

COLONIAL REPORTS—ANNUAL.

No. 738.

NORTHERN NIGERIA.

REPORT FOR 1911.

(For Report for 1910-11, see No. 704.)

Presented to both Houses of Parliament by Command of His Majesty.
November, 1912.



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No. 738.

NORTHERN NIGERIA.

(For Report for 1910-11, see No. 704.)

THE ACTING GOVERNOR to THE SECRETARY OF STATE.

Government House,
Zungeru,
16th September, 1912.

SIR,

I HAVE the honour to transmit herewith the Annual Report on the Blue Book of Northern Nigeria for the year which ended on the 31st of December, 1911.

2. In accordance with the practice adopted in previous years under Head I., Finance, I have dealt with the latest available figures.

3. I hope to be able to forward printed copies of the Blue Book at an early date.

I have, &c.,
C. L. TEMPLE,
Acting Governor.

The Right Honourable
Lewis Harcourt, P.C.,
Secretary of State for the Colonies,
&c., &c., &c.

I.—FINANCIAL.

The accounts published in the Blue Book for 1911 are for the financial year which ended on the 31st of March last. In former years, in reporting on the Protectorate it has been customary to give the latest possible information with regard to the financial position, and following on that precedent it is proposed in this section of the report on the work of the year to use the figures which have just become available for the financial year which ended on the 31st of March, 1912.

REVENUE AND EXPENDITURE.

The revenue of the Protectorate during the years ended March 31st, 1911, and March 31st, 1912, was:—

	1910-11.	1911-12.
	£	£
Local and Internal Revenue	274,989	545,291
Contribution from Southern Nigeria ...	70,000	70,000
Imperial Grant for Interest on Railway Loan	46,000	50,600
Imperial Grant for Railway working Open Lines	—	48,774
Imperial Grant for ordinary services ...	229,000	237,384
	<u>£619,989</u>	<u>£952,049</u>

In the latter year the revenue and expenditure on account of the native administration was included and consequently, in order to arrive at the true increase in the local revenue, it is necessary to deduct that amount from the apparent increase.

	£	£
The apparent increase shown above is ...		332,060
The Native Administration share of Revenue was	196,925	
There was, on account of Railway work- ing, an increase in the Imperial Grant- in-Aid of... ..	61,758	
	<u> </u>	258,683

The increase of local revenue for general Government purposes over 1910-11 excluding the Native Administration share, was therefore £73,377

Of this increase the Land Revenue accounted for £37,451. The total revenue was £168,330 more than was anticipated. The actual receipts from Land Revenue exceeded the estimate by £100,424. Three other heads of revenue contributed largely to this excess. They were:—Customs, with an excess of £6,038; Mines, with an excess of £13,049; and Railway earnings, with an excess of £33,559.

Appended are comparative statements of revenue and expenditure for the past two years. In viewing these it must be remem-

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bered that, as has been stated, the native share of revenue and expenditure was included in the total of Land Revenue for the first time in the 1911-12 accounts. While there was a large increase in the actual receipts over that estimated, there was also an increase in the actual over the estimated expenditure, but this excess is more than accounted for by the increase of £44,825 in the Native Administration share corresponding to that in the Government share.

If the Native share is excluded from both revenue and expenditure it is found that there was a net excess of revenue over estimate of £123,504 and a decrease on estimated expenditure of £10,848.

Revenue.

	1910-11. £	1911-12. £
Land Revenue	180,489	413,933
Licences and Internal Revenue	6,203	6,618
Payments for specific services, fees, &c....	3,711	6,794
Marine earnings	17,679	16,973
Post Office and Telegrams	12,822	7,876
Customs Dues	25,434	28,038
Rents of Government Property	2,323	2,436
Miscellaneous Receipts	1,160	915
Railway earnings	20,621	44,059
Mines	4,547	17,649
Total Local Revenue	274,989	545,291
Imperial Grant-in-aid	246,000	347,000
Supplementary Grant-in-aid	29,000	—
Contribution from Southern Nigeria	70,000	70,000
Total	£619,989	£962,291

Expenditure.

	1910-11. £	1911-12. £
Governor's Office and Government House	5,875	4,902
Governor's Special Map Compilation Staff	1,122	—
Chief Secretary's Department & Printing	8,782	9,572
Provincial Administration	76,515	90,037
Judicial	3,757	3,324
Treasury Department	6,636	7,065
Free Slaves' Home, Zungeru	57	—
Postal and Telegraphs	17,455	27,375
Medical	32,715	32,556
Audit	2,974	3,321
Police	23,929	26,425
Prisons	10,399	10,342
Transport	26,842	35,906
West African Frontier Force	147,921	158,947
Marine	52,285	36,196
Customs	2,137	3,844

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	1910-11.	1911-12.
	£	£
Agricultural and Forestry	2,654	1,649
Land and Survey Department	—	1,494
Mines Department	911	3,052
Miscellaneous Services	27,445	7,486
Pensions and Gratuities	2,575	4,015
Education Department	923	1,535
Cantonments	1,902	1,184
Public Works Department	11,533	11,434
Barijuko Tramway	1,975	48
Public Works Recurrent	7,319	12,946
Baro-Kano Railway—open lines	24,443	61,067
Sanitation	—	2,568
	<hr/>	<hr/>
	501,072	558,290
Public Works Extraordinary	22,769	23,326
Telegraphs	—	1,501
Native Affairs	—	196,925
Interest on Railway Loan	41,917	47,897
	<hr/>	<hr/>
Total Aggregate Expenditure	£565,760	£827,939

The following statement shows the steady progress that has been made in the finances of the Protectorate during the past ten years.

In 1902-3 the revenue fell short of the expenditure by no less than £339,076, while in 1911-12 the revenue collected was within £212,647 of the expenditure. The Imperial Grant-in-aid in 1903-04 was £405,000, while in the year under review the grant on account of ordinary services was only £237,384.

	1902-03.	1903-04.	1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.
	£	£	£	£	£	£	£	£	£	£
1. Revenue collected locally ...	16,315	53,726	94,026	110,544	142,087	143,005	178,444	213,436	274,989	545,292
2. Contribution from Southern Nigeria.	34,000	50,000	60,000	75,000	75,000	70,000	70,000	70,000	70,000	70,000
3. Total Local Revenue ...	50,315	103,726	154,026	185,544	217,087	213,005	248,444	283,436	344,989	*615,292
4. Total Local Expenditure ...	389,391	498,986	520,545	498,259	498,848	498,302	540,643	566,842	565,760	827,939
5. Total Deficit ...	339,076	395,260	366,519	312,715	281,761	285,297	292,199	283,406	220,771	212,647
6. Railway Expenditure in excess of Earnings.	—	—	—	—	—	—	—	—	3,822	17,008
7. Railway Interest on Loan ...	—	—	—	—	—	—	7,634	26,338	41,917	47,897
8. Deficit, excluding Expenditure in connection with Railway.	339,076	395,260	366,519	312,715	281,761	†285,297	284,565	257,068	175,032	147,742

* Includes Native Administration share of Revenue.

† Caravan Tolls abolished in this year.

NORTHERN NIGERIA, 1911.

The financial position on the 31st of March, 1912, was:—

	£
Balance brought forward on 1st April, 1911...	95,323
Add excess of Revenue over Expenditure in the year 1911-12	134,353
Actual balance available on 31st March, 1912	<u>£229,676</u>

II.—TRADE AND CUSTOMS.

The foreign trade of Northern Nigeria has grown to considerable proportions during the past few years, and although, as was stated in the Report for 1910, it is not possible to give the exact figures of previous years the statistics supplied are sufficient to show that there has been a considerable increase.

The actual value of goods imported by commercial firms during 1911 was £695,435, of which £409,277 was conveyed up the river and entered Northern Nigeria by way of Idah. During 1910 the value so imported was £258,600.

The following items are the principal factors in this increase:—

	1910.	1911.
	£	£
Bags and sacks	4,550	5,782
Provisions	13,550	14,253
Specie	—	47,600
Sugar	5,150	5,652
Cotton goods	107,200	178,457
Hardware	5,700	7,794
Coal	5,269	24,276
Iron and Steel goods (un- enumerated)	2,454	22,576

The value of the total exports from the Protectorate during 1911 was £836,268; of this amount £836,154 was the value of exports by commercial firms.

The exports via the Niger were valued at £594,083, against an export value of £308,700 during 1910.

The principal articles which caused this increase were:—

	1910.	1911.
	£	£
Tin oxide	103,350	189,174
Rubber	37,900	53,511
Potash	8,050	12,951
Live stock	3,750	6,357
Benniseed	2,300	2,536
Curios	159	4,730
Gutta percha	2,262	6,694
Hides	605	3,326
Skins dressed	4,609	8,177
Ostrich feathers	2,615	7,224

There was a falling off in the export by this route of shea butter, palm kernels, and gum, but there is no doubt that the trade has been diverted to the Lagos Railway. There was a falling off in the export by Idah of cotton lint, but this is also accounted for by the opening up of the railway route to the coast.

As will be seen from the above figures, the volume of trade is considerable, and there is every reason to expect even greater increases in a short time.

The following is a comparative return of Customs Duties collected on the inland frontiers, which indicates a considerable increase of trade in that direction. Part of the increase in the Customs dues collected is however to be attributed to a more rigorous collection:—

	1910.	1911.
	£	£
Bornu	7,433	8,522
Ilorin	1,180	1,054
Kabba	8,658	22,000
Kano	4,449	5,387
Kontagora	222	204
Muri	67	222
Sokoto	1,544	1,950
Yola	404	458
Parcels Post	1,874	1,749
	<u>£25,831</u>	<u>£41,544</u>

There was a considerable increase in the revenue from salt, £3,452 being collected in excess of that levied in 1910.

There was an increase in the importation of kolass, cotton goods, beads, perfumes, &c.

These increases show a marked improvement in the spending power of the community.

The export of tin oxide exceeded that of the previous year by over 659 tons, and there is an indication of a continuous increase under that head.

There was a very large increase in the value of goods in transit, the total value being £92,614, as compared with £48,579 in 1910.

There was an increase in the tonnage of vessels on the Niger.

