the present moment a Survey party under the leadership of Mr. Gee is engaged in examining the country between Ibadan and Ilorin by way of Oyo and Ogbomosho. I believe this party will carry on the survey as far as Jebba; and will examine the alternative route from Ibadan to Ilorin by way of Ede, Oshogbo, Ilesha and Ikirun. The route from Ibadan to Ilorin by way of Oyo and Ogbomosho I have twice traversed and have found it to be comparatively easy. There the railway would cross rolling undulating country, with no rivers to bridge, no forest to fell, and with plenty of ballast at hand practically all along the line. No great embankments would be required, no very deep cuttings, certainly no tunnels. The consulting Engineers pronounce it not a remarkably easy country because it contains the divide between the Niger on one hand and the Ogun and Oshun on the other. One traversing the ground will not be frightened of the divide for the good reason that it is not easy to find it.

The extension of the line from Ibadan to Ilorin would therefore be comparatively cheap and easy.

THE RESOURCES OF THE COUNTRY.

Now what is the value of the resources of that part of the country that lies between Ilorin and Ibadan? And how far would the trade of Lagos be benefitted by this proposed extension to Ilorin? From personal observation I can speak only of the Oyo-Ogbomosho route. Let me say at once that up to the present no minerals have been discovered there. It is not a forest country, therefore there will be no timber to transport. The palm tree is not common at Oyo; it is somewhat rare at Ogbomosho. There would therefore be no palm oil or palm kernel trade of any consequence. There remain only the agricultural products of the district to fall back on. The soil consists of the average mixture of humus and sand, well adapted for growing maize, cassava, yams, and similar products. It is also probably exceptionally suitable for cotton, which the alternation of wet and dry seasons would perhaps favour. As one approaches Ilorin it is clear the country becomes poorer, and that it could send to Lagos practically nothing save a few beasts, some sheep, goats, cattle, and a few horses. I presume that most of what would be brought to Lagos by the extension of the railway to Ilorin comes to Lagos now, but what comes to Lagos from beyond Oyo cannot at present be very great.

Now if you ask me what in my opinion would be the financial result to this Colony of extending this railway from Ibadan to Ilorin, and no further, I shall tell you in one word, injurious.

Now I dwell on this point for a very particular reason I wish to shew / you that for your country for yourselves and for your children, this question is of vital importance.

Naturally on such matter as the extension of the railway considerable weight is attached to the opinion of the experts consulted.

Now in my humble judgment the opinion of the experts, as at present recorded, involves a very great danger to this Colony. It is, generally this. That in view of the cost of opening up at Lagos a harbour sufficiently commodious to accommodate the trade of the hinterland, another line should start for Northern Nigeria from a different and more suitable part of the coast; that a limited area should be set apart for the Lagos Railway the northern terminus of which should be Ilorin; that it would be courting failure to retain the terminus at Ibadan, and therefore it should be placed at Ilorin. My opinion of the extension to Ilorin and a permanent stoppage there, I have told you. If it is to court failure to stop at Ibadan, it is to ensure financial collapse to go to Ilorin and stop there. I say this deliberately after taking into account the comparatively less cost of the extension from Ibadan to Ilorin. The principal ethnical advantage of an extension to Ibadan as a terminus would be sentimental, ethnical if you like. The country up to Ilorin is Yoruba land; probably the major portion of the inhabitants of Ilorin are also Yoruba. From this point of view the extension from Ibadan to Ilorin is desirable. But it would not pay to run a train once a week between Ibadan and Ilorin were the hinterland supplied by another line. I therefore say emphatically that it is far better to have the terminus at Ibadan than to have it at Ilorin, I do not see how it could fail to upset the finances of this Colony were the terminus to be permanently at that town, situated as it is in a comparatively poor country with but little trade. I am aware that its population has been estimated at 70,000. I should think this an over estimate. It is a dull and lifeless place compared to our great towns. It may at first sight appear paradoxical when I tell you that I am most anxious that this Railway should be extended to Ilorin as soon as possible. It is because the sooner it gets there the sooner it will get to the Niger, and the sooner it reaches the Niger the earlier will be its arrival at the watershed of Lake Tchad.

