

THE IMPACT OF THE RAILWAY ON RINGIM FROM 1930 TO 1972

BY

IBRAHIM SHUA'IBU KWALAM

SPS/12/MHT/00014

**BEING A DISSERTATION SUBMITTED TO THE DEPARTMENT OF HISTORY,
BAYERO UNIVERSITY KANO, FOR THE FULFILMENT OF THE REQUIREMENT
OF THE AWARD OF MASTERS DEGREE IN HISTORY**

(M.A. HISTORY)

FEBRUARY, 2017

APPROVAL PAGE

This dissertation has been supervised and approved meeting the requirement for the award of Master of Arts Degree in History (M.A. HISTORY) in the Department of History.

.....
Dr, Tijjani Muhammad Naniya Date
Supervisor

.....
Dr. S. T. Yusuf Date
Internal Examiner

.....
Dr. I. K. Abdussalam Date
Head of Department

.....
External Examiner Date

DEDICATION

This dissertation is dedicated to my beloved parents and the entire family of the late AlhajiShu'aibuIbrahim Kwalam.

Ibrahim Shu'aibuKwalam

FEBRUARY, 2017.

ACKNOWLEDGEMENTS

I wish to express my gratitude to Almighty Allah for giving me the health and the will to successfully complete my Masters Programme. My gratitude goes to my parents for their prayers, advice and encouragement throughout the programme. I thank my supervisor, Dr. Muhammad Tijjani Naniya for supervising the dissertation and making useful corrections, which improved the quality of the work in spite of his tight schedules.

I also extend my gratitude and thanks to the Head of Department of History, Dr. I.K Abdussalam for his continuous advice throughout the programme. My special appreciation also extends to Dr. Shehu Tijjani Yusuf for his useful comments and advice, which not only motivated the work but also helped to improve its quality. Other members of the Department that deserve mention include Prof. Dahiru Yahaya, Prof. A.R Muhammad, Prof. M.D Suleiman, Prof. M.S Abdulkadir, Prof. Asma'u Saed and Dr. Aisha. Others include Dr. Dalha Waziri and Dr. Samaila Suleiman, who in one way or the other contributed to the success of the work. To the supporting staff of the department who provided a friendly environment, I say thank you very much.

It is necessary to thank my family, especially my wife, Hajiya Hafsat, and my seven children, Zainab, Hajara, Muhammad, Umar, Khadija, Amira and Hafsat, who withstood other inconveniences in the process of conducting the programmes. To my friends and well-wishers, your concern for the success of this work has proved very encouraging.

Let me be quick to add that my shortcomings or loopholes in this dissertation are my own making and would give way for further research in the area.

GLOSSARY OF HAUSA TERMS

<i>Balghah</i>	:	Famous Leather Sandal manufactured in Kano in the pre-colonial Period.
<i>Bamaguje</i>	:	A non Muslim Hausa.
<i>Gandu (gandaye Pl.)</i>	:	Household Farm characterized by large areas
<i>Rinji(Rumada)</i>	:	Slave Farms/village
<i>Jakadu</i>	:	Administrative representatives
<i>Majema</i>	:	Tanners.
<i>GwadoGwado:</i>		nationals from the French colony of Chad.
<i>Yan Ture/Yan Murgine</i>	:	Train bandits.
<i>Yan Doka</i>	:	Native Authority Police
<i>Yan Bita</i>		Labourers
<i>Makulli</i>		Keys
<i>Karofi</i>		Dyeing site

ABBREVIATIONS.

B.A.T.C.	British American Tobacco Company
B. U. K.	BayeroUniversity Kano
C.F.A.O.	CompagneFrencianeQuestAfricaineOccidentale
D. O.	DivisionalOfficer
L.B.A.	Licence Buying Agent
K.G.	Kilogram
N.A.K.	National Archives Kaduna
N.A.	Native Authority
N.T.C.	Nigerian Tobacco Company
P.Z.	Paterson Zochinis
JIGAWA Soil	A hilly sandy soil found in the North-Eastern part of Kano.
K.S.H.C.B.	Kano State History and Culture Bureau
S.N.P	Secretariat of Northern Province.

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ABSTRACT

Through the employment of literature, oral interviews and other sources such as photographs and antiquities, the work examined the geography, origin and foundation of Ringim, its pre-colonial transport patterns and reforms in the colonial period. It examines the decision to build the railway, the survey and extension work including labour requirement and the condition of the work. The study examines the effects of the railway on the people of Ringim. The railway was the most important agent of change on traditional society in the colonial period that hinged on the socio-economic as well as the physical and commercial landscapes of the Ringim District. This work is on the impact of the railway on Ringim District. It discusses the immediate impact of railway extension in the Ringim District, most especially the migration of labour, the emergence of the export trade, particularly groundnuts, hides and skins and tobacco. It also discusses the coming of the migrant communities including the growth of trades and the role of Arabs and southern middlemen and the socio-economic basis such as railway work, the groundnut trade, foodstuffs trade and other service works and condition of the migrants in the 1960s to 1970s, including the population expansion in Ringim. It also discusses the emergence of migrants' settlement patterns and the intermingling of culture, resulting to such places becoming melting pots of culture. The migrants engaged in the foodstuff trade, groundnut trade and other service occupations, such as grinding corn, photography, etc. It profiles some selected migrants in Ringim. The work also examines some of the negative effects of the extension of the Kano-Nguru railway line including the proliferation of crime and criminality, such as theft and burglary which spurred along the railway line in the Ringim District. This work covers the impact of the railway extension on the Ringim District from 1930 to 1972. It is a qualitative research work.

1.0 CHAPTER ONE:

2.0 GENERAL INTRODUCTION

This study examines the impact of the railway from 1930 to 1970 on Ringim. Ringim is an ancient town East of Kano, strategically located on the Kano-Nguru rail line. As an agrarian settlement and a major producer of cash crops, Ringim increasingly developed and became important as a result of the construction of the Kano-Nguru railway in 1930. With the advent of the rail line to Ringim, the barriers in travel from Ringim to Kano were removed. Now people could travel in a day instead of two and even more. Therefore, the railway had shortened travel time and provided access for easy movement. The rail line stimulated agricultural productions and trade, as well as facilitating the movement of people, goods and ideas from one place to the other. Right from the planning and construction of the line, the colonial authority did not intend to open the area for development, but to tap raw materials to feed the emerging industries of the United Kingdom and Europe.

The construction of the railway was imperialist motivated to transport cash crops and livestock not only from Kano, but also Borno Emirate and toward Ngazargamu. The construction of the line had enormous consequences on Ringim and beyond. The line influenced changes in Ringim and its environs. It changed the experience of travelling and made cash a pre-condition for travelling. It increasingly opened the countryside East of Kano, most especially Ringim, and brought it more and more closely to the city and beyond. It also stimulated cash crop production and trade, which provided employment to different categories of people than it was previously possible.

The advent of the railway to Ringim stimulated cash crop production, particularly groundnuts. Its trade provided cash to the people and investment in other commodities trade, most especially

hides and skins and tobacco. It also impacted on the growth of wealth among the traders. The consequence was different employment opportunities for many people, attracted by the advent of the railway. The Arabs, southern Nigerian people and many Northerners in the surrounding neighboring areas of Ringim moved to partake in trades and some took up employment in other social activities.

The cash crops export trade in turn attracted migrants from different parts of the country and beyond to Ringim. Migrants came in response to the economic opportunities stimulated by the cash crop export trade and the rail line. Different types of migrants, ranging from labour migrants, commercial migrants both middlemen and traders from southern Nigeria and other areas of Northern Nigeria and even from French territories, they came to benefit from the opportunities provided by the advent of the rail line to Ringim.

The employment provided by the railway brought about a concentration of more and more people, causing different social changes that were to become new to the people of Ringim. This development brought new forms of settlement patterns to which the migrants could be administered. It further produced socio-cultural consequences through enhanced inter-group relations that resulted in the cultural absorption of one over the other through the social agencies of marriages, education and religion.

With the consolidation of railway services crimes and criminality began to spring up, such as theft, burglary, robbery and other forms of vice. People began to show different forms of behaviors, owing to the ramification of trade and railway activities.

THEORETICAL FRAMEWORK

There are two perspectives in explaining the impact of the railway, namely development and underdevelopment theories. The development perspective posits that economic growth and development is only possible in a civilized society. It follows stages, owing to its constituents. The leading exponents were Rostow (1960) and Lewis (1961) and it was charged by the vent for surplus theory spearheaded by Myint (1974)¹. In the African context, G.K. Heillener was in support of this, commenting on the export of staple produce for African economic development. This assertion did not hold water, as claimed by the theory that underdeveloped regions could not achieve development without passing through stages and opening up to the outside world. It also contended that railway is developmental, as it facilitated the transport of people, goods and services and opened up the economy to the wider World. According to this theory, the railway facilitated the process of African civilization and brought development.²

This view was challenged by underdevelopment theorists who asserted the railway did not bring development, but underdevelopment, which furthered the interest of the colonizing power and not the colonized. According to this perspective, Africa was on the course of economic development. What the colonialists did was to dislocate the development and the railway connected it into the capitalist system. The leading exponent of this theory is Walter Rodney, who pointed out that the integration of Africa with the capitalist countries of Europe leads to African underdevelopment. The underdevelopment theory claimed that the construction of railways and other colonial infrastructure were provided to exploiting underdeveloped Nigeria³. This perspective has been criticized for lacking objectivity. The colonial infrastructure, such as the ports and railways, played a concrete role in transforming Africa. The colonial claim was that the railway led to exploitation and poverty in Africa and Nigeria. It is generally agreed that

railways brought modernization and underdevelopment in Africa. In spite of the shortcomings, they can be used to study the impact of the railway construction in Ringim. Although we cannot rely on the underdevelopment perspective, due to its inadequacies. In view of this, the development perspective is employed to in this study to explain the impact of the rail line in Ringim.

1.1 STATEMENT OF THE PROBLEM

The railway has been an important agent of change expected to stimulate positive development, as it did in North America. It has been an important agent of the colonial exploitation in Northern Nigeria. Its introduction has been marked by the development of the areas it transverses, particularly on the local communities. Although works have been carried out on the socio-economic impact of the railway elsewhere, that of Ringim has not received the utmost attention. Ringim is an important railway town and an important administrative headquarters.

There are lots of studies on this form of mechanical transport in Northern Nigeria and on Ringim. The study conducted by Murtala Abubakar Ringim offers an instance of a window, but there is a vacuum, as in the impact on the development of groundnut production and trade and its impact on other commodities, the transportation of commodities to the rail-heads in Ringim from other districts, the activities of the trading firms, middlemen, commercial migrants, trade expansion, which may boasted markets and the trends in population expansion remain unknown in the historical analysis of Ringim.

Transport means of this nature also stimulates immigration, which could have been a consequence to further progress and a new form of settlement pattern and its attendant inter-ethnic mingling spurred by the railway. This has not been explored on Ringim. This trend of

development could have triggered both the positive and negative consequences, which remain hidden in the history of Ringim.

The study was, therefore, prompted to document the economic and social-cultural impact of the railway on Ringim, owing to its importance among the towns east of Kano.

1.2 RESEARCH QUESTIONS

The research questions for this study are as follows:

Q1 When was the Kano - Nguru Railway constructed?

Q2 Why was the railway station established in Ringim?

Q3 What socio-economic impact did the railway have?

Q4 How did the railway influence the emergence of the migrant settlement in Ringim?

Q5 How did the railway influence inter-group relations?

Q6 In what ways did the railway influence crimes in Ringim?

1.3 AIM AND OBJECTIVES OF STUDY

The aim of this study is to investigate and document the socio-economic impact of the Kano-Nguru Railway on Ringim from 1930-- 1972.

In line with the above, the study seeks to:

1 Find out the reasons that led to the establishment of the railway station in Ringim.

2 It attempts to highlight the consequences of the establishment of the railway station on cash crops and exchange in Ringim.

3.To find out the effects of the railway station on inter- group relations in Ringim.

4.To highlight how the railway influenced crimes in Ringim.

1.4 SIGNIFICANCE OF THE STUDY

This study is justified for the reason that no serious academic study has been conducted of the impact of the Kano-Nguru line on Ringim and its environs. Although very good work has been written on the socio-economic impact of British colonial rule in Ringim, the focus is not on the railway. Since the construction of the line, Ringim has been one of the major railway towns East of Kano in the 1950s and 1960s. Despite this, the history of the railway in Ringim has not received proper attention in the literature. This study is an attempt to fill the gap.

1.5 SCOPE AND LIMITATION OF THE STUDY

The scope of this study is limited to the assessment of the socio-economic consequences of the railway in Ringim from 1930 to 1972. The starting date of 1930 was chosen because it was the year the Kano-Nguru Railway and the railway station in Ringim were opened to traffic. The terminal date of the 1970s was chosen because it was a period marked by social crisis characterized by the decline of the railway system and the emigration of the of the southern migrants and the decline of export produce with its attendant consequences on the railway and the local economy of Ringim.

1.6 LITERATURE REVIEW

There is considerable literature on the history of the railway and its consequences on the Nigerian society. The literature focuses on different themes and they are rich. Some of the literature are reviewed below.

The first work to be reviewed in this study is Florence Okediji's (1972) thesis from Indiana University, U.S.A., "An Economic History of Hausa-Fulani Emirates of Northern Nigeria: 1900-1939". The work looks at the impact of British rule in the transformation of Northern Nigeria. It particularly looks at the British colonial policies on the development of the mechanized transport system and its consequences on the development of the cash crops trade, such as cotton and groundnuts as well as hides and skin. As the author argued the need for Nigerian groundnuts by the British at the end of the First World War led to the extension of railway and the gradual rise in groundnut production and trade and the role of the Hausa traders in the trade⁴. The work is a path breaking one that sheds light on the economic history of Hausa-Fulani Emirate of Northern Nigeria. However, it is limited to the period of 1939 and the study area, Ringim, only featured in passing. It did not featured much in the discussion. This present study is on the effects of the Kano-Nguru Railway on the socio-economic activities in Ringim.

Jan S. Hogendorn's book published by Ahmad University Press (1978), "Nigerian Groundnuts Exports: Origins and Early Development", focuses on the development of groundnut export in Northern Nigeria. The work linked the development of the new transport infrastructure to the take off of the groundnut export trade. The transport infrastructure, as the book suggests, was originally built to transport cotton, but it unexpectedly stimulated groundnut. The development of the new transport activated two rounds of a groundnut boom. The work also suggests that the

5 Hausa traders played a very important role in the groundnut export trade⁵. Despite its importance to the present study, it is silent on the Kano-Nguru Railway and terminated in 1914, while the present study terminates in 1972.

