



*Market Place, Lagos
New Landing Stage, Marmia*

NIGERIA



A British Colony on the West Coast of Africa which originally comprised an island and town of the same name, together with 140 miles of coastline on the Gulf of Guinea. The total area of the Colony was approximately 3,420 square miles, and including the Protectorate 26,700 square miles. Bounded by Dahomey on the West, Southern Nigeria on the East and Northern Nigeria on the North. Pre-stamp covers are known dated 1872-3 (R). Lagos was included in the Sierra Leone Administration between the years 1866-1874, but after 1874 it was administered by the Gold Coast Colony. In 1906 the postal services were incorporated with Southern Nigeria whose stamps were then used.

The Posts and Postage Stamps of Lagos

By **HERBERT G. PORTER**

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Political History.

During the reign of King Kosoko, Lagos became the chief centre of the slave trade in the Bight of Benin. Originally known to the natives as Eko, the name of Lagos was given by the Portuguese from the lagoon on which the island stands, meaning "The Lakes."

Akitoye, Kosoko's cousin, from whom the throne was usurped, issued a proclamation to the effect that he would take common cause with the British against slavery if he was reinstated king. Acting on this statement the British Government took decisive measures and in 1851 a party of bluejackets from Her Majesty's warships attacked and reduced the town. Kosoko fled and King Akitoye was placed on the throne in his stead.

In 1852 King Akitoye and his chiefs signed a treaty with the British Government by which they agreed to abolish the export of slaves and to put down all slave trade. They were also to encourage the work of the missionaries and establish stations for them. A British Consul was appointed to Lagos for the protection of British interests.

About nine months after the treaty was signed, some Portuguese slave traders, who had previously been expelled, returned to Lagos and renewed their old practices. King Akitoye was informed of what was taking place and the attempts of the Portuguese slavers were promptly suppressed.

As a consequence the slave trade party under the leadership of the old King Kosoko organised a rebellion, which broke out in 1853 and indecisive encounters took place between the rival factions. Bluejackets were landed at Lagos to protect the Consulate and the Consul and his officers made several attempts to mediate, all of which failed. Finally marines from the British warships were landed to assist King Akitoye and after a short fight Kosoko was defeated and fled.

Akitoye's son—Docemo—succeeded his father to the throne, but unfortunately was unable to carry out the terms of the treaty and on August 6th, 1861, was induced to cede the sovereignty of Lagos and its dependent territories to the British Crown in consideration of a pension of £1,000 a year, which he continued to draw until his death in 1885.

In 1862 the original British Settlements were Lagos Island and Iddo Island. In the same year Kosoko, who in 1854 had been acknowledged King of Lekki and Palma, which were districts lying to the east of Lagos, ceded these places to the Lagos Government. At the same time Protectorate rights were established over Ado and Oke-Odan on the west.

In 1863 Badagry was ceded by its chiefs and the

territories were erected into a separate Government by Letters Patent dated March 13th, 1863.

By the Charter of February 19th, 1866, Lagos became part of the Government of the West African Settlements, retaining a separate Legislative Council, but being subject to the Governor-in-Chief at Sierra Leone.

By the Charter of July 24th, 1874, the Colony, which extended from Badagry on the west to Odi on the east with an indefinite inland boundary, became an integral part of the Gold Coast Colony.

In 1879 the Kingdom of Kotonu, lying to the south and east of the Denham waters, was at the request of the King and Chiefs included in the Protectorate.

In 1883 the Kingdom of Appa, lying on the western border of the Colony and to the east of Kotonu, was the next district to be brought under British jurisdiction.

In 1884 the British Consul concluded a treaty with the Jekri people by which their country as far as Mollume was placed under British protection, and similar treaties were made with the Chiefs of Ogbo and Mahin, which were small tribal areas situated in the creek region to the eastward.

In 1885 the eastern limit of the Colony and Protectorate was considered to be a distance of ten miles to the westward of the Benin River.

By further Letters Patent dated January 13th, 1886, the whole of the territories of Lagos were separated from the Gold Coast Colony and erected into a separate Colony and Protectorate.

In 1890 Kotonu was exchanged with the French Government for the Kingdom of Pokra lying between Porto Novo and Badagry.

