

Transport Museum as an Illustration of the Impact of Transport and Mobility on Society and Development: The Case of Jos Museum, Nigeria

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INTRODUCTION

Transport and mobility are central in understanding different aspects and perspectives of societal development. They play a significant role in the question of economic growth, in ensuring social integration as well as in human progress and advancement. At every stage of development and in the transformation from one stage to another, transport and mobility prove vital. For instance, a subsistence economy cannot change to a trading economy without improvements in transport facilities, just as transition to industrial stage requires adequate transportation. In the same vein, transportation facilitates mobility and migration of people to particular centres. The resultant concentration in such areas in turn creates new economic opportunities, which lead to transformation and consequently the growth of urbanization. What better illustrates these is a transport Museum, such that the town of Jos in Nigeria is privileged to have. And such museums are rare especially in the context of Nigeria. This paper presents Jos as a perfect case study of how transport and mobility impact on the establishment and indeed the growth of a settlement and the development of society. For a better understanding of the relationship between transport and mobility on one hand, and socio-economic development, social integration and urbanization on the other, the paper presents a supporting exhibition of rail and road transport infrastructures and their impact in the case of Jos.

TRANSPORT, MOBILITY AND THE ESTABLISHMENT OF JOS

Jos is at the northern apex of the Plateau. It is situated around the center of Nigeria, with an area of about 1,695 square km. and stands at an average height of about 1,200 metres above sea level. It is located near the famous Shere Hills, which are about 1,828 metres above sea level. It lies between latitude 7° and 11° North and longitude 7° and 25°

East.¹ Jos has the topography of undulating hills and mountains. It is rocky and contains a chain of hills of captivating and fascinating environment. Its rocks are of granite type, which contain cassiterised mineral tin, the mineral that forms the economic base of Jos, and which was to serve as a principal factor in the prominence of the town. Its rocky environment gives Jos the most conspicuous features in Northern Nigeria. A number of streams and waterfalls surround the town and the area around it. These also contribute to making Jos and the surrounding area a tourist haven. These waterfalls include Assop and Kurra falls, and the greatest of them, river *Farin Ruwa* (Lit: White Waters).²

Jos, unlike many major towns in Nigeria, is not an ancient town but a 20th century creation, established precisely in 1904. Despite its recent development however, Jos has surpassed many of the ancient towns and those in its category in terms of infrastructural development and rapid growth. This has been so because the town largely owed its establishment, consolidation, growth and all aspects of its history to transportation and mobility. The establishment of Jos revolved around tin mining. And even though one cannot write about the history of the establishment and growth of Jos without the tin industry, yet transportation and mobility played far more significant roles in the establishment of the

¹ Government Printer (1987), *Plateau State Today* Jos: Information Division, Ministry of Information & Social Development, P.11; C.G.Ames, (1934), *Gazetteer of The Plateau Province (Nigeria)*. Jos Native Administration. Republished with a Prefatory Note by A.H.M. Kirk-Greene (1972), as *Gazetteers of the Northern Provinces of Nigeria. Vol. IV, The Highland Chieftaincies (Plateau Province)*. London: Frank Cass & Co. Ltd. Pp. 8-9; J. Norman, (1978), "Guide to Jos". Paper delivered at the 21st Annual General Conference of the Nigerian Geographical Association, Department of Geography, University of Jos. P.4; Alvin W. Urquhart (1977), *Planned Urban Landscapes of Northern Nigeria: A Case Study of Zaria*. Zaria: Ahmadu Bello University Press. P.81; "The City of Jos" www.plateaustate.gov.org; Encyclopaedia Britannica (2009), "Jos Plateau" *Encyclopaedia Britannica 2009 Ultimate Reference Suite*. Chicago: Encyclopaedia Britannica; National Archives Kaduna (NAK): JOSPROF 497/1926: Plateau Province Annual Report for the year ended 31st Dec. 1926; H.A. Alahira, (2001), "The Role of Women in the Colonial Economy of Northern Nigeria: A Case of the Birom of the Jos Plateau 1900-1960". Unpublished PhD Thesis, Department of History, A.B.U, Zaria P.62; "Plateau State" www.wikipedia.thefreeencyclopedia
² Ames, Pp.9-10; Govt. Printer, *Plateau State Today*, P.11; Alahira, P.62; Z.D.Goshit, (2001), "The Impact of the Great Depression on the Jos Plateau: A Case Study of the Tin Mine Fields in the 1930s" in *MANDYENG, Journal of Central Nigerian Studies*. Early Rains 2001. P.74

town and in the development of the tin industry itself. It has been established that the transport factor was very important in the development of mining industry generally.³

