THE DEVELOPMENT OF TRANSPORT INFRASTRUCTURE AND NIGERIA'S COLONIAL ECONOMY.1892 - 1960

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ABSTRACT

Transport infrastructure had existed in Nigeria before the British effective occupation of what later became Nigeria.The ethnic fragments that made up the country existed politically independent of each other and they engaged in some form of economic relationships with other trading partners outside the country before the British dominated the colonial economy. The colonial economy and transport infrastructure therefore was structured in a way that benefitted the handlers. The objective of this work is to understand the nexus between transport infrastructure and Nigeria's colonial economy upto the 1960, as the British colonialist developed the country's transport infrastructure to aid economic exploitation and export. The work gives a historical background to Nigeria's colonial system of administration and the colonial economy before the advent of the colonialism. It further examines the role of transport infrastructure on Nigeria's colonial economy as a result of the influence of British colonialists that dominated the colonial economy. The methodology of this work is based on secondary sources of information. This work therefore gives a holistic view of the relationship between transport infrastructure and Nigeria's colonial economy before the advent of independence in 1960.

Keywords: *Transport, Colonial, Economy, Nigeria, Infrastructure*

INTRODUCTION

Transport Infrastructure is the underlying system serving the economy. This is so because the absence of transport infrastructure makes economic activities difficult. Apart from the movement of goods and services and the linking of cities, transport is an essential infrastructure that must be developed if theeconomy is to thrive. As such, the extent to which the colonial economy prospered in Nigeria was proportional to the transport infrastructure that was developed.

The development of transport infrastructure in Nigeria predates the establishments of colonial rule in the country. Though it could be affirmed that the transport infrastructure that existed were at the rudimentary stage, but the assertion that they existed and aided trade before the colonization of Nigeria cannot be controverted.

Transport infrastructure played a key role in the sustenance of trade in colonial Nigeria. This relationship was advanced through crude transport mode like the usage of animals like donkeys and horses that travelled long miles with carts strapped on them that carried goods, while the rider moves on the animals. However, as at the time of its usage these animals served the purpose of providing the movement of people and goods.

Whereas the role of the British capital in determining the direction of colonial economy has generally been underlined in scholarly literature, little attention has been paid to the development of colonial infrastructure and the means of evacuating produce from the hinterland.[1]

There are several works that have been written on transport infrastructure in Nigeria. One recurring observations in almost all literature reviewed alludes to the fact that adequate transport infrastructure is important for not only the growth and development of any society, but also for the promotion of economic activities.

Ayodeji Olukoju attempted the classification of infrastructure. As a rough typology, a distinction may be drawn between physical infrastructure (such as roads, dams, canals and railways) and public utilities (such as electricity, potable water, sanitation and sewage), and between economic and social infrastructure. While the aforementioned facilities can pass for economic infrastructure, health and educational facilities, such as hospitals and schools, constitute social infrastructure.[2]

This distinction between economic and social infrastructures is needed to examine the varying degree to which physical infrastructure which encompasses all sectors of transport infrastructures can impact on a country's economy. While the development of economic infrastructure is the panacea for the

[1]O.Oshin, " Developing Infrastructure on exploitation: The Example of colonial transport on the Bauchi tin fields, 1902 – 1914".In (*Trans African Journal of History, 17)*,P.123http://www.jstor.org/stable/24328694.

[2] A. Olukoju*, Infrastructure Development and Urban Facilities in Lagos, 1961 – 2000*. (IFRA Occasional Publication No. 15 2003) P.5

growth of a nation's trade, Social Infrastructure is usually a subset of the infrastructure sector and typically includes assets that accommodate social services.

Furthermore, economic infrastructure supports economic activity and is often characterized by 'user-pays' or demand-based revenue streams (such as tolls on roads or landing fees for an airport), social infrastructures are not necessarily profit oriented but for the overall public good. Economic and social infrastructures together impacts on a nation's economy.

Though this classification by Olukoju comes in handy in the study of transport infrastructure due to its simplicity, this paper goes beyond the classification of infrastructure and attempts to delve into the history of the development of these economic infrastructures, and the reasons for its installations which is to serve the colonial economy.

Transport infrastructure is pivotal in the advancement of foreign trade. According to J.C Anyawun, the availability of these facilities in an economy is vital in the sense that they have both a demand and supply effect. They have a demand effect because investment in them calls for the output of other sectors of the economy e.g. Steel for bridges, wood and forest products for railway tracks etc.[3] This presupposes that without the provision of key physical infrastructures the economy of a nation can hardly grow. However, the colonial government developed a number of this infrastructure not necessarily for the betterment of the Nigerian society but for the advancement of the British colonial economy.