[...]

POLITICAL ASPECT OF THE RAILWAY.

But the railway itself has also a political side. I presume you are all aware that France is likely to lead railway enterprise in this part of the world. You know of the project of the French railway from the Mediterranean to the bight between Tchad and the Niger. And you also know of the line starting from Porto Novo, which will doubtless be carried through the Dahomey hinterland to tap the same river. This will also be done higher up by the line from Konakry. If therefore we are to

keep our own trade, that is the trade of own more limited hinterland, can there be any better way of doing so than by extending this railway direct from Lagos to the Hausa capital? He would be a dull man that did not see that this line would be of enormous importance in developing and in keeping our own trade. Nothing else could so certainly keep it. For the purposes of defence against armed invasion this railway would be superior to any other. I maintain therefore that for the purposes of commerce and for the purposes of defence this railway would be clearly more advantageous than one starting from any other point on the British Coast.

EFFECT OF THE EXTENSION ON LAGOS.

Finally I wish you to consider what would be the result to this place of carrying our railway to the Hausa country. It is said that the territory in question supports some fifteen millions of inhabitants. There is evidence that it contains mineral wealth. If you look at a map of Africa you will see that no other single Colony has behind it a hinterland of equal value and promise. It would be all in vain to push this railway into that country were it a desert. But there we have a great country with numerous and industrious population. You should look on its trade as your heritage; and you should spare no efforts, shrink at no sacrifice, that would secure to you and your children's children, such a splendid possession. If you can only have this railway carried on, as I hope you may, the increase in the value of property here will be enormous: the careers opened out to your sons would be numerous: you would then obtain a degree of comfort and prosperity that you never dreamed of. The subject is however no dream. It is a scheme that is perfectly practicable if you push on the railway stage by stage, and never rest satisfied till your iron horse drinks of the waters of Tchad.

If you love your country, if you love your children and care for their future, let that be your aim. It is a legitimate aspiration which is attainable by the exercise of perseverance combined with wise and prudent management. I now ask you to drink prosperity to the Lagos-Ibadan section of this railway.

Mr. R. KNIGHTS, Chief Resident Engineer, in responding said:—

Your Excellency, Ladies and Gentlemen, — [...]

In the construction of the Railway from Lagos to Ibadan there have been no great engineering difficulties with the exception of bridging the Lagoon here. We have had to contend with many things that were unforeseen, more especially in regard to the depth that the piles in many cases have been screwed down, amounting in several instances to over 40 feet lower than it was anticipated. Then the testing of the piles of the Railway Bridge was a difficult and dangerous operation, as in several of the piers, the piles sunk under the test load, in one as much as 13 feet. In all these the piles were again lengthened and screwed further down and re-tested.

I have heard it stated in Lagos that the Carter Bridge⁶ never would be built. Time however has altered that, as the Bridge was commenced in February 1898 and in the space of 20 months the last girder was placed in position. Some difficulties have had to be overcome here again in the sinking of piles in the most treacherous bottom of the Lagoon, but we are gradually becoming master of this difficulty and to-day, the Bridges and Railway to Ibadan are in a state of completion; and with the excellent work that has been done, no Engineer and his Staff need be anything else than proud of their work.

The greatest difficulty in Railway work upon the West Coast is however the deadly fever that decimates our European staff. Upon the / work we hand over to-day, to Colonial Government, there have been 217 Europeans employed, out of these 29 have died and 31 have been invalided. This great cost in valuable lives makes one's wishes all the more sincere when to-day we hope and trust that the colony of Lagos has laid the foundation stone for the building up of a vast and mighty Colony.

In conclusion I would wish to thank my Staff for their noble support. No one man can build a Railway, the Chief Resident Engineer must have the assistance of every one, and all pull together to bring a work of this magnitude to a successful completion,

I am proud to say, and it will give me the greatest pleasure to report to the Consulting Engineers, that the staff that has been employed has been most loyal and good fellows and I thank them for the way they have helped me, and that hand in hand we have brought the work thus far to a conclusion, we trust to the benefit of the Colony in every way.

