

H I S T O R Y. 1861 - 1936

During the latter part of the 19th century there were three territorial divisions of what is now Nigeria:-

The Colony of Lagos ceded in August 1861 to the British.

The Oil Rivers Protectorate comprising the territory on the coast between Lagos and the Rio del Rey with the exception of the territory in the Niger delta held by the Niger Company.

The Territories of the Royal Niger Company Chartered & Limited, comprising the hinterland and the delta between the Forcados and Brass rivers and administered under the Charter dated 10th of July 1886.

On the 12th of May 1893 the title of Oil Rivers Protectorate was changed to Niger Coast Protectorate.

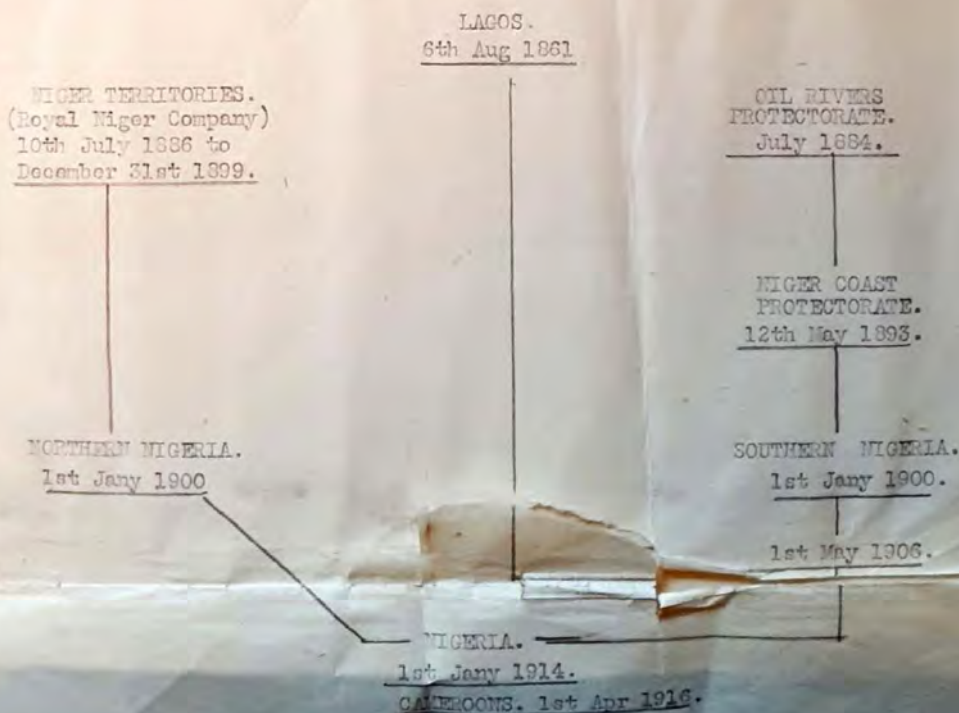
In 1900 the Niger Company's charter was revoked and the Territories between Idah on the River Niger and the coast were added to the Niger Coast Protectorate, which was now constituted the Protectorate of Southern Nigeria. At the same time the Northern Territories of the Company were constituted the Protectorate of Northern Nigeria.

On 1st May 1906 the Colony of Lagos was amalgamated with Southern Nigeria.

On the 1st of January 1914 the Protectorate of Northern Nigeria and the Colony and Protectorate of Southern Nigeria were amalgamated into the Colony and Protectorate of Nigeria.

Since the 1914-19 war a strip of the former German Colony of the Kamerun has been administered by the Government of Nigeria under mandate from the League of Nations and is known as Cameroons under British Mandate.

Chart shewing the development of the present Colony & Protectorate of Nigeria from the early days of the Niger Territories.



CAMEROONS. With the conquest of German Cameroons in Feb'y 1916 this Territory was on 1st April 1916 split up into two spheres, one administered by Great Britain, the other by France. Both sectors administer their allotted territory under Mandate from the League of Nations.

**PHYSICAL FEATURES.** The approximate area of Nigeria including the Mandated Territory is 372,674 square miles, more than three times that of the United Kingdom. It is situated on the north eastern shore of the Gulf of Guinea roughly between latitude 4° and 14° North and longitude 3° and 14° East. It is bounded on the North by the French Niger, on the East by the Cameroons, on the West by Dahomey and on the South by the Gulf of Guinea.

Nigeria extends some 600 to 700 miles inland from the coast and falls physically into four main zones. Along the Coast is a belt of swamp and mangrove forest some 50 miles in width; North of the swamps lies a belt of dense tropical forest about 50 to 100 miles wide, which gradually thins out into a belt of more open park-like country 200 miles wide. North of this is a vast undulating plateau about 2000 feet high, but rising in places to 6000 feet, which becomes more arid and sandy in the extreme North as it merges with the Southern fringe of the ever-encroaching Sahara Desert.

The average annual rainfall at Lagos is 72 inches, while at Debundscha in the extreme South it is 356 inches and at Hadeija in the extreme North it is 22 inches. Debundscha is exceptional but many places in the South record over 100 inches in the year.

**POPULATION.** In the 1931 census the total population of Nigeria was returned at 19,928,171 of whom 5,442 were non-native, mostly European or Syrian, distributed as follows:-

	<u>Area in sq.miles.</u>	<u>Population.</u>
Colony as now constituted. ...	1.381.	325.020
Southern Provinces ...	89.515	8.168.227
Northern Provinces ....	281.778.	11.434.924.
	<u>372.674.</u>	<u>19.928.171.</u>

Of the 10 main tribal groups the largest are the Hausa, Ibo, Yoruba and Fulani numbering approximately 3½, 3, 3 and 2 millions respectively. The 4 largest towns are IBADAN (387,133) LAGOS (126,108) KANO (89,162) and OGBOMOSHO (86,744). In the Northern Provinces the bulk of the population is Muhammadan and the remainder is Pagan with religious beliefs based on animism and ancestor worship. In the Southern Provinces the bulk is still Pagan though Christianity is making many converts. There are also large Muhammadan settlements in the Yoruba towns of the South.

**CONSTITUTION AND ADMINISTRATION.** For administrative purposes Nigeria is divided into three parts:-

The COLONY comprising the former Colony of Lagos.

The NORTHERN PROVINCES and the SOUTHERN PROVINCES comprising the PROTECTORATE and formed from the late Protectorates of Northern & Southern Nigeria.

The Northern and Southern areas of the Cameroons under British Mandate are administered as though they formed part of the Northern and Southern Provinces respectively.

The Provinces are each partitioned into Divisions with headquarters at Kaduna for the Northern and at Enugu for the Southern and each group is in charge of a Chief Commissioner (formerly Lieutenant-Governor). The Colony is in charge of a Commissioner (formerly Administrator) and has its headquarters at Lagos. They are responsible to the Governor whose headquarters and residence is at Lagos. The Governor is advised by a small Executive Council consisting of the most senior Government Officials and by the Legislative Council, which in addition to the official members, contains elected and nominated unofficial members representing the Commercial, Shipping, Mining and other interests of the Country. The underlying principle of Administration in Indirect Rule or rule

through Native Authorities on their traditional lines with the British Officials acting as much as possible in a merely advisory capacity. Some of the technical departments such as Railway, Marine, and Posts and Telegraphs are controlled direct by the Central Government although they are manned in the lower grades by African staff. Every year more of the higher or European posts are being filled by Africans who show sufficient ability and education to fill them satisfactorily.

CHIEF EVENTS SINCE THE AMALGAMATION. During the 1914-19 war the Nigeria Regiment led by British Officers and senior N.C.O's fought in the Cameroons, in East Africa, against the Senussi on the Northern frontier and in the Egba Rising in Nigeria itself. Nigeria also provided a Carrier Corps for service with the regiment.

After the war a policy of vigorous development was inaugurated. The general standard of living was raised by building better houses and by schemes for water and electricity supply in the larger towns. Communications were improved by a comprehensive scheme of road development until there were some 7,000 miles of motor road, although not all of it was suitable for heavy traffic during the rainy season. The UDI coalfield was developed and greater facilities for transport made the distribution of its coal over a wider area economically possible. The principal harbours of Lagos and Port Harcourt were improved, the former by the building of an up-to-date wharf at Apapa.

In 1927 the Eastern Railway between Port Harcourt and Kaduna was completed and the main line has latterly been extended beyond Kano to Nguru in the North East and Kaura Namoda in the North West, bringing the total length of open lines to 1905 miles. It is carried across the Niger at Jebba by two bridges 1795 feet in length, opened in 1916 and across the Benue at Makurdi by a bridge 2584 feet in length, opened in 1932. Similar but less tangible progress has been made in Administrative, Judicial, Educational, Medical, Veterinary and Agricultural matters.

EXPORTS. The chief exports are palm kernels, palm oil, tin, hides & skins, ground nuts, cotton, mahogany, cocoa and rubber. The chief imports are manufactured goods of every description.

Nigeria like the rest of the world suffered from the trade depression of 1931 and it was necessary to cut all services down to the bare minimum. Later, as the financial position improved, further schemes of development were put in hand.

COMMUNICATIONS. Before West Africa was opened up by European Powers from the Coast, the Muhammadan States North of the tropical forest belt turned culturally and commercially to the Mediterranean and to the Sudan. Some of the caravan routes across the Sahara are among the oldest trade routes in the world. The arrival of the Steamship and Railway turned these States to the South but the coming of the motor and aeroplane is turning them back again.

In 1923 the Compagnie Générale Transsaharienne was formed after the first crossing of the Sahara by motor and by 1927 was running a regular motor service between Colomb Bechar in Algeria and Gao in the French Sudan. By 1932 the service had been extended to Fort Lamy near Lake Chad via Niamey (French Niger) and Kano (Nigeria).

In 1934 the Société Algérienne des Transports Tropicaux started a motor service between Kano and Algiers via Tamanrasset in the Hoggar Mountains. These services run in the dry season only.

In 1935 Elders Colonial Airways Limited was registered as a private company to establish and work lines of aerial conveyances particularly on the West Coast of Africa. The first flight was made in February 1936 from the Imperial Airways base at Khartoum to Kano.