Phillip Akpen re - echoed this position by positing that an efficient transport infrastructure is also necessary for any country to compete effectively in the global and domestic economies. This is applicable to both developed and developing countries.[4]

The foundation of infrastructural provisioning in most Sub Saharan states started during the colonial period. In Nigeria, the picture was not different. The underlying philosophy behind the construction of such infrastructure was influenced by the real essence of "advancing imperialist trade and the transfer of economic surplus from the colonies"[5]. While this is the mostly held view about the colonial conception of the development of transport infrastructure in the country, there are however a few of the transport infrastructure that is still very useful even decades after colonialism.

As such, it would be overly nationalistic to aver that colonialism has little impact on Nigeria's transport infrastructure and the economy. Though, it can be said that the development of these infrastructures were to sustain the system of Colonial economy. This system which was built in Africa

[3] J.C Anyawunetal.*The structure of the Nigerian Economy (1960 – 1997*). (Onitsha, Joanee Educational Publishers Ltd 1999) P.379

[4] P. Akpen "Infrastructural Decay and the Challenge of Development in Nigeria Since 1960" In Kabir M. Mato Ed; *Review of Nigerian Political Economy (RONPE)*. (God's Will Golden Links Ltd 2011) P.20

[5] P. Akpen "Infrastructural Decay and the Challenge of Development in Nigeria Since 1960" In Kabir M. Mato Ed; *Review of Nigerian Political Economy (RONPE)*. (God's Will Golden Links Ltd 2011) P.4

lasted for several years after the establishment of colonial rule, and was targeted towards the controlling and domination of the economies of colonies. Hence, "Colonial economy means a production system deliberately established in a society which had been physically dominated by imperialist power in all aspect of life, politically economically, culture and socially"[6]

While it is a truism that this system was the geographical extension of the European imperialist economies to their colonies abroad, the purpose of establishing colonial economy was to ensure constant supply of raw materials, cheap labor, market, area for investment and area for settlement. Sadly, this system is still the basis of the economic relations between the erstwhile British imperialist and Nigeria.

The inability ofscholars therefore to adequately appraise the relevance of the development of transport infrastructure in the colonial economy up to 1960 when the country had independence is a gap that this work seeks to explain.

The colonial economy from 1892 – 1960 transformed the Nigerian economic system to meet the needs of the colonialists in an uneven trade relationship. This became the basis for the development of transport infrastructure by the British to ensure that this system of exploitation was sustained.

During the colonial period, the British Government was equally reluctant in terms of funding these transport infrastructures because of the huge benefit that will be accrued to the Nigerian colony. This also explained why the funding of these infrastructures facilities were financed either directly by private imperialist through loans raised on the London capital market at a higher rate of interest than Nigerian got from her sterling interest.[7]

This further signifies why the lack and decayed transport infrastructure after 1960 has posed a serious problem in the growth of the post independent Nigerian economy. This is largely due to the inability of the government to secure adequate finance in the advancement of transport infrastructure beyond what was inherited from the colonial administration.

From the forgoing, the emergence of colonialism redefined the transport infrastructure in Nigeria. This was dominated by the British who saw the need for the development of a more effective means of transport in order to advance the colonial economy. This therefore necessitated the building, investment and management of key transport infrastructure like the railway and seaport during the colonial period that lasted up to 1960.

HISTORICAL BACKGROUND TO NIGERIA'S COLONIAL ECONOMY

The boundaries of present – day Nigeria were created by the British colonial administration in the late nineteenth and twentieth centuries. While political boundaries often coincide

[6] Z. Kamii, *Africa From Neolithic Revolution to present.* (Nairobi, Kot Publisher 2009) P. 92

[7] Z. Kamii, *Africa From Neolithic Revolution to present.* (Nairobi, Kot Publisher 2009) P. 219

with physical boundaries, such as bodies of water or mountain ranges, or are established by natural agreement between societies over generations, the boundaries adopted to create the modern state of Nigeria never had any geophysical or social significance to the indigenous people of the region.[8]

Prior to this period, Nigeria had an organized system of administration in forms of empires and kingdoms.Through these systems, they engaged one another in trading activities which were facilitated by the use of donkey's, camels and horses to aid transportation and storage.The country Nigeria was made up of empires, city states and small nation states that existed before colonialism. Some of these empires, city states and nations included the Kanem-Borno Empire, Sokoto Caliphate, Hausa States, Oyo Empire, Benin Empire, Kwararafa Empire, etc.[9]

Pre – colonial economic system in Nigeria therefore was vast in its composition from north to south. None of the region was cut off from the varying degrees of trading activities which consisted of local industry and crafts, agriculture, trade and services. These activities were dictated by the culture and ecology of the people aided by camels and horses that served as the readily available transport system that supported the economic relations.