The establishment of the town in the context of transportation and mobility was in the course of stakeholders consolidating the tin industry, notably Hausa traders and British enterprise. Attention was drawn to the area and its potentials through Hausa traders who brought small quantities of straw tin to the Europeans trading at West African ports in the 19th century. By 1884 these Hausa traders sold some of the straw tin to the agents of the National Africa Company stationed near the Benue River. It was only then the British became aware that the source of the tin was around Jos. This encouraged British traders and the British government to develop the interest to get to the source of the tin and control it.⁴ The combined enterprise of both the Hausa and the British consequently led to the establishment of the town.

The significance of transportation and mobility in the establishment of Jos could be better appreciated when we take into cognizance the roles they played in opening up a difficult terrain such as the Plateau region. Freund talks of certain areas that were rough countries, impenetrable to cavalry units and distant from the major loci of states. Such areas were also independent, with rudimentary class system and a skeleton of state apparatus, adding that Jos was an example of such areas.⁵ It is important that through transport and mobility, such area became opened up to the outside world.

³ S.E. Katzenellenbogen (1973), "The Miner's Frontier, Transport and General Economic Development" in P. Duignan and L.H. Gann (eds), *Colonialism in Africa 1870-1960 Vol. 4: The Economics of Colonialism*. Cambridge University Press, Cambridge. P.362

⁴ Interview with Sheikh Abdul Azeez Yusuf (75 years). Administrative Secretary of the Jama'atu Nasril Islam (JNI), Plateau State branch, in his office. March 20th, 2006; L. Plotnicov (1967), *Strangers to the City: Urban Man in Jos, Nigeria*. Pittsburg: University of Pittsburg Press. P.32; Federal Department of Antiquities (1979), *The History of Tin Mining in Nigeria*. Jos: National Museum Press. P.9; C.K. Gonyok (n.d), "The City of Jos" in G. Asiwaju (ed), *Cities of the Savannah (A History of Some Towns and Cities of the Nigerian Savannah)*. Lagos: Federal Ministry of Information Special Publication. P.83

⁵ Bill Freund (1981), *Capital and Labour in the Nigerian Tin Mines*. Essex: Longman Group Ltd. P.10

From the late 19th century, the Hausa traders had used human carriers as the means of transporting tin from the Plateau to the Benue River through pathways, familiar tracks and routes. The trunk roads that Nigeria has today have been largely constructed on these old pathways, tracks and routes.⁶ Even in the 1900s when the British successfully invaded the areas to exploit tin deposits, they relied heavily on human carriers. Human carriage was the main transport system because diseases did not allow animal-drawn carts to be successfully utilized. The Europeans tried different animal transport, such as oxen, donkeys and bullock, which failed because of the animals' susceptibility to diseases. British merchants and colonial administrators were later forced to also rely on human portage, which was an effective system and had indeed been a major occupation before the colonial period. Stakeholders therefore employed carriers on a large scale to carry goods.⁷ Hopkins discusses the efficiency and reliability of porters as professional carriers, establishing that they could head-load fifty five (55) to sixty five (65) pounds of goods and cover an average of twenty (20) miles a day.⁸

Despite the difficulties associated with the terrain of the Plateau therefore, the existing form of transportation did not only make movement to the source of tin possible, it also facilitated a steady growth in tin mining and the establishment of Jos town by 1904. The expansion in tin mining consequently culminated into the growth of the town as the center of the tin industry and a cosmopolitan town, as well as a major administrative headquarters. The Hausa and the British contributed immensely in the establishment of the town through their movement to the emerging town. While the Hausa community of Naraguta under its head, *Bunu*, moved there in 1904 to strengthen the existing settlement of the *Afizere (Jarawan Jos)*, the British company, the Niger Company, set up its headquarters there in 1905.⁹ The Hausa moved to uninhabited sections of the present Jos