In addition to these more modern forms of transport Nigeria is served by British, American, French, Dutch, German and Italian Steamship lines, the best known of which is Elder Dempster Lines Ltd.

Internally the creeks and rivers of Nigeria are largely used as means of transport and communication as well as the roads and railways, but until 1936 little use had been made of the aeroplane. A pioneer effort of the Aerial Development Company in 1931 was not successful owing to the uncertainty of the weather and the scarcity of suitable landing places.

## CHAPTER 2.

### POSTAL HISTORY.

Nigeria is a large country and undeveloped according to European standards. Before the British occupation the population centred around walled or stockaded towns and villages and trade was confined to the rivers or recognised caravan routes. As the Country was opened up by railway and motor road, inter-tribal fighting and slave-raiding were suppressed and the population gradually expanded from these centres over areas formerly unoccupied. This process still goes on in a lesser degree. New roads and railway extensions open up new country, gold or tin are found unexpectedly and new settlements spring up. Old mines become worked out, old industries die or sleeping sickness makes an area uninhabitable and the population moves elsewhere. The Posts and Telegraphs Department keeps in touch with these changing conditions and although the main offices remain unchanged, it opens or closes a number of smaller Post Offices or Postal Agencies every year. It also takes every opportunity to accelerate the internal mail service by making use of train, lorry or launch, as soon as they are running in districts which formerly relied upon camel, carrier or canoe for transport.

The extent of the services rendered by the Department is governed by the prosperity of the Country and it reached the peak of its activities in 1930 as a result of the trade boom of the preceding years. It likewise suffered from the world-wide depression of the years following, but the annual reports show steady progress.

In 1914 the Posts & Telegraphs Department was formed out of the existing Departments for Northern & Southern Nigeria under Mr J. Somerville as Postmaster General.

In 1915 it was decided to withdraw Southern Nigeria from the Universal Postal Union. Northern Nigeria had never joined the Union owing to difficulties of transmitting mails to French West African Settlements at the U.P.U. rates of labour. The Department was responsible for the postal and telegraphic communication between the three British columns in the field and with headquarters at Lagos. The Germans raided and destroyed the telegraph office at Mutum Biu.

In 1916 the Department suffered from a shortage of staff and material. There was difficulty in maintaining mail services East of Lagos owing to the curtailment of steamer services and the abandonment of the creek service previously maintained by the Marine Department. Post & Telegraph offices were opened in the Cameroons at Victoria, Buea, Kumba, Tinto and Ossidinge.

1917 was a year of carrying on under war conditions.

1918 saw a large increase in work owing to the opening of the Eastern Railway and new offices were built at Port Harcourt & Aba. The Nigerian Service Brigade returned from East Africa and went into camp at Ede, Zaria, Baro and Zungeru. A posts and telegraph office was accordingly opened at Ede. Postal Agencies were opened at several Railway Stations to deal with the sale of stamps and ordinary mail. Telegraph offices were opened in the Cameroons at Bamenda and Dschang. Work was seriously disorganised by the Egba Rising in the Abeokuta Province, also by an influenza epidemic throughout the country and some of the smaller offices were temporarily closed.

In 1919 the system of postal agencies was extended and new telegraph offices opened at Iseyin and Shaki. The workings of the Travelling Post Offices from Iddo to Jebba were revised and improved, but no new post offices were built.

In 1920 Mr Somerville retired after 18 years service and his deputy Mr H.M. Woolley was appointed to the position of Postmaster-General. The rates of postage to the U.K. and British Colonies, which had remained unchanged since 1914 were increased to 2d per first ounce and 1d extra for each succeeding ounce. The parcels post rates were also increased to make the service self-supporting. Special rates were applied for inland parcels for Bornu and Sokoto as it was found that the Arab and other merchants were taking advantage of the ordinary rates to send large quantities of goods through the post and seriously dislocating the ordinary mail service. A motor transport service was instituted between Aba and Owerri, also between Aba and Itu.

In 1921 a new post office was completed on July 17th at Kano.

In 1922 a new "A" type office was opened at Ibadan and contracts arranged for the transport of mails by motor between Aba and Onitsha, and Oshogbo and Akure.

During 1923 a new post office at Minna was completed and a fortnightly service introduced between Lagos and the Eastern Division ports by the steamers of Elder Dempster & Co. The Eastern Railway was completed as far as Makurdi and motor mail services established between Aba and Opobo, also between Onitsha and Enugu. The conveyance of mails on the Cross River was undertaken by Elder Dempster & Co on contract. This service was previously maintained by the Marine Department.

1924 saw the G.P.O. extension at Lagos completed which enabled the parcels mail to be adequately attended to. New accommodation for the post office at Ebute Metta was found. During this year the mail services were speeded up generally. In the North the "village to village" system by which native runners wait at villages every few miles apart to carry the mails and so ensure almost continuous service was extended between Kano and Maiduguri saving four days and between Jos and Ibi saving seven days. The mail from Kano to Katsina was carried by the Emir of Katsina by motor transport, being conveyed through in a few hours. An entirely new service was arranged between Makurdi and Lau on the Benue River, which connecting with the old services gave direct communication between Yola and Port Harcourt. In the Southern Provinces new motor services were instituted between Aba and Opobo, Aba and Oron, and Enugu and Onitsha, while the services in the Jebu-Ode, Ondo, Benin and Warri Provinces were all accelerated. There was a Travelling Post Office attached to the daily local stopping train operating between Lagos and Ibadan.

In 1925 a new Post Office was built at Kaduna South (Kaduna Junction) between the railway station and the traders sites. The old building hitherto used as a Post Office was given back to the Railway. At Victoria (Cameroons) an old block of quarters was repaired and converted into a Post Office, giving more room than was possible with the old building.

PARCELS POST. The maximum weight of parcels for transmission by post was increased from 11 lbs to 22 lbs in November. An arrangement was made with the Crown Agents that only half the supply of stamps be sent when printed, one quarter 6 months later and the balance 9 months after the despatch of the first consignment. This was owing to the effects of the climate on the adhesive qualities of the gum.

New Postal Agencies were opened in the Eastern Division at Imo River and Igumale. The Okrika postal agency was closed. In the Northern Division the Abuja postal agency was replaced by a postal-telegraphic office and a railway postal agency established at Duchin-Wai. In the Western Division a postal agency was opened at Okitipupa and the agency at Agbado which was relinquished by the Lagos Stores Co was re-opened as a railway postal agency.

In 1926 Mr Woolley retired and Mr G.I. Righton his Deputy was promoted to Postmaster-General. The system of allowing heavy parcels (not exceeding 22 lbs) by post inaugurated between the U.K. and Nigeria in November 1925 proved successful and was extended to the British West African Colonies as from the 1st February 1927. The rate of postage to the U.K. was 7/6 as compared with 5/- for a parcel over 7 lbs and not exceeding 11 lbs and for the West African Colonies 7/- as compared with 6/- for a parcel not exceeding 11 lbs.

The question of the adhesive qualities of the gum was made the subject of intensive bacteriological and chemical tests by experts and this led to a decided improvement in the quality and fastness of colouring of the stamps now sent out.

A new office was opened in September at Umuahia and new temporary offices were provided at Kumba and Bende. New postal Agencies were opened at Nembe and Agbiam. All these were in the Eastern Division. In the Northern Division the new post office built at Zaria was taken over and new temporary premises erected at Abuja, Damaturu and Potiskum. The postal agency at Potiskum was converted into a sub-office in May and at Damaturu arrangements were completed so that this could be opened as a sub-office on 1st January 1927. Postal Agencies were established at Argungu, Shendam and Zuru and a Railway Agency at Challowa. A travelling Post Office operating between Baro-Minna-Zaria met with good results and increasing business obtained. The sub-offices at Loko and Nafada were closed and Agenebode office transferred to the Western Division. No new offices were opened in the Western Division but the permanent buildings at Apapa, Ife, and Ede were almost completed and a new office was in course of erection at Ibara (Abeokuta). A new building was completed at Owo and the transfer from the old post office was made on 22nd April. Ondo was converted from a postal agency to a sub-office on 30th May and the Gana-Gana agency was closed on 31st October.

During 1927 the departmental buildings completed included new offices at Ibara (Abeokuta) and Makurdi, also a new temporary office at Ashaka. Postal-telegraph offices at Apapa, Ede, Ife, Ondo and Imo River were opened. Extensions were added to the Jos, Calabar and Port Harcourt Offices and at Burutu the postal department took over the Customs Offices. Buildings in course of erection included new post offices at Oshogbo, Kaduna North and Enugu and a new office was contemplated for Oturkpo (Benue Province). Postal Agencies were opened at Gudi, Kafanchan, Lafia, Abak, Ohafia, Agbesi, Ifo Railway Station, Ikirun and Okrika was re-opened. The sub-offices at Ibara, Ilesha, Offa, Ondo, Umuahia, and Itu were made into Head-offices. Owing to the establishment of a postal agency at Gudi the existing agency at Akwanga was closed.

Travelling Post Offices operating between Enugu and Port Harcourt, between Baro and Minna and from Iddo to Zaria are mentioned. The principal object of these T.P.O.'s is to afford postal facilities for small communities adjacent to the railways where the amount of business transacted is not sufficient to warrant the opening of a post office. The mail is collected and distributed en route and the public can obtain supplies of stamps and even postal orders. As a result of the opening up of the Eastern Railway all mail services were accelerated and many alterations brought into force. New motor services were introduced between Jos and Maiduguri bringing mails from Lagos (1100 miles away) within 5 days reach of Maiduguri. The runner services were expedited by making use of the new way-side stations on the Eastern Railway extension.

Runner service to serve the agency opened at ORA with IFON. Motor mail service between OWO and IKARE to connect with the main overland service between OSHOGBO-BENIN-ONITSHA.

In the Northern provinces the SOKOTO-ARGUNGU-BIRNIN KEBBI runner service was replaced by motor service in december.

1931. Owing to the universal trade depression postal revenue declined all round and it was necessary to effect economies both in the personnel and in the number of post offices. postal facilities were withdrawn in september from ABUJA, DAMATURU, KEFFI, SHENDAM, YANDEV, UTONKON, KATHA, CREEK TOWN, ISEYIN, and IBADAN BRANCH OFFICE. The postal agency at ARGUNGU was closed and the TRAVELLING POST OFFICE between MINNA-BARO and MINNA-ZARIA was discontinued. The office at ABEOKUTA (IMO) was reduced to a branch office and the post office at ZUNGERU was closed and a railway agency substituted.