SPEECH OF MR. E. J. BAILEY, PRESIDENT OF THE
LAGOS CHAMBER OF COMMERCE:—

Your Excellency, Chiefs, Ladies and Gentlemen, — It has devolved on me as President of the Chamber of Commerce, to represent however unworthily, the vast interests of the commercial community of this colony. It is only a few years since the Railway was not even talked of, and up to quite recently it took from three to fourteen days, according to the season to go to Abeokuta. The Government deserves the public thanks for having provided us with a Railway which will allow public and commercial intercourse between Lagos, Abeokuta and Ibadan in a few hours. It is also to be congratulated on being the first British West African Government to open a Railway of this extent of mileage.

Trade in this Colony has been extremely dull for some considerable time, worse I believe, during the last twelve months than it has ever been, and anything that tends to facilitate communication with the interior and thus enhance trade, cannot fail to be appreciated. I trust that His Excellency the Governor will do all in his power to encourage the natives to use the Railway, bearing in mind when

fixing the tariff, the cost of transit by waterway and the large bulk and little value of some of the produce. Although the Railway may not pay for itself for some years, with prohibitive rates it will never become a commercial success.

There is another point I should like to mention. We sometimes hear of petty troubles in the interior. With the advantage of the Railway His Excellency will be better able to investigate these.

Thus with the Railway in full swing and things working smoothly in the interior, I trust that the much needed improvement in trade will be consummated and that Government and Commerce working hand in hand for the benefit of this, the most important British Colony of west Africa, we shall see the commencement of a new era of prosperity, which will continue undiminished for many years to come.

SPEECH OF MR. C. A. SAPARA WILLIAMS, B.L.

Your Excellency, Ladies and Gentlemen, – In the affairs of a community, like individuals, the whole view of a situation should be taken into consideration. We are called upon to-day to start a new life in our relations with the peace and prosperity of our country and fatherland. We are assembled to-day to inaugurate the opening of the railway which has been in the course of construction for sometime. How magnificent and stupendous is the work just completed we are her to-day to see for ourselves. A few years back who amongst us could have ventured to think of the possibility of linking together as we do now, our vast interior countries, so full of unexplored resources and commercial wealth. Of the difficulties of travel even to the nearest places very few are ignorant. How easy it is now to travel from one place to another. Their Majesties the Alake, the Oshile, the Olowu and the Alagura. without doubt, are convinced of this fact also. They will be home again to-day before the day is far spent. But this is not the only aspect of the situation that I wish to give prominence to. What we have to regard is, I say, the great impetus given to commerce in this undertaking. The iron-horse will open up to an inconceivable extent our hinterland, and places yet untapped and uncultivated, will yield fruits of abundant harvest which will be brought down by the trains during our various trading seasons.

Our country has, I am proud to say, not inaptly been designated the Liverpool of West Africa. Our trade, it is true, had in years gone by been hardly rivalled, but at present we are getting exhausted. We have the riches reserved for us by nature, but have not the means wherewith to take possession. Whatever will help to stimulate trade we most willingly welcome. The development of trade and the successful working of the railway will depend to a great extent upon the managerial care with which the Government adapts itself to our conditions as a race, and our methods of appreciation of new and foreign conditions

of living. We are a people of simple habits. I sincerely hope that the Government will not look upon this venture in the light of a trading concern, but will, for our mutual benefit and from the standpoint of educator of the people adopt tariffs not prohibitive in themselves but fair to our conditions and means. By way of practical illustration we take the case of Senegal railway which extends to, I believe, the Upper Niger. At the start, the people in those regions were turbulent and intractable and were of a marauding disposition. It took the French Government all they could do to reconcile them to the new conditions. But, to-day, what do we see? By the extension of the line and the new life, and peace and prosperity abound.