In 1891 the Kingdoms of Igbessa, Addo, and Ilaro were included in the Protectorate.

In May, 1892, an expedition was sent against the Ijebus, which resulted in the military occupation of their country and the eventual inclusion of a portion of their land into the Colony. This gave us command of a most important trade route to the interior.

In 1894 Jebu Remo was incorporated and in August, 1894, Ikorodu was ceded to the British Government. Mahin, Itebu, Ibu, and Ayessan were proclaimed protectorates in 1895.

From this time onwards British influence gradually spread inland towards the Niger and by an Order in Council issued December 27th, 1899, the Protectorate was extended to the boundaries of Northern and Southern Nigeria. A large tract of fertile country in the hinterland, embracing the whole of the Yoruba Kingdom and stretching to the borders of the French Niger Territories, was given to Lagos, and the Ilorin Country to Northern Nigeria.

The country generally prospered and Lagos became a great trading port. The lagoon was converted into a very fine harbour, many large mercantile firms—both European and Native—were established and a railway was constructed from Lagos to Ibadan passing through a thickly populated and fertile agricultural country.

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By an Order in Council dated February 16th, 1906, the Colony of Lagos was amalgamated with the Protectorate of Southern Nigeria under one Administration and the combined territory elevated to the dignity and rank of the Colony and Protectorate of Southern Nigeria.

Situation and Extent.

Lagos Island has an area of $3\frac{1}{2}$ square miles and in the early period consisted only of the Island and the coast line about 140 miles in extent, lying between 2° and 6° East longitude on the Gulf of Guinea. The total area of the Colony alone was about 3,420 square miles and the Colony and Protectorate about 26,700 square miles.

It consisted of the islands of Lagos and Iddo, the Northern district Ebute Metta, the Western district Badagry, the Eastern district Palma and Leckie, and the Kingdoms of Appa, Pokra, Addo, Ilaro, and Igbessa on the west with those of Mahin, Ogbo, Jakri, and a portion of the Jebu territory on the east, reaching from the French Settlements at Kotonu to the Benin River where the Niger Coast Protectorate commences.

By an Order in Council dated December 27th, 1899, the whole of the Yoruba country was incorporated and a further Order in Council dated July 24th, 1901, set out the composition and defined the extent of the boundaries. Lagos was bounded by Dahomey on the west, Southern Nigeria on the east, and Northern Nigeria formed its northern boundary.

Population and Chief Towns.

In 1881 the population of Lagos Island was returned as 37,452. At that time the population of the Protectorate, as then defined, numbered 7,818.

According to the census of 1891 the population was:

Lagos Town and Island	32,508
Central District	21,808
Eastern District	9,346
Western District	21,945
	85,607

Of these 10,268 were Christians, 21,108 Mohammedans, and 54,231 Pagans.

The population of the acquired territories of Addo and Ilaro was estimated at 25,000, but no figures were available for the territories of Pokra, Igbessa, and the Jebu strip. The Yoruba territory was estimated to contain two millions of inhabitants.

In 1901 the population according to the census was

Lagos Harbour and Island	39,354
Ebute Metta	2,493
Estimated for Districts	1,347,000
	1,388,847*

* Including 233 Europeans.

Lagos Town was the largest on the whole West African Coast, it is connected to the mainland by a long bridge. The port is 4,279 miles from Liverpool,

1,203 miles from Freetown in Sierra Leone, 315 miles from Cape Coast, and 232 miles from Brass. It possesses a very fine natural harbour, which forms the only safe port along 1,000 miles of coast. Lagos was the capital of the Colony and the head of the Post Office. Lagos Town, including Ebute Metta, had in 1904 a population of about 42,000 inhabitants.

Epe is the next largest town with a population of about 16,000, followed by Badagry with a population of 4,022, and Leckie and Ikorodu.

In the interior Abeokuta and Ibadan had an estimated population of 150,000 and 200,000 inhabitants respectively.

Climate and Products.

The mean temperature is 81° , the extreme range being from 68° to 91° . The climate is tropical and unsuitable for Europeans, although great strides have since been made in the sanitation and general conditions, so that it does not possess such a bad reputation as it formerly did. The annual rainfall is about sixty inches, the rainy season extending from May to October, a lull occurring generally in July and August.

