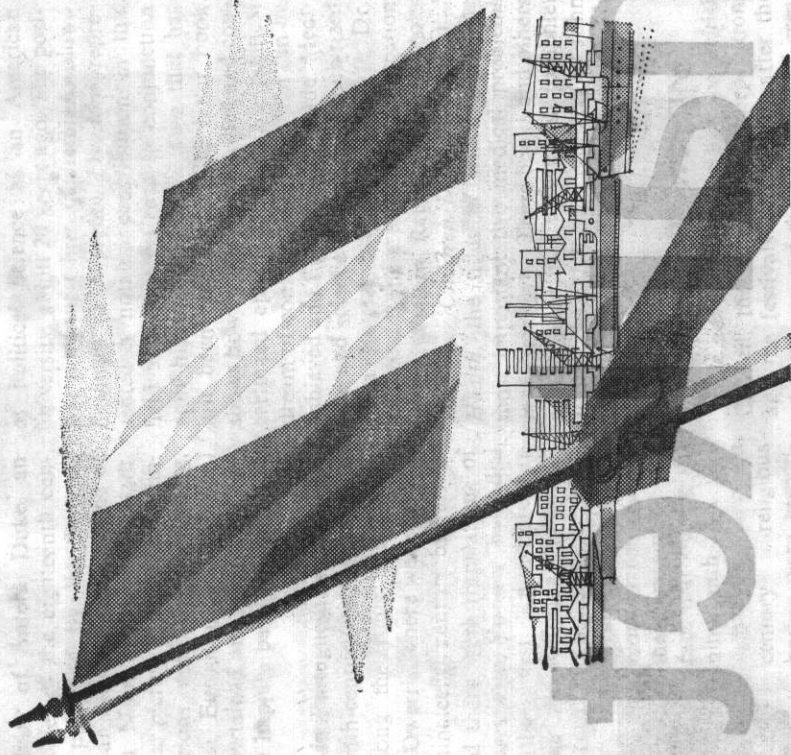


Trade still follows the flag



The flag of Independence, now flying proudly over Nigeria, marks a splendid record of progress—not least in the economic field.

G. B. Ollivant Ltd., have traded successfully in Nigeria for 100 years, making their own contribution to the country's prosperity. They have trained large numbers of Nigerians to become technicians and managers and have helped countless Nigerian businesses to develop and flourish.

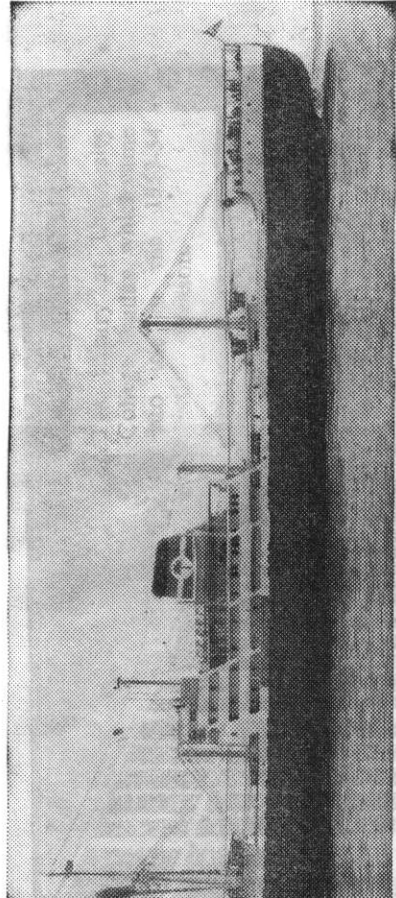
In congratulating Nigeria on her achievement G.B.O. look forward to another century of mutually beneficial trading under the new flag.

G.B.O.
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LINKING NIGERIA WITH THE WORLD.—A B.O.A.C. strato-cruiser at Kano airport. On the right is the Lobito Palm, latest of the Palm Line's cargo vessels, plying between Nigeria and the United Kingdom.



COMMUNICATIONS

Airways: Symbol of an Expanding Era

NIGERIA Airways, a new company, formed in October, 1958, has a much longer history than its inception date seems to indicate. This airline, which operates internal air services in Nigeria, a West Coast service as far north as Dakar, in the Mali Federation, and international services to Europe in pool with B.O.A.C., was the nucleus of the former West African Airways Corporation, set up as long ago as 1946. W.A.A.C., as the airline was known in those days, developed and ran all the air communications up and down the West African Coast, including those in Ghana that are now operated by Ghana Airways.

Today Nigeria Airways operates a fleet of seven Douglas DC.3 aircraft to all the major towns in Nigeria, and also to Ghana, the Ivory Coast, Liberia, Sierra Leone, Gambia and the Mali Federation. The route pattern has remained basically the same throughout the years of development; from Lagos services operate to the west along the coast, to Northern and Eastern Nigeria and the Southern Cameroons; from Kano to the major centres of the Northern Region and to the Eastern Region.