The railway development of the country has had a very great effect on the internal trade and the commercial intercourse between Northern and Southern Nigeria, but it is not possible at the present time to reduce that effect to accurate statistics.

III.—LEGISLATION AND JUDICIAL.

On the 1st of January, 1911, the Statute Laws Revision Proclamation came into operation. This measure repealed all the existing legislation and re-enacted in an amended and consoli-

dated from the whole of the Protectorate Statutes in force on the 31st of December, 1910.

As was mentioned in the Annual Report for 1910, this volume contains two very important new Proclamations. "The Land and Native Rights Proclamation" and "The Minerals Proclamation." The former was the outcome of much discussion and was based on the recommendations of a committee appointed by the Secretary of State for the Colonies to consider the many questions affecting Land Tenure in Northern Nigeria. The preamble of the Proclamation, which defines the land policy of the Administration and describes the scope of the measure, was as follows:—

"Whereas it is expedient that the existing customary rights of the natives of Northern Nigeria to use and enjoy the land of the Protectorate and the natural fruits thereof in sufficient quantity to enable them to provide for the sustenance of themselves and their families should be assured, protected, and preserved;

"And whereas it is expedient that existing native customs with regard to the use and occupation of land should, as far as possible, be preserved;

"And whereas it is expedient that the rights and obligations of the Government in regard to the whole of the lands within the boundaries of the Protectorate of Northern Nigeria, and also the rights and obligations of cultivators or other persons claiming to have an interest in such lands, should be defined by law."

The opening up of the tin fields in Bauchi and its neighbourhood necessitated the passing of a law more comprehensive than the old Statute—Proclamation No. 5 of 1902, and the Proclamation which now forms Chapter 64 of the Book of Laws was enacted. The law was based on mining legislation existing in other parts of the Empire, adapted to local conditions.

Apart from the consolidated laws mentioned, two new Proclamations were made during 1911. They were:—

The "Collective Punishments Proclamation."

This gives power to the Governor to inflict fines on villages, towns, or communities the inhabitants of which have committed, collectively, some crime or breach of the peace, or who have sheltered a fugitive from justice.

The Lepers Proclamation makes provision for the prevention of the spread of leprosy in the Protectorate.

Nine other Proclamations were promulgated during 1911, but these were in amendment or partial repeal of statutes already existing.

Assizes of the Supreme Court were held three times during the year at Zungeru and once at Lokoja. Nearly all the cases laid in Northern Nigeria before a European Court are heard in the Provincial Courts of the several Provinces. The Cause Lists containing those cases are referred to the Chief Justice for purposes of revision. Death sentences passed in the Provincial and Native Courts are carried into execution only after confirmation by the Governor.

IV.—CANTONMENTS.

ZUNGERU.

With the exception of those erected by the Lagos Government Railway for the railway officials at the Zungeru Station, no new buildings were erected in the Cantonment of Zungeru during the year 1911. The number of European official residents has considerably increased, and it is a matter of great difficulty to provide quarters for them. The inconvenience caused to officials by the overcrowding is considerable. It is hoped that, in the near future, should Zungeru remain the headquarters of the Protectorate, a considerable number of additional bungalows will be provided.

The health of the station has been good, and compares well with other stations in the Protectorate.

The Native Town, the laying out of which was referred to in the annual report for last year, is in a very creditable state. It is well kept and, as far as can be ascertained, healthy.

In the Cantonment Magistrate's Court there were 209 criminal and 31 civil cases tried. Most of the criminal cases were of a very trivial nature, and only three were sufficiently serious crimes to cause them to be committed to the Assizes.

The Native Court was re-organised, and the Cantonment Magistrate reports that it is working satisfactorily.

LOKOJA.

There were 223 criminal cases and 49 civil cases tried in the Cantonment Magistrate's Court, but, as in the case of Zungeru, they were mostly of a trivial nature.

Progress is being made with the laying out of the new Native Town of Lokoja, but to carry out the scheme in its entirety will mean the moving of a considerable number of houses. Consequently it must be some time before the work is completed.

V.—EDUCATION.

Nassarawa School, which is situated a short distance from Kano, is progressing favourably, and in December 31st, 1911, there were 320 pupils classified as follows:—

Elementary School	...	...	...	102
Chiefs' Sons School	...	...	...	97
Mallamai School	...	...	...	80
Workshops	...	...	...	31
Surveying Class	...	...	...	10

Secular education only is compulsory, and the principles governing the education of natives in the Egyptian Sudan are closely followed.

This school has been established two years only, and when it is remembered that the Mohammedans naturally looked upon such

an institution with suspicion it is little short of remarkable that such progress should have been made and that the attendance should be so large. A school which was first looked upon with certain suspicion is now warmly supported by the more enlightened native Chiefs, and the difficulty now is not to obtain pupils but to limit the number to the resources of the Department. That the number will go on increasing is shown by the fact that during six months of the current year the number of scholars has increased to 450. This number will be augmented as the European staff is added to. As an illustration of the enthusiasm shown by the ordinary native for education, the Director of Education quotes the case of a horse boy employed by one of the Chiefs' sons attending the school. This boy had no money with which to pay the small fees charged, and to buy the books required. He made some white Kano caps, sold them in the market, and thus paid his month's fees.

The native teachers show great aptitude for their work, and so far have been fortunate in avoiding the fatal habit of learning by heart without understanding.

The discipline of the school is reported as being excellent.

The health of the pupils has been good throughout the year. A native Mallam does the work of hospital orderly, and visits sick pupils at Nassarawa and in Kano town.

Condensed water has been given to the pupils this year, and it is interesting to note that there has been an absence of guinea-worm, while in 1910 there was a serious epidemic of that complaint.

The following is a brief description of each branch of the school:—

(a) *Elementary School*.—The curriculum includes reading, writing, and arithmetic, elementary drawing, hygiene, and geography. This is the type of school which it is hoped will be established in the other provinces.

(b) *Chiefs' Sons School*.—The pupils are the sons of the Chiefs from the different provinces. The curriculum includes arithmetic, reading, writing, composition, dictation, hygiene, nature-study, and geography of Africa.

(c) *Mallamai or Teachers' School*.—The pupils are mostly Mallams who wish to become teachers; the more advanced sons of Chiefs also join these classes. The curriculum is similar to, but more advanced than, that of (b), and includes practical instruction in teaching.

(d) In the surveying class a selected number of Mallams are given practical instruction in the measuring of farms, &c.

(e) *The Workshops*.—The pupils who came from Kano—Northern Division—Katsena, and Bida received instruction in blacksmithing, carpentry, and leatherworking.

Steps have been taken for the establishment of an Elementary School at Sokoto.

In making his report on the working of the school during the year, Mr. Vischer writes:—

“The most encouraging part of the work is the natives' ready response to our efforts, and this fact, I think, justifies our highest

hopes for the future. The arrival of almajirai (young Mallam students) from outlying districts, and the desire for schools expressed by the Emirs, indicate a real demand for a further extension of our work. But the greatest care must be employed in the process of extension.

“If we have in the space of two years since the school was started attained any lasting results, it is due, I believe, entirely to the principle laid down at the beginning, namely, the preservation of the native and his gradual development on lines adapted to his mental and physical condition.”

The Church Missionary Society, the Sudan Interior Mission, the Sudan United Mission, and the Roman Catholic Missions continue to obtain encouraging results from their educational efforts amongst the pagan tribes of the Protectorate. In particular, considerable progress has attended their efforts in the neighbourhood of Patigi Ilorin Province and amongst the Sura pagans on the Bauchi Plateau.

In addition to the educational establishments mentioned, a considerable number of apprentices are being trained in the workshops of certain Government Departments. Eight apprentices are being trained in the printing branch of the Chief Secretary's Office.

VI.—HOSPITALS.

Zungeru.—The number of Europeans admitted to hospital during 1911 was 54 and 1 death, against 75 admissions and 1 death in 1910.

811 natives were admitted to hospital, and there were 16 deaths.

Lokoja.—The number of Europeans admitted to hospital during 1911 was 108, with 2 deaths, as compared with 95 admissions and 1 death during the previous year.

To the native hospital there were 883 admissions, with 46 deaths.

Baro.—This is a temporary hospital provided for the construction staff of the Baro-Kano and Bauchi Light Railways. There were 74 admissions and 1 death during 1911.

European nursing sisters were in attendance at the Zungeru and Lokoja Hospitals and at the temporary hospital at Baro.

The total numbers of out-patients treated during the year, compiled from returns received from outstations, were: Europeans 686 with 3 deaths, natives 21,940 with 199 deaths.

VII.—MINES DEPARTMENT.

The following comparative statement will show that 1911 was a year of marked activity on the tin bearing area of Northern Nigeria:—

	1910.	1911.
Number of Prospecting Rights issued	120	86
Area (in square miles) over which Exclusive Prospecting Licences were granted or renewed	373	893
Number of Mining Leases granted	14	95
Total area covered by Mining Leases (acres)	12,000	34,818
Total area covered by Mining Leases (square miles)	18·5	54·4

Of the mining leases granted in 1910, 13 were provisional only and were exchanged for ordinary leases for 21 years in 1911.

In 1910, prospecting rights were issued to companies and individuals, but in the year under review it was decided to issue them to individuals only, who, though holding only one right might represent several companies. The comparison, therefore, which shows a falling off in number, is not quite a true one.

The output of tin since 1903 has been as follows:—

—	Tons.	Cwts.	Lbs.
1903	—	—	59
1904	1	8	10
1905	—	8	27
1906	11	2	101
1907	174	17	109
1908	513	19	100
1909	252	11	28
1910	774	1	47
1911	1,470	10	4

From January 1st to July 31st, 1912, 1,489 tons of tin were exported.

The Government Inspector of Mines reports that he considers the labour supply on the mines to be quite inadequate for the needs of the mining community. As the natives become more cognisant of the opportunities for earning a good wage in the mining areas this shortage is likely to disappear.

It would appear from reports received that the tin mining industry will be an important one for some years to come, and if the recent indications of lode deposits prove to be well founded the industry may be looked upon as a permanent factor in the wealth of the Protectorate.

A considerable amount of survey work over the mining area has been carried out during the year and had the weather been more favourable more progress would have been made.