Wale Oyemakinde's "Railway Construction and Operation in Nigeria, 1895-1911: Labour Problems and Socio-economic Impact", an article published in the Journal of the Historical Society of Nigeria (1974), looks at the consequences of the railway in Nigeria. The work further gives insight on the development of wage labour and the attendant consequences on socio-economic activities. The construction of the railway, as Oyemakinde indicated, facilitated the circulation of the colonial currency. The work is invaluable in expanding our knowledge on railway transport, though its emphasis is more on the Yoruba land. It also showed how the railway led to the growth of towns on the rail line⁶. The work is an original work based on colonial records and official documents. However, its focus is mainly on the main Line (i. e. the Lagos Railway and the Baro-Kano Railway) It however, does not look at the branch lines, such as the Kano-Nguru line, which is the focus in this study. This present study looks at the consequences of the construction of the Kano-Nguru Railway on the society and economy of Ringim from 1930- 1972.

Micheal Mason's "Working on the Railway: Forced labour in Northern Nigeria, 1907 to 1912", also a chapter in an edited book titled African Labour History, Concordia University, U.S.A (2013) discussed the use of forced labour on the Northern Nigerian Railways and the local reaction to labour recruitment on the railway⁷. It also furthers insights on the impact of railway construction on the communities along the rail line. Despite the importance of the work, it only focuses on the early mainline (i. e. Baro-Kano) and its branch line Bauchi light Railway. It did

not look at the Kano-Nguru line, which is the focus of this study. This present study essentially looks at the consequences of Kano- Nguru line in Ringim and its environs.

Another interesting study worthy of review is Shehu Tijjani Yusuf's "The Socio-Economic Impact of the Railway in Northern Nigeria: A Study in Transformation of the Rural Communities along the Rail line between Kano and Zaria, 1908-1970", PhD Thesis, Leiden University, the Netherlands (2015). It furthers understanding on the development of cash crops export trade, such as cotton, groundnut and hides and skins as well as staple food trade and their associated consequences. It also looked at the effects of the railway on the emergence of migrant settlements along the line and how the railway stimulated criminality and provided a platform for criminals to operate. This interesting work placed the effects of railway development in Northern Nigeria in perspective. The work is over two hundred and thirty pages long addressing issues of the changes brought about by the railway between Kano and Zaria. It stressed the politics and diplomacy involved in railway development and the local responses to railway, such as the suspicion, awe and apprehension that accompanied railway development and operations in Northern Nigeria. These were in addition to highlighting how the local inhabitants perceived, domesticated and appropriated the system and the impact of the line on cash crops production and trade as well as crimes⁸. However, the work did not look at the Kano-Nguru Railway, which is the focus of the present study. The present study focuses on the socio-economic consequences of the Kano-Nguru Railway on Ringim from, 1930 to 1972.

Similarly, Shehu Tijjani Yusuf's M.A Dissertation (2007) of Bayero University, Kano, "The impact of the Railway on Madobi and Kwankwaso Towns of Kano Emirate, 1903-1967", discusses the impact of the railway on the countryside southwest of Kano. It particularly looks at how the railway influenced agricultural production and trade and the activities of the European

trading firms on the local economy of Madobi and Kwankwaso. It also highlights the influence of the railway on the migration of new population and the emergence of new forms of social network. The author argued that the railway brought prostitution, crime and criminality. It also showed that the line brought wealth to the middlemen, thereby expanding the export trade. This is in addition to looking at how the line led to the development of infrastructural facilities. The work provides further understanding on the effects of the railway on the political, economic and social landscapes of Madobi and Kwankwaso⁹. This present study looks at the socio-economic impact of the railway, with focus on cash crop production and trade, the experience of railway development and inter- group relations as well as crimes in Ringim, among other things.

Alhasan Bako's B.A. Dissertation, University of Maiduguri (2007), "The Impact of the Extension of Railway on Kano" looks at consequences of the railway on the cotton, groundnut and hides and skins production and trade. It also looks at the activities of the European companies, the problems of the Railway Corporation and its responses to ameliorating them as well as the establishment of the Nigerian Institutes of Technology¹⁰. However, despite its usefulness, it does not cover the Kano-Nguru line, which is the focus in this work.

Looking at the Kano-Nguru Railway which is the focus of this study, in addition to the one above, there are a couple of dissertations at the undergraduate level which also look at the history of the line. For instance, Muhammed Masaki's B.A. Dissertation, Bayero Univesity, Kano (2009), "Origin and Development of the Kaugama Town as a Railway Station in Jigawa State to 2008", looked at the origin of Kaugama town, its social, political and economic structures, the history of Kaugama and the British conquest of Hadejia through the coming of the railway. It also looked at the effects of British colonial rule and the extension of the Kano-Nguru Railway on Kaugama and its associated consequences. It also looked at the impact created by the railway,

particularly the increase in population, socio-economic development and the introduction of western education. It ended with a discussion on the creation of Kaugama local government and proffers some solutions to the problems of the railway¹¹. However the work largely focuses on the political history of Kaugama rather than the socio-economic impact of the railway on Kaugama as in this study

Rabi'u Muhammed's B.A. Dissertation from Bayero University Kano (1999), "The Analysis of the Socio-Economic Impact of the railway on Garun Gabas", is an interesting reading on the socio-economic consequences of the railway. It provides further understanding on why the railway station was established at Garun Gabas and not Hadejia, the officially favored site. It also looks at the impact of the establishment of the station on agricultural produce, such as groundnut and hide and skins as well as on the European manufactured goods, amongst other issues¹²: However, it does not talk about the construction of the line and labour recruitment on the line. This important gap is filled in this study.

Muhammad Muhammad's B.A Dissertation, Bayero, Kano (1999) "The impact of the Railway on the two Birniwas", examined the effects of the railway on the two towns. It, among other things, looks at the effects of the line on agricultural production, the rise of new class of labour and the emergence of markets and also the development of social vices, such as thievery, unemployment and prostitution. It also commented on ethnic interaction, social changes and its attendant's effects, such as drinking alcohol.¹³ However, it pays less attention to the activities of the multinational companies that came in the wake of the railway. This present work differs from his in many respects. It is a comprehensive study of the socio-economic consequences of the railway and its associated consequences, such as cash crops production and trade, inter group relations and crimes, amongst other things.

Finally, Murtala Abubakar's M.A. Thesis, (1992) from Bayero University, Kano on "The Socio-Economic History of Ringim from 1903-1993", looked at the impact of British colonialism on Ringim. It among other things looked at the cash crop export trade, particularly the development of the railway and the groundnut trade, the establishment of the European trading firms and colonial infrastructures such as rest-houses and schools, e. t.c.¹⁴ This mainstream literature on the socio-economic history of Ringim has some gaps. For instance, its focus is not on the railway, though it discussed cash crop production and trade, such as groundnut, hides and skins and tobacco. It focuses exclusively on the groundnut trade and overlooked the hides and skins production and trade. The discussion on groundnuts is also limited. It did not look at the influence of the line on population movement and inter community relations. Its treatment of the impact of the railway is limited. This present work differs from it in many respects. For instance, its focus is entirely on the socio-economic impact of the railway. It looked at groundnuts, hides and skins and tobacco production and trade in Ringim from 1930 to 1972. Although Murtala's thesis is on socio-economic history, this present study is much more detailed, as and it looks at issues Ringim overlooked in his work. This is in addition to examining how the rail line stimulated cash crops production and trade. The railway transformed Ringim and the communities it passed through. It affected not only its economic activities, but also inter ethnic relations and crimes in Ringim, amongst others. Hence, the study is feasible and worthy of consideration.

1.7 SOURCES AND METHODOLOGY

The source material used for this study includes written literature and oral information. The written documents include archival records, such as annual reports, and district records, such as assessment files, gazetteers and Inspection notes, among others. Others are Marketing Boards

and Railway records. The study also relied on secondary sources, such as published and unpublished records. The published records include books, journals and articles. The unpublished materials on the other hand, include dissertations and theses. These materials were obtained in the libraries of Bayero University Kano, Kano State History and Culture Bureau and the Dutse Emirs Palace Museum as well as the National Archives, Kaduna.

The study also relied heavily on oral information. The Oral source has proved very useful in reconstructing the African past. Scholars in Nigeria have written histories of the various Nigerian societies through the use of oral sources. In Northern Nigeria, people have preserved their histories in many ways which include language borrowing, oral history, legends, soothsaying and songs¹⁵. The value of the oral source is very crucial. Hence, this study heavily relied on oral sources, as most of the information required cannot be found in documentary records alone. This is because some of the participants and eye witnesses to the events discussed in some of the chapters are still alive. It is necessary to hear their voices through their own mouths.

The use of many sources became necessary given the limitations and sometimes contradictions and the inconsistency inherent in the colonial records and oral sources. For this reasons, the study made use of oral sources side by side with the other sources. The methods are, therefore, relevant in the reconstruction of the history of the railway in Ringim. The combined sources provide a better perspective than oral history or the colonial sources alone could have provided.

CHAPTER BREAKDOWN

This study is made up of six chapters, each dealing with different issues that tell the history of the railway in Ringim. Chapter one, which is the general introduction, introduces the study and

the rationale behind it. Chapter two looks at the history of Ringim, with focus on the political, economic and transports changes in the 19th and 20th centuries.

Furthermore, Chapter three examines the construction of the Kano-Nguru railway. It started by looking at the decision to build the Railway, Surveying of the line, labour recruitment and Construction of the line. Chapter four examines the development of the cash crop export trade and its associated effects in Ringim. Chapter five discusses the new settlement patterns as a melting pot of culture and civilisation in Ringim and inter group relations and its impact on Ringim.

Finally, Chapter six discusses how the railway stimulated crime and criminality, such as the theft of keys and burglary or robbery on the rail line in Ringim and its environment during the period under study.

ENDNOTES TO CHAPTER ONE

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2.0 CHAPTER TWO: RINGIM IN THE 19TH AND THE 20TH CENTURIES.

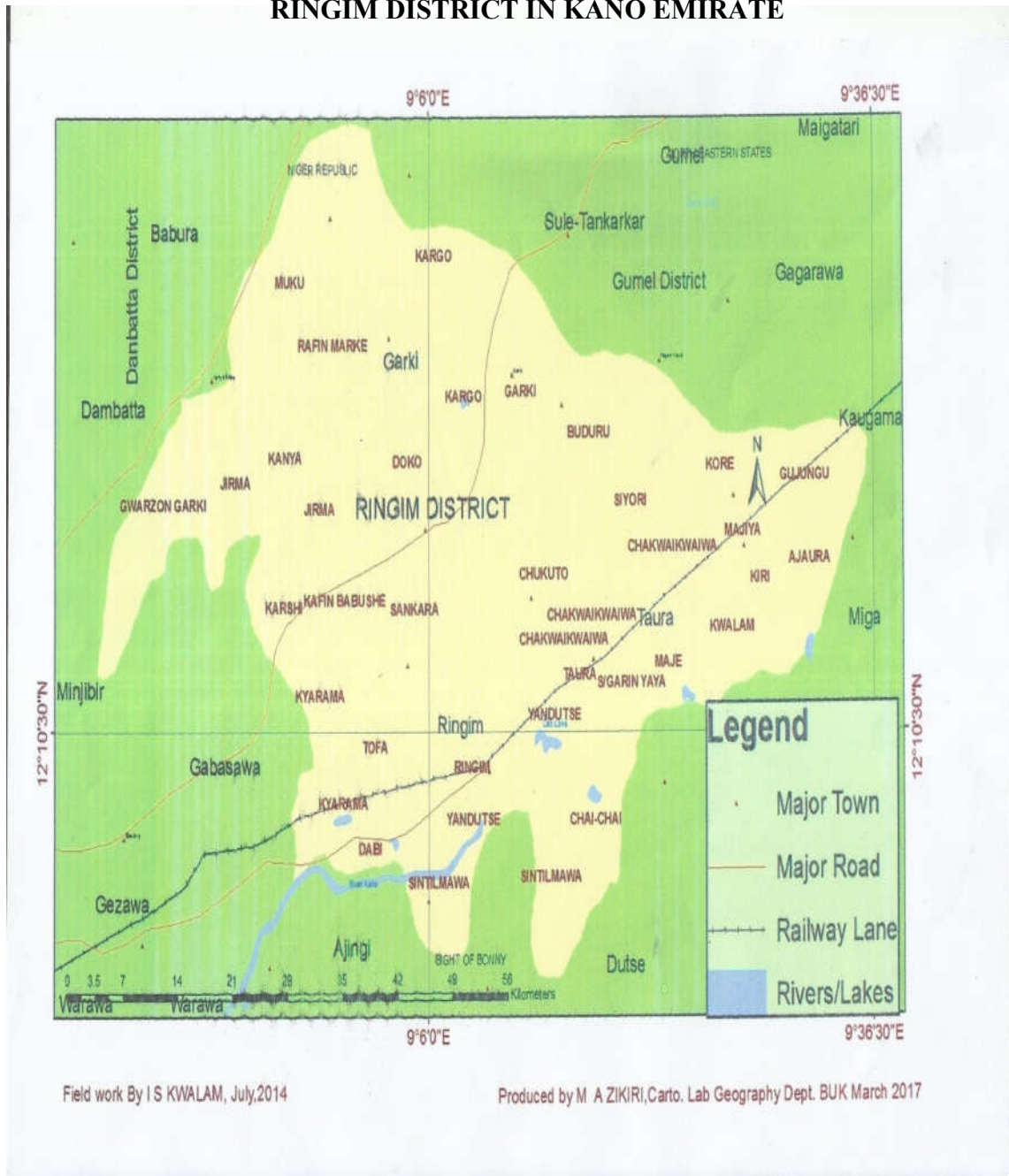
2.1 INTRODUCTION

This chapter examines the political and economic system as well as the transport and communication system in Ringim in the 19th and 20th centuries. It started by looking at the geography of Ringim, its tradition of origin and political and economic institutions in the 19th century. This was followed by discussion on the political, economic, transport and communication changes in the 20th century.

2.2 GEOGRAPHY

Ringim is one of the most important districts in Kano. It is located east of Kano. It is bordered by Dutse, Miga and Kaugama to the east; Gumel to the Northeast, and Danbatta, Minjibir, Gezawa and Gabasawa to the west, to the South by Danbatta and Gumel to the north. Also, to the south east lies Gaya, Ajingi and part of Dutse.

