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transport must provide, in the same women and small traders. Individual vehicle, both for the goods and for the consulting their own interests, can

women and small traders. Individuals Nigerian ec ous programme of road served : Bornu, a province had not before b lorries, buses and cars that being Railway, from a point on the Eastern line, relied on to provide and extended economy an ambiti-ST

Left: Widening the road between Port Harcourt and Aba. Below: Growth of the 400-mile railway extension to Bornu.

is now under way. Roads building and improvement



and keen demands amsiliw there is glut to where there is scarcity and planks placed athwart the body to passenger who owns them. Trains are filled with Nigerians and their loads. Motor forries, furnished with a canopy weight of freight that can be brought could walk at the most 10 or have raised from pounds to lers hundreds of miles where before they serve as seats, carry traders and travelfrom one market to another, for protection against the sun, screens from where tons the

## SMALL TRADERS

development of these trades may be wasteful; but if one looks at it as a means of giving people experience of business management, the waste may be sists of the little man engaged in trading, in operating a lorry or two, in running a ence", says Professor W. A. Lewis in his Theory of Economic Growth, "cona training cost well met." poseful Africans—traders of both sexes. "The main school of business experiof securing immediate output, the oversmall workshop and similar commerci lorry comes within the means of the African capitalist, and maintenance and repair, within the competence of the African artisan. Increasingly wherever enterprise. .... Looked at as a means cargo of freight and laughing but purubiquitous three-ton truck with its mixed the dry season, there will be there is a road, paved or unpaved, during Driving is a skill easily acquired. in running found the

ing simu'taneously a load of freigh and 10in. planks set 14in. apart make passenger vehicles, more so when carryis, to European eyes,

Trains are are expensive both to build and from those that are not; to allow for elements that for any reason cannot be incorporated in an account rendered in money; and to estimate in a final balance all the items properly to be debited against and credited to the particular improvements that may be exceed the (marginal) return from another, then the first should obvious be chosen—if the chooser has it in min servants well acquainted with Nigeria to separate schemes that are worthwhile the local needs of growing communities on the other. It must be left to the statisticians, economists and public highway authorities and adjustments road do not, made for taxation on the one hand and accounts of able; others are not normally expressed account are in transport incommensurto raise output. Many elements in exceed the (marginal) return from Should returns (at the margin) from maintain; and in Nigeria new railways constitute a claim on public funds. incorporated with the tures by whomsoever incurred. to include, allowance railway include, or can be drawn so as load, is another. of walking at three, burdened with head time in riding at 30 miles an hour instead elsewhere is one example; munication, however maintained, for as money payments. The advantage to Port Harcourt, Kano, Sokotu, Oyo and persons and things between the administration, federal and regional, in Lagos, motorists and of carriers by t. Their costs have to be d with the expenditure of rapid and The accounts of the for all expendireliable comthe saving of Onitsha.

> and long process money becomes available it is improving airfield facilities, although this is a slow tion is aware of this problem, and

them large employers of Nigerian sea-hydrological investigation of the Nigerian. They also run cadet schemes to and Benue rivers to determine how navitrain Nigerians to become officers.

River transport plays an important submitted their report last year.