The inhabitants are chiefly negroes, about one-fourth of whom can speak English. The European colonists averaged only 200 to 250 in all.

Lagos was at one time the chief entrepot for the export of slaves, but under British jurisdiction has given place to more legitimate forms of commerce. The principal exports are palm oil and kernels, cotton goods (native cloths), rubber, and mahogany, rum, geneva, specie, and tobacco.

The chief imports are cotton goods, spirits, tobacco, and hardware, nearly the whole trade being done with England and Germany. Some exports were, however, sent to France and Brazil.

In the 1892 returns there was a considerable reduction in trade amounting to about £225,238, which was due to the temporary closing of all trade routes owing to the war with the Jebus and the hostile attitude of the Egbas. In 1902 the total trade was over two million pounds sterling.

There was a large transit trade with Porto Novo and the Leeward coast, as well as with the interior.

As regards industry, there were no manufactures except the weaving of native cloths and mats, boat and canoe building, and brickmaking. A saw mill was established and native builders, carpenters, and blacksmiths were taught the trades. Fishing was extensively pursued in the inland waters, the fish being dried and sent into the interior. Cotton planting was also commenced under the auspices of the Government and a small sugar mill was erected at Agbowa.

Currency.

By ordinance No. 2 of 1880 the legal currency was British Sterling.



AN AFRICAN VIA DOLOROSA.

Photo by the Rev. G. S. Horner.

The old slave-road from Badagry lagoon to the coast. Along this palm-fringed road, in days gone by, thousands of human beings, tied together by cords passed from neck to neck, have been driven by relentless captors to be shipped to the West Indies or America.



IMPRESSIONS OF LAGOS, NIGERIA.—The pleasant scene in the top picture is a section of the waterfront, immediately opposite Government House. A mast of the wireless station is partly concealed by the foliage on the right. The lower view of the waterfront includes the Elder Dempster Line's offices (left). Away from such scenes of European civilisation, in a creek near Lagos, the photographer found these unsophisticated native boys

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Administration.

The Government was conducted by a Governor, assisted by an Executive and a Legislative Council, the latter including five nominated members. The law consisted entirely of local ordinances and Orders in Council, with such British Acts as were of general application.

For administrative purposes the country was divided into five districts, the Central, the Western, the North-Western, the Eastern, and North-Eastern, with District Commissioners stationed respectively at Lagos, Badagry, Shagamu, and Epe. The Police Magistrate of Lagos was the District Commissioner of the Central District. The Shagamu and Ikorodu districts were administered as one, the Epe and Lekki also as one, the respective District Headquarters being Shagamu and Epe. In the hinterland, resident officers were stationed at Ibadan, Shaki, Meku, Jebu-Ode, Ilesha, and Ode Ondo. There was also a Railway Commissioner residing in the town of Abeokuta.

Communications.

The coast consisted of a series of low islands separated from the mainland by the sea, and forming numerous lagoons and creeks. Along these lagoons steamers plied, without entering the ocean, as far as Porto Novo on the west, and Siluko on the Ofus Wena River, which formed the Southern Nigerian boundary on the east. The only opening to the sea for many miles is at Lagos. Vessels drawing more than 10 feet 6 inches cannot safely get through the bar, so passengers are transferred into tenders by means of surf boats, and the vessels proceed with most of their cargo to Forcados a distance of 200 miles, and there tranship into tenders.

A railway was constructed from Iddo Island—between Lagos and the mainland—to Ibadan, a distance of 123½ miles, this was opened to the public in 1901. The railway terminus is on Iddo Island, where a fine station was built, connecting with the mainland and with Lagos by bridges. Carter Bridge extends from Lagos to Iddo Island and is 2,500 feet long, it is carried on steel screw piles some 100 feet long. The Denton railway and road bridges cross from Iddo Island to the mainland and are 900 feet long. A branch line about two miles in length was opened between Aro Junction (sixty miles from Lagos) and Abeokuta. A steam tramway connected Lagos town with Iddo railway station.