A number of mail services operating throughout the territory were withdrawn and in other cases curtailed.

On the other hand the railway postal agency at KAFANCHAN was transferred to a new departmental office and full postal and telegraphic facilities provided. The postal agency at ADO EKITI was also made into a sub-office. New postal agencies were opened at EDUNABON, NGURU and RINGIM.

The rates of postage were reduced from 2d to 1½d for the first oz in the imperial rate of postage for letters addressed to Great Britain and all parts of the Empire as from April 1st, but owing to the financial stringency the former rate was restored as from October 1st. For the same reason the rate for internal letters as from October 1st, was raised from 1d per oz to 1½d for the first oz and 1d for each succeeding oz, and from December 1st the inland parcels rates were increased from 9d to 1/- for parcels not exceeding 3 lbs, from 1/6 to 2/- for parcels over 3 lbs but under 7 lbs, and from 2/3 to 3/- for parcels over 7 lbs but not exceeding 11 lbs. From the 1st of April a postal clearance fee of 3d was levied upon every dutiable letter packet and parcel received from abroad. This produced a revenue of £781 for the nine months ending December 31st.

During 1932 the decline in postal business continued. The post office at DAMATURU temporarily closed last year was re-opened, but the office at TINTO (Cameroons), the postal agencies at ORA (Benin) and OHAFIA (Owerri) were closed. The postal agency at NGURU was converted into a sub-office with telegraphic facilities.

From February 1st the postage on parcels not exceeding 3 lbs for Great Britain was increased from 2/- to 2/6.

In 1933 the railway postal agency at MALLAM MADURI was converted to a departmental post and telegraph office in August, but the postal agencies at ZURU, AKASSA and OLEGHEYO were closed. One cannot help but feel sorry that AKASSA post office will no longer issue stamps. It was the principal station in the territories of the Royal Niger Company, but of late years has rapidly declined. The post office was opened there in January 1888.

In 1934 the railway postal agency at AGEGE was converted into a sub-office. The ASHAKA post office was closed in March and replaced by a postal agency at OBETIM, the new administrative headquarters in that area. The postal agency at OHAFIA closed in 1932 was re-opened and the following new agencies established; NNEWI (Onitsha) and ORLU (Owerri)

Three postal agencies were closed; at BRASS (Owerri) KAGORO (Plateau) and NASSARAWA (Benue). The post office at NASSARAWA was closed in 1930 and it is possible that the postal agency was established there in its place. The name of BRASS is associated with the old Niger Coast protectorate and was first opened in 1892, it follows AKASSA in showing how one-time important centres of trade have fallen into decay.

In February a direct mail service with the Union of South Africa was commenced by the German African Line steamers and in May direct despatches with the Ivory Coast were started. Mail services between southern Cameroons and Europe were improved by the steamers of the African Fruit Company sailing fortnightly between Hamburg-Tiko-Rotterdam. At the beginning of the year the French postal Administration utilised the motor service which the Compagnie Generale Transsaharienne operates during the dry season across the desert between Colomb Bechar in Algeria and Kano to despatch an overland mail from Marseille by each trip. A small quantity of correspondence was received by each of the four monthly mails from January to April. The time taken in transit between Marseille and Kano varied from twelve to fifteen days.

The Eastern Railway limited midweek service was withdrawn from the 1st April; consequently the frequency of the mail services between the various offices on the PORT HARCOURT-KADUNA section of the line was reduced from thrice to twice weekly.

In June advantage was taken to introduce a daily mail service between OSHOGBO, BENIN and ASABA. In November the frequency of the service between BENIN and WARRI was increased to twice weekly.

In 1935 the decline in revenue and the corresponding falling off in P. and T. traffic since 1930, the start of the depression, was finally arrested.

Postal Agencies were opened at ETINAN in May and at OTTA in July. The Agency at OPOBO TOWN was closed in November.

Regular mail services with the U.K. were more frequent since mails were forwarded by the non-contract steamers such as those of the Woermann Linie and John Holt & Co.

The frequency of the BENIN-WARRI, ABA-OWERRI and ENUGU-ONITSHA services was increased to three times weekly.

Wireless receiving and transmitting stations were erected at KANO and MAIDUGURI towards the end of the year in connection with the projected Air Mail Service between KHARTOUM and NIGERIA and preliminary work in connection with the wireless requirements for the aerodromes at KADUNA, OSHOGBO and APAPA was started.

1936. New Postal Agencies were established at Ihiala and Idanre in April 1936 and that at Opebo Town re-opened. The Railway Postal Agency at Zungeru was converted into a sub-office in December. A new post office was built at Numan and that at Eket was entirely re-built.

A weekly air-mail service in both directions between Nigeria and Khartoum was established in February. This service was operated by Imperial Airways and connections to all parts of the World are made at Khartoum.

Owing to the new pictorial issue of postage stamps the sales to Philatelists increased by over £9,900, i.e. from £2748 to £12,652.

1937. Imperial and Inland postage rates were reduced on 1st April 1937 to 1½d and 1d respectively. This resulted in a remarkable increase in postal traffic (see statistics in the following chapter) New postal agencies opened during the year were as follows:- Abuja, Agbabu, Agbede, Gimi Dabosa, Gombe, Ifon, Ijebu-Igbo, Ipetu-Ijesha, Iseyin, Issele-Uku, Jega, Kano City, Lafenwa, Mai-Inchi, Mapo Hill, Obudu, Port Harcourt Town, Sabongari-Kano, Shaki, Sokoto Town, Talata-Mafara. Ifon was reduced to a postal agency. New post offices at Gusau and Obubra were opened in July and June respectively.

The weekly air-mail service between Lagos and Khartoum continued in operation throughout the year. The introduction of the Empire Air-mail Service embracing Nigeria was delayed owing to the difficulty in obtaining the necessary air-craft, This Empire service will provide for the conveyance of all letters by air at existing rates. In October air-mail facilities was extended to Accra in the Gold Coast Colony.

The sales of postage stamps to Philatelists totalled £9,678 but this drop is accounted for by the fact that only the three denominations of the Coronation stamps were new issues during 1937 against the sales of the twelve denominations of the Pictorial issue in 1936.

1938. The Sales of postage stamps to Collectors dropped considerably falling to £3452, a decrease of over £6000 on the previous year. There were a large number of new Postal Agencies and Railway Postal Agencies opened during the year, in spite of which there was a decrease in the amount of postal matter handled, especially in the case of parcels mail. Among the new Agency Post Offices opened were:-

ABAGANA. ABONNEMA. ABUA. ADIO. AGYARAGU. AGULERI.  
AHIARA. ARGUNGU. AZUMINI. BODE-SADU. CHAFE. DANGORA.  
EDIBA. EHA-AMUFU. IFAKI. IGBARA-OKF. IJERO. IKOT-AKAN.  
IKOT-UBO. ILEIGBO. ILLA MARKET. ILUGUN. INISA HALT.  
ISUOFIA. ITAM. JODOMC. KUDARU. LALUPON. LANWA. MBIASO  
NASARAWA. NKARAHIA. NKWOGWU. NOMEH. NUNG-UDOF. OGIDI.  
OKA. OKUKU. OKUMBIABO-AYADEGHE. OLD UMUAHIA HALT.  
OMCBA. OMOKU. OPEJI. ORU. OTAMPA. UGEP. UMUDURU.  
UMUNFEDE. UTONKON. WASIMI. ZONKWA.

*Mr. S. C. Crewe was the Postmaster General in 1938*

POSTAL REPORT 1944-45. Owing to the second world-war no postal reports were published since the 1930 issue and the main details of this report are given elsewhere. The sale of stamps increased by £36,323 during the year owing to the increased postal rates coming into operation on 1st April 1944.

32 new Postal Agencies were opened but many towns & villages were still without postal services of any kind. New issues of 1d, 2d, 3d and 4d stamps in new colours were placed on sale on 1st December 1944 and all stocks of these in the old colours (except the 4d value which had been out of use for some time) were withdrawn from sale at the same date.

*The Postmaster General at this period was Mr J. A. Gundry.*

POSTAL REPORT 1945-46. The sale of stamps over the previous 12 months was increased by £4,042. Four Agencies, those at GOMBE, GBOKO, IDAH and KANBA were converted to Departmental Post Offices and two Branch Post Offices were opened at Lagos. A temporary office was also opened at IJESA demobilization camp. 39 new Postal Agencies were opened during the year and many others would have been opened but for the delay in obtaining supplies such as dating stamps, cash boxes etc. New post office buildings were in course of erection at BAUCHI, ONDO, AKURE, ILARO, MAPO HILL, ABAK and ORLU and plans were completed for new buildings for IJESU ODE, NGURU and UYO. To relieve the congestion at LAGOS G.P.O. Kaiser's Building in BROAD STREET was rented for the handling of overseas parcels, this building also handles all Forces mail since the closing of the Army Post Office in December 1945.

Air Mail service to and from the United Kingdom was increased to thrice weekly in July 1945 and the limit of weight of air letters increased from 1 oz to 4 ozs.

POSTAL REPORT, 1946-47. The sale of stamps over the previous 12 months was increased by £53,775. Five Agencies, those at NSUKKA, ORLU, ABAK, OGIDI and ZIRU were converted to Departmental Post Offices. There was a number of new Postal Agencies opened (see statistics). There was a large increase in the number of parcels and letters dealt with by the Returned Letter Office, these amounted to a total of 200,806 of which only 152,372 were unreturnable owing to lack of senders names and other causes. The temporary office at IJESA demobilization camp was closed. A special issue of 1½d and 4d stamps to commemorate Peace & Reconstruction was made on 21st October 1946 and withdrawn from sale on 31st March 1947.

POSTAL REPORT 1947-48. Reductions in postal charges were put into operation during the year. These included delivery of all internal mail by air without extra charge, the Penny Post restored and other reductions in postal rates. Most of the reductions were made on 1st April 1947, but the introduction of the Penny Post was postponed until 1st December 1947 as it was necessary to await arrival of a sufficient quantity of 1d stamps. Fortunately the increased business obtained through these reductions fully justified the experiment, for x instead of a calculated loss of £50,000 the total revenue for 1947-48 was actually £17,971 higher than the previous year. The sales of stamps alone was increased by £10,925, whilst some 3301 overseas parcels were received extra.