Colonial economic policy sought to modernize local transport, the distributive system, money and banking, distribution and use of land and labour with the objective of expanding export production and distribution of European manufactured goods.[10]British colonial authorities in Nigeria were aware of the importance of infrastructural development towards achieving maximum political, social and economic stronghold in Nigeria area.As such it was easy for the British to latch on this organized system of administration that existed in pre-colonial Nigeria in the development of transport infrastructure especially the railways that connected the viable colonial economic cities.

Therefore in colonial Nigeria, the system of administration differed from region to region for colonial convenience, and this affected the extent of transport infrastructure that was built in each of the regions. The indirect rule as developed in Northern Nigeria was a practical means of administering a huge territory because the system required only limited manpower and cash. Hence the local emirswere more useful in the advancement of the British colonial economy but real power stayed with the Governor.

This Crown Colony system was the original concept of Direct Rule – meaning a system of rule using British institutions and implementing British ideas of government. Its opposite was a

[8] P. Cunliffe – James, *My Nigeria: Five Decades of Independence.* (United States: Palgrave Macmillian, 2010) P. 17

[9]M.K Bahal and Muammed Suleiman "The Evolution of Nigerian Culture" In Kwaghkondo S. Agberetal Eds; *Globalization, Media and Popular Culture in Nigeria.* (Lagos: Bahiti and Dalila Publishers, 2016). P.128

[10] A.A. Lawal, "The Economy and the State from Pre-Colonial Times to the Present," in Nigerian Peoples and Culture, ed., AkinjideOsuntokun and AyodejiOlukoju (Ibadan: Davidson Press, 1997) P.185

system under which British institutions and ideas were deliberately excluded; instead an attempt was made to rule through the indigenous institutions of the colonized peoples. This was the original meaning of indirect rule.[11]

The indirect rule in northern Nigeria provided the much cooperation needed by the colonialist in the advancement of the colonial economy. This was because the north ensured an efficient taxation system, which raked in part of the needed funds that was used in the building of colonial transport infrastructure. This system fostered colonial ties between the British and the Northern Province than the south as the former met the aims and objectives of colonialism.

During this period, the various nationalities that currently make up Nigeria were largely an agricultural people. They were food self-sufficient and produced a variety of commodities that were exported overseas which supported colonial trade; hence transportation played a huge role in the movement of these commodities. Hence,the advent of the British colonial administration in Nigeria redefined the colonial economy as they monopolized trade as a result of their political control of the country and by extension economic dominance.

Consequently, the advent of colonialism in Nigeria and the subsequent entrenchment of a colonial economy gave the impetus for huge colonial investment in the development of colonial transport infrastructure. This was predicated on the need for the exploitation and exportation of the natural resources of the people.

As such, it can be averred that the period of colonial rule in Nigeria witnessed considerable investment of resources in the development of modern transport infrastructure. During this period there was a rapid transformation of transport facilities especially in railways, roads and seaports.[12]This was made available for the sole purpose of the sustenance of the colonial economy as the transport infrastructure that was developed cut across communities that produced the needed commodities needed by the British colonialist for export.

TRANSPORT INFRASTRUCTURE AND NIGERIA'S COLONIAL ECONOMY

Transport infrastructure was pivotal in the advancement of the colonial economy in Nigeria as it was the key instrument in the hands of the colonial government that enabled them achieve their objective of making the colony an export-based economy that largely served the interest of the holders of the colonial economy to the disadvantage of the country.

It was on this heel that the British developed transport infrastructure in the country. The infrastructure facilitated some traditional socio-economic activities such as farming, fishing, trading, hunting and smiting, amongst the different

[11] A.E Afigbo, *The warrant Chiefs: Indirect rule in southeastern Nigeria, 1891 – 1929*. (London: Longman, 1972) P5

[12] B Ogundana "Seaport Development in Colonial Nigeria" In Akinjobin I.A &SegunOsoba Eds; Ife History Series (2) (Ibadan: Odua'a Printing Company Limited, 1980) P.159

communities that existed.As such enormous tons of goods left the country through the transport network that connected the produce centres in the country with the coasts for export.