In October, owing to the inspection of the mining areas being much in arrear, it was found necessary to engage the whole of the staff of the Survey Department on the area, and the Acting Chief Surveyor and two R.E. corporals remained on this duty

up to the end of the year. It is hoped that, with the increase that has been proposed for the Mines Department, less delay in the inspection of areas on the applications for mining purposes will occur in future.

VIII.—POLICE.

The authorized establishment of the force during 1911 was 20 officers and 830 non-commissioned officers and men, as against 18 officers and 780 non-commissioned officers and men in the previous year.

The force was distributed through ten of the Provinces according to local requirements and in the Cantonments of Zungeru and Lokoja.

The principal duties upon which the police were engaged were, prevention, investigating and detention of crime, the arrest and prosecution of offenders, serving summonses, executing warrants and judicial writs and suppressing slavery and the illicit liquor trade. In addition to these, which might be described as ordinary police duties, the force was required to furnish Treasury and gaol guards in certain stations, and escorts for political and other officers on tour where such escorts were necessary.

The opening of the railway has, of course, thrown additional work on the police, and the strength of the force had to be increased.

The residents who are directly responsible for the control of the police in the Provinces have reported favourably on their discipline and conduct throughout the year.

In the Mohammedan States of Bornu, Kano, and Sokoto all the police work is done by police or 'Dogarai' employed by the Native Administration. A large portion of the police work in Bauchi, Gombe, Zaria, Bida and Ilorin is also done by these men. The Protectorate police stationed in the last-mentioned Provinces are principally occupied in supplying gaol and specie guards, escorts, and in guarding railway stations.

From reports received it is clear that the institution of the Dogarai has been a complete success. The native Chiefs now have their own police forces, for which they are responsible, and the dignity of the Native Administration is consequently enhanced. The men themselves appear to take a keen interest in their work and are well behaved.

IX.—PRISONS.

The total number of prisoners admitted to the Central and Provincial gaols during 1911 was 1,911, as compared with 2,328 in 1910.

1,568 prisoners were admitted to the various Provincial prisons during the year, in comparison with 1,592 admitted during 1910.

The following is a comparative statement of the daily average number of prisoners in the gaols in the Protectorate in the years 1910 and 1911.

			1910.	1911.
Zungeru Gaol	...	...	297	266
Lokoja	„	...	164	134
Provincial Prisons	...	...	400	494
			861	894

The prisoners, for the most part, as in previous years, have been employed in the making and maintaining of roads, clearing the ground of bush and high grass in the neighbourhood of Provincial Stations, and conservancy work. Healthy and remunerative occupation was also found for them in the maintenance of prison farms. Owing to the supply of food from these farms it has been found possible largely to reduce the cost of maintaining the prisoners. Captain Johnson, the Sheriff, has taken a great interest in these plantations, and those in Zungeru and Lokoja are extensive ones. Due, however, to the call for prison labour on other public works, it was unfortunately found necessary to abandon some of the land which had been under cultivation in previous years. Apart from the actual farm work a large number of fruit trees were planted out and tended by convict labour.

In addition to the outdoor labour, such handicrafts as leather-working, tailoring, carpentry and smith's work were practised within the gaol walls at Zungeru and Lokoja.

The Sheriff reports that the convicts are beginning to understand and appreciate the benefits of the mark system; as a consequence the conduct of the prisoners has much improved and it was not necessary to inflict one flogging sentence during the year in the Zungeru Gaol.

The discipline maintained throughout the year in the Provincial gaols was on the whole good and reflects credit on the officers concerned.

X.—CRIMINAL STATISTICS.

The number of persons apprehended or summoned before all the Courts (exclusive of the native courts) was 2,996, of whom 2,608 were convicted and 388 discharged. In the previous year there were 3,106 cases, with 2,783 convictions.

The total number of cases of offences against the person was 402, and there were 632 cases of offences against property. It is pleasing to note the steady diminution in the cases of offences against the Slavery Laws. The returns for the last four years show:—

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1908.	1909.	1910.	1911.
194	137	134	66

The Inspector-General of Police in making his report states:—

“Roughly speaking, one may classify the provinces under two distinct heads as regards prevalence of crime: first, those in which the majority of offences comprise those against property; secondly, where offences against the person predominate. It is in those districts adjoining the railways and at Lokoja where the former are most prevalent, whilst the latter are almost exclusively confined to the pagan and remoter areas. This line is sufficiently well marked, notwithstanding a few inevitable exceptions, to invite especial attention and to indicate the transition of the country, crimes of violence inevitably decreasing with the advance of civilization.”

XI.—VITAL STATISTICS.

The average number of Europeans resident in the Protectorate during the year, including officials and non-officials but excluding those engaged on the Lagos Government Railway, was 616 males and 25 females, or a total of 641. In 1910 the average European population was 637.

The native population is estimated at 9,269,000, being 4,033,743 males and 5,235,257 females. These are the same figures as those given in the previous year's Report and are approximately correct; but it must be understood that they are the result of an estimate and not of a census.

There is an enormous variation in the density of the population from 4·51 per square mile in Kontagora to 500 per square mile in parts of Kano province.

There were thirteen deaths amongst the European population, seven official and six non-official. Of these, one was that of the wife of an official.

There was also one death amongst the Europeans employed on the Lagos Railway Extension but this is not included in the above number.

Excluding the last-mentioned case there were the same number of deaths as in 1910, the death-rate per thousand being 20·28 as compared with 20·41 last year.

The number of European officials invalidated during the year was 40, as compared with 31 in 1910, or a rate of 108·4 per thousand as compared with 75·35 per thousand in 1910.

An increase by nine in the number of invalidings does not necessarily mean that the health of 1911 was abnormal. The following table will show the variation in the number of invalidings during the past nine years:—

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B

Comparative Statistical Analysis.

—	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
Average European population.	309	322	342	347	424	499	544	637	641
Number of deaths ...	18	13	10	17	7	10	13	13	13
Death rate per 1,000	58·25	40·37	29·23	48·99	16·50	20·04	23·89	20·41	20·28
Number of invalids	43	67	49	55	50	48	67	81	40
Invaliding rate per 1,000.	139·15	208·15	143·27	158·5	117·92	96·19	123·16	48·66	62·40

As in previous years, malarial fever accounted for a large number of the cases of ill-health. Out of 74 patients admitted to hospital, 31 were certified as suffering from that complaint.

There were five fatal cases of blackwater fever as compared with two in 1910.

The following table shows a comparison with previous years as regards this complaint.

Comparative Table of Cases of Blackwater Fever.

—	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
Number of cases ...	17	35	18	25	12	14	13	9	12
Rate per 1,000 of average population.	54·69	108·69	52·63	72·04	28·32	28·05	23·89	14·12	18·72
Number of deaths ...	8	6	4	5	0	4	3	2	6
Case mortality per cent.	47·05	17·14	22·2	20·0	—	28·57	23·07	22·2	50·0

XII.—SANITATION.

The work of the Sanitary Department is entirely advisory. The staff consists of two European officers, who are the advisers of the Executive in all matters affecting sanitation. Most of their time, in the past, has been spent in visiting the Provinces and reporting on the sites of Government stations or advising where future sites should be.

Efforts are being made by the sanitary officers to impress on the native chiefs the need for proper sanitation in their towns. As was to be expected, it is in the Northern States that the native chiefs take most kindly to any efforts at improved sanitation. In the report for 1910, mention was made of the start made in this direction by the Emir of Katsena. In his report this year the Senior Sanitary Officer speaks as follows of Kano City.

“The town of Kano itself is probably the least insanitary large town in the Protectorate. It will be long ere its numerous borrow pits—many of them ponds—the work of centuries, are filled in; but it would be difficult to imagine a town, all the buildings and

walls of which were of mud and where there were no concreted or paved or macadamized thoroughfares or areas, where surface cleansing could be more effectively carried out than it is in Kano now."

With regard to the Southern and pagan Provinces any improvement of the sanitary surroundings of the natives will be only effected after much time and patience has been spent. The less enlightened the native, as a rule, the less he understands the effect of his surroundings on his health.

Efforts are being made, where possible, to clear the ground in the neighbourhood of towns and roads in order to reduce the number of cases of trypanosomiasis, but progress in this direction must necessarily be slow. There were 27 cases, two fatal, of this disease brought to notice amongst the natives during 1911. There were no doubt many more which were not notified.

Efforts are being made effectively to segregate cases of leprosy and sleeping sickness, but it is not an easy matter to persuade the natives to consent to the necessary isolation from their friends.

At Lokoja, Baro and Zungeru, in addition to the regular oiling of puddles and water holes which cannot either be drained or filled in, the stations and native towns are regularly visited by the local Health Officers and Sanitary Inspectors, who pay special attention to movable receptacles, inside and outside of the compounds, which hold or are liable to hold water. Whenever possible, in other parts of the Protectorate the same practice obtains.

During the tours of the Sanitary Officers opportunity is taken for them to explain to the native Chiefs and their Headmen what the sanitary requirements of a particular district are, and the interest which they take in such instruction is very gratifying to the officers concerned.

A certain amount of elementary sanitation is taught at the Government Schools at Kano. This course of instruction is about to be extended; and the subject will be taken up later at the new school at Sokoto as well.

XIII.—VACCINATION.

Amongst natives there were 80 cases of small-pox treated, with 14 deaths.

One European official had a severe attack, but recovered.

This disease, which assumes an epidemic form, annually, is very prevalent throughout the Protectorate, but at present it is not possible to give accurate statistics of it.

There were 5,494 vaccinations performed during the year, of which 3,879 were returned as successful.

There is, as was only to be expected, a great prejudice against vaccination on the part of the natives, but there are indications that this prejudice is being broken down gradually.

XIV.—METEOROLOGY.

Detailed monthly reports are submitted from eighteen stations and are regularly furnished to the Meteorological Society. The Medical Officer at each of these stations is responsible for their accuracy and, except in cases where he has been called away on duty and no one has been left on whom the work could properly devolve, those returns throughout the year have been complete.

The highest shade temperature recorded throughout the year was one of 119° F. at Geidam on the 28th March.

The lowest shade temperature was 43° F. recorded at Kano on the 30th December.

The highest mean shade temperature was 83·8° F. recorded at Baro, and the lowest, 73·0° F. at Naraguta.