Telegraphic communication was established from Lagos with the Congo, South Africa, Bonny and

Brass, the Gold Coast and Europe, and *via* Accra with the Gaboon, Loanda, Kotunu, and Porto Novo, and there was also a land line connecting it with Forcados and with Jebba, and Lokoja. There was a weekly mail service to and from these places, and communications about once a month with Hamburg. Communication with Brazil and the United States was done by sailing vessels. The internal communication was chiefly by water, along the network of lagoons. Mail were carried to England by the African Steamship Company and the British and African Steam Navigation Company's vessels.



A BUSH-PATH

Between the years 1866-1874 Lagos became part of the Sierra Leone Administration, and in 1874 was included in the Gold Coast Colony. Whether or not stamps of Sierra Leone were used by Lagos during the period above-mentioned, I cannot say—I have not come across any specimens: but that an internal postal system was in operation is clearly shown by the following official notice signed by W. C. Pratt, Postmaster, and dated Lagos Post Office, March 5th, 1874.

“*Postal Service for Badagry, Palma, and Leckie.*”

“Notice is hereby given that the mails for Badagry will be forwarded from this office every Tuesday at 3 p.m., up to which hour letters and parcels will be received. Mails will be forwarded from Badagry to Lagos every Friday, and will be due here on Saturday.

“Mails for Palma and Leckie will be forwarded from this office every Tuesday and Saturday at 3 p.m., letters and parcels will be received up to that hour.

“Mails will be forwarded from Leckie and Palma every Tuesday and Friday, and will be due here on Monday and Thursday at 3 p.m.

“The inland rate of postage is as follows:—

“For a letter not exceeding ½ oz. in weight	1d.
For every additional ¼ oz.	1d.
For every newspaper	1d.
For a parcel not exceeding 8 ozs.	3d.
Above 8 ozs. and not exceeding 16 ozs.	6d.

“The above dates will be adhered to as closely as possible.”

It is difficult to understand why Lagos, whilst being incorporated with the Gold Coast Colony, should have had a special issue of its own stamps, but the fact remains that it did so. The first series was a set of four denominations consisting of 1d., 2d., 4d., and 6d. values, and these were ordered from the Government printers, Messrs. Thos. De La Rue & Co., of London, and placed on issue on June 10th, 1874. This date is definitely proved by the following official notice:—

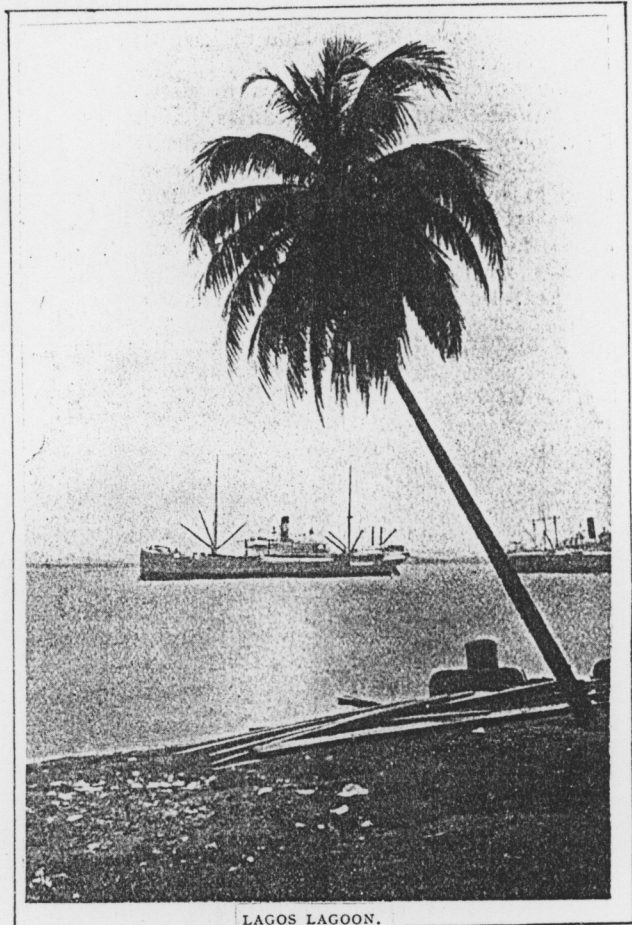
“The supply of stamps for postage rates of sixpence, fourpence, twopence and one penny having been received for the use of this Settlement, Notice is hereby given that no letters will be received for transmission at the Post Office unless duly stamped.