RINGIM DISTRICT IN KANO EMIRATE



Ringim is situated geographically on latitude 12° 9'4" North and 9° 9'45" East¹. It is an important District that played prominent role in the development of the Kano Emirate². Ringim falls within the climate of the Kano zone and enjoys same climatic features. The climate comprises wet and dry seasons. The wet season starts from June to October³. It enjoys a 34 inches rainfall in a year. While the dry season starts from November to May.⁴ The dry season lasts between seven to eight months. Situated on fertile and tillable land, the environment supports the cultivation of a variety of food crops, such as groundnuts, cereals, such as rice and wheat as well as Cassava. It also supports cash crops like, maize, millet, corns and vegetables. The soil type is rich and fertile. The terrain is full of loamy black soil. In the northern part, the soil is sandy loamy, which is typical of Jigawa State..

The main physical feature in the area is River Hadejia. The existence of the river supports agricultural production. The flood plains were intensively exploited for dry season crops such as vegetables, onions and tomatoes, e.t.c. As Emmanuel Olofin pointed out, the annual river flooding supplies dark grayish soil, which is rich in content and used for dry season farming.⁵ The flood plain also provides grassland for the Pastoralist Fulani. The River is also used for fishing and irrigation by the people of Ringim.

B. THE TRADITION OF ORIGIN

The origin of Ringim town is shrouded in tradition, which credited the founding of the town to an outsider. One account has it that Ringim people were the descendants of Torankawa hunting group, who came from Kano in the 17th century. Within this same period, they were followed by the Kutumbawa, whom it was said came during the reign of Sarkin Kano Kutumbi (1623-1485)⁶ The Kutumbawa were said to have settled at Torankawa. As the case with most hunting, the

earliest communities were temporal, as the migrants relocated elsewhere. The inhabitants of Ringim before Ada were a small community of hunters as well as farming people living in a place named Bantsoro. They were, however, overwhelmed by the Ada people. By the 19th century, there was a major immigration of people into Ringim under their leader (Ada) who established his rule over Ringim.⁸ Overtime, other people migrated into the area. An account, though unpopular in Ringim, has it that Ringim was founded by one Bamaguje called Ringim.⁹ This Bamaguje came from Sintilmawa and founded Ringim and overtime the town expanded to its present situation.

From the three accounts, it can be seen that the town was founded by an outsider whom, as the popular tradition in Ringim suggest, was Ada. He was believed to have founded the town and was its first Leader. Although one colonial record points to Kaejo as its first King, Ada is generally believed to be the founder. Narrative concerning Ada's attack of rinji (the archaic name for Ringim) was important in the political development of Ringim. Ada, as the tradition suggests, set out to attack Kano, leaving behind his son, Kwalluwa, to rule rinji. This development was said to have happened in 1805¹⁰ By the end of the nineteenth century, Ringim was ruled by the Ada dynasty.

Ada was succeeded by Kwalluwa, his son and followed by Barde and others as the Table 2. 1 below indicates. By the end of the nineteenth century Ringim was ruled by Ada dynasty. It is evident that, there was an autonomous community originated from the people of Ringim. Ada was only instrumental to political development in Ringim.

Table 2.1 List of Sarakunan Ringim

S/N	Name	Date	Number of years in office
1	Ada	1800 to 1805	5 years
2	Kwalluwa	1805 to 1818	13 years
3	Barde	1818 to 1825	7 years
4	Akurya	1825 to 1839	14 years
5	Abdullahi mai Masallaci (Dan/sarkin Gaya Ali)	1839 to 1864	25 years
6	Ali Baturen Sankara (Dan/Abdu M/Masallaci)	1864 to 1865	1 year 4 months
7	Adamu Baturan Gunka (D/sarkin Gunka Muhammadu)	1865 to 1874	9 years 3 months
8	Ali (Dan Sarkin Ringim Abdullahi)	1874 to 1878	4 years
9	Muhammad Danfurya (Sarkin Kano Alu Mai Sango Turbaned him)	1878 to 1903	5 years
10	Musa Danfurya	1903 to 1907	4 years
11	Usman dan Ali	1907 to 1919	12 years
12	Muhammadu Na ta'ala (Dan/sarkin Gunka Adamu)	1919 to 1947	25 years and 3 months
13	Alhaji Shu'aibu (Dan/sarkin Ringim Muhammad na Ta'ala)	1947 to 1992	45 years

.SOURCES: Mus'abu Shuaibu (2015) A brief History of Ringim : a short written account , unpublished family notes (Madakin Ringim House).¹¹, JIGAWA *Salsalar Gina Sabuwar Duniya, Gagaruman cigaba da aka samu A Jihar Jigawa daga 2007 zuwa 2013* (Abuja: Diametrics Limited).¹²

2.3 ECONOMIC ACTIVITIES

The people engaged in a multitude of economic activities, such as: agriculture, trading and industrial activities, which are discussed below.

A. Agriculture

One of the economic activities in Ringim as elsewhere in the Kano Emirate was agriculture, which provides both subsistence and exchange requirements. Virtually everybody in the area, including traders and industrialists, engaged in agriculture. Land was abundant and could be accessed individually and those without land could access it on demand. In the pre-colonial period, land was a communal property held in trust by the Emir and his representatives.

The basic unit of production was the household (*gandu*). Under this arrangement, a household worked on a communal land supervised by the house-head. They worked together as a family and ate from the same pot. As Mahdi Adamu pointed out, ‘the people were expected to do work or trade on their own account. Although, agricultural production was household based, the aristocracy and the merchant classes relied on slave labour for production. Slave farms (*rumada*) and plantations (*gandaye*)¹³ belonging to the aristocrats and merchant classes in the city were scattered across the study area’¹⁴.

There were *gandu* and *rumada* in Ringim, the traditional rulers and merchants had theirs at either sides of Ringim town. For example, Sarkin *noma* Ibrahim has *gandaye* by the river side and produced grains in several hundreds yearly¹⁵.

The people grew food crops, such as millet, guinea corn and cassava as well as cash crops, such as groundnuts and cotton. They also engaged in irrigation farming, where they grew vegetables. The proximity to River Hadejia provided seasonal flooding which gave the soil more nutrients, thereby fertilizing the depression¹⁶. The river was also used for irrigation farming and fishing which provided food, for consumption and trading. In the 19th century, the river was a source of livelihood as it was used for farming, irrigation farming and fishing. It was also used for inter-

farm transport by water. With the advent of the colonial period, it was used for growing tobacco in Ringim

C. TRADING

Trading was another important economic activity in Ringim .People engaged in both local and long distance trade. The local markets served as focal points for the exchange of goods. The major articles traded were foodstuffs, livestock and industrial products .Products from the plantations and industries also entered the markets for the purposes of exchange .People also engaged in local trade and long distance trade. The major route used was from Ringim to the cattle market at Kumsa, a village near Malam Madori. However, it was not clear whether the principal route was used by Ringim merchants, but it has been established that in the early 20th century, a route to Borno was opened from Ringim. The articles of trade in this type of trade were food Stuffs, cotton clothes and dyed materials. Another article was leather products, particularly sandals, known as *Balghah*¹⁷ or ‘Morocco Leather’.

In the pre-colonial period, Ringim people traded with her neighbours in the local periodic markets. Amongst these village markets were Shafar, Chaichai, Harbo, Gujungu ,Debbi, Beguwa, Larabar Zango and Larabar Gurgunya. Ringim people frequented them. The market days were Mondays, Tuesdays, Wednesdays, Thursdays Fridays and Saturdays. Rural markets specialized in foodstuffs and other industrial needs used in farming and household acquirement. For instance a bag of corn was sold for 2s.¹⁸ on the eve of the British colonial rule. The articles of trade were animals, salt, potash, slaves and other local consumable goods, such as clothes, raw materials, weaving and dyeing activities.

Ringim people were known for their Kola nuts trade in the 19th century.. Amongst the notable traders were Alhaji Mamman, the father of Inuwa mai Goro, who brought the kola to Ringim from Lagos by donkey transport. The trade was later taken up by his son, Alhaji Inuwa Maigoro, in the colonial period. With the advent of the railway during the colonial rule, Alhaji Idin Miga migrated to Ringim and became a leading Kola nuts dealer.¹⁹ Also, merchants from Ringim frequented the Northeast route to Kumsa markets on Mondays for trade in livestock.

D INDUSTRIAL ACTIVITIES

Industrial activities were other economic dealings in Ringim in the 19th century as was in the Kano Emirate. People engaged in different industrial activities, such as blacksmithing, weaving and pottery, mat-making and dyeing as well as leather works. These activities were mostly hereditary, each with its own guild. The condition in Ringim supported industrial production. The most popular industrial activities were weaving and dyeing, with production largely household based, but some people, such as the merchants, industrialists and aristocrats, relied on slave labour. The people also engaged in dyeing and clothing activities, as mentioned. The first dyeing site (*karofi*) was at Kofar Dagacin Ringim to the North; it was buried and moved to the east. The person in charge was Gambo Makeri²⁰. It remains the centre for dyeing activities, where threads and clothing patterns were produced for local consumption and trade.

People also engaged in cloths in Ringim. The exceptional clothing material produced was *Taguwar fari* made by one *Maiunguwar Katutu*²¹. There were other clothing raw materials like thread making and weaving done by some households, particularly women. These were marketed within Ringim and other minor markets around it. This was owing to the difficulties in clothing materials at the time it was produced at Ringim and sold to the markets.

2.4 TRANSPORT AND COMMUNICATION

The principal means of transport and communication in Ringim as elsewhere in the Kano Emirate in the 19th century were human porters and animal carriers-involving donkeys, camels and oxen. Human transport was the oldest form of transport in Northern Nigeria and Africa in general. Pre-colonial Ringim did not develop mechanical transport. As elsewhere in Africa, it relied on human carriers and animal transports for transporting goods and also for long distance.

However, head-loading or human carriers have lots of weaknesses²². They have low carrying capacity and waste time. The porters also charged high for their services. It was due to its shortcomings that the British colonial authority decided to introduce a mechanical form of transport that would satisfy the need of the 20th century.

Another animal transport mode was Camel. This form of transport was suited to desert journeys, because of its ability to do without water for at least two weeks and without food for a week. However, with the establishment of British colonial rule, all these forms of transport were considered inadequate and primitive under the new dispensation.

Donkey was another form of transport in Ringim in the 19th century. It was the most popular form of transport for trading purposes. Donkeys were the most popular transport means in the Sahel. Donkey was easy to breed, cheap to maintain and have patience, which other animal's lack²³. Donkey's popularity as a transport mode stemmed from the fact that virtually every house- hold owned it. Those without one hired the services of professional animal transporters. People used the donkey for long distance journey to Borno and as far as Kongolon, Mata Maye and Damagram in Niger²⁴. As for the Ringim people in the 19th century, there were local footpaths linking Ringim with neighboring towns. These types were used by the people in day to

day travelling and for marketing purposes. Donkeys were used extensively in travel to farms and on distant trading. This form of transport was used in convoys with the Madugu, who was said to be the leader of the merchants, heading to Ikko in southern Nigeria and Kumsa in the Northeast, as mentioned earlier²⁵. The southern route was patronized by kola merchants, the eastern routes were used by both petty retailers of cattle and Arab migrants who came to Ringim from Sudan and Yemen²⁶, and who later became active cattle traders and merchants. They bought cows, sheep and goats from Kumsa and transported them by professional conveyers from local areas and a few from the breeding areas of Damagram villages. They were organized transporters who do their work on trust agreements for a charge not more than two to three shillings each²⁷.

2.5 POLITICAL ORGANISATION: RINGIM UNDER BRITISH COLONIAL RULE

The imposition of British colonial rule at the turn of the century marked a new phase in Northern Nigeria's political and economic landscapes. The colonial authority stripped the traditional rulers of their powers and subordinated them to British colonial rule. The British authority introduced policies, which not only undermined the traditional institution, but also strengthened British power to rule over them and exploit them for the benefits of their home country. The establishment of British rule in the Kano Emirate in 1903 was marked by a series of re-organizations, including political reform in the name of indirect rule. Frederick Lugard (the Governor General of Northern Nigeria, 1900-06) introduced the policy in order to preserve the traditional institution from interference from British officials. The policy sought to save the British authority the cost of administering the territory-since they ruled through the constituted authority.²⁸

From the onset of its rule in Kano, the British Colonial Government appointed Abbas the Emir of Kano. Previously the Emir was appointed by the Council of King Makers. In this case, the Emir was to administer the Emirate under the supervision of the Resident, who acted as his superior. He ruled with limited power and could not oppose British policy. The political reorganization was followed by reform of the districts and posting district heads to their districts. In the 19th century, the district head administered their districts through their slaves or officials (*Jakadu*), who helped them to maintain law and order on behalf of the absentee land-lord. He collected taxes and reported cases of maladministration to the district head. Under the new arrangement, the District Head was to reside in his territory. The first district reorganization took place in 1908 and Ringim was created as a district with headquarters at Dabi. The district comprised Ringim, Taura, Sankara, Majia and Dabi. By the 1920s, further reorganization led to the creation of Dabi and Taura Districts out of Ringim²⁹.

By 1927, the district head quarters was relocated from Dabi to Ringim. This was because of the large size of the district and the unsuitability of Dabi to accommodate colonial infrastructure, which was the central focus of the colonial economy. This political reorganization was a turning point in the history of Ringim, as it became the seat of district head and the central focus of political and economic activities. By the 1940s, the district was further strengthened to accommodate Dabi and Taura, which had been merged under Ringim district. This continued until 1960 when Nigeria became independent.

By 1967, Kano state was created and Ringim district was merged with Garki, Taura and Ringim as one district. By 1976, Ringim district was made a Local Government Area with Ringim as the headquarters.

2.6 ECONOMIC POLICY

Following the establishment of British colonial rule, the government introduced a number of policies, which not only transformed, but also undermined the economic system. These policies became necessary to facilitate the physical exploitation of the material resources of the area. As it would be seen below, the new policies tied the people to the land and made them work for the British currency. Below are the policies instituted by the British colonial government.

Land policy

Land policy was one of the policies introduced by the British immediately after establishing their rule in Kano. The British took over all land and classified it as crown land. By this development, any person that wanted to make use of land must apply from the government which had the prerogative right to allocate it to whoever it wished. In the 19th century, land was a communal property held in trust by the Emir and his representatives. The British abolished this right²⁹ and gave it to the Resident.