⁶ L.H. Gann & P. Duignan, (1978), *The Rulers of British West Africa 1870-1914*. London: Hoover Institute Publications. P. 272

⁷ Charles Orr, (1965), *The Making of Northern Nigeria*. London: Frank Cass & Co. Ltd. P.184; Gann & Duignan, (1978), P.272

⁸ A.G. Hopkins (1973), *An Economic History of West Africa*. Essex: Longman Group Ltd. P.72

⁹ J, Norman. P.5; E. Isichei (1982), "Colonialism Resisted" in E. Isichei (ed), *Studies in the History of Plateau State, Nigeria*. London: Macmillan Press. P.264

town and settled in the vicinity of the tin mines, notably between what is today Gangare and Dogon Agogo wards. This encouraged the company to also move, since the company relied more on the Hausa for its large contingent of labourers and carriers. The Niger Company therefore set up at a place today known as Tudun Wada in the Jos metropolis, where it established a smelter and a sawmill.¹⁰ From Tudun Wada, the company constructed a track (across what can now be referred to as the Central Business District of Jos) to the mines of the Jos Tin Area Ltd at Gangare, which then consisted of only few houses. From Gangare another access track was constructed to link Naraguta, which was then the local administrative headquarters of the British.¹¹

As part of the infrastructure for the effective exploitation of tin on the Plateau, the Niger Company in 1905 built a large store for the requirements on the minefields, especially for the mining equipment which had been imported that year.¹² The company thereafter established two departments that could be said to be indispensable. One was the finance department, which was to cater for all monetary requirements of the company and ensure uninterrupted mining operations. The other, which was more important, was the transport department, which was charged with the responsibility to transport tin ore to the company's base at Loko on the Benue River.¹³ These movements and transport facilities that were put in place eventually provided the base for the consolidation of the emerging town.

Mobility through the existing means of transportation did not only play a vital role in the establishment of the town, it helped as well in the expansion of the tin industry. The expansion in turn necessitated the provision of better transport systems in order to sustain the tin industry. The British then considered providing better roads and railway extension that would connect the tin fields with the main rail line linking the north to Lagos in order

¹⁰ Freund, P.35; Gonyok (n.d), P.84; Norman, P.5

¹¹ Ames. P.320.

¹² Plotnicov, P.34; Gonyok (n.d), P.84

¹³ Gonyok (n.d), P.84

to facilitate the export of the commodity.¹⁴ The colonial government therefore collaborated with the Niger Company to accomplish this. Consequently, in terms of roads they improved on the earlier routes that linked Jos town while new ones were constructed.¹⁵ And for railway, they constructed a new rail track, known as the Bauchi Light Railway (BLR), to connect the tin producing area to the main railway line from Lagos to Kano.¹⁶ This Lagos to Kano rail line is known as the Western Railway (WR). In addition to this however, and also for the purpose of further facilitating the export of tin from the expanded tin industry, Jos had a rare advantage of being connected to a second major rail line from south to north. This is the Eastern Railway (ER), a Port-Harcourt to Kaduna/Jos rail line, with Jos serving as the terminus. The connection to Jos as the terminus of the line branches off from Kafanchan junction through Kuru and Bukuru. This provided a shorter and direct access between the mines headquarters of Jos and the coast.¹⁷ From the Kafanchan junction, the ER connects Kaduna, a major station on the WR. This also allowed Jos to serve as another terminus, apart from Kano, for the WR. This meant that Jos was not only connected to the major towns and stations on the south eastern half of Nigeria but also on the south western half, and to the two main ports of Apapa (Lagos) and Port-Harcourt.¹⁸ (See Map).