The postal agencies at OTTA, AROCHUKU and MAPO HILL (IBADAN) were converted into Departmental Offices, whilst 41 new Postal Agencies were opened. The sale of registered envelopes, withdrawn during the war, was restored in August 1947.

Several new motor mail services were opened, but railborne mails continued to suffer heavy delays.

The restoration of a regular ocean mail from the United Kingdom with the arrival of the "ACCRA" in October, and the "APAPA" in March was welcome, but the 3 weeks interval between each boat and the irregular arrival of mail during this period, is very poor when compared with that operating before the war.

Charlatanic correspondence showed a big increase over last year's very big figures, a total of 9,570 postal packets were intercepted and remittances to the value of £1,205 were returned.

In consequence of the change in foreign rates, the 4d blue stamp was withdrawn from circulation and a 3d blue stamp issued to replace the 3d black. The Postal Union requires a blue stamp to be used for an ordinary letter between the countries of the Union.

POSTAL REPORT 1948-49. Mr J.A.Gundry having retired from the post of Director of Posts & Telegraphs his position was given to Mr P.A.Courtney. Sales of stamps increased during the year by no less than £40.419 some of which increase was no doubt occasioned by the special issue of the Silver Wedding stamps and to the increased letter and parcels traffic.

The Postal Agencies at AUCHI, BRASS, GUDI, IFO and ISSELE-UKU were converted into Departmental Post Offices. 45 new Postal Agencies were opened and two were closed permanently. New buildings were put into operation at AUCHI, BAUCHI, GOMBE, GUDI, IFO, NSUKKA and YABA. The new Post Office at IKURUN was to be opened in April 1949, whilst several new offices were in course of erection at other places.

Increases in the number of mail handled are given in the statistics. Improvements in the service deliveries of the internal surface mail was maintained, deliveries in some districts being increased from once to twice daily, in other places from once to twice and also three times weekly. In order that advantage might be taken of ships sailing direct from Port Harcourt the letter and parcels mail service was inaugurated from Port Harcourt Post Office direct with the United Kingdom.

AIR MAILS. The maximum use of the West African Airways services was continued and deliveries increased in number especially between LAGOS and the following towns IBADAN, KANO, BENIN, TIKO, PORT HARCOURT. New services were also introduced the most valuable of which being that between LAGOS-BENIN-PORT HARCOURT-ENUGU-MAKURDI-JOS-KADUNA-KANO once weekly in each direction. This service has accelerated the transmission of mail between Eastern & Northern Provinces to a great extent.

Sixpenny Air-Letter Forms impressed with a 6d stamp were placed on sale on the 15th December 1948. A special issue of 1d and 5/- stamps to commemorate the Silver Wedding of their Majesties King George VI and Queen Elizabeth was placed on sale from 20th December 1948 to 15th March 1949 inclusive. The maximum weight for printed paper packets posted in Nigeria was raised to 6½ lbs

The number of criminal offences against the Post Department increased in ratio to the volume of business. These offences comprised forgery, theft, misappropriation of funds and use of previously used stamps. There were burglaries at 12 Postal Agencies and 3 Post Offices.

POSTAL REPORT 1949-50. Sales of stamps increased over the previous year by £29,728 of which £11,596 was sold by the Crown Agents in London to Philatelists. Part of this increase was due to the Universal Postal Union Commemorative issue which was on sale at all Post Offices from 10th October 1949 to 9th January 1950. Air Letter Forms impressed with a 1d stamp for use within Nigeria were introduced on 1st October 1949. Official Air Letter Forms (Airgrams) for use by Government Departments with the object of reducing Official Telegraph traffic were also introduced in October 1949.

The Postal Agency at IKIRUN was converted to departmental status and a Branch Post Office was opened at IDUMAGBO (Lagos) bringing the total number of departmental offices up to 134. 44 new Postal Agencies were opened and SOKOTO Post Office was permanently closed on the transfer of the SOKOTO Post Office to a new building sited near the town. The former IKIRUN AGENCY was closed when the new Post Office was opened. The Postal Agencies provide a worthy public service in the rural areas and their popularity shows no sign of diminishing. New Post Offices were completed at KABBA, PORT HARCOURT (Overseas Parcel Office), SOKOTO and NUMAN.

As will be seen in the statistics the estimated total number of all classes of postal articles dealt with during the year was 53,611,900, the highest recorded figure. This represents an increase of approximately 14% on the previous year's figures.

AIR MAILS. A new external service operated by the West African Airways Corporation between Lagos and Khartoum via Kano and Maiduguri was introduced in January 1950. This service afforded some acceleration in the transmission of air mail between Nigeria, the Middle East and East Africa, but as the service only operated once fortnightly the bulk of the correspondence for these destinations was carried by alternative routes.

Second class mail despatches were inaugurated by air from the United Kingdom to Nigeria in November 1949, also in the reverse direction and between West African Colonies in January 1950.

In addition to the British Overseas Airways Corporation and the West African Airways Corporation, the services of the following Air Lines were utilised:- Air France to France, North & West and Equatorial Africa. Sabena (Belgium) to the Belgian Congo. Dutch Air Lines and Pan American Airways to South Africa.

For the Internal Air Mails operated by the West African Airways Corporation these were operating at the close of 1949 at the following places:-

IN & OUT OF LAGOS. Daily .... Benin, Enugu, Port Harcourt, Kano.

4 times weekly .... Kaduna, Tiko, Calabar, Jos.

3 do .... Zaria, Ibadan, Bida.

Twice weekly .... Makurdi.

IN & OUT OF KANO. Daily .... Lagos.

4 times weekly .... Kaduna, Jos.

3 do .... Zaria, Ibadan, Bida.

Twice weekly .... Sokoto, Enugu, Makurdi, Port Harcourt.

Once do .... Gusau, Yola, Maiduguri, Katsina.

It is to the credit of the Nigerian P.O. that the cost of conveyance by air on internal letters is 1d the same as it was in 1910. The average letter does not exceed  $\frac{1}{2}$ -oz in weight.

POSTAL REPORT 1950-51. The sale of stamps showed an increase over the previous year of £31.121. The number of letters and parcels handled during the year was 63,828,400 an increase of over 10,000,000 on last year.

The Postal Agencies at OKENE, IKARE, UGHELLI, and KWALE were made into Departmental Post Offices, bringing the total number of Post Offices in the Country to 138. 39 new Postal Agencies were opened during the year and 3 were closed permanently, these being at SURULERE, IDIROKO and KANO CITY. There are now 456 Postal Agencies operating throughout the Country.

Mobile Post Office No 1, the first travelling Post Office in Nigeria made its appearance in Lagos on 31st March 1951, operating at IDDO STATION and elsewhere. It will ultimately be used in those rural districts of the Eastern Region where Postal facilities are limited.

The new Posts and Telegraph Headquarters at LAGOS was completed and occupied in March 1951, the formal opening taking place on 2nd April 1951. New Post Offices completed and opened during the year were at ABAKALIKI, IBADAN PARCELS OFFICE, IKARE, ISSELE-UKU, KADUNA NORTH, KWALE, OGIDI, OGWASHI-UKU, OKENE, SHAGAMU and UGHELLI,

AIR MAILS. An Air Parcel Post Service between the U.K. and West Africa was put into operation on 26th May 1950. In addition to the services of the British Overseas Airways and the West African Airways Corporations increased external air-mail services were arranged from Lagos and Kano using the following air-lines:-

- (1) Air France to France, French Cameroons and French Equatorial Africa.
- (2) Sabena Air Lines to Belgian Congo.
- (3) South African Airways to Johannesburg.

The internal air service operated by West African Airways Corporation worked very satisfactorily, but there were a few isolated delays in the Tiko service, due to airfield troubles.

METER MACHINES. Approval was given to three firms in Lagos and one in Ibadan to buy and instal meter franking machines. Electrical stamp cancelling machines were installed at Ibadan, Kano, Kaduna Cross Post Centre and Port Harcourt.

There were no changes in postage rates during the year.

Mr R.E.G.Wilkins, Deputy Director of Posts & Accounts was transferred to Gold Coast ~~and~~ Colony to act as Postmaster-General, the vacancy was filled by the promotion of Mr L.R.Langridge. Mr P.A.Courtney the Director of Posts & Telegraphs was made a Commander of the Most Excellent Order of the British Empire by His Majesty King George VI.

Nigeria generally is the last stronghold of the Penny Post and almost the last of the Shilling Telegram.

POSTAL REPORT 1951-52

The number of Postal Agencies continued to increase and at the close of the year there were 143 Post Offices and 483 Postal Agencies in operation. New Post Offices were opened at Ikeja Airport, Moloney Street Lagos and at Port Harcourt. The former Agencies at NBAWSI and WUKARI were converted into Post Offices. Some 47 Agencies were opened and 4, i.e.:- DUKE TOWN, BENIN TOWN, EREDO and YOLA TOWN were permanently closed. 33 other established postal agencies were temporarily closed for various reasons at the end of the year.

New Post Office buildings were completed at the following places:- ASABA, PORT HARCOURT B.O, NBAWSI, ONITSHA, CALABAR, OWO, SAPELE, POTISKUM, BUKURU and KATSINA. Work was also in progress on new Departmental buildings at IKORODU, AFIKPO, IPON, IJESU-IGBO, JEBBA, OYO, VOM, YELWA and KANO SABON-GARI (Branch Office).

The estimated number of postal articles handled during the year was nearly 14 million more than in the previous year and the sale of stamps increased by £86.203. The number of parcels received from abroad increased by 40.700.

Surface Mails. A new mail vessel "Aureal" was introduced for the Lagos-Liverpool service, thus enabling a regular fortnightly service to be maintained in place of the former three-weekly service.

AIR-Mails. The external air-mail services were extended by the introduction of direct exchanges between the following offices:-

Hong-Kong - Lagos.	Lagos - Rome.
Sydney - Lagos.	Lagos - Berne.
Osaka - Lagos.	Lagos - Malta.
Geneva - Lagos.	Kano - New York.
Lagos - Ottawa	Kano - Duala.
Lagos - Berlin.	Kano - Marudi.
Lagos - Amsterdam.	