Right from the onset, the British dispossessed people of their land. Between 1900-1906, Lugard and his successors implemented a number of Land policies, which in the long run turned people into wage labourers. In theory, the colonial authority nationalized all the land, but in practice, the lands were used for public works, such as infrastructure- roads and railways as well as for public buildings. The colonial government enacted the Land and Native Right Ordinance no 10 of 1910 to ensure the effective operation of colonial economy and the appropriations of farmers' land for compensation-involving money of non-commensurate value. Farmers in Ringim were compensated by the British for using their land for the railway construction. Another policy on

land which had a direct bearing on the people was taxation popularly called Taki, as it affected land. This is because it tied the people to the land, so as to obtain cash to pay tax.

Labour

Following the establishment of the British Colonial rule, the colonial authority introduced a labour system based on force and wages. By this system, people were to work or sell their labour to acquire the colonial coins. In most cases, people were forced to work for the government. Most public works were built by force labour. For instance, the railways, roads and other public works were built by forced labour. Although the British paid the Labour, the district heads supervised the works and payment and sometimes refused to pay them. The colonial labour tend to tied people to the land so as to obtain colonial currency to pay tax. The policy released people for public works, such as railway, roads construction e.t.c.

The labour policy was used in Ringim through the employment of labourers to work in public works, such as the Slaughter slab, elementary School buildings, hospitals and, most importantly, railway construction and maintenance. The Traditional rulers contributed and ensured that the labourers were always supplied for such public works.

Agriculture

The colonial economy in its entirety was based on export production largely agriculture. With the establishment of British rule, the economic policies were directed towards the exploitation of raw materials to feed British industries. In this regard the colonial policies in the area of land, labour and taxation were meant to be tied the people to the land and make them produce agricultural products for export. As the next chapter will demonstrate, the export of cash crops,

such as groundnuts, tobacco and hides and skins among others, formed the basis of the economy in colonial Ringim as elsewhere in the Kano Emirate.

The most striking devices made by the British colonial government was to force Farmers to produce the required crops through the introduction of the colonial currency. They introduced the British gold coins, silver coins, dollars, the pence and shillings³⁰ to be the only legal tender³¹, thereby exiting the old cowries and related currency as well as barter exchange principles practiced. The new colonial currency was introduced to stimulate the new cash crop economy and payment of taxes. The new currency mechanism was introduced to force farmers to produce for British industries. This currency technique was advantageous to the British colonial government. ³²The colonial currency measure were incompatible with the local currency. With the rail line development, this affected the purchasing power of the farmer and any delays further engendered it, as it featured in the 1950s and 1960s in Ringim³³. The colonial authority helped to improve the quality of the products through the provision of improved varieties and by ensuring that they were grown. The provision of a modern transport system by the authority was to facilitate the export of the crops. This is based on the notion that cash crop export would not be possible without a modern transport system.

2.7 THE DEVELOPMENT OF MODERN TRANSPORT AND COMMUNICATION

Following the establishment of the necessary structures that would facilitate the smooth exploitation of agricultural and mineral resources, the British introduced modern transport and communication, most especially the railway. The development which was imperialist was motivated to feed the British industries of raw materials³⁴. The first rail line in the northern region-the Baro-Kano railway was developed to transport cotton for the British Lancashire

industries. The construction of the railway started in 1908 and was completed for traffic in 1911. The completion of the line immediately stimulated groundnut export in Kano rather than cotton- the officially favoured crop. Within a short time after its opening, the railway stimulated two rounds of groundnut boom between 1912-1914. The exports were so great that it exceeded the capacity of the railway. Groundnut export accumulated at the station. The European trading firms had to discontinue buying for sometimes because of the transport difficulty³⁵.

The outbreak of the First World War in 1914 dislocated the export trade, as buying and shipping were discontinued-because of the war. The involvement of the European countries in the war meant that, the British suspended groundnut export to countries such as Germany, which had been accused of causing the war. The groundnut export was in jeopardy and remained in that situation until the end of the war³⁶.

The termination of the war in 1916 led to the continuation of the export trade. All the crops that had accumulated at the station had been cleared. As the war came to an end, there was a new demand for Nigerian groundnuts. This, according to Jan Hogendorn and Francis Okediji, was as a result of a new demand from Britain³⁷. Prior to the war, the demand for Nigerian produce had come from Germany, France and Holland because Britain could not process the crop. The completion of the processing plants in Britain meant that British could now process the crops from Nigeria to meet her demand. The colonial government also embarked on the expansion of the railway system to accommodate the anticipated export boom. By this development, the colonial authority extended the railway system to areas with agricultural potentials in the North. Such areas were the northeastern parts of Kano, where the Kano-Nguru railway transversed. As will be shown in the next chapter, the railway line followed rich agricultural areas with enormous consequences for the studied communities.

2.8 CONCLUSION

The chapter has discussed the history of Ringim in the 19th and 20th centuries. It has been shown that Ringim was a pre-colonial town in Kano Emirate created in the 19th century. As with other polities in the Emirate, its economy was based on agriculture, industrial activities and commerce. The transport system in the area was old largely human and animal transport. The establishment of British Colonial rule at the turn of the twentieth century was marked by the introduction of a series of policies, such as currency, land and labour as well as agricultural production, the exploitation of mineral resources and the development of modern transport, such as the railway system, in order to facilitate the export of cash crops.

ENDNOTES TO CHAPTER TWO

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3.0 CHAPTER THREE: THE CONSTRUCTION OF THE KANO-NGURU RAILWAY

3.1 INTRODUCTION

This chapter examines the construction of the Kano-Nguru Railway. It looks at the surveying of the line and the method of labour recruitment and the establishment of the railway station in Ringim.

3.2 THE DECISION TO BUILD THE RAILWAY

The decision to extend the rail line from Kano to Nguru was proposed by the colonial government in Northern Nigeria. The decision to build the line was imperialist motivated to facilitate the evacuation the cash crops, such as groundnuts, and tobacco and produce such as hides and skins as well as livestock for export and for internal consumption in the country. The increased demand for Nigerian produce from Europe at the end of World War 1 motivated the decision to expand the rail system and transport the produce from the northeast of Kano as far as Nguru. The decision to extend this line was proposed by Friderick Lugard after the First World War, with the intention of ‘commercial and economic development’¹ in theory, but in practice it was to tap the rich agricultural areas of northeastern Kano. The old transport system used in the areas was considered primitive and inadequate, characterized by low speed and low carrying capacity. Hence, the need for a mechanized form of transport. The colonial authority believed that railway transport was the only form of mechanized and fast transport that could best exploit the resources in of area and open up the region to the civilizing influence of British colonialism. The Niger Committee constituted in the last decade of the 19th century had suggested the construction of railroads as a practical mechanism for developing the country. Also, the general act of the Brussels’ Conference to which Britain was a signatory had also recommended the construction of railways as evidence of effective control.² The construction of the Kano-Nguru railway proceeded by survey, labour recruitment and construction, as discussed below.

The decision to extend the line from Kano to Nguru was sanctioned by the Northern Protectorate government, personified by Governor General Lugard, to extend the railway to the rich agricultural areas of Northern Nigeria, as far as N'gelewa (Nguru).

3.3 THE SURVEY

The survey of the rail line from Kano-Nguru started in April 1926. It was carried out by the Engineering Department of the Nigerian Railways. The membership of the survey committee included, the Chief Engineer the head at Kakuri-Kaduna, the Railway Engineer, Mr Collyns, the District Officer, Mr Carrow, Mr R.F.P. Orme (the District Officer on tour), Mr F.M .Noad District and Engineer Construction. Resident and Mr C.W.Alexander, who had been Resident Kano since Novemver 1925³ contributed in actualizing the rail extension project. The period from April 1926 to August 1927 was the period when the survey of the Kano-Nguru railway extension was conducted. The survey party was careful to survey only areas with great agricultural potential. In order to cut down cost and minimize technical difficulty that may hinder the successful construction of the line, the party avoided areas with great geographical challenges, such as hilly and swampy areas. For instance, the existence of the River Hadejia forced the survey party to divert the line by following North of Dabi through Ringim. They also avoided areas with water difficulty; this is because the railway requires water to function.

Since the railway requires traffic to pay its way, the survey party considered areas with considerable population and established markets and where the European firms had established buying stations. The party recommended a station to be built at Jogana located at mile 11. ½ on the rail line, Zakirai mile 25. ½, Dabi 31.½ and Gezawa mile 38. ½, Ringim mile 43.½ and Zangon Kanya mile 47. All these villages according to the survey report were villages of minor

importance. The most important being Ringim. It is important to mention that the survey party did not favour the choice of Ringim as a station because of the difficulty of getting water for the train. It was the colonial District officer (D.O.) of the Ringim District, Mr Carrow, who pressured the Northern authority to consider Ringim, because it was an ancient town with 3,500 people and a well-established market and presence of European firms. The authority saw reason in Carrow's request and Ringim was made a railway station in 1928.⁴The survey party proceeded with their survey, passing through Taura, Biram ta Gabas, Kiri Kasamma, Birniwa and reaching Nguru in 1930.

It is important to note that following the survey of the line and the identification of the areas where the stations were to be built, construction work did not begin immediately, as there was a problem of compensation to those people whose land and houses would be affected by the project. After the issue had been resolved, the sum of £15 was approved for farmers in Ringim to vacate or surrender their land for the railway project. Additional 30 s. was added for the farmers to secure new land to settle.

3.4 LABOUR REQUIREMENT

Labour recruitment for the construction of the line followed closely on the Survey. Labourers were recruited from those communities along the line. The District Officer Mr T. Hoskyns-Abrahall in 1928 commenting on the benefit derivable from the construction by both labourers and local people, pointed out that, "...generally speaking labour and the local populace were to their mutual benefit on the best of terms"⁵. This was the basis where the labour teams were sourced from each village by the village heads. The labour method used on the line was the voluntary method where labourers come on their own will. But in practice, they were conscripted

through the traditional rulers of those villages where the line passed through. The Labourers were recruited to do difficult tasks, such as clearing bush, farmland and earthwork. The contractors sourced the labourers through the village heads. In the traditional Hausa society, personal loyalty to a traditional rulers is important. Therefore, during railway construction no villages dared to fail to contribute even without pay. They worked as unskilled labourer, particularly in earth work. At the start of the work in 1927, there were 600 voluntary labourers. By the end of the year, the number had increased to 1, 700. About 30% of the men were from the communities along the line and 20% from other parts of Nigeria. 50% were from the French territory of Chad. These immigrant labourers were said to be very committed and devoted people to the work, as they worked day and night on the line. The Hausa called them “Gwado Gwado”, meaning physically ‘well-built’ and active and enduring long hours of work without getting fed up.⁶As one Colonial record indicates a total of 3,000 labourers were recruited on this extension work. The European staff consisted of a District Engineer, a Foreman, a Paymaster and a Clerk. Although the labour recruitment was a continuous process, it continued through the construction work⁷

3.5 CONSTRUCTION WORK

The construction followed close on labour recruitment. It started from Kano on 29th August, 1927 the end of the year.⁸ A construction Yard had been Constructed at Mile 2 outside the township boundary and it progressed rapidly. Bridge and culverts started on the 1st October 1927. Earth work also reached Mile 12 (Jogana) on 31st December, 1927 and proceeded to Mile 20 (Zakirai).The rail work reached Ringim early in 1928. The work did not stop at Ringim, although Ringim was one of the important stations along the line. Majia station was another important station established the same year. This Station had a Rest house and a House for the Train

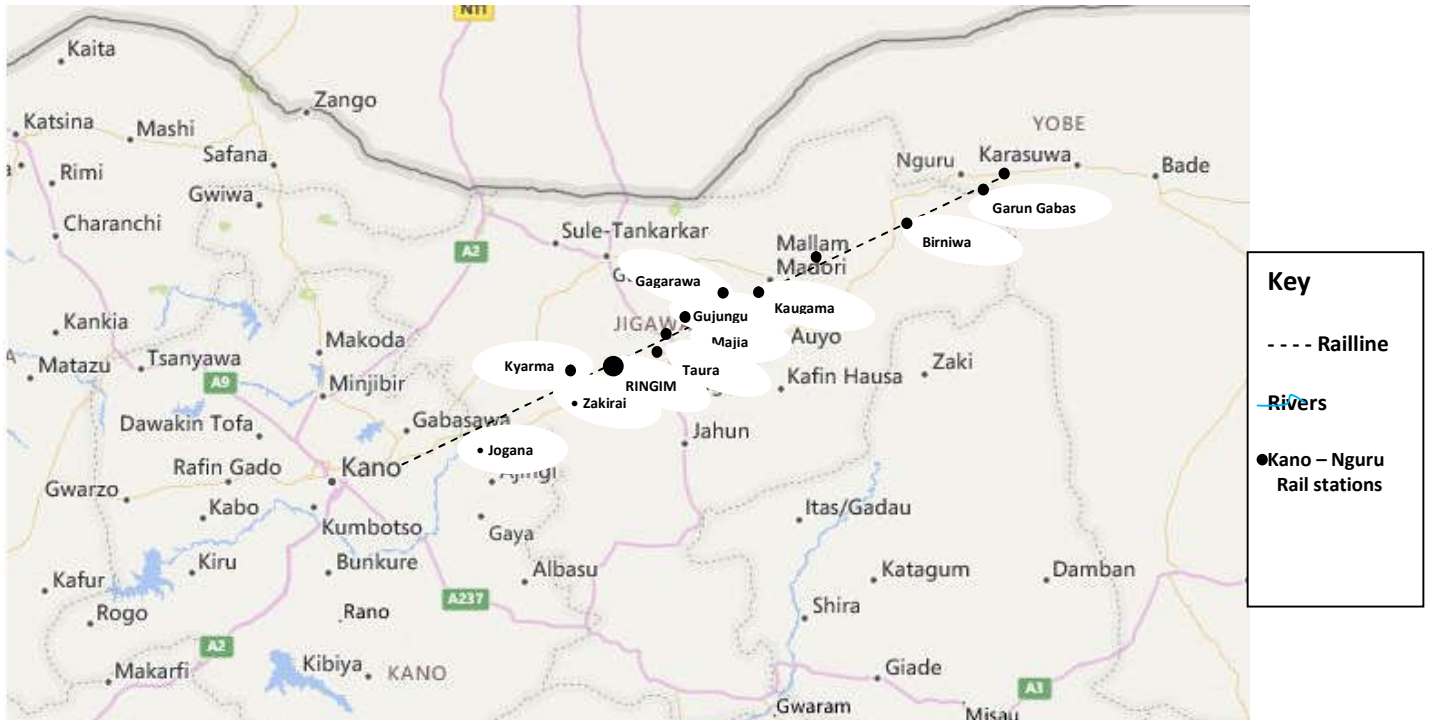
Drivers with eight rooms, four rooms and 4 toilets. Also, it had coal reserved for servicing the train. This station was important in the railway point of view, because it marked the centre of the entire distance of the line. It is observed that from the railway point of view, Majia station had important official recognition, been a point where drivers exchange duty. Therefore, much of the socio-economic benefits of the railway transport were shared between Ringim and the middle station in Majia at 72 miles from both Kano and Nguru, particularly trading⁹

From Majia, the rails laid had a reduction of an inch in width; this could be because of the sandy nature of the land up to Nguru and may have been done to avert derailments. Real construction followed close on earthwork. Track laying reached Gujungu on the Kano-Hadejia border at Mile 78 at the end of a 1928. The laying of Telegram Line reached Malam Madori Mile 102 the same year.¹⁰ From Malam Madori the work proceeded very rapidly through Kiri Kasamma, Birniwa, Garin-gabas and Nguru the terminus, in December 1930. Culverts had been constructed to the rail head. As the annual report indicates, 3,000 men were recruited voluntarily. The labourers had been paid on a daily basis at the rate that varied between 9d to 1/, depending on the magnitude of the work¹¹.