¹⁴ Arewa House Archives (AHAK): *Annual Reports of Northern Nigeria 1900-1911*: Report No. 504, P.588

¹⁵ J.J. Grace (1982) "Tin Mining on the Plateau Before 1920" in E. Isichei (ed). Pp187-8

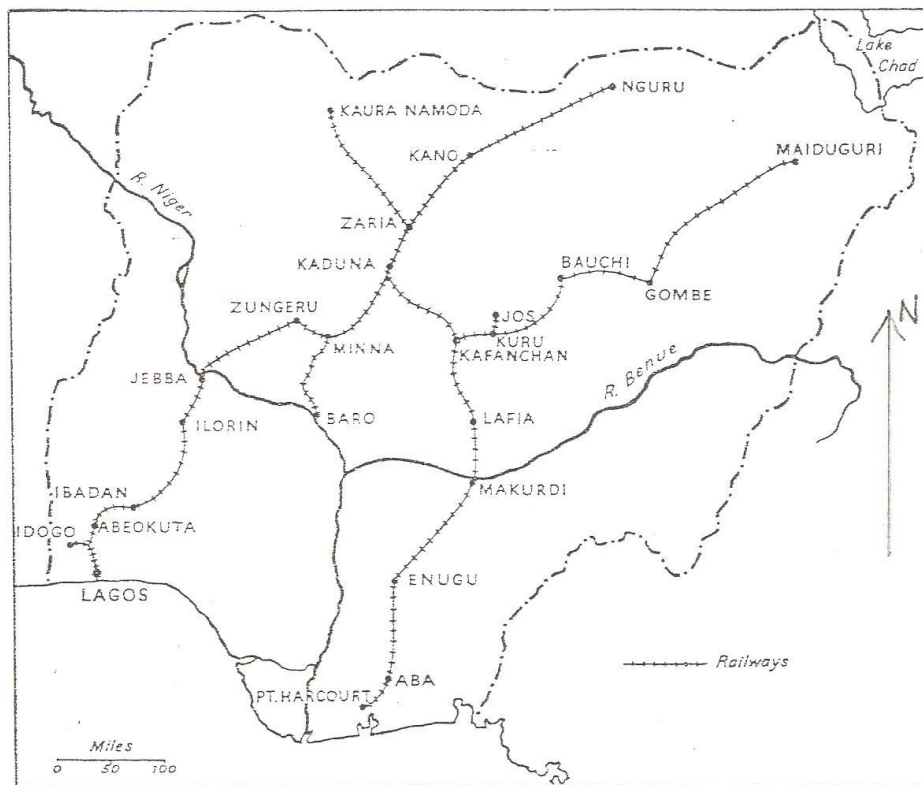
¹⁶ Gonyok (n.d), P.84; Plotnicov, P.34; F. Jaekel (1997), *The History of the Nigerian Railway Vol.2 (Network and Infrastructure)*. Spectrum Books Ltd., Ibadan. P.121

¹⁷ AHAK: 19/1/AR.1: Annual Report on the Northern Provinces of Nigeria for 1952. Government Printer, Kaduna. 1953; Jaekel, P.191; Norman. P.6

¹⁸ AHAK: PP/B15 *Trade and Industry: A Comprehensive Review of Trade and Industrial Potential in the Six Northern States of the Federation of Nigeria* (n.d). Kaduna: New Nigeria Newspapers Ltd.; K.M. Buchanan & J.C. Pugh (1955), *Land and People in Nigeria: The Human Geography of Nigeria and Its Environmental Background*. London: University of London Press Ltd. P.74; Plotnicov, P.28

MAP

THE CONNECTION OF JOS TO BOTH THE EASTERN AND WESTERN RAILWAYS



Source: Adapted from Fig. 39 in W.A. Perkins & J.H. Stenbridge (1960), *Nigeria: A Descriptive Geography* (Third Edition). Ibadan: University Press Ltd. P.139

This rare advantage of connection to the two ports through the Eastern and Western rail systems served in transporting not only goods but passengers on both routes to Jos. For instance, there were passenger services from Jos to the seaport towns of Lagos and Port-Harcourt three times a week.¹⁹ These systems in turn not only resulted in the consolidation of Jos, they as well facilitated overall growth in the economic and social activities of the growing town. As a terminus and also a transit town, Jos grew because of the necessity to accommodate the army of labourers working on the minefields, artisans, traders and corporate businesses inflowing into the town through the improved means of transportation. It also transformed into a government administrative headquarters and a transit town for many colonial officials on tour of other surrounding provinces.²⁰