The greatest range of temperature during twenty-four hours was seventy-two degrees (119° to 47°) recorded at Geidam.

The greatest total rainfall was 57·84 inches recorded at Naraguta in the Central Province, and the lowest 10·46 inches recorded in Geidam in Bornu Province.

The greatest rainfall during any one day was 4·53 inches recorded at Naraguta on the 21st of May.

XV.—POST AND TELEGRAPHS.

It is natural that with the development of the Protectorate the work of the Postal Department should increase, and the figures for 1911 show that the progress recorded in previous years has been well maintained.

The total gross revenue collected under all heads by this department during the year under review was £13,650 as compared with £12,760 in 1910. In addition to this amount, to arrive at the true value of the work done, must be added the sum of £8,110, that being the estimated value of the postal and telegraph work done for the administration generally.

Excluding a sum of £1,300 spent on telegraph construction work, the working expenses of the department were approximately £1,000 less than in 1910. The increase in cash earnings of nearly £900, and the decrease in actual working expenses by £1,000, speak well for the efficiency of this department.

The following figures show the extent to which the postal business of the Protectorate is increasing. The figures for the year 1911 show an increase of no less than 26 per cent. over those for 1910.

Postal Statistics.

Head.	1910.	1911.	Increase or Decrease.
Letters—			
Inland Official	92,000	55,172	- 36,828
" Private	15,100	64,376	+ 49,276
Registered Inland Official	—	8,008	+ 8,008
" Private	—	6,448	+ 6,448
Foreign and Colonial Official	10,800	12,194	+ 1,394
" Private	303,000	338,492	+ 35,492
Registered Foreign and Colonial Official	—	2,132	+ 2,132
" Private	—	35,724	+ 35,724
Postcards	5,600	15,972	+ 10,372
Newspapers and Bookpackets Inland	4,300	14,092	+ 9,792
" Foreign and Colonial	113,000	138,606	+ 25,606
Parcels Inland Official	1,040	3,016	+ 1,976
" Private	1,680	5,980	+ 4,300
" Foreign and Colonial Private	23,834	19,576	+ 4,258
Totals	570,354	719,788	+ 149,434

It will be seen that there was a decrease in the number of parcels from outside the Protectorate. This resulted from the opening of the railway to Kano, when traders found that it was better to send skins, &c., in bulk by rail rather than by the more expensive method of parcels post.

There has been a substantial increase in the value of the money orders dealt with. This is largely due to the increased trade at Kano and Naraguta. In the previous year 1,925 orders were issued with total face value of £17,412; during the year under review the number issued was 2,676 with face value of £23,127, an increase over thirty per cent. in the number issued.

The postal order business increased by over 100 per cent. as compared with that in 1910.

Notable improvement has also taken place in the business of the telegraph section of the department. 151,910 telegrams were sent during 1911 as compared with 143,467 in 1910.

Where possible the old telegraph lines through the bush have been dismantled and the wires transferred to the poles along the railway line. This makes inspection of the wires comparatively easy and minimises the danger of interruptions.

XVI.—MILITARY.

The Inspector-General West African Frontier Force paid a short visit of inspection during 1911 and found himself able to report favourably on the efficiency and discipline of the Northern Nigeria Regiment. The interior economy of the Force has been satisfactory throughout and the excellence of the training and drill of the regiment has been well maintained.

There were three cases of flogging as compared with two cases in 1910, but, of the three cases, two were awarded by the Civil authority for offences against the criminal code. There has been a decrease in awards of courts martial and in conviction of soldiers in civil courts, but there has been a slight increase in the number of severe punishments in two units of the regiment. This increase was due to the necessity of imposing severe sentences to stamp out one of the periodical waves of gambling amongst the troops.

The Commandant is able to report that, although under adverse conditions, the progress in musketry has been well marked.

The state of the Reserves shows only gradual improvement, but this is not due to any want of keenness or energy on the part of the military officers or want of co-operation on the part of the Political Officers in the Provinces. The demand for labour on the mines has grown so great recently that many old soldiers have doubtless found work there, and it is practically impossible to locate them and bring them up for Reservist training.

The Artillery under the new scheme for reduction of the Northern Nigeria Regiment has been confined to two stations and has been reduced by one section of two guns. The strength of the Infantry has been reduced by one company. This reduction was decided on for purposes of economy and because, with the increased facilities for railway transport, it would be possible in case of emergency for the troops in Southern Nigeria to co-operate with the Northern Nigeria Regiment. The strength of the Southern Nigeria Regiment has been raised slightly to meet the circumstances.

XVII.—MEANS OF COMMUNICATION.

ROAD TRANSPORT.

The opening of the Baro-Kano Railway to Kano for general traffic has had, of course, a considerable effect on the work of the Transport Department in supplying road transport for officials and stores. There was an actual decrease of 31,133 ton miles in the work done by this department during 1911, as compared with that in 1910.

The decrease in head loads carried was from 72,124 to 47,454.

It is very satisfactory to note that no losses of stores by the permanent or hired carriers were reported during the year. This reflects great credit on the administration of the department.

Animals for transport work are not now kept by the Transport Department as they proved to be more expensive than head carriage. It is only possible to use them during the dry season and, the mortality during the remainder of the year being great, it was decided to dispose of the transport cattle. In the northern provinces, however, pack animals are hired from time to time as may be necessary. Pack donkeys, which are the only satisfactory form of animal transport, are of very little use except for convoys

of stores, when urgency is not a matter of importance, and as these animals can be readily hired it is more economical to do so than for the department to keep and tend them.

Consequent on the opening of the railway at Kano and Zaria the transport depôts at those places have been closed down.

There are two motor cars, one a touring car and the other a motor lorry, which are used chiefly by the Governor when travelling.

RIVER TRANSPORT.

There has been a decrease of approximately 8 per cent. in the mileage of the vessels controlled by the Marine Department during 1911, as compared with that of the previous year, but this does not necessarily mean that the ordinary trade on the river has declined. In periods of railway construction the work of such a transport department must necessarily fluctuate and it is therefore not possible to base any argument on a comparison of the figures of any two years during such abnormal periods.

Apart from the transport of railway material, there was a slight falling off in the actual tonnage carried for trading firms during the first nine months of 1911, but there was an increase in the number of native passengers carried. The Marine Superintendent states that the issue by Messrs. Elder, Dempster & Company, in conjunction with the Niger Company, of through bills of lading from Europe to ports on the Niger must be taken to account for this reduction in the tonnage carried for the larger trading firms. The trade for the last three months of the year under review showed considerable improvement.

The craft run by the Marine Department are now feeling the effect of the strain put upon them by the heavy transport of railway material in the last three years and nearly all of them have had to undergo, or now require to undergo, extensive repairs. This fact has had a serious effect on the river service.

It is hoped that the institution of through bills of lading between Burutu and stations on the Baro-Kano Railway will appreciably increase the tonnage carried and the revenue earned by the Marine Department.

The depth of water in the Niger River was not as great as in the previous year, but the flood was a good one. The Niger River rose 30 feet at Lokoja and 17½ feet at Baro, while the lowest water level was 3 feet at Lokoja and 2 ft. 6 in. at Baro. The River Benue rose well and it was possible to send nine steamers as far as Yola during high water.

The opening of railway communication between Baro and Zungeru has caused a cessation of all important transport on the Kaduna. No Government steamers are now sent up that waterway.

In December an officer of the Marine Department commenced a survey of the Niger River from its junction with the Benue to Baro. It is hoped that this survey will be completed during the next low river. There is now on sale a chart prepared by the Admiralty, from information furnished locally, showing all the rocks dangerous to shipping from Quendon to Lokoja.

XVIII.—RAILWAYS.

BARO-KANO RAILWAY.

On the 1st of January, 1911, the rails of this line reached mile 235, three months later railhead reached Kano, mile 356. The platelaying proceeded at the rate of from 25 to 40 miles a month. Twelve miles were laid in one week and the platelaying section succeeded in establishing a record by laying $6\frac{1}{2}$ miles in one day. It need hardly be added that such a rate of progress could only have been brought about by a highly trained and very efficient staff, European and native. The railway was commenced in August, 1907, and its 356 miles of rails were laid in three years and eight months.

The heavy rains in June and July made it impossible to open the line for public traffic until the 3rd of November.

The Report of the Director of Railways forms an appendix to this Report, and it does not seem necessary here to comment fully on the work of the department.

The success of the railway from a traffic earning point of view has exceeded the most sanguine expectations; although, as has been stated, the line was only partly open for traffic, the actual earnings inclusive of the the value of the work done for the other departments for the year were as follows:—

	£
Quarter ended 31st March	5,542
.. „ 30th June	7,152
.. „ 30th September	11,407
.. „ 31st December	15,893
	<hr/>
Or a total of	£39,995*

BAUCHI LIGHT RAILWAY.

The primary object of this railway was the development of the tin mining industry on the Bauchi Plateau.

The line, which has a gauge of 2 ft. 6 in., joins the Baro-Kano Railway at Zaria, and its present railhead is at Rahama, a distance of ninety miles.

A report by the Director of Railways on the Bauchi line forms an appendix to this Report. It gives a detailed description of the work performed during the year under review.

LAGOS GOVERNMENT RAILWAY.

This railway, which has been built by the Southern Nigeria Government, enters Northern Nigeria territory at a place about 20 miles south of Offa. It runs through the province of Ilorin to Jebba where, pending the completion of the South Channel Bridge, the trains are ferried across the River Niger to Jebba Island, thence to Zungeru, and the line finally links up with the Baro-Kano system at Minna, thirty-eight miles from Zungeru.

* During the first six months of 1912 the traffic earnings have been £34,921.

There is now a weekly boat train service from Lagos to Minna direct by the Lagos line, and from Minna to Kano by the Baro-Kano Railway.

It is almost impossible to over-estimate the value to the country of the railway construction either from an educative or economic point of view.

There is no reason to doubt that within three or four years the railways of this Protectorate will be a source of considerable profit to the administration in actual earnings, apart altogether from their great value in developing the resources of the country.

XIX.—PUBLIC WORKS.

The amount allowed for expenditure on works during the year was about £23,000 or, roughly speaking, the same amount as was allowed for the year 1910. Consequently there were no works of great public importance.