The nature of frictions recorded on the Kano-Baro line between labourers, and Foremen was absent on the Kano-Nguru line, as they worked as a family.

The construction work supported by teaming a number of both skilled and unskilled labourers was further charged by village teams provided by each village head. This comprises a band of 20 to 25 labourers who were given work-task on the rail line. They were motivated by praises and were paid in kind by feeding.

Map 1: Showing the study area and the railway stations linking from Kano, Ringim to Nguru



SOURCE: Google Map (2016), Kano-Nguru Railway Line Map, Accessed on 31st July, 2016.

The labourers were willing to work, as they were motivated by the need to acquire cash for tax. The officials also avoided any problems, which would attract the Alkali's attention, as any delay in work would affect the contract they had signed. For these reasons the work proceeded smoothly from 1926 to December 1930, though there were a few disturbances and complaints. The rail line was not open for the traffic until January, 1931¹². It is important to note that all in all 12 stations were established along the rail line as the table 3 below indicate. All the stations had been established as open lines, which means once a particular station had been completed, it was immediately opened to traffic. The line had been completed in good time.

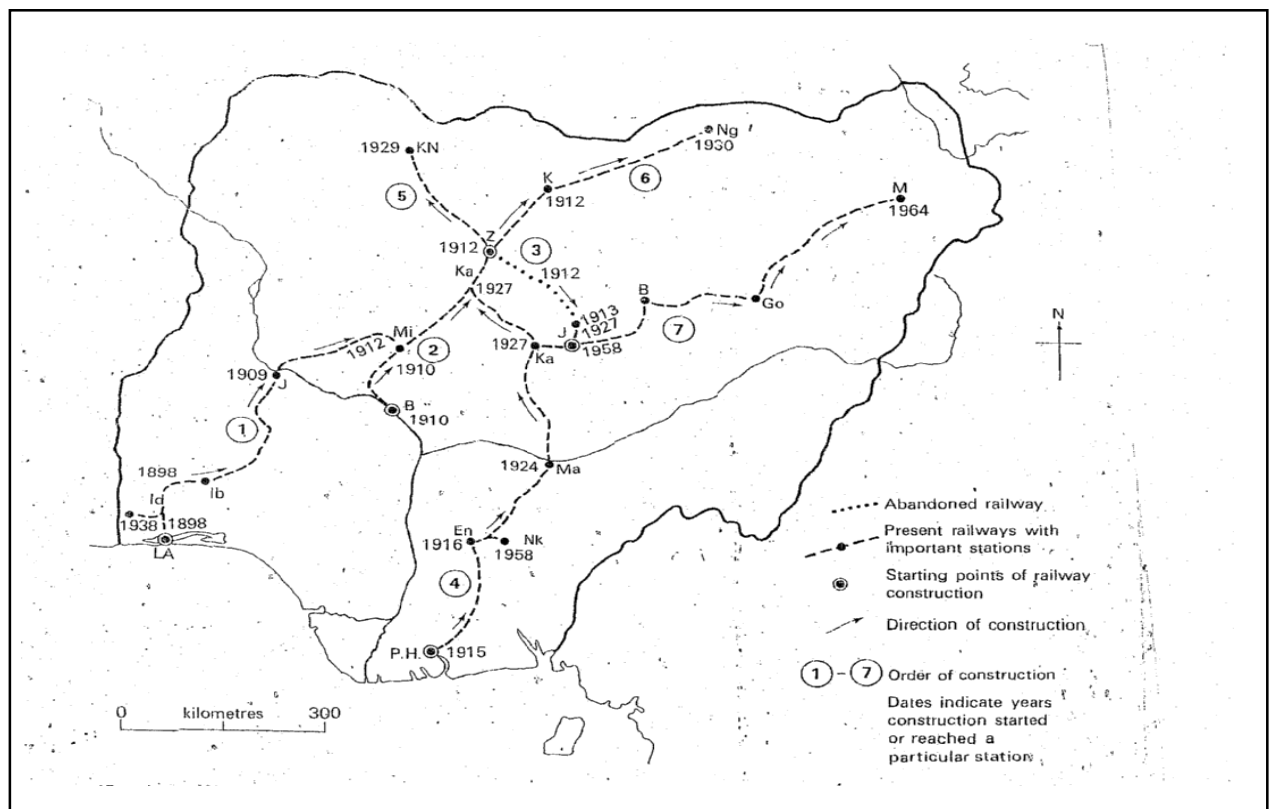
Table 3.3 List of Stations along the Kano-Nguru Railway Line

S/N	THE NAME OF STATIONS	MILEAGE
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1.	Jogana	12
2.	Zakirai	20
3.	Dabi	38
4.	Ringim	43
5.	Taura	48
6.	Majia	72
7.	Gujungu	78
8.	Kaugama	87
9	Malam madori	103
10	Garin gabas	118
11	Birniwa	132
12	Nguru	144

Source: KSHCB/Kanprof/Annual Report/6892/1928, P28.

Map: showing Railway lines in Nigeria



Source Iloeje, N.P (1980)



Railway Station

Source: Personal Collection

This Kano-Nguru line began operation with the raling of goods and livestock on 1st October, 1931 with three ups and down trains. The train shuttled from Ringim to N’guru . The line commenced operation with two trains conveying goods from the south.¹⁷ The trains were locomotives each carrying thirty tons with at least ten wagons each carrying thirty tons.¹⁸

The completion of the line had consequences on the communities along the line, most especially Ringim town. The railway shortened travel time and brought the communities more closely to Kano and beyond. It also integrated Ringim more firmly into the national economy. With the completion of the railway, traders and entrepreneurs conducted their businesses very fast and cheaply compared to what went before it. As the annual report indicated, the cost of the raling was barely more than half the rate for animal and motor transport, taking into account the cost of handling.¹⁹ The railway bolstered the local economy as the inhabitants structured their economic activities by its arrival. When they sold their products they were paid in cash, which also facilitated the circulation of colonial currency.

The railway also stimulated agricultural production and trade, which, in turn, restructured the local economy of Ringim and its environs. In the next chapter I shall elaborate more on these economic efforts.

3.6 CONCLUSION

The chapter discussed the motives for the construction of the Kano-Nguru line, the labour method and the construction work itself. As the chapter demonstrates, the line was imperialist motivated to transport agricultural produce, such as groundnuts, hides and skins and tobacco as well as livestock for internal consumption. The line passes through Ringim, the studying area, because of its agricultural potential. As the chapter shows, the line was constructed by voluntary

labour recruited under the direction of the village head. The construction work facilitated the construction of the colonial currency and socio-economic activities of the villages along the line. The completion of the line brought immediate and long term consequences on the local economy of Ringim and those other communities along the line.

ENDNOTES TO CHAPTER THREE

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4. NAK Kanprof 28811926, proposed Railway Kano-Nguru.
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- 13.NAK Kanprof/3320 Kano-Nguru Railway Extension, Permanent Layout 1928-33
14. Ibid P.95.
- 15.Ibid 21.
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CHAPTER FOUR: THE DEVELOPMENT OF EXPORT TRADE IN RINGIM

“Ringim town (20,000 inhabitants) has been the administrative and commercial capital of Ringim District (320,000 persons) in Kano State. Located some 78 Kilometers to the East of Kano municipality [.1]..it is today a major railway station.....an entertainment center as well as one of the foremost groundnut producing depots within the North.....”¹

Ahmed Baita Yusuf

4.1 INTRODUCTION

This chapter examines the development of the cash crops export trade, such as groundnuts, hides and skins and tobacco in Ringim. The production and trade in these produce, as the chapter demonstrate, was facilitated by the advent of modern transport, particularly the railway, in Ringim and its environs. The cash crop trade provided employment to different categories of people.

4.2 THE GROUNDNUT TRADE

The completion of the Kano-Nguru railway almost immediately activated groundnut production and trade in Ringim and its environs. The railway offered the people access to the market and better value for their product. Groundnut production was not new in Ringim. As elsewhere in the Kano province, it has been grown from time immemorial, though on a very limited scale. Its production on a commercial scale began during the colonial period and most especially with the extension of the Kano–Nguru railway. As Hogendorn and Okediji have pointed out and put in context by Yusuf, the increased production was as a result of a new demand from Europe². The railway offered the people a better price for their product.

The completion of the line stimulated production as farmers grew the groundnut, so as to acquire the colonial currency to pay tax. The period of the 1930s was also marked by a general fall in

produce price due to the Great Economic Depression. This price fall had much more consequences for farmers in the countryside where prices were always lower. At the beginning of the 1920s, groundnut prices per ton were £4, 10, 0s. The highest price per ton was £5, compared with £9.15.0 in 1929. In Ringim, the price fell or increased to one pound to seal up donkey transport charges. According to Hogendorn “ the groundnuts trade in its birth and infancy receive no official encouragement”³. But in the post Second World War period, prices rose steadily in the countryside, this manifested in Ringim in 1946. In Ringim, oral information has it that the price of groundnut per ton by the 1930s was £8. During depression prices fell even in the districts. This was in addition to the bad harvest and locust invasion on farms and their attendant consequences on rural dwellers. Taxes had to be paid, but prices generally were low and government did not reduce the tax rate when the economy went down. Farmers responded by growing the crop despite the price fall, because they had to pay tax. Hence, farmers responded by growing the nut to get cash to pay tax. The completion of the line stimulated production, as farmers grew the groundnut, so as to acquire the colonial currency to pay tax.

The soil was fertile to support production on a commercial scale. The trading firms that came following the completion of the line helped to stimulate production. The commercial trading firms, mostly owned by the Europeans, established their buying stations in the area in anticipation of boom in Ringim and its environs. The committee of Chamber of Commerce in Kano anticipating the boom prospects in terms of trade applied siding plots which was processed by March 1929, though decisions was not taken until September 1932 when a permanent trading lay out has been completed on the Kano-Nguru line.

In 1930, when the line was opened to traffic, no less than six commercial trading firms established buying stations there. By the 1953, the number increased to nine. Tables 4.1 below shows the list of commercial trading firms in Ringim. Although some of the European firms had already established their presence in Ringim since 1917, they were insignificant at the time. The advent of the rail line, however, led to an increase in their number and composition-which include non-European like the Asians.⁴

Table.4.1: LIST OF COMMERCIAL FIRMS IN RINGIM 1930-1933.

S/No.	Name Of Companies	No. Of Cert. Of Occupancy	Year Of Grant	Lease Period	Value
1.	John Holt	1845	1 st , Oct, 1930	60 Years	£200 Per Annum
2.	G.B. Ollivant And Company (GBO)	1841	1 st Nov, 1930	60 Years	£300 In Three Year
3.	George Calil	2012	1 st July, 1932	40 Years	£300 In Three Years
4.	United African Company (UAC)	1327	1 st Oct, 1930	60 Years	£300 Per Annum
5.	Soul Raccah	1861	1 st Oct, 1931	20 Years	£300 In Three Years
6.	Peterson Zoch Onis (P.Z)	1835	1 st Oct, 1930	20 Years	£300 Per Annum
7.	C’F.A.O.	1821	1 st Oct, 1930	60 Years	£600 in two years
8.	London and Kano Trading Company, Ltd	2222	1 st Sept, 1933	10 Years	£500 per annum
9.	A.P. Gaydou	2050/2265	1 st Oct 1932/20 th Oct, 1933	10 Years	£550 in three years

Sources: Kanprof No. 73 Ringim vol.1 inspection notes: Kanprof/ No. 2858 Rural improvement and sanitation Ringim town and District 1935 – 52.

The firms employed middlemen, mostly Hausa and southerners from the locality, to influence production and to purchase the produce on their behalf. These middlemen comprised the Hausa, Yoruba and Igbo ⁵ as the Table 4.2 below shows. The activities of the firms stimulated production in the locality.

Table 4.2 List of middlemen working for the Commercial trading firms in Ringim in 1955.

Non –indigenes	Company	Indigenes	Company
Charles A. Chima	John Holt	Amadu Ila	U.A.C.
Mal. Tahir	G.B.Olivant	Maibarewa	U.A.C.
Mr. Lagunju	S. Raccah	Dandauda	U.A.C.
J.O.Soyede	P.Z.	Alhaji Shuaibu	U.A.C.
J.A.S.Ogunduwo	S.C.O.A.	Alhaji Ibrahim	U.A.C.
J.A. Odunsi	U.A.C.	Alhaji Facawa	U.A.C.
Robbert .	W.E.S.L.	M Ado	W.E.S.L.
Mr. Gambo	L&K		
Mr. Josie	Racca		
Salim	V.Y.B.		

Source: Ringim District Notes Assessment File N0 16 Vol. 1 “*Maganar Gyada*” P. 17⁶.

These middlemen also employed a number of agents and sub-agents who worked under them to help stimulate production. The groundnut production provided employment to a number of people and, in turn, stimulated production between 1931/32, as Table 4.3 shows below.

By the time the economic meltdown was over, the Second World War broke out in the 1940s with its attendant consequences on rural dwellers. British involvement in the war meant that the colony had to bail Britain out of the way by supplying troops and produce. The price of produce however was down during the 1940s, suggesting that farmers’ living conditions were bad. Since farmers needed cash to sustain their life style and to pay tax, they produced for export evidenced from the groundnut tonnage purchased by the firms in Ringim and those brought in from elsewhere. The record itself is problematic. Groundnuts brought from elsewhere was higher than

those purchased by the firms, evidenced from Table 4.4 on groundnut tonnages purchased by firms in Ringim shows below. It is not clear whether the quantity transported to station by donkeys was in tons or bags. It is clear, however, that they were much higher than those purchased by the firms on Ringim.