As Yorubas we are an industrial and agricultural people. The railway in every civilized community is a great lever of commerce, and I doubt not that this railway will turn out a success and will help in the improvement of Yorubaland. /

It is said that when the Olympian divinities wished to regale themselves they turn their faces to the Aurora Borealis and betake themselves to the swarthy Ethiopians of the sunny south. This railway so far as we are concerned, may be likened to the Olympian divinities, and surrounded in Lagos, as we are by malarial swamps which no science can do away with, we too should sometimes, during the unhealthy seasons, with the help of the railway, betake ourselves to the healthy regions of the Interior, where sitting under our own vine and fig tree we will be better able to study nature and improve our conditions. I hope this undertaking will prove the truth of the adage that peace and commerce advance side by side; and that to conciliate the people is to give them prosperity by opening outlets for their commerce.

On behalf of the native inhabitants of Lagos I wish this undertaking every success, and that every one in his own sphere will do his best to make it so.

[...]

CHIEF AROMIRE, on behalf of the White Cap Chiefs of Lagos, addressed the assembly as follows: – We are thankful and appreciate very much what we see. We had heard a good deal about the *Oko Ile* (railway) but had no idea of what it was. It has pleased God however, by placing us under the rule of the late good Queen, to enable us to realize what a railway means. We are very thankful to the Governor for giving realization to this great undertaking. By means of the railway Abeokuta which is distant three days journey can be reached now in four hours, and Ibadan which occupied a journey of seven days can now be reached in one day. The change means good and we are thankful for it. It is our hope that God will bless His Majesty King Edward the VII, and make his reign long and prosperous. We trust that as his late mother loved the African, His Majesty will follow her example and love the African too. His Excellency the Governor is a fortunate man in that the duty falls to him to perform the important task of opening the railway which is so propitious for good. His Excellency knows his duty and does

it well. We will not forget his action in appointing ELEKO to succeed the late Oyekan; neither will we forget what we have witnessed here to-day. The man to whom the privilege falls to open the railway is indeed a fortunate man.

[...]

Mr. OLUKOLU, on behalf of the Native Guild of Traders, spoke as follows: – May God bless the King and the Governor. The railway is a wonderful achievement, and we all are very much pleased and hope it will prove a great help. We are pleased because it will conduce to develop trade which is the life of the country. Both young and old are / glad because of this, We trust that Providence will be with the Governor and help him to discover more products to increase trade and so help the people. We are all pleased at the prospect of the railway being opened for traffic.

The company then rose and His Excellency formally declared the Railway open.

At 1 P.M., the Alake and Members of the Egba Council who had entrained, departed for Abeokuta, and shortly after the Governor and a large number of persons started on a trip to Otta. The stations at Ebute Metta and Otta were all gaily decorated with flags and palms while pennons fluttered in the wind on every side. After a short stay at Otta, the train returned with the people back to Iddo where tea was served, after which the company separated and the unique function was brought to a close.

THE CEREMONY AT ABEOKUTA.

According to the programme, a train started early the following morning for Ibadan, conveying over six hundred persons to whom free passes were granted to enable them to be present at the opening ceremonies at Abeokuta and Idaban. At 12 noon His Excellency the Governor and suite with a number of guests left Iddo Station for Aro. The train steamed into Aro Station at 4.15 P.M. His Excellency was met at the station by the Alake and Council, and an assembly of five thousand Egbas, with their Chieftains, and with drums and tomtoms resounding. The Station was tastefully adorned with palms with flags flying gaily, while an arch of palms gracefully set off the rail line under which the train passed as it came to a standstill; the fluttering of pennons⁷ everywhere denoted a gala day, *eclat*⁸ being added to the scene by the presence of an Hausa guard of honor. The Alake and Council entered the train and after bidding welcome to the Governor were introduced by him to his guests. The feasting of the people assembled was then began, and in numbers varying according as they were allocated, and from various points, there was evidence that the assembled crowd was doing justice to themselves. A shower of rain came on and somewhat interrupted the proceedings, but as there was plenty of shelter available, the people made themselves