CANTONMENTS.

There were no buildings erected in Zungeru and the work for the year at headquarters consisted in maintaining certain services and doing the urgent repairs and alterations to existing buildings. Among the small works undertaken by the Department in Zungeru were additions to the buildings of the Chief Secretary's and Principal Medical Officer's Offices, and the erection of an abattoir in the native town.

In Lokoja the following works were completed during 1911. Two additional blocks of clerks' quarters, two additional market booths and a left luggage store, while at the close of the year the department were building an extension of the gaol to serve as a hospital, the provision of extra water tanks to the gaol buildings, the erection of a fourth market booth, and an abattoir for the market.

The necessity for the provision of a good water supply for Lokoja has become increasingly evident with the expansion of the town. A considerable amount of experimental work was undertaken both in the digging of wells and in laying a pipe line from a fresh water spring found at the top of Mount Patti.* It is hoped that these works will result in giving a healthy and good water supply to Lokoja.

The construction of roads and the laying out of, and improvements generally in, the native town of Lokoja made good progress during the year. The frontage road which it was necessary to construct to above the flood level of the River Niger was carried about 1,500 yards.

Although, as stated above, the works in the two cantonments of Zungeru and Lokoja have not been extensive, yet the work entailed in repairing bungalows which are in most cases very old was considerable.

* This has proved a great success. On the 7th August, 1912, the Director of Public Works reported "Water available at prison for anyone who cares to avail himself of it."

WORKS AT OUTSTATIONS.

The principal works at the outstations were as follows:—

Zaria.—Completion of the Governor's rest house, provincial office and stationery room, post and telegraph office, and the erection of two blocks of cells for the proposed central gaol.

Yola.—Two additional bungalows and extensive repairs and additions to existing bungalows and buildings.

Abinsi.—Two additional bungalows and the building of a provincial office and store, a gaol and a native hospital were in progress at the end of the year.

Baro.—An office for the Assistant Marine Superintendent was completed.

Birnin Kebbi.—The construction of one additional bungalow was well in hand.

Bassa.—Four bungalows in course of erection.

Kabba.—Much progress was made with the three bungalows sanctioned for the headquarters of that Province.

BRIDGES AND ROADS.

The Kaduna Bridge has been practically reconstructed by the Lagos Railway Northern Extension staff, although some of the old piers were used. Such of the old girders as were likely to be of use were transferred to the Bauchi Light Railway.

The Zungeru-Zaria road as far as mile 22 was reopened for motor transport.

The Riga-Chikun-Naraguta road, which was constructed in 1910, was cleared, the ramps repaired, and reopened for traffic after the close of the rainy season.

A survey for a road from Zaria to Maska is now being made.

BARIJUKO TRAMWAY.

With the cessation of transport on the Kaduna this tramway line, which had been of the greatest value for the transport of officials and stores from the banks of the Kaduna to Zungeru, was finally closed to public traffic in January, 1911.

Twenty-one miles of the permanent way material was picked up and that, with all the rolling stock and the two locomotives, was transferred to the Bauchi Light Railway.

XX.—PROVINCIAL ADMINISTRATION.

In the report for the year 1910 a somewhat detailed account was given of the method of administration and it is not therefore intended in this report to do more than record the important events of the year under review.

There is a gratifying unanimity in the reports furnished by the Provincial Officers. They all speak of a steady and persistent progress.

With the exception of two cases in which districts were patrolled by a Political Officer accompanied by a military escort, there was an entire absence of any disturbances necessitating the employment of troops to suppress them.

JUDICIAL

It was only in the Central (Bauchi) Province that there was a marked increase in the number of cases tried in the Provincial Court. There were ten cases of murder, against three in 1910, but there was a decrease in the other offences against the person. Under the head "Miscellaneous Offences" there were 104 convictions, against 42 in the previous year. These are trivial offences, which the increase of the mining industry fully accounts for. The advent of a number of coast servants, and the massing together of labourers for work on the mines, naturally leads to an increase in the number of cases of drunkenness, brawling, &c.

NATIVE COURTS.

With regard to the Native Courts there was, in every Province, an increase in the number of cases tried. This would appear at first sight to indicate an increase in crime, but an examination of the returns shows that the majority of the cases refer to debt and matrimonial differences. The increase in the number of cases tried in these Courts is in one particular a matter for congratulation. It shows an increased confidence, on the part of the native, in those Courts. In all Mohammedan centres these Courts were in existence before the occupation of the country and an integral part of the policy of indirect rule has been to increase their influence and to make them in every way effective instruments of justice, by supervising them sufficiently to see that abuses were stopped, by encouraging the Alkalis (Judges) to administer native law and custom with fairness, and by increasing the number of the Courts so that complainants might be able to obtain redress without travelling excessive distances.

The result of this policy and of the payment of salaries to all Native Court officials, instead of permitting them to appropriate the fees and fines paid by the litigants and criminals, has resulted in increased confidence on the part of the native in the Courts.

DOGARAI (POLICE).

The Dogarai (Police) employed by the Native Administrations in the Mohammedan States have completely justified their existence. They form an efficient and well conducted body of men. In addition to their ordinary police duties they look after Native Administration Gaols and it would appear from the reports of the residents that these prisons are well kept and every endeavour is made to look after the health of the prisoners and the sanitary surroundings of the buildings. The native gaol at Kano is reported as being quite a model of its kind. There has been a ready response in most of the provinces to the call made on the Native Administrations to assist in the segregation of lepers and persons suffering from sleeping sickness.

MEDICAL.

The Senior Sanitary Officer reports that the principal and more intelligent of the native Chiefs evince a keen interest in, and desire to bring about, a better sanitary state in their towns. Bearing in mind the usual apathy of the native in such matters this desire for betterment is strong evidence of a more enlightened and progressive native opinion.

AGRICULTURE.

No small portion of the time of the Provincial Officers has been occupied in encouraging the cultivation of cotton and suggesting to the farmers improved methods of cultivation in other respects also.

RAILWAY EFFECT ON TRADE.

The opening of the railway between Baro, Kano and Lagos has had an enormous effect on the internal trade of the Protectorate as well as on the trade in food stuffs between Northern and Southern Nigeria.

The circulation of money due to expenditure on railway construction has given a considerable impetus to trade.

The labourer, after realizing the power of the money earned by him on the railway, was not content to be without cash on the cessation of construction work and looked round for some means of earning money.

The result has been the increased cultivation of the land and a large increase in the collection of shea nuts for sale to the trading firms.

TAXATION.

The system of taxation was very fully dealt with in the Annual Report on Northern Nigeria for the year 1910. No change has been made in the fundamental policy, but reforms continue to be made in the system of collection, rendering evasion and peculation more difficult.

These reforms have had particular reference to the taxation of land.

In the Annual Report for 1910 reference was made to the assessment of taxation on land by means of measurement. This system was first tried in Kano Province in 1909. Formerly farmers were required to pay "Kurdin Kassa" or land tax, "Kurdin Rafi" or a special tax on naturally irrigated land, and "Zakka," which was a tax on the yield of the land. The Kurdin Kassa was fixed irrespective of the size of the holding. This was no doubt hardly equitable but the incidence was light and at the time it was only possible to have a rough and ready form of assessment. These three taxes are now being merged into one land rent.

The amount of this rent is fixed at present at the full economic value of land of average productivity in the neighbourhood. This rule is applied to all areas occupied, irrespective of the

quality of the soil. It may in future be possible to differentiate between the fertile riverain portions and the less productive uplands, but it is not practicable to do so at present.

The measurement of the land is done by what are known as "Taki Mallamai," the word "Mallamai" meaning "scribes" and "Taki" "a pace." These men make a rough calculation of the area of a holding by pacing it: the results have been found to be sufficiently accurate for all practical purposes. The village Heads keep a record of the areas and the names of the occupiers, who pay rent accordingly.

In all, an area of over 2,500 square miles has been thus measured and assessed. When it is remembered that the natives had no standard for measurement of land and that it was necessary to instruct them how to measure the farms, and that their rate of progress even when fairly proficient is slow, the fact that this large area has been so assessed is very satisfactory. In Kano Emirate the actual area measured was 1,000 square miles, and in Katsina 931 square miles.

This measurement, rough and possibly imperfect as it may be, has an immense value. The individual farmer very soon obtains sufficient knowledge to check the measurements himself, and has therefore a ready mode of relief should he consider he has been overcharged.

The system is being extended to Sokoto, Zaria and Ilorin and other parts of the Protectorate where the population is dense; it will probably, when practicable, form the basis of assessment throughout the Protectorate.

BEIYUT-EL-MAL.

Though, in the more advanced Emirates, the native share of revenue has for some years past been something more than the Emir's private income, and informal budgets drawn up by the Emirs with the Resident's help have controlled the wastage formerly prevalent, it is only during the present financial year that these institutions have received an official status and general recognition.

Though in some quarters there at one time appeared a tendency to resent Government interference with monies which the more ignorant may have thought were granted in permanency for personal expenditure, the general public opinion of all native communities has now fully and even enthusiastically recognised the great advantages—both in the present and future—which will accrue from the adoption of responsible local control of native revenue.

It is clearly perceived that the only alternative to some such system as that of the Beiyut-el-mal is a Civil List, and the eclipse, for all practical purposes, of the Native Administrations as responsible rulers under the guidance of the Protectorate Administration.

During the year under review Native Treasuries have been established in nearly all units where they did not previously exist. It is not possible to give the actual figures of the revenue

and expenditure of the Beiyut-el-mal of the last two years, but the following comparison between the estimates for 1911-12 and those for 1912-13 will show the progress that has been made in establishing these treasuries. There is no reason to suppose that the actual revenue and expenditure will not very closely approximate to the estimates.

	1911-12.	1912-13.
1. Balances on deposit for investment (1st April)	—	22,400
Local		
2. Cash Balances (1st April)	16,815	40,472
3. Revenue	170,752	213,912
4. Expenditure	173,762	194,017

It will be observed that during the past year economies in working have resulted in a saving of no less than £62,000 on the expenditure which would have taken place had there been no Beiyut-el-mal, and this saving has been effected without any diminution of prestige or efficiency in the Native Administrations. Formerly these monies would have been wasted on Court favourites and other non-productive expenditure. It is hoped that, as the excess of the native share of revenue over expenditure increases important local improvements and development work, such as bridges, tramways, water works, and similar schemes will be carried out under the general supervision of the Residents, and the immediate direction of expert engineers.