Table 4.3 Groundnut Tonnage in Ringim 1931-32

Year	Tonnage
1931/32	10.099

Source: NAK,Kanprof/3320/Kano-Nguru Extension Permanent Layout P94.

Farmers' condition were generally bad throughout the 1930s, as they did not get good value for their products.

Table 4.4 Groundnut Purchased by the firms in Ringim 1943-1944

Year	Tonnage
1943	4710
1944	9420

Source: Ringim District Notes Assessment File 16 Vol. Pp.33-74 "*Maganaar Gyada*" and NAK,Kanprof/7071/1 Groundnut General Correspondence 1954/55⁷.

As the table below shows, the railway could not effectively exploit groundnuts from distant areas. They were, however, transported to the station by animal transporters, who charged higher for their service. Almost every farmer had a donkey and those without one relied on the service

of professional transporters. As the table 4.5 below shows, the nuts were brought to the station from villages in Ringim and distant districts as far as Dutse, Jahun, Gaya and Garki, Gumel and Sumaila.

Table 4.5 Loads of Groundnuts Transported to Ringim station by Donkey from in and outside Ringim in the 1940s.

Date	Loads of groundnuts transported by donkey to Ringim and railed to the coast	Loads of groundnuts transported to Ringim from elsewhere by donkey
11/11/43 – 20/26/43	3269	6,687
27/11/43 – 2/12/43	4598	8,488
3/12/43 – 9/12/43	4335	10,294
10/12/43-16/12/43	6081	1,281
17/12/43-23-12-43	2085	4,019
24/12/43-30-12-43	4328	8,363
6/12/44	8252	13,837
13/1/44	3879	7,790
20/1/44	3615	7,452
14/1/44-20/1/44	4171	7,973
21/1/44-27/1/44	3622	7,650
28/2/45	2587	4,291
3/2/42	1124	2,676
11/2/45	566	1,497
17/2/45	238	562

Source: Ringim District Notes File No. 16 vol.1 “Maganar Gyada” PP. 15-35

During this time, the colonial government aimed at encouraging farmers to save seeds for planting and also enforced rule on groundnuts that was stored under ‘Nigeria General Defense Regulation No. 75 of 1941’⁸ restricted farmers to keep not more than 5 tons of groundnuts. The price per ton of the nut was in 1944 £12 at Ringim.⁹To motivate farmers, film shows were also played by one, M. Yakubu, on 13th November 1944 in Ringim. Other method employed was to make farmers improve groundnut transactions by the forceful conveyance of nuts to agreed and approved plots, thereby curtailing smuggling to elsewhere. From 1943 to 1948, efforts were made to improve production as a result of demand from Britain. This effort was constraints by ravage of insect ‘*Kun-ki-ci*’ which affected groundnuts in the storage. The Native Authority had to warn farmers not to mix new groundnuts with old ones. In order to lure farmers into

producing the nuts, demonstration farms were established at least two in a village. The demand for the nuts at the end of the war saw prices rising steadily as stated earlier, from £12 in 1944 to £15 in 1946 and to £21 in 1949 in Ringim.¹¹

The establishment of Marketing Boards in the 1940s also impacted on the groundnuts trade in Ringim. The Board was established by government to organize the produce export trade. The Board through regulations, helped to organize the evacuation of groundnuts on the line, by enhanced programmes on yearly transactions. This meant that railway services would be coordinated with the uploading of the anticipated tons waiting in the plots on the sidings. The trading firms also must not divert or smuggle groundnuts elsewhere for a better price.¹²

It was only in 1953, that the price of a ton began to increase more in 1955 to £36 toward the tail-end of the year. The price fell only to pick up in 1960/61 to a higher price of £38. The reasons were associated with the high demand from post-war Europe and also the efforts to educate farmers on improved seed varieties and improvements in the agricultural production and trade.¹³

By 1962, licenses were given and new buying point was established at Beguwa, Again, K50 seed loans were also provided. This made the farmers produce more groundnuts, although this attention was given to stimulate production. The tonnage figure as oral sources indicated, fluctuated between 1,000 to 3,000 from 1960 to 1968 when the last groundnuts pyramids were evacuated from Ringim station, this source seemed to be credible as the respondents were train drivers who served in the periods¹⁴. This information is useful as the 10,000 tons suggest a trade boom in the area.. Though, the groundnut pyramids were signs of inadequate transport system.If the system was working properly, there would not be need for the nuts to accumulate at station..

As from 1968, with poor tonnage acquired by the trading firms in Ringim and the collapse of the groundnuts industry, many trading firms began withdrawing from the station only to settle in Kano.¹⁵ By this time, Native Authority (N.A). administration and the Nigerian Railway were facing problems., as it was being challenged by the roads transport. This made many individual groundnut merchants, for example, T.C. Shenkale shift to tobacco.¹⁶

The cash obtained from groundnuts production and trade brought about the rise of wealthy men from among the agents, particularly those who established buying outlets. A good example of these were Alhaji Uba Na Alhaji Ibrahim, Alhaji Ibrahim, Alhaji Shuaibu, also Alhaji Adamu Namiji and Alhaji Bello were agents as well, built spectacular houses. Most of them also engaged in the transportation business. For this reason, an opportunity was opened for Hausa merchants, due to the decline in railway transportation. The motor transport business development by the Hausa traders came about as a result of the civil war, which forced the dominant transporters in Ringim to relocate to their hometowns in Eastern Nigeria; which paved the way for the Hausa traders in the early 1960s. Alhaji Uba was exceptional among the early oil mill pioneers in Kano.¹⁷ These indigenous agents were able to maintain the trading stores in Ringim at the tail end of its collapse from 1968 through the 1970s. Most of the stores were in ruins today, as the photographs below indicates.



A.P. Gaydou Trading Store in Ringim.



U.A.C. Trading Store in Ringim



P.Z. Trading Store in Ringim



C.F.O.A. Trading Store in Ringim

Source: Personal Collection.

The discussion has shown that the groundnut trade, which was propelled by the railway, stimulated other trades in Ringim, its impact brought wealth to the people of Ringim, particularly the Hausa agents and sub-agents. It has also been shown that the trade brought Southern middlemen, Arabs and those around Ringim. Furthermore, it has established that the boom in the trade was as a result of change in demand and the reorganization embarked by the colonial government in 1949 of which the marketing boards helped to regulate the trade and stabilize it, thereby protecting the farmers. The trade was assisted with provisions by the department of agriculture from the Ministry of Natural Resources and Agriculture and the District Office in Ringim. To this effect, as the chapter demonstrated, prices began to progress particularly in

1950s through to 1968. However, low tonnages were recorded from then which K50 seeds and fertilizer provision on loan could not help. The collapse of the trade became manifest early in 1970s.

4.3 HIDES AND SKIN

The Hides and Skins trade was another economic activity that was activated by the advent of the railway to Ringim. Prior to the advent of the railway, it had been produced but on a small scale. The hides and skins trade was an old trade, which developed with the development of craft occupation in Hausa land.¹⁸ Livestock had been part of Hausa people poverty alleviation measure. By the 18th century, the leading industries included leather works, weaving and dyeing, among others. The hides and skin trade was produced for domestic as well as for export in 18th and 19th century Kano Emirate. The trade at this time was limited by inadequate transport because of weight and distance.

The advent of the railway broke the barrier to the trade in hides and skins, as the traders could transport their product over a long distance. The trade in this type was similar to the groundnut trade as the European trading firms advanced cash to the Hausa traders, such as Alhaji Ibrahim and Alhaji Sabo Ringim and migrant traders to buy the product on their behalf. The most important impetus to the Hides and Skins trade was the cash return the groundnut trade offered to the people to consume meat.

Due to the establishment of colonial rule and the extension of railway to Ringim, the hides and skins trade was affected. Though operated in a small quantity, the colonial government introduced a number of reforms in the areas of processing the skin in the Northern Region. This was because hides and skins from Nigeria were observed to be poor in quality.

The colonial government embarked on a series of inspection devices in areas where skin was produced. Although the old method of production differs variously through the application of local chemicals to rotten the skin, this was actually the practice operated by tanners or “*majema*”. Progression was gradually affected; the flaying process was also questioned.¹⁹

By the 1930s, the Veterinary Department took charge by appointing “Skin Inspectors” sourced from the Native Authorities. They may be the staff of the veterinary department as well. The colonial government wanted to avoid the method of drying skin on the ground, as it was the common practice, which adulterated the skin and dotted it with marks.²⁰ The method was also observed in Ringim as noticed elsewhere. The process progressed as iron bars and nets for drying were given to head butchers in the 1960s and 1970s to meet the agreed standard. To source the skin, colonial skins Sub-Inspectors were employed. The inspectors observed skin production in the villages, as indicated in the colonial report. Butchers carried out the work in all the villages by removing the skin. The Colonial government sanitized the production of skin in the villages. This was done to access fine skin material for British industries. Throughout the period of this work, figures regarding skin were inaccessible in Ringim. However, oral source indicated that skins were railed twice a week at intervals from Ringim to Kano.²¹ Also, as the oral information suggests about two cattle, between five to six sheep and five to six goats were slaughtered daily in Ringim in the colonial period²². This could be attributed to the low rate of products, as the trade relied on the consumption of meat and mostly sourced during festive periods.

The trade of hides and skins in Ringim helped in drawing cash to the hand of producers. Though prices were usually low in the rural areas. At first the trade in the hide was on a small scale, as the hides were mostly consumed in the leather industry. By the 1930s, following the extension of the railway the line, a Kanuri entrepreneur, Mr. Safin, was assigned as *Wakilin Fata*, responsible

for all the supplies from Ringim to be transported to Kano on the railway. Also Hausa traders, who are also involved, supplied hides and skins from the French Territory. The Colonial authority had expressed her intention to tap hides and skins from the line through her policy of “Mission to French Territory”.

4.4 TOBACCO

The tobacco trade was another trade that sprang up in Ringim towards the end of the British rule, particularly a decade before the Nigerian independence. The development of the trade is linked to the railway, but it occurred towards the end of colonial rule. The existence of the railway, allowed the British American Tobacco Company (BATC) to explore tobacco production in Ringim and environs. This quest was satisfied, with the establishment of tobacco experimental farms at Yakasawa in Ringim in 1953.²³

To increase the production Ringim and the Hadejia valley depression in general was acknowledged as a potential cotton production centre by the colonial government. The price offer made farmers to grow the crops, as they had been promised a ready market for the crop by the BATC.

The organization of the tobacco trade was from farmers to agents of the British American Tobacco Company. In Ringim, the Company’s agents supervised the planting of the crops on farm, its supervision and distribution as well as marketing which formed principal aspects of the B.A.T.C..

The tobacco variety was of two types, namely air-cured and fluid-cured. Ringim produced the air-cured type. After the harvesting and marketing of the crops had been completed, it was

transported to B.A.T.C. at Zaria by train for drying and transporting to Europe. In Ringim, the crops were first stored at the U.A.C. Stores before it was transported to Zaria.

Table 4.6 Example of Tobacco grades and value in Ringim (1950s – 1960s)

DISTRICT	GRADE I	VALUE	GRADE II	VALUE	GRADE III	VALUE
EMIRATE						
Ringim	2,590 Ibs	£194.5.0	9,038 Ibs	£457.18.0	6,607 Ibs	£137.12.11

SOURCE: KSHCB. AGR/14/VOL.II (TOBACCO 1941 - 1968)²⁴

It is important to note that the second decade of the railway in Ringim impacted on trade tremendously and helped in the development of farming activities and trade in export commodities and peopling. This was expressed in the above tobacco crop grading and value, where Ringim produced the best²⁵ exceptional tobacco type. Its value fetches cash for the farmers.

The development of rail transport in Ringim helped the tobacco trade to develop, which contributed to the expansion of livelihood strategies in the area. Though, the trade came into being, lots of the tobacco trade suffered a decline from 1979 in Ringim. This was associated with the problems of tobacco smoking. The company started to advertise that ‘Tobacco smoking is dangerous to health’. This was a blow to farmers in and who depended on it smokers. This development made farming and smoking habits to decline, which also affected its trade.

Conclusion

The chapter has discussed the development of the groundnut trade in Ringim after the completion of the railway. It has demonstrated that the groundnut trade stimulated the expansion

of trade and brought opportunities for farmers to obtain cash, thereby improving their welfare. It also helped them to access European goods. The chapter shows that the railway in Ringim following its completion became a strong instrument, drawing tons of groundnuts through donkey loads to the station, thereby boosting trade and urbanization. The chapter has also shown the growth and development of European firms. It has also demonstrated the activities of southern and indigenous middlemen and agents in Ringim. The chapter demonstrated the progress achieved by Hausa agents and their investments in other businesses, such as transportation and socio-economic development. The trade in groundnut developed because of demand and improved prices and provisions and facilities from the colonial government, as shown by the analysis in the chapter. Furthermore, the chapter argued that the groundnut trade stimulated in hides and skins as facilitated by the development of the railway. The chapter also highlighted how railway also opened opportunity for the transportation of Hides and Skin and Tobacco from Ringim.

ENDNOTES TO CHAPTER FOUR

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22. Interview with Alhaji Inuwa Bilhu Ringim, aged 120 at Ringim..
23. Interview with as Ringim Haruna Tobacco Ringim aged 70 15th Dec. 2014.
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5.0 CHAPTER FIVE: THE EMERGENCE OF NEW SETTLEMENT PATTERNS AS MELTING POTS OF CULTURE

5.1 INTRODUCTION

This chapter discusses the impact of the railway on the emergence of new settlement patterns in Ringim. It looks at the movement of labourers to Ringim and the socio-economic basis of the migrant communities. It also profiles some selected migrants in Ringim. As the chapter demonstrates, the socio-economic activities brought about by the new railway transport were the pull factor that attracted the migrants leading to the emergence of migrant settlement in Ringim.

5.2 THE IMMIGRATION OF LABOUR IN RINGIM

The construction of the railway and the associated socio-economic opportunities it stimulated and attracted migrant labour from different parts of the country and the neighboring French territories. The migrants migrated to Ringim to benefit from the socio-economic activities, which marked the advent of the railway there. Right from the construction of the line through the completion and the attendant cash crops export trade it generated was marked by a general influx of migrant labour and commercial migrants. The migrants came from different parts of the country, mostly, Yoruba, Ibo, Tiv, Idoma, Bendelites, Nupe and Kanuri, including immigrants from Asia, the Middle East and the French countries of Niger and Chad.¹ The advent of the railway opened a lot of opportunities for employment in the railway and the commercial trading firms as well as for commercial and artisanal activities, which stimulated their migration.²

The economic dislocation of the 1930s, also pushed migrants to the area in search of cash to pay tax. The railway facilitated their movement over a long distance. Over time, the population of the

migrants increased through immigration and birth, a development which led to the emergence of a new settlement inhabited exclusively by the migrants and the consequent inter-ethnic relations. The table in 5.1 on migrant population and table 5.2 on comparative population figure in Ringim provide a clue on the migrant ethnicity and racial makeup as well as population. The figure should be used with caution as they did not capture all the migrants.