TRANSPORT, MOBILITY, INTEGRATION AND DEVELOPMENT IN JOS

The position of Jos as a transit town and a terminus, which resulted into the influx of more people of different origins into Jos in the 1930s, transformed the town into a cosmopolitan city. The influx included people with diverse ideas from various sections of Nigeria and outside.²¹ In addition to the existing and established Hausa community in Jos, the town at this time witnessed the largest single immigration of more Hausa, Borno and Nupe traders. There was also a further immigration into the town of a colony of traders and artisans from Ogbomoso in the south west, as well as a substantial community of people from the south east, especially the Igbo, as labourers and traders.²² The growing importance of Jos as a centre and a metropolitan area because of the advantage of transport had also caused the establishment of a veterinary centre around Jos in 1925. This caused the Fulani cattle pastoralists to further migrate into the area from long distances in order to get inoculation for their cattle against rinderpest. The added advantage of the abundance of grass in the province because of constant rain further encouraged the concentration of the Fulani in the area because of the need for grazing. By the end of 1931, the Fulani pastoralists who had

¹⁹ AHAK: PP/B15 *Trade and Industry* ...; Interview with Dauda Jimoh (69 years), retired railway worker. Interviewed on 20/10/2006 at his residence.

²⁰ NAK: JOSPROF 108/1928: Jos Division Annual Report for 1927; Gonyok (n.d), P.84

²¹ E. Isichei (1982) "Changes and Continuities 1906 to 1939" in E. Isichei (ed), *Studies in the History of Plateau State, Nigeria*. London: Macmillan Press. P. 267

²² E. Isichei, P. 267; "Jos" www.wikipedia.thefreeencyclopedia

converged and remained around Jos were estimated at about 8,000.²³ Immigration into Jos by the early 1930s also included Levantine and Indian traders who came in large numbers.²⁴ It is important to note that most of the army of immigrants involved in this inflow eventually made Jos their permanent home.²⁵

The rise in the population of Jos occasioned by the chain of the immigration required commensurate infrastructure. This encouraged the early development of infrastructure in Jos, which consequently led to the rapid urbanization of the town. For instance, a permanent market, known as the Jos Main Market (JMM), was built by extending the existing one through the provision of more stalls to accommodate more traders and vendors.²⁶ With the completion of the new market and the expansion of business and freight of goods around the market, the convergence of vehicles in Jos from different directions necessitated the establishment of a motor park. The motor park was situated near the market.²⁷ Similarly, not only as one of the means through which people, big businesses and especially colonial officials converged on Jos, but also as a major indication of its rapid urbanization, an airplane landing ground (Aerodrome) had been constructed in Jos in 1927. The aerodrome was sited at a place called Ray Field in the south-east angle of Jos at that time, hereby popularly known to residents of Jos as Anglo (Angle) Jos. The arrival of the first airplane on the site was marked by a big ceremony, which was watched by many Europeans and locals. The aerodrome was particularly described as a boost to the infrastructure and urbanization of Jos, as Europeans and locals alike saw the landing of the aero planes as a novel sight.²⁸

The growing urbanization in Jos necessitated the provision or extension of social services, facilities and other amenities in order to serve the cosmopolitan population. Compared to

²³ NAK: JOSPROF 108/1928; Isichei (1982). P.265

²⁴ Plotnicov, P.28

²⁵ Norman, P.6

²⁶ NAK: JOSPROF 29/1929: Jos Division Report for 1928

²⁷ *Northern Nigeria Gazette* Vol. 10, No.13

²⁸ NAK: JOSPROF 108/1928

other major towns in the region therefore, such as Bauchi, Makurdi and Zaria, Jos was ahead in the provision of facilities such as health care, electricity and pipe borne water. To this end, as early as 1928 an existing modern health facility was extended and referred to as the African Hospital (A.H). The new extension at the A.H accommodated about 1,312 in-patients and 4,624 out-patients. Similarly, a new European Hospital (E.H) and an Infectious Diseases Hospital (IDH) were provided in the same year.²⁹ The E.H served the Europeans and highly placed Africans who had the money to afford its services. The A.H as the main hospital in the Jos Native Town (JNT) on the other hand served the general population. By 1929, the government also provided separate medical facilities for women and children. For instance, it provided Child Welfare and Ante-natal clinics as well as clinics for school children.³⁰ In addition to these, Christian missions also provided separate medical services to the general public. This included the Catholic Maternity home, which was also used as a general hospital and clinic; and a clinic for lepers run by the Seventh Day Adventist Mission.³¹