In Table I. will be found a statement showing the position in the various Provinces in respect to cost of administration, revenue and population.

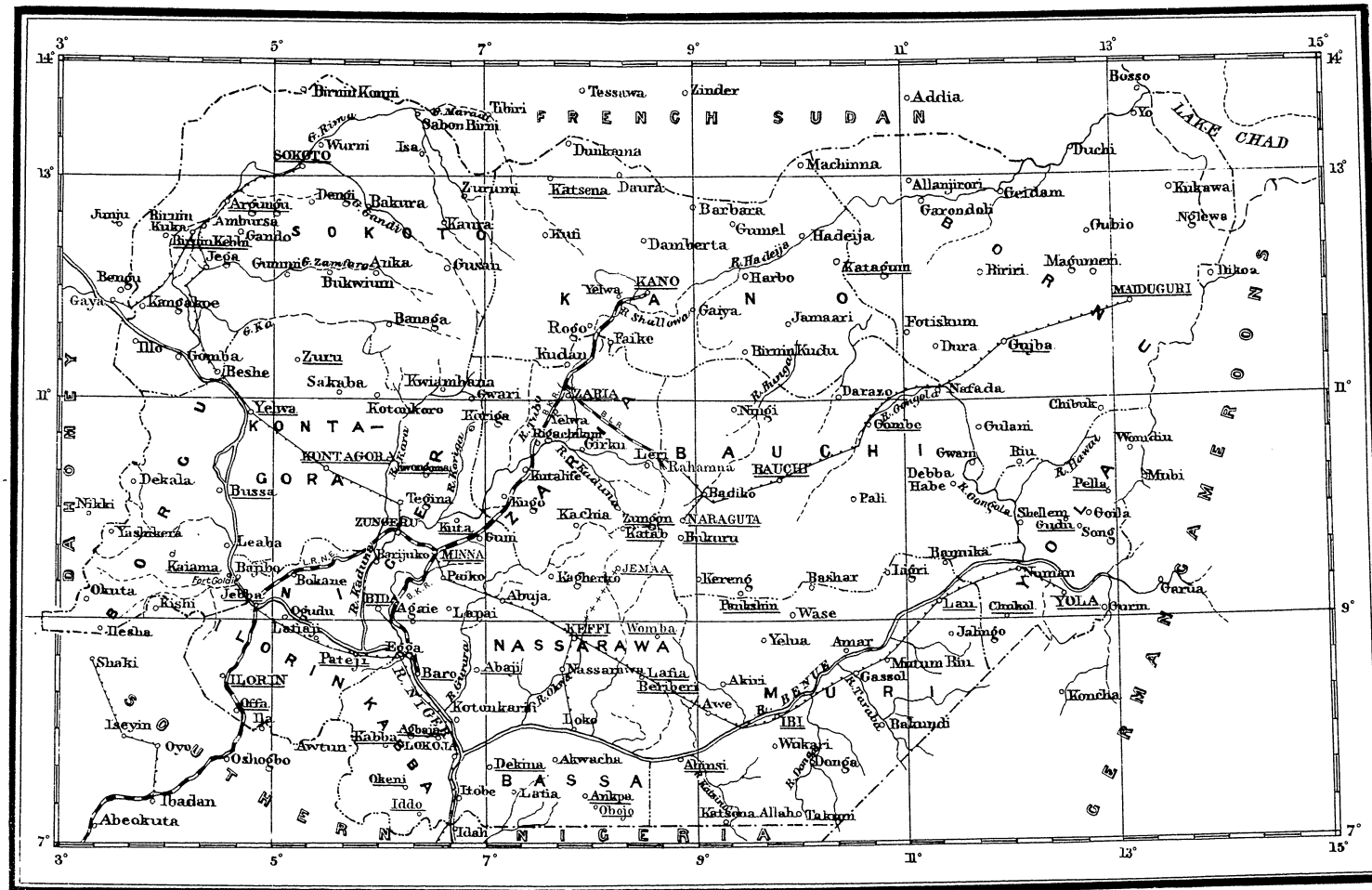
Table II. shows the cost of the Provincial Administrations. The total is the actual expenditure on those services during the year 1911-12; the share of cost in each Province is approximate only.

Table III. shows a typical distribution of expenditure under the Native Administration grants.

Table IV. is a statement of the Government share of land revenue including Jangali (cattle tax) collected in each Province during the past nine years. It will be observed that, from a total of £8,433 in 1903-04, the Government share of revenue has increased to £217,940, the amount actually collected in 1911-12. The Provinces which have been the principal factors in this increase are Kano, Sokoto, Bornu, Bauchi, Niger and Zaria. These six Provinces alone account for £166,295 or 79 per cent. of the total increase.

During the year under review great progress has also been made in the provinces of Yola, Kabba and Zaria. During 1910-11 Bassa advanced rapidly.

OUTLINE MAP
OF
NORTHERN NIGERIA



S.O. N° 1376

Printed at the Ordnance Survey Office, Southampton, 1912.

Scale 4,000,000 or 1:14 inches to 64 Miles



REFERENCE

- Railway constructed.....
- " under construction.....
- Road proposed.....
- Headquarters of Administrative Districts underlined
- Telegraph constructed.....
- " under construction.....
- proposed.....

APPENDIX I.

WORK CONDUCTED AT IMPERIAL INSTITUTE DURING THE
YEAR 1911 FOR THE PROTECTORATE OF NORTHERN
NIGERIA.

Reports on the following subjects have been furnished to the Government of Northern Nigeria from the Imperial Institute as the result of investigation conducted in the Scientific and Technical Department, supplemented when necessary by reference to commercial experts. In some cases recommendations have been made as to the further action which is required in the Protectorate to develop the production of materials for which there would be a commercial demand.

Cotton.—Ten samples of cotton, experimentally grown at Zungeru, were of good quality and would be readily salable; they were valued at 8·06*d.* to 8·10*d.* per lb., with “middling” American at 7·96*d.* per lb.

A sample of cotton from Muri Province, received at the Imperial Institute through the British Cotton Growing Association, was of excellent quality, somewhat resembling rough Peruvian in character, and would probably be useful for mixing with wool in the production of union yarns. It was valued at about 9·10*d.* per lb., with “middling” American at 8·37*d.* per lb., and “good” moderately rough Peruvian at 10·50*d.* per lb.

An insect pest known as “Kwiam” (Hausa) and “Alligengedi” (Fulani), which had caused considerable damage to the cotton crops in Sokoto Province, was identified as *Anaomorus fuscus*, Oliv., of which there appeared to be no previous economic record. Another cotton pest from Ibi, Muri Province, proved to be *Sylepta Derogata*, Fabr., the Indian “cotton leaf roller.” Suggestions were made in each case for the destruction of these pests.

Fibres.—A sample of “Binni” fibre (*Vigna sinensis*, Endl.) from the Niger Province possessed good strength, but was too short to be of much commercial value; it was valued at £13 to £14 per ton, with “fair current” Manila hemp at £20 5*s.* per ton.

The examination of a sample of thread made from “Cheyi” fibre in the Kabba Province showed that the fibre was fairly strong, but lacking in elasticity. The fibre might be of commercial value if obtainable in large quantities at satisfactory prices. Herbarium specimens of the plant were identified at Kew as *Polygala butyraces*, Heck.

Samples of “Aetiaeni” and aloe fibre, grown experimentally at Zungeru, were too short to be of much commercial value in Europe. A further sample of the “Aetiaeni” fibre was however of better quality than the first specimen, and had an average length of 3 feet 3 inches; it was valued at £17 to £18 per ton in London, with best Mexican sisal hemp at £25 per ton.

Specimens of agave and furcraea leaves grown at Zungeru were also forwarded, but they were evidently derived from very young plants and were too short to furnish marketable fibres. A specimen of hibiscus stem from the same source was too much branched to be suitable for the extraction of fibre.

A sample of coir, of inferior colour and lacking in elasticity, was valued at possibly about £9 per ton in London.

Beeswax.—Seven samples of beeswax from the Niger Province had been carefully prepared and were of good quality; they were valued in London at prices varying from £6 15*s.* to £7 10*s.* per cwt., with Jamaica beeswax at £7 5*s.* to £8 2*s.* 6*d.* per cwt., and East African at £6 5*s.* to £6 10*s.* per cwt. Suggestions were made for the development of an export trade in beeswax from Northern Nigeria.

Rubber.—A sample of block “balata” from the Bauchi Province contained equal proportions of caoutchouc and resin, and was valued at 1*s.* 8*d.* per lb. in Liverpool. There is a good market in the United Kingdom for block “balata” of this kind, and consignments can be sold at almost any time. The botanical origin of Northern Nigeria “balata” is usually stated to be *Ficus Vogelii*, and the sample corresponded in com-

position with the product of *Ficus Vogelii* from the Gambia and the Gold Coast.

A sample of *Funtumia elastica* rubber from Lokoja was too small for valuation or analysis, but it exhibited satisfactory physical properties and was evidently of very good quality. Information was furnished on the methods of tapping *Funtumia* and *Ceara* trees and the preparation of the rubber.

Copra.—A sample of "copra" was imperfectly prepared, consisting of pieces of coconut shell with adherent portions of kernel. The kernel yielded 67 per cent. of oil and contained 4.3 per cent. of moisture, so that commercial copra of good quality could be prepared from the nuts which furnished the sample.

Minerals.—Reports on the results of the Mineral Survey of the Protectorate during the years 1907-8 and 1908-9 were published as No. 79 (Cd. 5899) of the Miscellaneous series of Colonial Reports. Specimens of mica and other minerals from Northern Nigeria were also examined during the year, but in no case were they of commercial value.

Miscellaneous.—Minor reports and information were also furnished to the Government and to officers of the Administration regarding ginger cultivation, "Doka" seeds, fish poison, *Ocimum viride* oil, "Waramagunguna" roots, and other subjects.

2nd April, 1912.

APPENDIX II.

BARO-KANO RAILWAY.