Paris - Lagos	} Air Parcel Mails.
Marseille - Lagos	

Postal Rates. The pre-paid postal rate for internal letters was increased from 1d to 1½d for each of the first two ounces on 1st April 1951, but the rate for internal air-mail letter forms remained unchanged at 1d.

Owing to the revaluation of sterling it was necessary to revise the public charges for external correspondence in order to conform to the provisions of the Universal Postal Union Convention. In consequence increased rates for almost all classes of external correspondence were introduced on 1st April 1951.

External parcels post rates were also increased on 1st October 1951. Second class air mail service was extended to all Commonwealth Countries on 1st April 1951.

Approval was given for the installation of 17 machines for use by commercial firms for meter franking

POSTAL DEVELOPMENT.

During the year 1954-55 113 postal Agencies were opened making a total of 736 and in the same period 4 Post Offices bringing the total to 156.

During the year 1955-56 120 new Postal Agencies were opened, 4 Agencies were permanently closed and 46 closed for varying periods during the year. The Agencies at Iwo and at University College, Ibadan, were converted into Departmental Status bringing the number of post offices at the close of the year to 159.

During the year 1956-57 83 new postal Agencies were opened bringing the total to 878, 6 others were converted to Departmental Post Offices making the total number of Post Offices at the close of the year to 166.

STATISTICS SHEWING THE GROWTH OF THE POSTS & TELEGRAPHS  
DEPARTMENT FROM 1914 TO DATE.

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(A) Net sales of stamps for postal purposes including sales to Philatelists.

<u>1914.</u>	<u>1930.</u>	<u>1936</u>	<u>1937.</u>	<u>1938.</u>	<u>1943-44.</u>	<u>1944-45.</u>	<u>1945-46.</u>
£26.045.	£45.302.	£65.320.	£71.443.	£65.425.	£111.021.	£146.344.	£150.386.
<u>1946-47.</u>	<u>1947-48.</u>	<u>1948-49.</u>	<u>1949-50.</u>	<u>1950-51</u>	<u>1951-52</u>		
£204.161.	£215.086.	£255.505.	£285.233.	£316.354.	£402.557.		
<u>1953-54</u>	<u>1954-55</u>	<u>1955-56</u>	<u>1956-57.</u>				
£538.009.	£591.060.	£668.188.	£774.188				

(B) Sales of Stamps to Philatelists (included in above figures)

<u>1914.</u>	<u>1915.</u>	<u>1918.</u>	<u>1919.</u>	<u>1920.</u>	<u>1921.</u>	<u>1922.</u>	<u>1923.</u>	<u>1924.</u>	<u>1925.</u>	<u>1926.</u>	<u>1927.</u>
£7805.	£1041.	£192.	£299.	£313.	£1651.	£447.	£199.	£650.	£867.	£1840.	£853.
<u>1928.</u>	<u>1929.</u>	<u>1930.</u>	<u>1931.</u>	<u>1932.</u>	<u>1933.</u>	<u>1934.</u>	<u>1935.</u>	<u>1936.</u>	<u>1937.</u>	<u>1938.</u>	<u>1939.</u>
£428.	£285.	£298.	£167.	£603.	£589.	£36.	£2748.	£12.652.	£9678.	£3452.	

1949-50  
£11.596

Owing to the second world war no postal reports were published and it was not until 1945 that any statistics were obtainable as to the growth of Post Offices. The figures shewn from 1943-44 are for the 12 months ending 31st March.

The separate figures for sales to Philatelists were not available for 1916 and 1917, nor have separate details been given since 1938. These figures are very interesting as shewing how a new issue of stamps brings revenue to the Post Office. In 1914 the definite issue for Nigeria appeared and in 1921 the script watermark was introduced. At the end of 1923 stamps were first printed from Die 2, but it was not for some years later that all values from Die 2 were issued. In 1932 there was the unexpected re-appearance of certain stamps from Die 1, in 1935 the Jubilee issue and in 1936 the new Pictorial issue. The increased sales of stamps in 1948 and again in 1949 would be in part accounted for by the issues of the Silver Wedding and U.P.U. stamps.

(C) Number of Post & Telegraph Offices and Postal Agencies in operation.

	1914.	1919.	1930.	1936.	1937.	1938.	* 1935						
Head Post Offices.	27.	33.	47	27.	27.	27.							
Sub Post Offices.	60.	77.	81	83.	82.	79.							
Trav. Post Offices.	-	3.	2	2.	2.	2.							
Postal Agencies.	25.	28.	21	26.	45.	61.							
Rly Postal Agencies.	9.	28.	22	19.	20.	39.							
	121.	165.	154	157.	176.	228.							
						(228)							

	12 months ending Mar 31st 1944.	1945.	1946.	1947.	1948.	1949.	1950.	1951.	1952
Head & Sub Post Offices.	112.	113.	121.	125.	127.	132	134	138	143
Postal Agencies.	266	298.	324.	340.	343.	380	420	456	483
do temporarily closed.					20.	21	23		
	378.	411.	445.	465.	490.	533.	577	594	626

	1954.	1955.	1956.	1957
Head & Sub.P.O's.	152.	156.	159.	166.
Postal Agencies.	623.	736.	785.	845.
	775.	892.	944.	1011.

(D) Number of Postal articles dealt with.

	1914.	1930.	1936.	1937.	1938.
No of articles posted..	3,018,581.	6,105,300.	7,640,240.	10,039,000.	10,723,900
do rec'd from abroad.	1,426,294.	3,373,420.	3,399,890.	4,847,200.	4,930,700
No of parcels posted....	128,963.	88,190.	47,180.	57,600.	43,300.
do rec'd from abroad.	81,865.	132,090.	63,940.	78,100.	67,800.
Total.....	4,655,703.	9,699,000.	11,151,250.	15,021,900.	15,766,200.

	1943-44	1944-45.	1945-46.	1946-47.	1947-48	1948-49
No of articles posted.	13,998,600.	18,701,500.	21,946,100.	23,450,300.	28,906,900.	
No rec'd from abroad..	2,591,300.	3,850,000.	5,362,900.	7,975,800.	6,739,800.	
No of parcels posted.	87,900.	120,200.	132,900.	141,300.	156,700.	
do rec'd from abroad.	25,793.	41,600.	54,900.	75,600.	100,500.	
	16,703,593.	22,713,300.	27,496,800.	31,643,000.	35,903,900.	

	1948-49.	1949-50.	1950-51	1951-52	1952-53
No of articles posted.	36,424,200.	43,171,700.	52,762,400.	62,140,700.	
No rec'd from abroad...	10,379,000.	10,096,500	10,652,200	15,140,400	
No of parcels posted...	177,900	190,500	238,500	201,300	
do rec'd from abroad.	124,700.	153,200	175,300	216,000	
	47,105,800.	53,611,900	63,828,400	77,698,400	81,007,000

	1953-54.	1954-55.	1955-56.	1956-57.
No of articles posted.	65,528,100	66,133,720.	70,745,000.	78,179,000
No rec'd from abroad.	21,736,300	25,068,750.	25,704,000	26,634,100
No of parcels posted.	163,400	231,000.	201,900	207,200
No received from abroad.	244,700	264,400.	292,700.	263,000
total.....	87,672,500.	91,697,870.	96,943,600.	105,283,300

(E) Air-Mail Statistics. Numbers Despatched, abroad.

<u>1943-44.</u>	<u>1944-45.</u>	<u>1945-46.</u>	<u>1946-47.</u>	<u>1947-48.</u>	<u>1948-49.</u>	<u>1949-50</u>
265.420.	608.643.	1.243.800.	2.431.500.	3.376.000.	2.806.000	3.237.100

\*This figure afterwards found incorrect.

<u>1950-51</u>	<u>1951-52</u>
3.443,800	4.243.200

RAILWAY POSTING BOXES ON TRAINS.

Letter posting boxes are provided for public use on the North and Ocean Mail Service, the Eastern and Western Limited Services and on certain other local services.

The posting boxes on the Limited and Local Services are intended primarily for use at stations where Post Office facilities are not afforded and "late fee" will not be levied. In the case of the North and Ocean Mail Services which stop at the principal Railway Stations only, a late fee of 1d. in addition to the ordinary postage should be affixed in postage stamps to each article posted.

Ocean and North Mail letter posting boxes. There are two letter posting boxes affixed to the trains on these services. On the North Mail Service clearance is effected at KADUNA JUNCTION, KANO and JOS, and on the Ocean Mail Service at KADUNA JUNCTION and APAPA.

Eastern and Western Limited Services. There are two letter posting boxes affixed to the respective trains on these services. On the Western Limited clearance is effected at MINNA, KADUNA JUNCTION and KANO on the UP journey, and at KADUNA JUNCTION and IDDO on the DOWN journey. On the Eastern Limited clearance is effected at ENUGU and KADUNA JUNCTION on the UP journey, and at ENUGU and PORT HARCOURT on the DOWN journey.

On the JOS - KAFANCHAN section clearance is effected at JOS on the UP journey and at KADUNA JUNCTION on the DOWN journey.

TRAVELLING POST OFFICES, are provided on the Railway between Lagos and JEBBA to afford postal facilities for small communities adjacent to the Railway where the amount of business transacted is not sufficient to warrant the establishment of a Post Office or Agency.

Postal Information.  
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The following rates of postage were in force on Jany 1st 1939.

Letter Post. Internal for Nigeria & Cameroons under British Mandate.  
1d. for the first oz and 1d. for each succeeding oz.  
British Empire.  
1½d. for the first oz and 1d. for each succeeding oz.  
Foreign.  
3d. for the first oz and 1½d. for each succeeding oz.

Postcards. ½d. Internal, and 1d. for British Empire and Foreign.

Newspapers & Printed papers. ½d. per 2 ozs. for all destinations.

Commercial Papers. Internal - ½d. per 2 ozs.  
British Empire and Foreign - 3d. for the first  
12 ozs. and ½d. per 2 ozs. afterwards.

Samples. 1d. for first 4 ozs. and ½d. per 2 ozs. afterwards.

Parcels Post. 3 lbs. 7 lbs. 11 lbs. 22 lbs.