The most important features of agriculture in Nigeria are low technological level and the small scale of the majority of hosting. The overwhelming bulk of production takes place in "traditional" fashion, without the use of mechanical or, frequent animal power, on small, peasant held plots.[13] However, the advent of colonialism brought in a new phase in the development of some of these social services that were of benefit to the colonialist away from the peasant mode.

Prior to this period, the principal tools of the peasant are hoes, cutlasses, axes and knives. As a result of conscious British policy, which aimed "primarily, mainly and eventually at the development of the agricultural resources of these countries through the agency of their indigenous inhabitants".[14]

The coming of the colonialist enhanced farmers productivity with new tools and crops like maize and manioc were introduced from the New World. In addition, they also came with the technological know-how and capital that assisted in the building of transport infrastructures though the locals provided the manpower. As such, these efforts and investments were all geared towards the easy movement of cash crops and agricultural produce.

The British government invested majorly in transport infrastructure because it promoted their business interest which served as the sole aim of colonialism. The colonial infrastructure in Nigeria were owned, founded and managed by the individual British imperialists or by the British government which means that it was operated for the profit of the imperialist.[15]

The development of transport infrastructure in colonial Nigeria enabled the establishment of large plantations for the growing of cash crops like cocoa, coffee, tea, rubber and cotton which were in high demand by the British industries.

> Despite the fixation on rivers of the nineteenth century European explorers and treaty makers, no major breakthrough in the transport bottleneck of the African economy could be made without investment in new land arteries. Given the technology available to Europeans at the end of the nineteenth century, it was inevitable that this new transport system should take the form of railways, whose high cost, rigid orientation, and capital-intensive

[13] G.K Helleiner, *Peasant Agriculture, Government, And Economic Growth In Nigeria*. (Illinois: Richard D. Irwin INC, 1966) P.44

[14] G.K Helleiner, P.45

[15] Bade Onimade, *Imperialism and Underdevelopment in Nigeria*.(London: Macmillian 1983). P57

> structure would leave a lasting imprint on twentieth-century African economies.[16]

Forced labor figured predominantly in the early phase of British colonial economy in Nigeria and was effortlessly employed in the development of transport infrastructure during colonial Nigeria. This was most pronounced in the construction of the railways, but there were several instances where forced labor often met severe resistance from the people.

Given the primitive technology in use, large numbers of conscripted laborers were used on railway construction. Some idea of the large numbers of laborers involved can be gained from the statistics of the number of laborers employed on the construction of the Eastern Railway across Benue Province and up to the linkup of Kafachan.[17]

It was discovered by the colonial administration in Nigeria that the major transportation mode in the hinterland, the inland waterways, could no longer meet its needs. More over the seasonability of navigation on the river and creeks posed serious problems. The colonial government in Nigeria made application for the construction of rail lines to the secretary of state for the colonial prior to 1892.[18]Making the construction of railways to be a chief focus in the development of colonial transport infrastructure.

Railway, perhaps more than any other subject, feature very prominently in discussion on the economic development of Nigeria in the period of the establishment and consolidation of British administrative control.[19] This is the reason why as at the end of the British colonial rule, railway infrastructure was the country's most developed transport infrastructure. It did not only connect communities but also made the transportation of goods cheaper and faster to the gain of the colonial government.

The development of the railway infrastructure in the early 20th century was one of the transport infrastructural legacies of the colonial government in Nigeria. The railways built in colonial Nigeria cut across several cities and linked towns. This was done largely because of the viability of these cities in the serving of colonial economy.

It can be stated that the development of railway infrastructure did not only contribute to the growth of several towns, but ultimately transformed these towns into large commercial and industrial cities which attracted merchants from several parts of the country and also foreigners, thereby promoting the

[16]Ralph A. Austen, African Economic History (London: James Currey, 2011) P.126.

[17]C.C Jacobs "Forced Labour in Colonial Nigeria" In Y Mangvwat; *A History of LabourIn Nigeria*. (Jos: Jos University Press Ltd 1988) P.47

[18] J.O Ajayi, "The Effects of Rail Transport on the Socio Economic Development of Nigeria. A case Study of Nigerian Railway Corporation 1995 – 2002". A Master's thesis submitted to the Department of Public Administration, Faculty of Social Sciences (Ahmadu Bello University, Zaria) P.37

[19] O. Omosini, "Background to Railway Policy in Nigeria" In Akinjobin I.A &SegunOsoba Eds; Ife History Series (2) (Ibadan: Odua'a Printing Company Limited, 1980) P.146

economy of the colonialists more than the overall interest of the Nigerian economy.