Earthworks.—On the Baro-Kano Railway a certain amount of damage to the earthworks north of Kaduna, Mile 218, had been caused during the rainy season of 1910, and the embankments, culverts, and temporary deviations over river beds to Kano were not finally repaired and completed until March, 1912. Some alterations in alignment were made, notably at the Sai and Shika Rivers near Zaria, which necessitated a considerable amount of additional earthworks. These were mainly undertaken in order to get a better site for the bridges over these rivers and at the same time do away with some unnecessary curvature. By the end of the year the earthworks on the main line were practically completed, the exceptions being the approaches to some of the bridges, still under construction, north of Zaria.

2. *Platelaying*.—Platelaying commenced at Kaduna, after the rains in December, 1910, and on January 1st had reached Mile 235, from which point it was carried on at an average of 25 to 40 miles per month. The best week being 12 miles laid on six days, while 6½rd miles were laid in one day, which constitutes a record for Africa. On the 1st April railhead reached Kano, after that, due to early rains, some of the deviations were washed away, and during the rainy season through communications could not be maintained with that point. The line, however, was kept open to Zaria, and was again opened for construction traffic to Kano on the 3rd November.

3. *Minna Junction*.—The remodelling of this yard was commenced and the erection of the necessary buildings gone on with, though very little had been completed before the end of the year. A considerable quantity of earthworks is required, and numerous buildings, &c., to complete it.

4. *Zaria Station*.—The construction of a 2 foot 6 inches gauge railway towards Naraguta having been authorised, it was decided, after careful consideration, that the junction with the Baro-Kano Railway should be at Zaria. This necessitated the complete remodelling of that station yard, and, due to the want of accommodation at the existing site, it was decided to move the station to Mile 266½, where better ground for development

was available. The erection of the necessary quarters and station buildings was commenced. A dam for the water supply was constructed and the earthworks for the yard itself completed.

5. *Kano Station*.—It was decided to move this station south to near Mile 354 instead of 356, as the former the ground is much more suitable, the site is high and good land was obtained for the traders' plots and quarters near the station.

By the end of the year the work of setting out the new site had been completed and a start had been made with the earthworks, laying the track, &c.

Temporary buildings of wood and iron were erected, in which the necessary work of the station could be carried on until the completion of the permanent buildings.

6. *Bridges*.—The bridge over the Kaduna River was opened for traffic early in May, having taken just under five months to build. This was the heaviest piece of single bridging on the railway and was completed in record time.

7. The remainder of the openings between Kaduna and Zaria were finished and opened before the rains commenced in July. North of that point work was carried on slowly and the line opened up, bridge by bridge, to 300 miles, when the wet weather ceased in October.

8. The permanent bridges, with a few exceptions, are complete to Kano. The Challoa Bridge (the longest on the line; nearly 600 feet) at Mile 343 is still under construction and well in hand; it is evident that the original programme of completing everything concerned with the main line itself early in 1912 will be adhered to.

9. *Intermediate Stations*.—Intermediate stations to Kano were opened and provided with a locally trained non-native staff as well as train-working electrical instruments. Small wood and iron station buildings were erected, and the working of traffic to Kano was taken over by the Chief Assistant Traffic Superintendent, on an open lines basis, as from December 1st.

10. *Traffic Receipts*.—It was gratifying to learn that, on the arrival of the platelaying train at Kano in April, a load of several tons of skins, &c., was ready waiting to be taken south for shipment to England, and since then consignments have gone up by leaps and bounds, so that to-day there is every promise of the railway becoming more than self-supporting within a very short period.

11. The receipts of public and Government traffic carried from January 1st to December 31st were as follows:—

Quarter ending	Public.			Government.		
	£	s.	d.	£	s.	d.
31st March	4,199	15	9	1,343	6	2
„ „ 30th June	5,600	6	5	1,551	12	1
„ „ 30th September ...	9,892	18	1	1,514	14	4
„ „ 31st December ...	13,865	5	11	2,028	0	2

or, a total for year of £39,995 18s. 11d., and with an approximate tonnage of 12,000.

This does not include an enormous quantity of construction stores and material transported from Baro to complete the line, or that which was to be used in the building of the Bauchi Light Railway, which were all carried free and do not enter into the above figures.

12. *Minna-Zungeru Line*.—The line between Zungeru and Minna was handed over to the Lagos Railway on the 16th December, being, except for station buildings, practically complete. The mails for Northern Nigeria, excepting for places on the lower Niger and Benue Rivers, were on the 5th May diverted from Forcados to Lagos and sent to Zungeru by the Lagos Railway; they were then carried by construction trains to Minna and transferred to the Baro-Kano Railway and forwarded on to Zaria, Kano, and Baro. This meant a saving of, often, a week to 10 days over the old route, via Forcados and the Niger River, to Baro.

13. On completion of the Zungeru-Minna line two locomotives and 25 high-sided waggons, which were used on construction and paid for by

the Lagos Railway Northern Extension, were handed over to the Lagos Railway.

14. *Labour*.—The labour employed during the year on the Baro-Kano Railway and Bauchi Light Railway was as follows:—

Quarter ending 31st March	...	...	...	...	8,804
" " 30th June	...	...	...	...	6,000
" " 30th September	...	...	...	...	7,000
" " 31st December	...	...	...	...	9,000

15. The greatest assistance was again rendered by the Political Department in obtaining labour for the railway, while the help rendered by the Emir of Zaria and the personal interest he himself took in the railway construction were of great value.

16. The Emirs of Kano and Katsena witnessed the arrival of the first train into Kano, and the next day were taken for a trip to the Challoa River and return, a distance of 12 miles each way. The former was always very keen on the progress shown, and endeavoured in every way to further our interests by supplying all the labour required.

17. *Construction material off-loaded at Baro*.—During the Niger high water, 17,060 tons of material and fuel for the Baro-Kano Railway and Bauchi Light Railway were brought up the river from Burutu to Baro by branch boats, and during the remainder of the year 1,790 tons were conveyed by the Government Marine Department. The Niger Company's steamers also carried 195 tons during the same period, making a gross total tonnage for the year of 19,045 tons.

18. *Durbar*.—On the 22nd June a Durbar was held at Zaria, on which occasion twenty special trains, conveying His Excellency the Acting Governor, the Civil and Military Officers with troops, horses and guns, were run from Zungeru, Baro, Minna, and Kaduna to that station and return.

19. This was done without a single mishap or accident, and reflects great credit on the two departments immediately concerned, i.e., Locomotive and Traffic. On the return journey the passengers and troops for Lokoja left Zaria at 7 a.m. on the 2nd July, and were in Lokoja on the evening of the 3rd, only some thirty odd hours being spent on the journey.

20. *Inspection*.—On the 21st October Major Waghorn, R.E., arrived at Burutu, on a tour of inspection for the Colonial Office, to report upon the construction and future working of the Nigerian Railways. He reached Baro on the 28th and, after proceeding to Kano, and some distance along the Bauchi Light Railway, he returned to Lagos, via Minna, leaving the latter place on November 24th.

G. M. BLAND,
Acting Director of Railways.

BAUCHI LIGHT RAILWAY.

1. On the 20th January, a cable was received from the Secretary of State authorising the construction of a narrow gauge line (2' 6" gauge) from the Baro-Kano Railway at Rigachikum in the direction of Naraguta—following more or less the direction of the motor and cart road which had already been constructed from that station by the Public Works Department in 1910.

2. *Survey*.—After a considerable amount of reconnaissance work, it was decided that the line should leave the Baro-Kano Railway at Zaria and run towards Rahama, a distance of about 90 miles, thus passing through a more fertile country than if the junction had been at Rigachikum, and also better serving the interest of the Tin Mines.

The new alignment shows a considerable saving in earthworks over the one from Rigachikum and, being on the top of a watershed for nearly the whole distance, the bridging is comparatively light.

3. *Material*.—Indents were prepared for the whole of the permanent-way material, rolling stock, and stores early in February, and despatched

home in March. These were delivered at Baro by branch boats on the high Niger River between August and October, and practically all of the material was transported to Zaria before the end of the year.

4. *Earthworks.*—The survey was started on the 1st April and earthworks on the 25th, and both were carried on during the rains. The earthworks and smaller openings for 75 miles were completed on the 31st December, and, with deviations, the formation was ready for track-laying up to that point.

5. *Bridges.*—The construction of the first two bridges was got under way, and on the last day of the year everything had been put upon a thoroughly organised basis.

6. *Workshops, &c.*—The stores and workshops at Zaria, as well as the running sheds and other locomotive works, were commenced, while the erection of the new rolling stock consisting of:—

- 4 six-wheeled coupled tender engines,
- 20 low-sided trucks,
- 25 flats,
- 5 brake vans,
- 5 covered goods trucks,

was well under way.

7. *Track-laying.*—Track-laying commenced from Zaria during December with old material which had been removed from the Wushishi Tramway, and on the 31st of the month railhead had reached Mile 16. There can be no doubt now (although some of the bridges will not be completed until June) that by the 1st of April, 1912, the line to Rahama will be laid and ballasted, and can be handed over to open lines for the carriage of public traffic on that date.