Nigeria & British Cameroons...	1/-	2/-	3/-	5/-
British West African Colonies.	2/-	3/-	4/-	7/-
Great Britain & Ireland.....	2/6	3/6	5/-	7/6

The parcels rates to Foreign Countries vary according to lists which are too numerous to be shewn here.

Small Packets Service. 1d. per 2 ozs. with a minimum charge of 5d. The maximum weight allowed is 2 lbs. This service is limited to certain Countries.

Registration. For internal letters 3d, but there is no insurance service for either letters or parcels.

For Imperial and Foreign letters, the charge is also 3d, and for Insurance, the following charges are made:

not exceeding .....	£12.	£24.	£36.	£48.	£60.
	6d.	9d.	1/-.	1/3.	1/6.

Air Mail Services. Limit of weight.- ½ oz., and the rate to Gt Britain and Ireland is 6d. per ½ oz., for a post-card the rate is 3d. Mail can be registered but not insured.

Information regarding postal rates during the war were not published.

On 1st April 1944 new rates of postage came into operation as follows:-

Inland letters 1½d for the first oz and 1d per oz additional.

Postcards raised from ½d to 1d.

Letters within the British Empire raised from 2½d to 3d for the first oz.

Foreign letters raised from 3d to 4d for the first oz.

For Air-mail rates see remarks under Air-Mail section.

On the 1st April 1947 the above rates were modified as follows:-

Inland letters within Nigeria remained the same.

Postcards reduced to ½d each

Letters to the United Kingdom and British possessions (i.e. Dominions, India, Burma, any British Colony or Protectorate other than the Cameroons) Egypt, H.M. Ships of War and H.M. forces abroad)-

Letters 1½d for the first oz and 1d for each succeeding oz or part thereof.

Postcards 1d each.

Foreign Countries:- 3d for the first oz or part thereof and 2d for each succeeding oz.

Postcards 2d each.

Parcels Post rates were as follows:-

	Internal.	United Kingdom.	British W.A. Colonies.
3 lbs	1-0	2-6	2-0
7 lbs	2-0	3-6	3-0
11 lbs	3-0	5-0	4-0
22 lbs	5-0	7-6	7-0

As from the 1st December 1947 new postal rates affecting letters posted in Nigeria for delivery in Nigeria came into operation as follows:-

Letters. 1d for the first half-ounce or part thereof.

1d for the second do do

and 1d for each succeeding ounce or part thereof.

Coming into effect on 1st March 1950 rates for second class mail by air to The United Kingdom was fixed at 4d per ½ oz and to Gambia, Gold Coast and Sierra Leone 2d per ½ oz. Second class mail consists of printed papers, commercial papers, samples and literature for the blind, A description of contents must be shewn in the upper left hand corner of the cover and a blue air-mail label affixed immediately above the address. No letter must be enclosed in parcel.

REGISTRATION FEE

Fee for registration of a postal article . . . 0 4  
Government Notice No. 1225 published in  
*Nigeria Gazette* No. 47 of 4th September, 1947,  
is hereby amended by the deletion of the last  
sentence. All previous *Gazette* Notices relating  
to the Registration Fee at the former rate of 3d  
are hereby cancelled as from the date that this  
notice comes into operation.

P. A. COURTNEY,  
Director of Posts and Telegraphs

Lagos, 7th March, 1953.

01425

Air Mail RATES. A Government notice in the Nigerian Gazette of 27th Decr 1951 stated that the pre-paid rate of postage on air-mail letter forms posted in Nigeria and the Cameroons under U.K.Trusteeship for delivery in Nigeria and the Cameroons would be 1½d per form with effect from 1st April 1952.

The rates of postage to Great Britain, Northern Ireland & Eire on letters would be 1/3 per ½ oz. These amended rates to come into force on 1st April 1953.

On the 1st September 1953 a new air-mail letter form with the IFE BRONZE design reproduced-exact replica of the 6d stamp - even with the perforation ~~shown~~ printed was put into service.

Another inland letter form with the 1½d value (Groundnuts) was expected to be on sale 1st April 1954.

AIR MAIL LETTER FORMS.  
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<u>April 1st 1944.</u>	Printed form for use of Nigerian Forces overseas. No stamp. The rate of postage charged to England was 4d. A second printing of this air-mail letter form varied slightly in colour, being more of a slate-grey shade.
<u>Decr 15th 1948.</u>	Printed form with 6d stamp (Head of King George VI)
<u>Oct 1st 1949.</u>	Printed do 1½d do do do
<u>Sept 1st 1953</u>	do do 6d do (Ife Bronze)
1954.	do do 1½d do (Groundnuts)

OFFICIAL AIR LETTER FORMS.  
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These are printed red on a pale pink-beige front and are printed with the words O.H.M.S. OFFICIAL PAID.

FOR USE WITHIN NIGERIA ONLY.

FIRST ISSUE. WATERMARK MULTIPLE CROWN C.A. (BLOCK TYPE)  
DIE 1.  
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DESIGN. It was a matter for regret to all ardent collectors of Nigerian stamps that the Authorities did not start the new amalgamation with a distinctive set of designs for its own use, following the example set by the Niger coast protectorate, southern Nigeria and even Lagos. Unfortunately, for economic reasons, they adopted the plates provided by the stamp printers for general colonial use, and, as a consequence, Nigeria issues have never been particular favourites with collectors.

Now if the general Colonial design is dull it must not be thought that the stamps are lacking in interest, the student will find ample scope for his activities in a study of the postmarks the varying cancellations of which will provide many interesting by-paths. A list of postmarks in the author's collection will be given in a later chapter.

Although the colony commenced its history on January 1st 1914, the first supplies of stamps bearing the title of NIGERIA were not placed on sale until June 1st of the same year. This delay was caused by the desire to use up existing stocks of the old protectorate issues.

The order was placed with the government stamp printers Messrs Thomas De La Rue & Co of London and the design printed from the general "postage & Revenue" colonial key-plates in two operations, the duty plate being printed at a separate operation. The design was a repetition of the Northern Nigeria issue, save that the word NIGERIA was substituted at the head of each stamp. The set consisted of twelve values; -  $\frac{1}{2}$ d, 1d, 2d,  $2\frac{1}{2}$ d, 3d, 4d, 6d, 1/-, 2/6, 5/-, 10/- and £1. The tablet for the value was shaded by horizontal lines for all values with the exception of the 3d, 4d, 6d, 5/- and £1, which had the tablet unshaded.

PAPER. All the lower values including the  $2\frac{1}{2}$ d were printed on the ordinary unsurfaced wove paper, the values 3d to £1 being printed on chalk surfaced safety paper. The 3d, 4d and 5/- denominations were on yellow paper, the 1/- and 10/- on green, the 2/6 on blue and the £1 on red, all others being on white paper.

The first supplies on yellow and green papers had the colour tinted on the face only, the back of stamp being white, but in subsequent printings experiments were made with various tinted papers resulting in a variety of shades, dear to the heart of the specialist, but the cause of much confusion to the average collector. So that these special papers may be brought out more clearly and keeping them in line with the classification adopted by the catalogue, they can briefly be summed up in the issued order as follows; -

### YELLOW PAPERS.

- 1st printing. WHITE BACK. A paper with a yellow face and white back.
- 2nd printing. LEMON BACK. A paper tinted yellow on face and back, but having a greenish tinge.
- 3rd printing. YELLOW BACK. A paper slightly thicker than usual tinted on both face and back. The shade of yellow on the face is of a deep tone.
- 4th printing. ORANGE BUFF BACK. A paper pale yellow on face with a distinct brownish tinge on the back.
- 5th printing. PALE YELLOW BACK. A paper with a pale yellow tint front and back. The back varies from pale yellow to yellow buff.

### GREEN PAPERS.

- 1st printing. WHITE BACK. A paper tinted green on face with a white back.
- 2nd printing. GREEN BACK. A paper tinted green on both sides, and varying from bluish to yellow-green.
- 3rd printing. OLIVE BACK. A paper blue-green on face with a pale olive-green back.
- 4th printing. EMERALD SURFACE. A paper emerald-green on face with a pale olive-green back.
- 5th printing. EMERALD BACK. A paper tinted emerald-green on both sides.

### BLUE PAPER.

A paper tinted blue on both sides, the shades on the back varying in tone from pale blue through deep blue to a greenish-blue. ~~xxxx~~.

### RED PAPER.

A paper tinted red front and back.

### SHADES.

Numerous shades in the above colours will be found. see check list for varieties. some of these may be due to the African climate which affects adversely both the colour of the paper and the gum. In 1917 the 1d appeared in scarlet, due to a war-time shortage of the carmine-red printing ink.

WATERMARK. All stamps were watermarked with multiple Crown and C A in block capitals, and perforated 14 gauge.

MAKE-UP of SHEETS. All stamps from 2d to 1s were printed in sheets of 120, two panes of sixty with gutter margin between. A plate number appeared in the sheet margin also a sheet number in black. The only duty plates that have been used for the 240 set printings are the 1d and 1d values. ~~The early printings of these were from one of the two 120 set key plates no 1 (the lower set) and these had the plate number at bottom of sheet only.~~

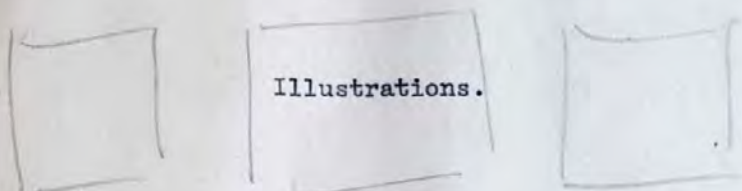
Each pane was surrounded by a single marginal line of colour broken over each stamp

VARIETIES. Nearly all values will be found with traces of double impressions and this remark applies to all of the Georgian General Colonial key-plate issues including the script watermark. The 4d value lemon back plate 1 will be found with a stop after the "d" of 4d.

PROOFS. I have a plate proof of the 1d value in black on white card.

SPECIMEN. All values were overprinted SPECIMEN in sans-serif capitals 2.5mm high for the Postal Union. The overprints were applied in black except in the case of the 4d, 1/- and 2/6 values which were in red. The 3d, 4d, 1/-, 5/- and 10/- values will be found on stamps with white backs as well as those with the coloured backs.