Table 5.1 figures of migrants' population in Ringim

Year	Europea n	Igbo	Yorub a	Shuwa	Nufawa	Niger Migrant	Railway Workers	Labanes e	Kanur i
1941/55	1	4	17	1	2	5	11	9	6

Source: Ringim District Notes Assessment File No. 16 Vol. I “*Magana Gyada*” pp. 3 & 17 Also, A Bako “A history of immigrant and inter-group relations in the 20th century”³ p.26

5.3 THE EMERGENCE OF MIGRANT COMMUNITIES

Following the formal opening of the railway station, the establishment of the commercial trading firms and the influx of migrants to Ringim, the British colonial authority established a segregate residential quarter in Ringim to accommodate the migrants. The settlement was established at a special location called *Sabuwar Unguwa* (new ward) for the migrants. The policy of segregating migrants from the locals was borrowed from India to accommodate migrants working for the Europeans and the commercial firms. Following the establishment of a permanent layout and the allocation of plots to the settlers in 1933,⁴ the settlement expanded both in population and size—over a course of three decades. By 1950s, another settlement called “*Tudun-wada*” was also established east of *Sabuwar Unguwa*, following the influx of migrants from Kura and around Ringim.⁵

Ringim became a centre of attraction to migrants since the 1930s. The coming of the railway made the *Sabuwar Unguwa* to expand and become a central business quarter. The migrants

were mostly railway workers, labourers and traders. The quarter accommodate many migrants and assume a new name Sabon Garin Ringim. Mamudu Tela was the first Mai unguwa of Sabon gari and later a Fulani migrant, Ibrahim Dan Langoni and Inuwa Garko.⁶The colonial government made use of ethnic leaders' for the maintenance of law and order as well as the collection of taxes and the exploitation of land and resources.

Owing to the advent of the railway in Ringim, the traditional settlement patterns marked by fortified settlement, market and industrial areas was altered, the new settlement situated outside the traditional settlements inhabited mostly by migrants from different parts of the country and beyond, coupled with its proximity to the trading firms gave the town a cosmopolitan outlook. The existence of the European Guest House (*bariki*) south of the town further altered the configuration of Ringim town.⁷ The formation of the settlements was marked by a new social intercourse between the migrants and the host community. This became fostered in terms of trade, marriage and education⁸.

5.4 THE SOCIO-ECONOMIC BASIS OF THE MIGRANT COMMUNITIES

a. Railway Work:

The Railway was the main industry in which the migrants were employed. It was the dominant employer of labour in the colonial and post-colonial periods. Most of the migrants worked with the railway, as clerks, signal men and station masters. Others worked as labourers (*yanbita*) on the rail line.⁹ The railway workers came from different parts of the country including the neighbouring French countries. The earliest railway workers in Ringim were the Yoruba and the Igbo. This was because of their early contact with Europeans, western education and wage employment. The Hausa did not become many in the railway until the 1940s. As Wale Oyemakinde pointed out, Nigerians joined the railway because of the pay.¹⁰ The railway workers, most especially the labourers, were accommodated in camps exclusively built for them along the line.¹¹ The labourers were not educated, but they had some technical skills required to work in the railway. As Shehu Tijjani Yusuf pointed out, those who lived in the quarters were usually educated, having attended some western education schools.¹²

The railway work had a profound impact on the social and economic landscape of Ringim and its environs. The railway workers' presence helped to stimulate economic activities and in the circulation of the colonial currency. Being the main wage earners at the time, the railway work facilitated the popularity of the colonial currency in Ringim. Their presence also led to the emergence of service industries, such as eateries, beer parlours entertainers and gridding work, as in the case of Nwankwo in Ringim.¹³ Shehu Tijjani Yusuf's study on the socio-economic impact of the railway on the country-side between Kano and Zaria revealed that the presence of the railway workers and the influx of foreign ideas undermined the

traditional social control over dependent women. Women who frequented railway quarters and camps became exposed and asserted their independence.¹⁴ Shehu noted that missing girls often ran to the camps, as it became a home for them. That helped in the increase of the growth of divorce and prostitution¹⁵

By the 1960s, many of the railway workers fled to their home-towns, because of the Nigerian civil war. Although there was no attack in Ringim. Many of them returned at the end of the war. By that time, the railway was in crisis which also affected the migrants.

b. The Foodstuff Trade

The foodstuff trade was one of the trades that the migrants engaged in, although foodstuff trade was not new in Hausa community, including Ringim, as foodstuffs of many types were traded wherever there was demand. The trade, however, was on a small scale, as it was constrained by the transport system.¹⁶

The advent of the railway, however, boosted the foodstuff trade in Ringim, as the increase in the railway workers and other migrants stimulated the trade. Foodstuff traders from the south brought foodstuff for sale to the migrants. They and including the Hausa food traders from the localities also brought grain foods, such as beans, millet, maize, wheat and guinea-corn, as well as Onions and pepper, from the locality and transported them to the south and the urban centres in the north where there is demand for it.

In addition to the food-stuff, the migrants, mostly the women and including the women from the localities, also engaged in selling cooked food to service the migrants' community and passengers on the train and the railway station in Ringim¹⁷. Unlike the foodstuff traders they were few in number. For this group of traders, the arrival of the train always provided the opportunity to make some sales. The uncoordinated manner in which they carried out their

activities at the station attracted the attention of Colonial District Officer in Ringim District, who noted in the District Assessment file that their activities constituted a nuisance¹⁸ to the community. There were also some who engaged in textile, cosmetics and livestock trade in the localities.¹⁹

C The Groundnut Trade

The Groundnut trade was another economic activity in which many of the migrants engaged. Some of them were employed as clerks in the canteen of the European firms. Many were employed as middlemen or agents to the firms. Some also used their capital to engage in the trade, which they sold back to the firms. The profit forms their motivation for engaging in the trade in general.

5.5 Inter Group Relations

Inter-group relations also developed between the migrants and the locals. In Ringim, inter group relations between the two was fostered through the use of Hausa, the language of the host. Though many of the migrants did not understand the language, but they tried to learn it. The locals also learnt Pidgin English from them. Inter-group relations were also fostered through Islam, as some of the migrants were Muslims. Inter-group relations were also fostered through marriages, as some of the migrants married from the local community. There were few cases of marriage intercourse between Hausa women and the Igbo and Yoruba, just as the migrants married among them. A good example was Munkaila, a Yoruba man from southern Nigeria, who married from the locality, leading to his integration into the community.²⁰

The migrants were also change agents, as they established a church in the community. The church was called *Al Masihu* , established in the 1940s²¹ . The Church name was changed to St.

Peters Church.. It need to be noted that Christian were insignificant in number, and there was no mass conversion. Although, there were a few cases of conversion. For instance, some of the locals like Maisamari Usman and Ayandi Buba were converted by the Church²². The Christian migrants also established western education school called- *Al Musihu* Elementary School (now Sabon Gari Primary School). Although, the school was established by the migrant for them, it was also patronized by the host, as some of their children enrolled in School.As Murtala Ringim pointed out, another elementary school (sabon gida senior primary scchool) was added in 1954.²³.

In the 1960s, when the civil war broke out, most of the migrants hurriedly relocated to their home-towns, leading to decline in their population most especially the Igbo, as the table 5.2 indicate. The exodus of the migrants also left the native authority with abandoned properties problems. Although no attack was directed on the migrants in Ringim, their exodus, however, opened opportunity for the locals who immediately filled in the vacuum created by their absence. By the end of the war many of them came back to collect their properties²⁴, which had been entrusted to a trust committee constituted by the District Head of Ringim²⁵. Those that died had their properties claimed by their claimants. For example, the house of one, Mr. Anyene, was restored back to him by the committee²⁶.

Table 5.2 Comparative population figures of Ringim 1954 – 1968.

TRIBES	YEAR & FIGURES 1954	YEARS AND FIGURES 1968
HAUSA	76236	104,030
FULANI	37843	36,684
KANURI	9,458	4,332
MAGUZAWA	N.A	N.A
YORUBA	197	171
NUPE	90	8
IGBOS	71	NIL
ARABS	3	3
SHUWA	N.A	N.A
NIGER NATIONALS	27 miscellaneous	Idoma 1
		Benin 12
LABANESE		Oturkpo 3

Source:- Ringim Assessment Note File No. 16 Vol. I KSHCBPG 11/SNP/2568/VOL. II/Population Figures of Ringim 1954 P. 124, *RGL/DTA/OFF78,VOL.1*”MAGANAR MUTANEN KUDU”

N.A Means Not Available

By the time the migrant returned, the cash crop export trade was in jeopardy. The Nigerian railway was also in a decline. It has been argued that the problem of the railway has to do with its mismanagement leading to a huge debt to a tune of three and five seven million pounds (£30.57) and losses by the corporation in 1960s, amounting to £233,000. Government policy in favour of the road transport affected the steady operations of the railway system in Nigeria.²⁷ It has also been suggested that the decline of the railway system was because of the oil boom among other reasons, like neglect from government, withdrawal of Indian partners,²⁸ and the general apathy of the people²⁹ towards its activities. To this end, government attention shifted to oil and the railway suffered neglect among other economic agencies. The consequent effect was that the local trade was hard hit. Farmer’s income decline as the cash crop export trade was no longer lucrative causing poverty in land. The consequence is that the railway towns gradually lost their flavor, as the migrants gradually move elsewhere in search of livelihoods. Over the

course of two or more decades, the railway stations, quarters and migrant quarters became a ghost of their former self-as they were occupied by destitute.

5.6 A PROFILE OF SELECTED MIGRANTS IN RINGIM

This section looks at the profiles of selected migrants who all came in the wake of the economic prosperity that marked the advent of the railway. Below are some of the migrants. Ibo migrants are not reflected in the analysis, because they had left and ceased to be residents in Ringim. All efforts to capture their live history and activities in Ringim proved abortive and no one seems to recollect them.

ALHAJI MUHAMMADU BAHAINCI

His father and a step brother migrated from Borno to Jakara, Kano in search of Islamic education. Thereafter, the father married the daughter of his brother and migrated to Ringim in 1940. Alhaji Muhammad Abubakar Bahainci was born in 1925. He was among the pioneer traders in *Sabuwar Unguwa* in Ringim. An enduring entrepreneur, transporter and devoted cleric in Quadiriyya sect. He lives in Sabon gari, Ringim. His sons and children and grandsons numbered more than a hundred and sixty.³⁰

A. HAUWA (A YORUBA WOMAN)

Hauwa Bayarabiyya, as the people called her, migrated to Ringim from Abeokuta with her husband in the 1950s. She sells textiles materials, household utensils and clothing materials brought from Kantin Kwari and elsewhere in Kano. She markets her goods by hawking them in

and around the rural areas while residing in Ringim. She commented on the kind gesture done to them by the district head of Ringim during the period of civil war.³¹

B. ALHAJI ALASAN MAI ROKO DA WANKI

Alhaji Alasan aged 95 years was one of the migrants interviewed. He migrated from Zakirai to Ringim in the 1930s. He was a witness to the cash crop export trade trading and the gradual concentration of migrants in Sabuwar Unguwa Ringim (Sabon Gari). According to him, people travelled to Ringim to work from all corners of the country because of the abundance opportunities provided by the advent of the railway to Ringim. The labourer enjoys life. According to him; every migrant that requested for land were given land by district head representative. This was done by one, Mannuman Takilo (a Royal Attendant), of the district head, Alhaji Muhammad Usman.³²

C. ALHAJI SHEHU ADAMU

Alhaji Shehu Adamu's father migrated to the Dabi sub-station as an agent of United Africa Company (U.A.C). He was entrusted with buying groundnuts from the community for the company Alhaji Shehu was born in 1941. According to him, farmers were given incentives such as salt and cloth, so as to bring their goods for sale to the form. According to him, the prices offered to the middlemen were encouraging and the agents received commission on buying . He added that the decline of the railway in the 1960s was marked by collapse of groundnut trade in trade area.³³

D. MUNKAILA MUSTAPHA

Munkaila was born in 1952 to Alhaji Mustapha, who migrated from Ajereku in Yoruba land to Kano. He first settled at Fagge near 'Yan Awaki before settling in Ringim. He began as a retailer, collecting money from Yoruba traders and buying goods for them from Nassarawa

state. Munkaila began his schooling at Kuka primary school in Kano and completed in 1961. He and his father taught in a number of primary schools in Dambatta local government, which included Kuzunzimi, Baka, Laraba and Kaya.

After his Nigerian Certificate in Education (N.C.E) graduate in 1980, he went for his National service in Kwara state. On completion, he taught at Garko, Gaya, Sumaila, Rimi and finally Ringim.

Before this time Munkaila and his father had been using the train to trade in Kano country-side, including Ringim. In Ringim, Munkaila had no problem, as migrants were welcomed and accommodated. He combined lots of occupations such as, farming, livestock trade and traditional medicine healing in addition teaching in Ringim. After retiring in 2010, he became a headmaster in a private primary school in Ringim.³⁴

E.MALAM MAMMAM MAIGADA

He migrated from Gwarzon Garki, (a village in Garki Local Government) to Ringim in 1953. He arrived during the peak period of the groundnut trade. At that time, he was a trader selling textile materials on market days and sometimes he hawked them in the local markets outside Ringim.

Others were Salim, Maisuluki, Alhaji Shuaibu Rabo and Alhaji Ibrahim (nicknamed Babba), and who were all groundnut traders Alhaji Uba. Alhaji Uba's plot was said to have been supervised by one Alhaji Tijjani secretary, as they were popular groundnut traders³⁵.

It is clear from the profiles that the migrants were attracted by the railway as well as the groundnut trade to Ringim. They came because of the opportunities provided as a result of the trade expansion in Ringim. Migrants from different social backgrounds and religious beliefs all came to benefit from opportunity presented by the railway. As Ahmed Beita pointed out Hausa

society is ‘a resultant of the converging process of inter- ethnic marriage, urbanization and Islamisation ³⁶’. Therefore, Hausa society is ‘ethnically mixed’. This process was activated with the advent of railway to Ringim, through the blending of new ideas, cultures, and patterns of trade and inters ethnic absorption. As a result of this, Ringim became a melting pot of cultures, as the chapter showed.