G. M. BLAND,
Acting Director of Railways.

TABLE

STATEMENT showing COST of ADMINISTRATION

Name of Province.	Sokoto.	Kano	Bornu.	Central.	Zaria.	Niger.
Area: Total 255,700 square miles.	35,400	28,600	32,800	24,700	9,847	18,453
Population: Total 9,269,000 ...	1,300,000	3,500,000	700,000	700,000	402,000	400,000
Land Revenue (Gov- ernment share).	£ 31,396	£ 70,014	£ 22,594	£ 15,067	£ 16,999	£ 15,335
Land Revenue (Na- tive share).	34,932	70,032	20,568	13,542	16,998	15,392
Total Land Revenue.	66,328	140,046	43,162	28,609	33,997	30,927
Rate per square mile (Government share).	£ s. d. 0 17 9	£ s. d. 2 9 0	£ s. d. 0 13 9	£ s. d. 0 12 2	£ s. d. 1 14 6	£ s. d. 0 16 9
Rate per square mile (Native share).	0 19 3	2 9 0	0 12 7	0 11 0	1 14 6	0 16 8
Total Rate per square mile.	1 17 5	4 13 0	1 6 4	1 3 2	3 9 0	1 13 5
Rate per 1,000 of population (Gov- ernment share).	24 3 0	20 0 1	32 5 7	21 8 7	42 5 9	38 16 9
Rate per 1,000 of population (Native share).	26 17 5	20 0 1	29 7 8	19 7 0	42 5 9	38 9 9
Total Rate per 1,000 of popu- lation.	51 0 5	40 0 2	62 13 3	40 15 7	84 11 6	77 6 6
Expenditure (Euro- pean Administra- tion and Military).	£ 37,166	£ 39,282	£ 34,520	£ 19,694	£ 15,454	£ 26,574
Expenditure (Native Administration).	34,932	70,032	20,568	13,542	16,998	15,392
Total Expendi- ture.	72,098	109,314	55,088	33,236	32,452	41,966
Rate per square mile (European Admin- istration).	£ s. d. 1 1 0	£ s. d. 1 0 4	£ s. d. 1 1 0	£ s. d. 0 15 11	£ s. d. 1 11 4	£ s. d. 1 8 9
Rate per square mile (Native Adminis- tration).	0 19 8	2 9 0	0 12 7	0 11 0	1 14 6	0 16 8
Total Rate per square mile.	2 0 8	3 9 4	1 13 7	1 6 11	3 5 10	2 5 5
Rate per 1,000 of population (Euro- pean Administra- tion).	28 11 9	11 4 5	49 6 3	23 2 7	38 8 10	66 8 8
Rate per 1,000 of population (Native Administration).	26 17 5	20 0 1	29 7 8	19 7 0	42 5 9	38 9 9
Total Rate per 1,000.	55 9 2	31 4 6	78 13 11	47 9 7	80 14 7	104 18 5

NORTHERN NIGERIA, 1911.

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I.

in each PROVINCE and the REVENUE therefrom.

Kontagora.	Ilorin.	Muri.	Nassarawa.	Yola.	Kabba.	Bassa.
27,000	6,300	25,600	17,900	14,300	7,300	7,000
122,000	200,000	700,000	600,000	300,000	140,000	205,000
£ 5,002	£ 5,746	£ 7,571	£ 5,480	£ 7,334	£ 8,067	£ 7,132
3,987	4,564	2,989	4,039	5,887	1,076	1,985
8,989	10,310	10,560	9,519	13,221	9,143	9,117
£ s. d. 0 3 8	£ s. d. 0 18 3	£ s. d. 0 5 11	£ s. d. 0 6 4	£ s. d. 0 10 3	£ s. d. 1 0 8	£ s. d. 1 0 4
0 3 0	0 14 6	0 2 4	0 4 10	0 8 3	0 2 9	0 5 8
0 6 8	1 12 9	0 8 3	0 11 2	0 18 6	1 3 5	1 6 0
41 0 0	28 14 7	10 16 4	9 2 3	24 8 11	57 12 1	34 15 9
32 13 7	22 16 5	4 5 5	6 14 7	19 12 5	7 13 0	9 13 8
78 13 7	51 11 0	15 1 9	15 17 3	44 1 4	65 5 1	44 9 5
£ 14,294	£ 7,518	£ 23,609	£ 16,410	£ 18,529	£ 18,000	£ 14,700
3,987	4,564	2,989	4,039	5,887	1,076	1,985
18,281	12,082	26,598	20,449	24,616	19,076	16,685
£ s. d. 0 10 6	£ s. d. 1 3 10	£ s. d. 0 18 5	£ s. d. 0 18 4	£ s. d. 1 5 10	£ s. d. 2 6 1	£ s. d. 2 2 0
0 3 0	0 14 6	0 2 4	0 4 10	0 8 3	0 2 9	0 5 8
0 13 6	1 18 4	1 0 9	1 3 2	1 14 1	2 8 10	2 7 3
117 3 3	37 11 9	33 14 6	27 10 4	61 15 3	128 11 5	71 14 1
32 13 7	22 16 5	4 5 5	6 14 7	19 12 5	7 13 0	9 13 8
149 16 10	60 8 2	37 19 11	84 4 11	81 7 8	136 4 5	81 7 9

TABLE II.

SCHEDULE OF APPROXIMATE COST OF PROVINCIAL ADMINISTRATION, POLICE, PRISONS, &c., during the Year 1911-12.

Province.	Provincial Administration (Personal Emoluments).	Police.	Prisons.	Northern Nigerian Regiment.	Transport (Inter-nal).	Total.	Government Share of Land Revenue.	Native Share of Land Revenue.
	£	£	£	£	£	£	£	£
Sokoto	7,686	—	628	24,365	1,000	33,679	31,396	34,932
Kano	9,605	—	959	24,365	789	35,698	70,015	70,032
Central (Bauchi) ...	7,066	2,432	195	16,077	700	26,470	15,067	13,542
Bornu	7,580	—	633	16,324	900	225,937	22,593	20,568
Zaria	3,124	392	847	9,664	500	14,527	16,999	16,998
Kontagora	3,453	2,153	142	6,279	440	12,467	5,003	3,987
Niger	8,124	5,186	3,609	9,664	500	27,083	15,534	15,392
Ilorin	3,369	3,092	119	—	188	6,768	5,747	4,564
Bassa	2,245	2,378	167	9,664	330	14,782	7,132	1,985
Kabba	4,155	4,583	2,530	9,664	168	21,100	8,067	1,076
Nassaraawa	4,264	1,146	180	9,664	777	16,031	5,479	4,038
Muri	6,230	2,189	241	13,053	472	22,185	7,571	2,989
Yola... ..	4,489	2,873	111	9,664	557	17,694	7,334	5,887
Total	71,388	26,424	10,341	156,947	7,321	274,421	217,940	195,993

TABLE III.

TYPICAL DISTRIBUTION OF FUNDS allocated to NATIVE TREASURIES

	Sokoto.	Kano.	Katsena.	Bornu.
	£	£	£	£
Salaries, Central Administration	8,344	6,436	4,040	5,060
Salaries, District Administration	10,206	9,900	5,910	4,571
Salaries, Village Administration	6,304	6,600	3,940	3,046
Judicial	3,669	2,760	1,920	1,464
Treasury	420	540	410	474
Roads Recurrent	—	60	220	30
Police and Prisons	1,736	3,179	700	550
Public Works (minor)	2,435	3,850	1,130	1,192
Education	950	1,240	800	380
Land Survey	240	500	200	900
Medical	1,000	32	50	675
Economic	—	—	400	—
Miscellaneous	400	120	745	175
Balance	14,330	16,583	9,060	13,085
Total	50,534	51,800	29,525	31,602

NORTHERN NIGERIA, 1911.

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TABLE IV.

STATEMENT OF LAND REVENUE (GOVERNMENT SHARE) INCLUDING JANGALI
(CATTLE TAX) collected during the years shown as under.

Province.	1903-04.	1904-05.	1905-06. ¹	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	1911-12.
	£	£	£	£	£	£	£	£	£
Sokoto ...	—	1,538	5,673	11,611	19,144	24,074	25,238	28,545	31,395
Kano ...	2,428	7,159	7,141	13,447	24,556	51,842	56,588	69,659	70,014
Bauchi (Central).	476	1,091	3,991	9,999	8,787	10,112	11,479	10,943	15,067
Bornu ...	1,476	4,181	6,562	8,642	11,947	11,606	13,857	15,054	22,593
Zaria ...	505	725	1,513	2,165	7,262	2,073	8,168	5,691	16,998
Kontagora ...	422	476	990	1,841	2,201	3,399	3,451	3,316	5,002
Niger ...	480	2,078	1,951	2,005	3,751	6,807	6,162	16,606	15,534
Ilorin ...	299	605	657	1,935	2,332	2,774	3,619	5,368	5,746
Bassa ...	232	268	594	1,157	1,112	2,645	2,623	6,047	7,132
Kabba ...	244	674	886	1,856	1,823			2,599	3,168	3,067
Nasarawa ...	501	493	1,287	2,108	2,051	2,702	3,044	5,238	5,479
Muri ...	1,082	1,182	1,582	2,452	4,143	3,743	4,723	5,711	7,571
Yola ...	287	394	1,286	1,940	2,173	2,717	3,162	4,884	7,334
Total ...	8,433	20,864	34,063	61,158	91,287	124,494	144,711	179,630	217,910

COLONIAL REPORTS, &c.

The following recent reports, &c., relating to His Majesty's Colonial Possessions have been issued, and may be obtained from the sources indicated on the title page :—

ANNUAL.

No.	Colony, &c.	Year.
711	Leeward Islands	1910-1911
712	St. Vincent	"
713	St. Lucia	1910
714	St. Helena	1911
715	Weihaiwei	"
716	Ceylon	1910-1911
717	Gibraltar	1911
718	Gambia	"
719	Ashanti	"
720	Falkland Islands	"
721	Seychelles	"
722	Northern Territories of the Gold Coast... ..	"
723	Hong Kong	"
724	Sierra Leone	"
725	Gold Coast	"
726	Turks and Caicos Islands	"
727	Fiji	"
728	Bechuanaland Protectorate	1911-1912
729	Basutoland	"
730	Colonial Survey Committee	"
731	Malta	"
732	Nyasaland	"
733	British Honduras	1911
734	Gilbert and Ellice Islands... ..	1910
735	Southern Nigeria	1911
736	Somaliland	1911-1912
737	Imperial Institute	1911

MISCELLANEOUS.

No.	Colony, &c.	Subject.
72	Fiji	Hurricane, 1910.
73	Jamaica	Cayman Islands.
74	Ceylon	Mineral Surveys, 1906-7 and 1907-8.
75	West Indies	Imperial Department of Agriculture.
76	Southern Nigeria	Mineral Survey, 1907-8.
77	St. Vincent	Roads and Land Settlement Fund.
78	Weihaiwei	Census, 1911.
79	Northern Nigeria	Mineral Surveys, 1907-8 and 1908-9.
80	Nyasaland	Mineral Survey, 1908-9.
81	Southern Nigeria	Mineral Survey, 1908-9.
82	Imperial Institute	Rubber and Gutta-percha.
83	Southern Nigeria	Mineral Survey, 1910.
84	West Indies	Preservation of Ancient Monuments.