Both the JNT and the Township (Jos Metropolitan City [JMC]) also had better provision of sanitary facilities and amenities compared to most parts of Nigeria.³² Buildings had to comply with certain sanitary codes, while sewage systems were put in place to allow deep open trenches along roadsides. This explains why slum conditions were, and still are, virtually absent in Jos.³³ In a particular report, there were fewer slums in Jos compared to Kano for instance. The report also concluded that although the JNT was grossly congested, yet the condition there was of higher standard and people lived more comfortably compared to similar urban areas.³⁴ As part of efforts to ensure the right sanitary culture and proper use and maintenance of existing amenities, the Health Department by 1952 initiated

²⁹ NAK: JOSPROF 108/1928; NAK: JOSPROF 25/1929 Jos Township Report for 1928; AHAK: 19/1/AR.11: Annual Report on the Northern Provinces of Nigeria; AHAK: 19/1/AR.2. Annual Report on the Northern Provinces of Nigeria for 1929. Government Printer, Lagos. 1930

³⁰ Plotnicov, P.56

³¹ AHAK: 19/1/AR.11; Plotnicov, P.56

³² Plotnicov, P.56

³³ Plotnicov, P.57

³⁴ R.J. Rowling (1946), *Report on Land Tenure, Plateau Province*. Government Printer, Kaduna. Par. 135

local radio broadcast to give elementary hygiene and health instructions in English, Hausa and Yoruba languages. This in itself resulted in increase in the attendance of the Child Welfare Clinic.³⁵

Other types of facilities and services commensurate with the urbanization and sophistication in Jos included telephone, postal and telegraph services. Installation of Trunk telephone services had been started in 1926. The system was extended by 1929 and 1930 with the opening of exchanges for trunk connection with Jos. The extension of the facility was such that a public telephone call box opened at the Jos Post Office by December of 1930 to serve mining companies and other people.³⁶ As regards postal and telegraph services, new Post Office and Telegraph Exchange were also provided because “*a new Post Office was of utmost public importance*”.³⁷

Electricity and water supply were other major infrastructures of priority in this process of the urbanization of Jos. Because of the increasing demand for electricity supply by firms, government establishments and residential houses as a result of the growing urbanization, the electricity supply scheme, which had been started earlier on but had been temporarily halted, came to the centre stage again by 1927. This allowed electricity supply to be regular by the middle of that year.³⁸ With regard to water supply, preliminary investigation, which had started in 1926, resulted in the successful provision of water for the population of Jos by 1929.³⁹ The provision of these infrastructures not only attracted the immigration of more people of different background into urban Jos, it also quickened the concentration and integration of the diverse people in the city. The early provision and

³⁵ Plotnicov, P.57

³⁶ NAK: JOSPROF 497/1926: Plateau Province Annual Report for the year ended 31st Dec. 1926; NAK: JOSPROF 29/1929; NAK: JOSPROF 5/1931. Plateau Province Annual Report for 1930: Notes on Mining in Plateau.

³⁷ AHAK: 19/1/AR.1

³⁸ NAK: JOSPROF 301/1927: Jos Electricity Supply Scheme

³⁹ NAK: JOSPROF 497/1926; NAK: JOSPROF 14/1930 Jos Division Report No. 52 of 1929

the level of the development of infrastructure and facilities in Jos have been described to have no parallel in Nigeria at the period with the exception of the capital, Lagos.⁴⁰

Transportation, especially the railway, became the facilitating agent for the concentration of people of different cultures in Jos living together and integrating. The needs of both the tin industry and colonial administration resulted in the employment of hundreds of Europeans and thousands of Africans of varying calibres and cultures. The coming together of foreigners and natives from distant places did not only culminate into the transformation of the city, it also resulted in social integration. The contrasts as well as the mix of people and their social relations on friendly terms also introduced changes and daily learning of new ideas.⁴¹ Europeans, other local immigrants and ethnic communities all related to one another and together adjusted to urban conditions, with the Europeans teaching the Africans their own type of social behaviour and elegance, the.⁴² Jos urban life was also organized in such a way that various communities shared relationships and civic responsibilities and established social networks among ethnic groups.⁴³