“By Command. Signed. JOHN SHAW.
“*Acting Collector and
Colonial Secretary.*”

“Secretary’s Office, Lagos, June 10th, 1874.”

It is of interest to note that the postal rate to the United Kingdom at this date was 6d. per half ounce. In March, 1875, two further denominations, 3d. and 1/- respectively, were added to the set.

Although Lagos had a comparatively short Philatelic life, *i.e.*, from 1874 to 1906, and during the whole of this period had only to resort to one provisional stamp—nevertheless its stamps have always proved attractive.



LAGOS LAGOON.

AFRICA

Lot	Description	Valuation	Stamps
		<i>2.35 p.m.</i>	
	<i>Note.—The following lot is offered on behalf of the Red Cross and St. John Stamp Fund.</i>		
358	KENYA: A superb impression in grey and embossed in white on a sheet of paper inscribed "EAST AFRICA PROTECTORATE"; would make a fine frontispiece to a collection	£1	1
359	— The valuable collection including 1903 to 2r., 1904 to 2r., 1907 complete, 1912 to 3r. and 1921 to 5r.; also fine examples of the high values overprinted "SPECIMEN", 1906 3r., 4r., 5r. and 10r., 1912 4r. to 500r. (both colours of the 20r.) and the 1921 50r.	£24	83
360	— 1922-27, 1c. to £1 mint with shades to the 2/- and postage dues. Cat. 190/-	£7	31
361	— 1935 1c. to £1 mint, Jubilees complete with an extra pair of the 1/- showing a constant plate variety, and postage dues, all mint	130/-	26
362	— 1938-41 1c., 5c., 10c., 30c., 50c., 1/- and 3/-, all in mint blocks or strips showing the full marginal inscription; also 1941 provisionals on South Africa in mint blocks of four	35/-	40

LAGOS

Offered by the order of F. E. PATTISSON, Esq.

(a) Covers.

363	1873 cover to England with a superb example of the rare red Lagos date stamp, R.L. type [PQ] (see Photo Plate IX)	£7	1
364	— Rather similar but the date stamp is in black	£4	1
365	— A superb cover with the date stamp in red and the straight line "REGISTERED LETTER" in black (see Photo Plate IX)	£8	1
366	— A similar cover but dated 1874, very attractive but not quite so superb as the last	130/-	1
367	1874 cover to England bearing CC 12½ 4d. and 6d. with the rare cancellation "LAGOS B" undated, the cover also bears "LAGOS A" date-stamp, black "REGISTERED LETTER" and red Liverpool arrival stamps. A valuable piece (see Photo Plate IX)	£14	2
368	1875 cover to England bearing CC 12½ 4d. and 6d. cancelled with "LAGOS B" date-stamp and red "REGISTERED LETTER" (see Photo Plate IX)	£11	2
369	1875 cover as last bearing a fine pair of CC 12½ 3d., one stamp has been slightly creased, neatly cancelled with the "LAGOS A" date-stamp (see Photo Plate IX)	£9	2
370	1876 cover to England bearing three CC 12½ 2d. which have been put over the date-stamp (presumably the adhesives were put on by the P.O. and not by the sender) and then cancelled with the distinctive "L" type in a diamond of horizontal bars; 1877, a rather similar cover but the adhesives are a strip of three CC 14 2d. A choice matched pair (see Photo Plate IX)	£16	6
371	— A very fine cover bearing CC 12½ 6d. green, similarly cancelled	£5	1
372	— Ditto, a similar cover	£5	1
373	1877 cover to England bearing CC 12½ 1/- (value 16½mm.) and CC 14 4d. with fancy cancellation "L." as last, the cover also bears fine impressions of the "LAGOS A" date-stamp in black and "REGISTERED LETTER" in red (see Photo Plate IX). <i>Note.—This is the second of two known examples of the first 1/- on cover</i>	£12	2
374	— A fine cover bearing CC 12½ 6d. cancelled as last	50/-	1
375	— Ditto, a similar cover	50/-	1

**CLIENTS ARE EARNESTLY REQUESTED TO RETURN
LOTS FOR INSPECTION WITHIN 24 HOURS OF RECEIPT**