The railroad laid in 1898 stretched from Iddo to Otta, a distance of 34 kilometers. By 1930, most major towns such as Ilorin, Jebba, Minna, Gusau,Port-Harcourt, Enugu, Makurdi, and Zaria had been linked. An extension of the Borno rail linked Kuru to Maiduguri, in 1964. A total of 3,505 kilometers (1,067 mm gauge) network of single-track railway constitutes the major functional stretch in the country. Specifically, the system comprises 2,792 km mainlines and 713 km branch lines. About 1,788km (51%) of this network is on 1,600 sharp curves between 4 and 10 degrees. This network mainly links the north-east and north-west extremes of Nigeria to coastal ports of Rivers and Lagos States, respectively.[20]

Because of the connectivity of major towns and cities, it can be argued that the colonial railway infrastructure was not only intended to serve the colonial economic interest, but also it was a vehicle for national development. As such, colonial transport development was contrived to ensure; firstly the exploitation of Nigeria's resources for the benefit of the colonial empire.

Though the railway was perhaps the earliest and most developed colonial transport infrastructure, the marine transportation also featured during this period. By 1905, twenty – one waterways had been cleared in Southern Nigeria and by 1909,Coulton Elliot was Marine Superintendent of the Niger/Benue Government Transport.[21]

The seaboard of Nigeria has the most extensive network of waterways in Africa. The Lower Niger, together with the Benue, is navigable by shallow draught barges for more than 1,000 miles, though the Benue is only navigable for six months in the lower stretches.[22] This contributed to the reason why there was huge investment especially by the British capitalists towards the country's seaport.

The Niger River Transport Company operated the largest river fleet in Nigeria. Starting off with stern wheelers, they had twenty-seven powered craft and a number of barges by 1953 and shortly had twenty – eight PC and sixty-on barges with a total life of 19,000 tons. They were the first operator, in 1950, to introduce the "push-tow" principle and its two latest units "Gongola" and "Yola", were each capable of pushing 3600 tons up river and 4500 tons down river in eight specially integrated barges.[23]

[20] A,F Akwara, J.E Udaw and G.E Ezirim, ''Adapting Colonial Legacy to Modernism: A focus on Rail Transport Development in Nigeria" In Mediterranean Journal of Social Sciences (MCSER Publishing, Rome Italy Vol 5 No 6, April 2014) P 467

[21] F. Jaekel, *The History of the Nigerian Railway Vol 1, Opening the Nation to sea, air and road transportation*. (Ibadan: Spectrum Books Limited, 1997). P.61

[22] S.D. Neumark, "Transportation in Sub-Saharan Africa," in An Economic History of Tropical Africa," ed., Z.A. Konczacki and J.M. Konczacki, (New Jersey: Frank Cass, 1977) P. 40

[23] R.O Ekundare, An Economic History of Nigeria 1860 – 1960. (New York: Africana Publishing Company, 1973) P.286

In addition to government marine services, there were privately owned fleets such as the United African Company (UAC) established by the Niger River Transport Company (NRTC) in 1950.

Unlike the colonial railway infrastructure that saw the dominance of the then British government because of its cost in the development, the colonial marine transport infrastructure had private investments which saw the coming of several private fleets into Nigeria's marine transport development. The Nigerian Inland fleet was deployed follows:-

Table 1.0 Nigerian Inland fleet

	Western Division	Northern Division	Eastern Division
Touring launches	18	8	15
Ferries	2	1	7
Motored barges	3	-	2
Pinnaces	4	1	-
Dredgers	1	-	-
Sounding dinghies	-	3	1
Towing craft	-	-	1

Source; F. Jaekel, *The History of the Nigerian Railway Vol 1, Opening the Nation to sea, air and road transportation*.(Ibadan: Spectrum Books Limited, 1997). P.73

From the above, marine transport cut across the whole country, which shows that in colonial Nigeria, each region was of economic interest to the colonial government. Also, Dug-out canoes operated by the people complemented the British colonial government and privately owned Europeans trading firms ferries. Canoes were used to ferry people and goods between fixed points for short and moderate distances. The distance across the Niger from Asaba to Onitsha was about four miles and canoe ferries operated at intervals of two hours in which passengers paid £6[d] for each 601[b] of baggage carried.[24]

The development of the seaport by the British colonialist was hinged on the fact that Nigeria is strategically positioned in the Gulf of Guinea region. This has placed the country in an advantageous position to benefit maximally from maritime trade along the coast of West Africa which is an opportunity needed by the British for the export of cash crops needed in the advancement of the colonial economy.Without the availability of marine transportation, these cash crops would not have been exported, hence the British colonialist invested in seaport infrastructure in order to ensure that the gamut of the colonial economy is achieved.