5.7 CONCLUSION

The chapter has discussed the impact of the railway on the emergence of new settlement patterns in Ringim. It examined the influx of migrants; and linked it to the railway and the groundnut trade which attracted the migrants who came to make some fortune for themselves. It demonstrated that, the influx of the migrants led to establishment of Sabon Gari. As shown, the migrants engaged in groundnuts trade, foodstuff trade and other trading activities. It has also been shown that the migrants were change-agents. The chapter has also shown the inter-group relations that emerged between the migrants and the host. The chapter has also provided a profile of some six migrants who migrated to Ringim as a result of the railway. This has impacted on the landscape of Ringim and on the socio-economic aspects of the people of Ringim.

ENDNOTES TO CHAPTER FIVE

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Population figures in Ringim 1954,RGL/DTA OFF78/Vol 1 “*MAGANAR MUTANEN KUDU*”
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31. Interview with Hauwa Bayeribiya (a Yoruba woman at Ringim 67 on 15/12/2014).
32. Interview with Alhaji Alasan Mai Roko da Wanki, aged 95, at Ringim on 05/10/2015.
33. Interview with Alhaji Shehu Adamu, aged 85, at Kyarama on 2nd/07/2015.
34. Interview with Munkaila Mustapha, aged 62, at Ringim on 25/10/2015.
35. Interview with Malam Mamman Maigyada, aged 82, at Ringim on 25/16/2015.
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6.0. CHAPTER SIX: RAILWAY AND CRIMINALITY IN RINGIM

6.1 INTRODUCTION

The chapter attempts at examining the crime and criminality generated by the extension of the Kano-Nguru railway line. There were various forms of crimes and immoralities that thrive with the advent of railway in Ringim. The most popular were theft, robbery; burglary, prostitution and pebble throwing into the train, e.t.c. The latter will be discussed in passing at the end of the chapter.

6.2 THE THEFT OF RAILWAY IRON KEYS IN RINGIM DISTRICT

Following the extension of the rail line to Ringim, the theft of railway keys (*Makulli*)¹ and railway iron theft of different types became pronounced. Railway keys in this context it refers to a folded iron bar of not more than 20.60mm² used in tying the rail line iron with sleepers. In other word, it is a form of clip in ironr form. Due to the shortage of iron experienced in the 1940s in Northern Nigeria by black Smiths in the 1940s, the theft of the railway keys became prevalent, as Blacksmiths in Ringim and environs tried to make up for the shortage.

Another factor was the great blow meted on blacksmiths by British colonialism. The advent of the railway however made them to steal from the line, as a result of the difficulties of accessing iron. The iron may be stolen by others, who stolen or found it on ground. For instance in Ringim district suspected cases of iron theft from the railway began in the mid-1940s. As the Table 6.1 on reported cases of iron theft below shows. The blacksmiths were responsible for the theft. The reason for this was associated to the shortage of iron, which became prevalent during the period understudy.

The theft occurred usually on the rail track usually when people were not on sight and also during the night. All cases of theft and suspected cases were usually documented and they were forwarded to the Emir's court. The Native Authority (N.A.) police (*Yandoka*)³ were always employed to carry out surveillance to uncover the key theft and other railway theft. The .Key theft was common as in the 1940s, most especially 1944 to 1950, as large amount of the keys totaled 1953 were stole on the rail line within Ringim District as the table below indicate.

(see the Table below).

Table 6.1 showing stolen Railway keys and Iron in Ringim District 1944-1951.

Year	Theft of Keys
24/1/44	Iron stolen
6/2/44	Seal of Wagon stolen
3/6/1944	N045 Keys stolen
1946	913 Keys stolen at mile 732-766
21/4/1947	57 Keys stolenat mile746-747
15/4/1947	35 Keys stolen at mile 742-743
17/5/1948	6 keys stolen
26/4/1950	95keys stolen at miles756-764
21/3/1950	14 keys stolen at miles 740-744

Source :Ringim District File, RLG/PTA/40., "*ZANCEN RAILWAY*" PP.5-40⁴

By 1954, the colonial authority was complaining of the growing crimes and social vices on rail line around the Ringim and in the station. Such crimes and vices, includes theft and lawlessness came about as a result of the ramification of trade brought about by railway, as Ringim became popular for its beer parlour and prostitute houses (*gidan magajiya*) which emerged to serve

railway workers and other migrants in Ringim. Labourers who were not attached as married couples took to prostitution by attaching to prostitutes. This was a new socio-cultural norm introduced with the advent of the railway⁵. Before the railway, the report of the Alkali Debi in Area Court class B indicated cases of wounding as 70, assault 9, stealing 34 and burglary 4. This changed after the railway, as the annual report 1933 indicated in Ringim Alkali Court wounding 77 cases, assault 47, stealing 28 cases and injury to property 14⁶.

The advent of the railway also created the opportunity for train robbery, because the train transported valuable goods and there was a growing expansion of trade in rail stations⁷, particularly in Ringim, where gradual population progression stimulated by the railway was noticed in the colonial period. At times, the train was robbed or burgled at the station or in transit

6.3 BURGLARY OR ROBBERY AND BANDITRY IN THE DISTRICT OF RINGIM ON THE RAIWAY LINE IN THE 1940s AND 1950s

Following the advent of the railway in the Ringim District, no sooner than a decade and half cases of burglary began to appear. This is another form of criminality, which sprang up with the opening to traffic. The robbers were people living in the surrounding areas of Ringim who took to criminal acts on the rail line along the Ringim District as a periodic phenomenon. This form of crime occurred mostly where the state had limited control. Also, considering the native police at the time could not effectively manage the security on the stations and the line owing to low number and lack of communication facilities, the menace of robbery and burglary became prevalent. The mode of operation of the crime qualifies whether it is burglary or banditry. The group of thieves in the train often burgled by breaking in the padlock of the wagon by forcing opened to steal or to cause damage⁸. This crime thrived in many instances in the District of

Ringim, especially in the mid colonial period. Scholars have contended that banditry thrives in societies undergoing capitalist transformation.

At the consolidation period of the operation of the Kano-Nguru line at the periods of the 1940s and the 1950s, instances of this crime accelerated. There were several incidences of burglary; and banditry padlocks were damaged of wagons and goods forced out and thieves stole properties, particularly foodstuffs.

The bandits on the train were popularly referred to '*yanmirgine or yanture*'⁹ in other areas of the North, as in Ringim they were popularly called train- thieves. They normally timed and operated where there was thick bush or away from the station. Most of the reported cases in Ringim were done on night journeys, at about 2.00 p.m. and 6.00a.m¹⁰. .Though, for instance, a burglary case in 11th of October, 1944 where unclaimed rice, a part of one bundle of mats waiting for booking was stolen at the store. Also, a padlock was damaged and matched on the ground. The thieves were interested on valuable goods, as bundle of mats were in many instances not stolen.

Sometimes the bandits or robbers set fire in their attempt to break in. For example, on 17/12/1944, the bandit set fire, though they were prevented by the police, who were on duty in the district. Sometime a van could be robbed, as in 1951, and the drivers' keys found stolen. This form of crime was recognized in the western world and was also known in Nigeria at the locals.

There were twelve cases recorded of banditry and burglary in the district along the Kano-Nguru line, as from 1944 to 1951. It was so organized that sometimes it was charged by setting fire in an attempt to break in as indicated in Table 9.6. In 17th of December, 1944, fire was set at Clerk Quarters in Ringim to provide an avenue to break in.

The surveillance of police and the watchful concerns of the people made the incidences low, but they were common. (see the cases in the table below)

Table 6.2 Table showing burglary incidences in Ringim District from 1944-1952.

YEAR	BANDIRY CASES IN RINGIM DISTRICT RAILWAY LINE 1944/1952
1944	22/2/44 –bags of salt burgler, padlock damaged. Also 4/10/1944, half bag of mat burgled, 25 bundles of Kola burgled, lock damaged
1944	17/12/44 Fire set on goods at clerk Quarters, so as to break in.
1945	23/2/45 –goods burgled, N0248 metal on the ground. On 3/12/1945- 25g Wagon forced open by thieves.
1947	18/8/47- broken padlock N094 found, 1 bg of gari out from 20215
1949	Thieves tried to burgler inward padlock of Wagon N093603 and seal intact.
1950	D84/50 key broken 11 seal part on floor.
1951	Vans robbed 9 keys of Driver stolen.
1952	20/2/52-Majia goods stolen and 21/12/52 7 bags of groundnuts broached from wagon 3159.

Source :RLG/PTA/40 “ ZANCEN RAILWAY” PP 5-40¹¹

The incidences of crime and criminality in the District of Ringim attracted more concentrations of people that were to become the daunting challenge of both Native authority Police and the traditional rulers in the area. The former maintained quick communication and the later often met to investigate suspected cases and reported to the district office. This attraction also brought many disgruntled elements who did not know the dangers of the train. For instance, one *Boka na Buraburi* from Jahun ¹² jumped up and was killed by the train on 7/12/1952.

In-addition to that certain elements resorted to pebble throwing into the train on departure at Ringim station. This form of crime was popular, as the train was the means of transport which the people saw with awe and suspicion. For this, the people resorted to aggression toward it ¹³.

6.4 CONCLUSION

This chapter examines the negative socio-economic impact of the railway line, spanning vices of crime and criminality. The chapter demonstrated cases of theft and robbery and burglary, among others, which were done from the 1940s to 1950s. The incidences were perpetrated due mainly to the growth of capitalism and the fact that the railway had become a hideout for the criminals. Also, the pivotal reason was that railway stations had transformed as market-places for both trading companies and traders. The influx of the migrants also resulted in blending new ideas of life on the negative side, such as immoralities in form of prostitution, as well as crimes like injury to property, wounding, stealing e.t.c.. The impact of this on the negative side was the growth of the crime rate. The chapter also discussed the theft of Iron stolen by mostly blacksmiths as its shortage forced them to resort to the theft of keys and other railway iron, as shown above in the Tables.

ENDNOTES TO CHAPTER SIX

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6. Kanprof/Annual Report /Smp/21326/vol 1 1933
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9. S.T. Yusuf, (2015) “A Socio-Economic History of the railway in Northern Nigeria...’p180
- 10.. RLG/DTA/ District Notes Assessment File 40 “ *ZANCEN RAILWAY*” PP.5—40
11. Ibid.....PP.5-40.
- 12 Ibid.....PP.5-40
13. 14 RLG/DTA/District Notes Assesment File 40 “*ZANCEN RAILWAY*”

6.5 GENERAL CONCLUSION

This chapter summarizes the major findings of the study. It intended to investigate the impact of the railway in Ringim .The extension of the rail transport system to Ringim in the third decades of the century, as the study shows, had much more impacts on the landscape of Ringim. Chapter one introduces the whole study. It set the frame-work for , the statement of the problem, research questions, the scope and limitations and a review of the literature, which shows the existing literature as well as the methodology adopted for the work and the breakdown of the chapters.

As the study argued, the impact of the railway had far reaching consequences on the socio-economic activities in Ringim. Chapter two examines the political and economic as well as transport landscape of Ringim in the post-colonial period. The chapter also looks at the political and the pre-colonial institutions. It also looks at the advent of British colonial rule and the transformations that took place under it.Ringim became the most important ancient town to have the benefit of this over- land transport.

Chapter three argued that the construction of the rail was imperialist motivated to transport groundnuts and other cash crops. The construction of the railway was done by the local people and migrant labour from as far as the French territory of Chad. As it has been shown, those who joined the construction team did so because of the colonial currency to pay tax. As it has been shown, the labourer were accounted through the traditional rulers of the villages through which the line passes the construction work and preceded without any hitches. The work spanned a period of four years, starting from 1926 and was completed in 1930. This completion of the line

facilitated the movement of people across geographical frontiers. The line cut down traveling time and made trading easier.

Chapter four discussed the impact of the railway on cash crops production and the trade in groundnuts, hides and skins and tobacco in Ringim and its environs. The new demand for groundnuts from Europe at the end of First World War, as the chapter demonstrated, in turn stimulated demand for Nigerian produce. Of all the produce stimulated by the railway, the groundnut was the most important of all, producing cash and different types of complimenting than other types of produce. The produce export was hard hit due to the Second World War and evacuations were not regularly possible in spite of the fluctuations rate of production caused by weather and poor price. The civil war also impinged on the railings of produce, causing a trade hold on. It was not until 1968 that export trade appreciation manifested. However, the decline began to show precisely from 1973 and continued to affect the groundnut export trade.

Chapter five has shown how the development of rail transport led to the emergence of new settlement patterns in Ringim. As the chapter shows, the socio-economic benefits that marked the railway were the pull which drew the population and the consequent emergence of new settlements. The authority of the colonial policy on land control paved the way for the establishment of segregated areas for the European officials and migrants settlement named Sabon Gari (New quarters) as against guest quarters. This became the focus of the colonial government in undertaking the exploitation of resources through the agency of modern transport.

Chapter six has shown that the railway extension to the district in the second decade brought the emergence of crime and criminality such as the theft of keys and Iron of various types, immoralities and prostitutions, also resulted to burglary and banditry due to unemployment and poverty and the menace of criminals seeking homes in railways.

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2	Alhaji Shafi'u	67	Train Driver	15th, Dec. July 2014	Ringim	Direct
3	Alhaji Wada Shuaibu Rabo	85	Businessman	7th, July, 2014	Ringim	Direct
4	Alhaji Shehu Adamu	85	Retired Civil servant	2nd, July 2015	Kyarama	Direct
5	Alhaji Haruna Tobacco	70	Retired (NTC) Worker	15th, Dec. 2014	Ringim	Direct
6	Alhaji Muhammadu Bahainci	87	Businessman and cleric	25, May 2015	Ringim	Direct
7	Ya'u Amadu	79	Train Driver	3, July 2014	Majia Tasha	Direct
8	Hauwa Bayerabiya	67	Trader	15 Dec, 2014	Ringim	Direct
9	Alhaji Alasan Mai Wanki	95	Washman	5, Oct. 2015	Ringim	Direct
10	Alhaji Munkaila Mustapha	62	Teacher, Trader and Traditional medicine Healer	25/10/2015	Ringim	Direct
11	Malam Mamman Maigyada	87	Retailer of clothes and produce	25/10/2015	Ringim	Direct
12	Malam Ibrahim Babanta	69	Driver	15/12/2014	Ringim	Direct
13	Alhaji Inuwa Bilhu Ringim	120	Business man	19/02/2017	Ringim	Direct

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