The social integration was facilitated not only by the labourers living in the mining camps, but also by the squatters living with them. By 1945 for instance, the *Dorowa* camp of the Associated Tin Mines Nigeria (ATMN) had 188 households of squatters. The households had an integrated population of 98 northerners, 77 Yoruba from Ogbomoso and 13 Igbo from Owerri. They included 140 farmers, 13 cloth traders, 10 food traders, 8 tailors, 4 Islamic teachers, 3 butchers and 1 lorry owner.⁴⁴ The JNT seemed to be the only place in the whole of the Northern Provinces where such integration was more pronounced, as attested to by the District Officer (D.O) himself:

Jos Native Town is far more cosmopolitan – outside of
clerks and their entourage who reside in Jos Township –

⁴⁰ Plotnicov, P.56

⁴¹ AHAK: 19/1/AR.1; Orr, Pp.188-189; M.Y. Mangwat (1984), “A History of Class Formation in Plateau Province 1902-1960”. Unpublished PhD Thesis, Dept. of History, A.B.U, Zaria. P.311

⁴² Plotnicov, Pp.82 & 291

⁴³ Plotnicov, P.291

⁴⁴ NAK: JOSPROF 1/1055/S.2; Freund, P.96

the trader, mechanic, mine employee and others alien to the Northern Provinces have settled down in Jos Town, and have nominally agreed to accept the jurisdiction of the Native Court. Superficially all works well, and I know of no native town in the Northern Provinces where the difference of creed and custom tends less to promote friction and discord.⁴⁵

In both the JNT and the Township, Muslims, Christians and people of other background had social interactions in business, at work place, in the use of social facilities, at the clubs and in politics. They intermarried among themselves as well.⁴⁶ The growth of commerce also influenced social integration in the JMC, especially among traders and entrepreneurs. Integration was forged for instance between Arab-Levantine merchants and their agents. The association between members of the indigenous groups of the Plateau, the Hausa and other ethnic groups also forged considerable integration. As a result of this interaction, a number of the members of the indigenous groups became Muslims.⁴⁷ There were also cases of Fulani herdsmen who literally purchased children of the indigenous ethnic groups of the Plateau for cow herding. These children often became absorbed into the Fulani culture.⁴⁸ Similarly, young boys of the indigenous groups of the Plateau were apprenticed under Hausa or Yoruba traders and craftsmen. Some of these also became acculturated or/and in some cases Islamized.⁴⁹ Tin mining companies also contributed in the process of social progress and integration from 1945 onwards. The ATMN for instance built Mosques and Churches for its workers and paid for the pilgrimage of worthy contractors to Mecca for Hajj. Some of the companies gave aids to mission schools and some built few schools and dispensaries. Some of them even set up cinema units, football teams and canteens where provisions and imported food were sold at moderate prices, all in their effort to forge integration.⁵⁰

⁴⁵ NAK: JOSPROF 387/1915

⁴⁶ Cyril O. Imo (2001), "Christian-Muslim Relation in Jos, Plateau State, Nigeria" in *MANDYENG: Journal of Central Nigerian Studies*. Early Rains 2001. P.101

⁴⁷ Mangvwat, P.311

⁴⁸ Isichei, P. 266

⁴⁹ Isichei, P.266; Interview with Alhaji Yusuf Oladejo, 71 years old tailor. Interviewed in his shop at Congo Junction, Jos, 09/09/2007. Yusuf informed me that a number of such children and adults apprenticed under his own father, Salami Oladeji

⁵⁰ Freund, P.218

Transportation also played a major role in the process of improving the recreational facilities and in developing the tourism potentials of Jos. Transportation helped indirectly in developing these potentials through facilitating the influx of people that established them. The early presence of the Europeans in Jos especially encouraged the introduction of sporting and recreational facilities and social life of clubs as early as the 1920s. The earliest sporting and recreational facilities included Lawn and Table Tennis, Squash, Fives, Swimming, Golf course, Polo and Horse races.⁵¹ The establishment of recreational clubs, such as the Plateau Club, the Naraguta Country Club and the African Sports Club, provided the residents of Jos the opportunities to enjoy these facilities.⁵²