GENERAL. The author has departed somewhat from the catalogue listing and has followed out a simple rule of giving an A, B or C number to such stamps that are only shade varieties, thus allowing collectors to easily allocate their specimens. Only when a distinct change of colour is made should stamps be given a separate number. It is difficult to understand why the catalogue should give separate listings for the two Victorian die plates of St Lucia, Seychelles etc and only give an "A" number to the Georgian dies 1 and 2. Certainly the Georgian dies shew more pronounced differences than the Victorian ones.



June 1st 1914. Head of King George Vth. Set of twelve values. Engraved and printed by De la Rue & Co from the general Colonial key and duty plates at two operations. Medium wove paper, white and coloured, All values to the 2 $\frac{1}{2}$ d on unsurfaced paper, values 3d to £1 on chalk surfaced paper. Watermark multiple Crown C.A. block type. Die 1. Perf 14.

No.		
1.	$\frac{1}{2}$ d	green
	a	pale green
	b	deep green
2.	1d	carmine-red
	a	scarlet
3.	2d	grey
	a	dull grey
	b	slate grey
4.	2 $\frac{1}{2}$ d	bright blue
	a	dull blue

5. 3d purple on yellow (white back)  
 a do do (lemon back)  
 b purple on deep yellow (yellow back) THICK PAPER.  
 c purple on pale yellow (orange-buff back)  
 d do do (yellow-buff back)  
 e do do (pale yellow back)
6. 4d. black & red on yellow (white back)  
 a do do (lemon back)  
 b black & red on deep yellow (yellow back) THICK PAPER.  
 c jet-black & red on pale yellow (creamy yellow back)  
 d. black & red on pale yellow (orange-buff back)  
 e. black & red on deeper yellow (yellow buff back)  
 f do do on pale yellow (pale yellow back)  
 g *STOP AFTER 4<sup>th</sup>. (lemon back)*
7. 6d. purple & bright mauve.  
 a dull purple & mauve.  
 b pale purple & bright mauve.
8. 1/- black on pale blue-green (white back)  
 a do on yellow-green do  
 b black on pale blue-green (yellow green back)  
 c do do (blue-green back)  
 d do do (pale olive back)  
 e do on emerald-green do do  
 f black on bright emerald-green (emerald green back)  
 g do on emerald-green do do  
 h *NO CROSS IN CROWN*
9. 2/6 black & red on pale blue (dull blue back)  
 a jet-black & red on pale blue (deep blue back)
10. 5/- green & red on yellow (white back)  
 a do do (lemon back)  
 b green & red on deep yellow (yellow back) THICK PAPER  
 c green & red on yellow (orange-buff back)  
 d do do on pale yellow (yellow-buff back)  
 e do do do do (pale yellow back)
11. 10/- green & red on blue-green (white back)  
 a do do do (blue-green back)  
 b do do do (pale olive back)  
 c do do on emerald-green ( do do )  
 d do do do do ( emerald back)
12. 1. deep purple & black on red.

NOTE. There was a re-issue of the 1 value in August 1932 printed from plate 23, but it can only be distinguished from the earlier printings by the plate number.

2nd ISSUE. SCRIPT WATERMARK. Die 1.  
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During 1920 a change of watermark was introduced by the Crown Agents. The shape of the crown differed and the letters C A were in script capitals. Illustrations ~~showing~~ of the old and new types are shewn below



(old) Block C A.



(new) script C A.

The first stamps to be printed with the new watermark were the <sup>1</sup>/<sub>2</sub>d and 1d values which were placed on issue early in 1921, followed by the 2d, 2<sup>1</sup>/<sub>2</sub>d and 6d values in May of the same year. In January 1924 the 3d value appeared in a new colour; bright violet on white in place of the old purple on yellow, this might have been occasioned by the desire to shew a distinction from the 4d value which was printed on yellow paper.

After several years of die 2 printings - see next chapter - a rather surprising occurrence took place in March 1932 by a return to the original die 1 printing. It was understood among philatelists that through an accident die 1 plate was discarded and die 2 plate substituted, but an enquiry directed to the Crown Agents for official confirmation brought forth the following reply

4 Millbank. Westminster S.W.1.  
22nd September 1932.

Sir.

With further reference to your letter of the 18th July regarding the printing of certain Nigerian stamps, I have to inform you that we have looked into this matter and in reply have to state that there is no data to confirm the assumption that one of the key dies referred to has been discarded.

I am Sir

your obedient servant.

(sgd) H. Stanfield.

for Crown Agents.

DIE PROOFS. Die proofs of the name & value tablet in black on glazed cards exist for the 1/2d, 1d, 2d, 4d, 1/- values. The 1/2d value is dated 15/11/30 and marked "AFTER STRIKING". See below for 19.90 at H.R. Harmer's Sale Oct 1943

The first stamp of the re-issue was the 2d value which appeared in March 1932 in a distinct shade of dark brown. In August 1932 the following additional values appeared; - 4d, 2/6, 5/- and 10/- plate 23 only was used and only one printing made for each value except in the case of the 2d, of which two printings were made.

MAKE-UP. The 1/2d and 1d values were 240 set, all other values 120 set as before. plate No 9 had the plate number printed at bottom of sheet only, the other plates had the number at the four corners of each sheet

SPECIMEN. The 1/2d, 1d, 2d, 2 1/2d and 6d values were overprinted SPECIMEN for the Postal Union in black sans-serif capitals 2.5 mm high. The 3d value was also overprinted SPECIMEN in black sans-serif capitals 1.5 mm high.

VARIETIES. The 1/2d and 1d values from the plates 7 and 9 printing of 1921 are to be found with watermark inverted.

COLOUR TRIAL. The 3d value in violet Die 1 on watermarked paper imperforate was sold at H.R. Harmer's Sale on February 1st 1944 realising £8.

1921-1932. Head of King George. printed as before. values 4d upwards on chalk surfaced paper. watermark Multiple script C.A. Die 1. perf 14.

- No. 13. 1/2d green
  - a dull green
  - b deep green
- 14. 1d rose-carmine
  - a aniline-carmine
  - b dull-scarlet
  - c deep bright carmine
- 15. 2d deep grey
  - a dull grey
- 16. 2d dark brown
- 17. 2 1/2d bright blue
  - a dull blue
- 18. 3d bright violet
- 19. 4d deep black and red on yellow (pale yellow back)
- 20. 6d purple and bright mauve
- 21. 2/6 black and red on blue.
- 22. 5/- green and red on yellow (pale yellow back)
- 23. 10/- green and red on emerald (emerald back)

VARIETY. watermark inverted.

- 13c. 1/2d green
- 14d. 1d rose-carmine.

THIRD ISSUE. SCRIPT WATERMARK DIE 2

In October 1923 the 4d value appeared with the script watermark but printed from a new frame plate which differed from the original plate in several ways. The principal distinguishing features between the two plates are;-



- A. The second (thick) line below NIGERIA is cut on the slant to follow the shape of the crown.
- B. The side labels bearing the words "POSTAGE" and "& REVENUE" are cut square at the inner top corners
- C. At each of the lower corners there is a projecting dot or "bud" on the outer spiral of the foliate ornament.

- A. The second (thick) line below Nigeria is cut vertically on each side of the crown.
- B. The labels curve inwards at top on the inside edge.
- C. There is no "bud" in the outer spirals.

The 4d value above mentioned was from plate 10, this was followed by the 6d in July 1924 and the 1/- in August 1924 both from plate 11. The  $\frac{1}{2}$ d, 1d, 2d and 3d appeared in May 1925, the 2/6 in August 1925, the 5/- in October 1926 and the 10/- in April 1926. It is of interest to record that the first stamp to be issued from the die 2 printing was the blue registration stamp on the printed envelopes (3d value) in July 1923.

In May 1925 the  $\frac{1}{2}$ d and 1d values were printed from combined plates 7 and 12, the upper panes -plate 7- being die 1 and the lower panes -plate 12- die 2. All plates numbered 10 and upwards -with the one exception of plate 23 mentioned in previous chapter- are die 2.

COLOUR CHANGES. Several colour changes took place in this issue. The first change was in the 2d value, it being contended that the grey colour of this stamp had some effect on the adhesive quality of the gum, which contention however was not borne out by the tests afterwards made. Nevertheless a trial was given with a new colour and the 2d in chestnut printed from plate 16 was placed on issue on October 1st 1927. The colour of the 2d was again changed in September 1928 by a new shade in brown also printed from plate 16. There is a distinct shade of the 2d also in chocolate printed from plate 18 and issued in 1929, but later printings came in the brown colour.

The yellow papers shewed variation in tones from pale yellow to lemon and in 1930 to an almost whitish-yellow. Shade varieties also occurred in the green papers, details of which will be found in the check list.

The 2½d value became obsolete on March 31st 1931 and was replaced on April 1st of the same year by a 3d value in blue, which superseded the 3d violet colour. This change of colour was due to the increased postage rate on letters to foreign countries.

On April 1st 1931 a new 1½d value was put on sale in consequence of the change of the British Empire rate of postage from 2d to 1½d for the first ounce. Owing to the financial stringency the old rate of 2d was restored from the 1st October 1931.

MAKE-UP. The printing details and make-up of sheets were exactly the same as previously detailed, the only exception being the new 1½d value which had a double "jubilee" line of colour broken over each stamp in place of the single marginal line. This 1½d value has also been printed 240 set.

VARIETY. The 6d value from plate 11 <sup>2 VALUE PLATE 7, THE 1 VALUE PLATE 9 AND 3d</sup> is known with inverted watermark.

COLOUR TRIAL. The 3d value dull violet die 2 on watermarked paper is known imperforate.

SPECIMEN. The following values will be found printed SPECIMEN in ~~roman~~ sans-serif capitals 1.5 mm high.  
in red.....4d, 1/- and 2/6.  
in black.....2d chestnut, 5/- and 10/-  
With "SPECIMEN" perforated in a semi-circle instead of printed 1½d yellow. 3d blue.

The 1 value was also printed from die 2 and placed on issue January 19th 1927, it is the only stamp not bearing the new script watermark. The explanation of this lies in the fact that the Crown Agents had a large stock of the red paper with the block C.A. watermark, which had to be used up.