For the businessman the importance of air services within Nigeria will be appreciated when one examines other forms of transport. For instance, from the pursuit of trade no means a comfortable seat. But lorries travel frequently and far. Commercial correspondence is still immature, and goods are not consigned to agents. The trader goes with the freight, and in the domestic exchange transport must provide, in the same vehicle, both for the goods and for the

Choosing Rail or Road

By GILBERT WALKER

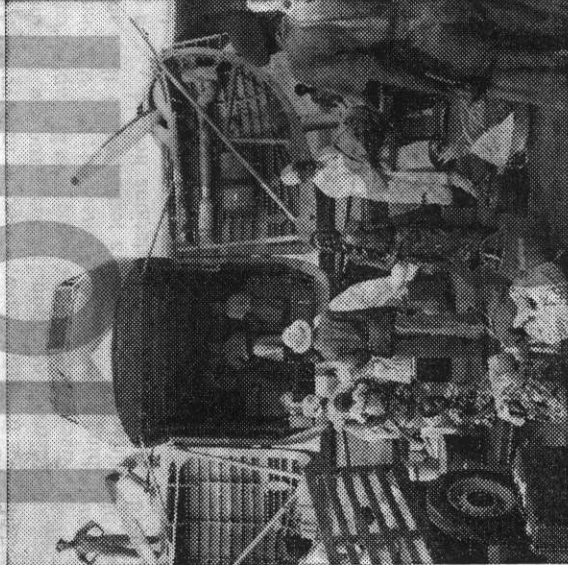
Professor of Commerce, University of Birmingham

AFRICANS in the pursuit of trade no means a comfortable seat. But lorries travel frequently and far. Commercial correspondence is still immature, and goods are not consigned to agents. The trader goes with the freight, and in the domestic exchange transport must provide, in the same vehicle, both for the goods and for the

them are discovering the advantages of air travel in conducting their business.

Behind the scenes, Nigeria Airways runs its own fully equipped maintenance workshops at Lagos airport, where except for complete engine overhauls, all aspects of aircraft maintenance are carried out, including preparing aircraft, for certificates of airworthiness which are issued by the local surveyor of the British Air Registration Board. In addition to its aircraft engineering commitments, the company handles the engineering requirements of most of the major operators that pass through Kano and Lagos airports.

At present all the internal services are



Families watch while baggage is stowed aboard an aircraft at Lagos airport.

flown in daylight hours, which means poor use of aircraft—averaging 1,100 hours a year for each aircraft. For future development it will be necessary for night flying aids to be installed at all the major airfields to enable the airline to use its aircraft to greater advantage, thus enabling a lower fare to be charged; this will make air travel more attractive to the Nigerian, for it is to him that the airline must look for its expansion.

The Ministry of Transport and Aviation is aware of this problem, and as money becomes available it is improving airfield facilities, although this is a slow

Focal Point of Thirty Shipping Lines

NIGERIA is well served by ocean shipping. More than 30 shipping lines provide regular services between Nigeria and most parts of the world. Overseas trade with the United Kingdom and northern Europe is served mainly by the lines associated in the West African Lines Conference: Elder Dempster Lines, Palm Line, The Guinea Gulf Line, Nigerian National Line, Holland West Africa Lijn N.V., Woermann-Linie, Scandinavian West Africa Line, Hoegh Line and Black Star Line. These between them have over 100 cargo vessels specially designed or adapted for the West African trade, which includes carriage in bulk of Nigerian palm oil and groundnut oil in built-in tanks. There are various other shipping conferences, including the American, Italian, French and Japanese, consisting of lines whose vessels provide services between Nigeria and those countries.

Passenger and mail services to England are provided by Elder Dempster, who have a regular fortnightly service between Lagos and Liverpool; the same company also maintains a four-weekly passenger service between Lagos and London. There are passenger services to Marseilles and Bordeaux by vessels of the Fraissinet Fabre and Chargeurs Reunis companies.

A NATIONAL LINE

At this time of Nigerian Independence it is appropriate to make special reference to Nigeria's own shipping line—the Nigerian National Line—which trades from Nigeria and other West African territories to United Kingdom and north continental ports. This company was formed in 1959 with Nigerian interests as majority shareholders and two technical partners, Elder Dempster and Palm, with minority shareholdings. It already owns five vessels and has four on charter.

Elder Dempster, Palm, Guinea Gulf, and Nigerian National Lines are between them large employers of Nigerian seamen. They also run cadet schemes to train Nigerians to become officers.

part in the economy of Nigeria. The country's inland waterways system is very extensive and includes three major rivers—the Niger, the Benue, and the Cross; the Niger and Benue, which join at Lokoja (360 miles from the sea), are the most important. These are used by the privately owned river fleets of United Africa Company and Helms Transport for transporting many thousands of tons of produce each year to the ocean ports of Burutu and Warri respectively for export; similarly, the Cross river is used by the Elder Dempster river fleet for bringing palm produce down to Calabar. There is in each case upward traffic in the carriage of imported merchandise. These rivers and the country's many other navigable creeks and waterways also carry extensive traffic in passengers and foodstuffs by means of canoes and small powered craft.

WATER FLUCTUATIONS

The rivers are subject to wide seasonal fluctuations in water level between the dry and rainy seasons, and the operators of river fleets on the Niger, Benue and Cross require to use much resourcefulness and foresight to make maximum safe use of the high water season. Because of the relative shortness of the shipping season, intensive operations are necessary during the limited periods available; for example, the high-water period on the Benue is from July to October. Thereafter the Niger/Benue river fleet operators turn their attention to the upper Niger, which has a railroad at Baro (434 miles from the sea) for shipment of produce brought by rail from the north of Nigeria. The Baro season begins in November, when the new crop of groundnuts becomes available, and continues until April. The lower Niger is navigable up to Onitsha (232 miles from the sea) all the year round.

The Netherlands Engineering Consultants (NEDECO) undertook for the Nigerian Government a three-year hydrological investigation of the Niger and Benue rivers to determine how navigability could be improved, and they