MUSEUM ILLUSTRATES THE ROLE OF TRANSPORT IN THE DEVELOPMENT OF JOS

A major result of transport and mobility in Jos is the growth of the town into a centre of antiquities in addition to tourism. The activities in the tin industry, which transportation had helped to consolidate in the first place, eventually provided the basis for the establishment of a museum in Jos. In the course of tin mining in the NOK valley in 1928, an archaeologist and also an owner of a mining operation, Mr. Bernard Fagg, noticed a unique and well fired Terracotta of a monkey as it was being washed out of the tin bearing gravels. The figurine was carried to Jos and deposited to form part of an “Embryonic Museum Collection” at the headquarters of the Department of Mines in the JMC.⁵³ This collection dated back to 1932 and formed the beginning of the Jos Museum (JM).⁵⁴ More of such discoveries were later made with the digging up of a sculpture of a head known as the “Jema’a Head” in 1943. The head was approximately life size and made of terracotta, and it looked like it had been part of a whole figure. More of such artifacts were excavated and in the process a large number of figurines and objects were rescued and added up to

⁵¹ NAK: JOSPROF 497/1926; Plotnicov, P.82

⁵² NAK: JOSPROF 497/1926; NAK: JOSPROF 11/1932. Provincial Report for 1931; NAK: JOSPROF 25/1929; Norman. P.12

⁵³ Federal Department of Antiquities (1979), *The History of Tin Mining in Nigeria*. Jos: National Museum Press. P.16

⁵⁴ FDA, *The History of Tin Mining in Nigeria*. P.25; Govt. Printer, *Plateau State Today*. P.26

the collection. The collection encouraged the formal establishment of the JM as the oldest public museum in Nigeria in 1952 by the Federal Department of Antiquities (FDA).⁵⁵ As the first Museum in Nigeria, the JM is also the richest with the most diverse collections and exhibitions of some fine artifacts.

Our discussion has stressed the role transport and mobility generally play in the development of a society, and at every stage of the establishment and growth of Jos in particular. No phenomenon emphasises this better than the legacy left behind by the reality of transport and mobility in the form of a museum. In this context, the JM especially has a section that exhibits the early means of transport systems in Nigeria since the turn of the 20th century, a time that coincided with the establishment of Jos.⁵⁶ The transport exhibitions in the museum include the earliest railway engines, coaches, carriages, tracks and vintage cars. The concentration of the exhibitions of these railway engines and vintage cars in the JM, the only museum that boasts of these in Nigeria, illustrates the importance of transport and mobility at every stage of the history of Jos. It also emphasizes the roles that these have played in the status that Jos has attained over the years. Some of these exhibitions are hereby displayed for a better analysis of their impact. (See exhibitions).

CONCLUSION

Tin and the tin industry provided the economic base of Jos. The history of Jos town will therefore go hand in hand with the history of the tin industry. But the discovery of tin and the growth of the tin industry itself, on the other hand, cannot be isolated from the question of transport and mobility. These proved more significant in the establishment of the town and in facilitating the migration of people there. The resultant concentration of people in the emerging town created new economic opportunities, which culminated into its expansion into as a cosmopolitan city. The continued influx of people into the city through the access provided by the existing means of transportation consequently led to social integration, transformation and growth peculiar to Jos. Transport and mobility allowed Jos

⁵⁵ FDA, *The History of Tin Mining in Nigeria*, P.16; Norman. P.12; Govt. Printer, *Plateau State Today*. P.26; "Jos"www.wikipedia.thefreencylopedia

⁵⁶ Norman. P.12; Govt. Printer, *Plateau State Today*. P.26

to record firsts in these aspects compared to other major towns in the region. The rare advantage that Jos has of being home to a transport museum vividly illustrates that transport and mobility played significant roles in attaining this position. The illustration is captured by of some of the rail and road transport infrastructures in the museum that are on display.