The importance of road transport was not too pronounced in Nigeria's colonial economy. However, the history of road transport infrastructure is not any different from the real essence of colonial transport infrastructural development. In 1903, Weir of the BKR reported that in the protectorate of Northern Nigeria, the Nupes were the most businesslike in the

[24] G Walker, *Traffic and Transport in Nigeria*. (London: H.M.S.O 1959). P 261

preservation of paths free from foliage suitable for horsemen but that there were no tracks for wheeled traffic and it was not until 1904 that 6.1/4 miles of road were laid out in zungeru – zaria via BirninGwari, the first oxen-hauled carts pioneering the distance in 1905.[25]

This signaled the beginning of the formal development of road transport infrastructure in Nigeria. However, road infrastructure was not given so much attention during the colonial economy compared to other transport infrastructure, as they only served as passages to the railways that were used in the transportation of cash crops to the ports for export.

The transport infrastructure that was developed in colonial Nigeria can be said to have met the overall aims of the British colonialist whose objectives were towards the advancement of the 'Home' economy. This is the transport infrastructure developed and the locations showed that they were sited purely for economic and political purposes. Communities with little or no economic importance to the colonial economy were not linked through the colonial transport system, making for less emphasis in the development of other aspects of transport infrastructure during the colonial period.

As such, the revolution in colonial transport infrastructure were characterized by railway construction, road building, creek and harbor improvements which was basically developed not necessarily for the benefits of the country, but it was strategically located to ensure optimum expropriation of primary produce and delivery to manufacturers in order to serve the colonial economy.

This infrastructure later became the building block needed in the development of the post-colonial economy in Nigeria. However, the management and subsequent advancement of the inherited colonial transport infrastructure by the newly independent state was marred by poor funding, corruption and weak management which is partly responsible for the ailing Nigerian economy as transport infrastructure remains the panacea for economic growth and development.

CONCLUSION

The primary objective of colonialism in Nigeria and Africa at large was purely for economic gain which was the basis for colonialism. Colonialism therefore was a political means through which the British colonialist dominated Nigeria's economy.

The transport infrastructure that existed in pre – colonial Nigeriawere rudimentary and was only effective in short distance economicactivities. They were hardly sufficient to handle the increasing traffic brought about by the colonial economic motive of massive exploitation of Nigeria's raw materials that led to a surge in the exportation of primary products from the colonialist.

[25] F. Jaekel, *The History of the Nigerian Railway Vol 1, Opening the Nation to sea, air and road transportation*. (Ibadan: Spectrum Books Limited, 1997). P.79

This short-coming therefore became the springboard for the massive investments by the British colonialists in Nigeria's transport infrastructure in order to ensure a more efficient system oftransportation for adequate movement of goods and personnel in and out of the country which the pre-colonial transport system could not sustain.

Colonial Nigeria therefore saw the development of key transport infrastructure. Railway was the most developed transport infrastructure in the colonial economy but marine transportation was at the core of the entire value chain of the colonial economy. Agricultural communities were connected through the railroads while roads featured more in the colonial cities, however without the development of the marine infrastructure, the essence of the British colonial economy would not have been successful.

Marine transportation plays an important role in the economics of nations, and countries that are advantageously placed around territorial waters like Nigeria that sits around the Gulf of Guinea are Centre point of attraction for commerce and tourism. This is the reason why Nigeria was among the earliest countries in the African continent that hosted the colonialists because if its accessibility from Europe through the Atlantic Ocean.

The British colonialists were not the earliest set of Europeans that started interacting with the coastal cities of Nigeria. The Portuguese as early as the 13th century made voyages along the coast of Nigeria through the sea for trade and successfully negotiated business relationships through the seashores.

The British asides economic scavenging also came with a political desire whichenabled them to penetrate these coastal cities. This dovetailed into colonialization and the subsequent control of the economy for the servicing of the colonial interest.

Therefore, transport Infrastructure featured prominently in Nigeria's colonial economy upto the 1960, and exports of commodities from the country was the hallmark of the British colonial economy. This necessitated the development of transport infrastructure by the British colonial administration in order to sustain the uneven business relationship.

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