1923-1931. printed as before on medium wove paper, white  
and coloured, values ½d to 3d on ordinary paper,  
4d to 10/- on chalk surfaced paper.

Watermark multiple script C.A. die 2. perf 14.  
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- No.      ½d      green  
24.      a      pale green  
         b      bright green  
         c      deep green  
25.      1d      deep bright carmine  
         a      bright rose-red  
         b      carmine-red  
         c      rose-scarlet  
         d      carmine-rose  
26.      1½d      orange-yellow  
27.      2d      bluish-grey  
         a      slate-grey  
         b      pale grey  
28.      2d      chestnut  
29.      2d      brown  
         a      chocolate  
         b      pale brown  
30.      3d      deep violet  
         a      dull violet  
         b      pale violet  
31.      3d      blue  
32.      4d      black & red on pale yellow (pale yellow back)  
         a      jet-black & red on deeper yellow (lemon back)  
         b      black & red on very pale yellow (whitish-yellow)  
33.      6d      deep purple & bright mauve  
         a      pale dull purple & bright mauve  
         b      deep reddish purple & mauve  
34.      1/-      jet black on bright emerald (emerald back)  
         a      black on blue-emerald (emerald back)  
35.      2/6      black & red on blue  
36.      5/-      green & red on pale yellow (pale lemon back)  
         a      deep green & red on pale yellow (pale yellow back)  
         b      green & red on very pale yellow (whitish-yellow)  
37.      10/-      green & red on emerald (emerald back)  
         a      green & red on bright emerald (dark emerald back)

VARIETY. Inverted Watermark

33c & 6d (plate 11) <sup>AK 2</sup> PALE GREEN, THE IR ROSE CARMINE PLATE 9

24d for minor varieties of shades see check list.

Jan 19th 1927. watermark multiple crown C.A. (block type)  
but printed from die 2.  
perf 14. on chalk surface paper.

No 38. ½l. purple and black on red.

CHECK LIST OF THE STAMPS OF NIGERIA. 1914-1931 ISSUES.

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In giving the appended details of the various printings the Author wishes to place on record his appreciation for the help given by the following:-

The Crown Agents for the Colonies.

Thos de La Rue & Co Ltd.

Lt Col L. J. Worthington.

Mr Colin R Walker.

As printers were unable to give the plate numbers for the various printings, the lists have been compiled with care and are as correct as it is possible to get them with the information at his disposal.

The quantities given include all booklet printings.

(A) Watermark Multiple Crown C.A. (block type) Die 1

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All duty plates from the 2d to £1 values are 120 set - two panes of 60 with gutter margin between- and have four plate numbers on the sheet margin, one at each corner of the sheet. Plate Nos 1 and 9 have two plate numbers only placed at bottom of the sheet.

The only duty plates which have been used for 240 set printings are the 2d and 1d values.

Sheet Numbers. The sheet numbers are in all cases printed in black over the last stamp. In some cases the figures lap on to the margin, or occupy part of the last two stamps, in such cases they are tabled thus:- 2/2, 4/1 etc. Certain printings had no sheet numbers at top, these may probably be supplies kept back by the Crown Agents for distribution to London Dealers and not sent out to the Colony In some cases sheets were split into halves and each half sheet numbered before despatch to Colony. These are indicated with a X.

Gum. Many of the values exist with a yellowish gum, this may be caused by climatic changes and does not necessarily indicate a separate printing.

(A) Watermark Block C.A. Die 1. Perf 14.

Date Despatched.	Date Issued.	Value.	Plates No.	Colour and Description.	Sheet No.	Quantity Printed.
Mar 10 } 14 May 5th )	June 1914	½d	2 & 1	green, white gum.	X. 4 fig	1.017.960
May 17 & 27 Jun 5 & 28 1915	1915.	½d	do	green, yellow gum.	4 fig 2/2.	1.004.040
	1917.	½d	3 & 4	green.	X. 4 fig	
	1920.	½d	7 & 4	deep green.	4 fig	303.840
May 31 & Aug 5th. 1920. Aug 4th 1920.	1921.	½d	7 & 4	green.	4 fig.	235.280
<p>Note:- All stocks of the ½d value with the block C.A. watermark were officially destroyed at Lagos on 22nd February 1926.</p>						
Mar 10 & 20 } May 5. 1914 )	June 1914	1d	2 & 1.	carmine-red, white gum.	5 fig 3/2	3.058.000
May 17 & 27 Jun 5 & 28 1915	1915	1d	do	do yellowish-gum	5 fig 4/1	4.432.920.
Jun 12 & } 20th/1917 )	1917.	1d	3 & 4.	scarlet.	X. 5 fig 1/4.	2.380.440.
May 31 & Aug 5th. 1920	1920.	1d	7 & 4	carmine-red.	5 fig. 4/1.	1.1.645.080
Aug 4. 1920.	1921.	1d	7 & 4	do do	4 fig.	2.397.120.
Mar 10. 1914 Apr 27 & Jun 5. 1915	Jun/14.	2d	1.	grey. white gum.	4 fig 2/2.	119.040.
Jun 24/18.	1915	2d	1.	dull-grey, yellow gum.	4 fig.	290.520.
Jul 30/20.	1918.	2d	5.	slate-grey.	4 fig.	183.720.
	Dec/20.	2d	8.	dull slate-grey.	5 fig 4/1.	1.222.440.
Mar 10/1914 May 27 ) 1915 Jun 27 )	Jun 1914	2½d	1.	bright blue, white gum.	4 fig 2/2.	122.160.
	1915	2½d	1.	dull blue, yellow gum.	4 fig.	333.600
Mar 10. 1914.	Jun/14.	3d	1.	purple on yellow. white back.	4 fig 2/2	240.240.
Apr 27/1915	Aug/15.	3d	1.	do do lemon back.	4 fig.	489.120.
		3d	1.	purple on deep yellow, thick paper, yellow back.	4 fig.	

watermark block C.A. Die 1 continued.

*3rd Plate 1 Lemon Second Printing*  
*3rd Plate 1 dupped back 3rd Printing*

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
May 14 & 27th 1920	Dec 1920.	3d.	8.	purple on pale yellow orange-buff back.	4 fig	180.240.
Aug 4. 1920.	1921.	3d	8.	purple on pale yellow creamy yellow back.	4 fig	122.040.
Feb 9/1921.	1921.	3d.	9.	purple on pale yellow pale yellow back. X.	4 fig.	601.680.
Mar 10. 1914	<sup>1st</sup> June 1914.	4d.	1.	grey-black & red on yellow. white back.	4 fig/2/2.	120.000
Jun 5. 1915.	Aug 1915	4d	1.	grey-black & red on yellow. lemon back.	4 fig.	315.360
		4d	1.	black & red on deep yellow, thick paper. yellow back.	4 fig.	
19. Jun. 1919.	1920.	4d.	6.	black & red on pale yellow. pale-yellow back also in jet-black.	4 fig	117.120.
May 14 & 27. 1920.)	Dec/20.	4d	8.	black & red on pale yellow. orange-buff back. also with yellow-buff back.	4 fig	119.880.
Aug 4. 1920.	1921.	4d	8.	black & red on pale yellow, <del>yellow</del> buff back	3 fig.	73.200.
Jan 25. 1921.	1921.	4d	8.	grey black & red on yellow. with yellow-buff, orange buff & pale yellow backs.	4 fig.	458.640.
Mar 10. 1914.	<sup>1st</sup> June 1914.	6d	1.	purple & bright mauve white gum.	4 fig 2/2.	303.600.
Apr 27) 1915. Jun 5)	1915.	6d	1.	dull purple & bright mauve yellowish gum.	4 fig.	564.840.
Jul 5. 1919.	1919.	6d	6.	dull purple & mauve.	4 fig.	229.200.
May 31/20.	Dec/20	6d	8.	pale purple & bright mauve	4 fig	120.480.
Aug 19/20.	1921.	6d	8	do do	4 fig	315.960

Note:- All stocks of the 6d plate 8 were officially destroyed at Lagos on Febry 22nd 1926.

Watermark Block C.A. Die 1. continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Mar 10. 1914	Jun 1914	1/-	1	grey-black on pale blue-green, white back.	4 fig 2/2.	302.880.
Apr 27) 1915 June 5)	1915.	1/-	1.	(a) on yellow green face black on pale blue-green yellow-green back. (a) on blue-green back.	4 fig.	555.600.
Jun 12 & 20. 1917.	1918.	1/-	6.	deep black on pale-blue-green. pale olive back (a) on deeper olive back yellowish gum.	4 fig	71.640.
Dec 21. 1918.		1/-			4 fig	121.680.
June 19. 1919.		1/-				364.560.
May 14. 1920.	Dec 1920	1/-	8	black on emerald face, pale olive back. (a) on paler creamy-olive back.	4 fig	243.120.
Aug 4. 1920	1921.	1/-	8.	grey-black on emerald face, emerald back. (a) on bright emerald face.	4 fig	555.600.
Feb 9. 1921		1/-	9.	black on emerald face. emerald back. X.	5 fig 4/1.	1.167.000.
				Note: The shades of all green papers vary.		
Mar 10. 1914	1 <sup>st</sup> June 1914	2/6	1.	grey-black & red on pale blue, dull blue back.	3 fig	60.120.
Apr 27) 1915 May 17)	1915	2/6	1.	black & red on pale blue greenish-blue back, yellowish gum.	4 do	144.000.
June 12 & 20. 1917..	1918.	2/6	5.	jet-black & red on pale blue, deep blue back.	3 fig	61.400.
Feb 12. 1921	1921.	2/6	8.	grey-black & red on pale blue, deep blue back. also on a greenish-blue back.	4 fig	244.080.
Mar 10. 1914	1 <sup>st</sup> June 1914	5/-	1.	green & red on yellow, white back.	3 fig.	40.320.
Apr 27) 1915 May 17)	Aug 1915	5/-	1.	green & red on yellow lemon back.	3 fig	97.200.
		5/-	1	green & red on deep yellow yellow back, thicker paper.	3 fig	

Watermark Block C.A. Die 1 continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
May 17/20.	1920.	5/-	8	green & red on pale yellow. yellow buff back.	3 fig	18.000
Dec 18th 1920.	1921.	5/-	8	green & red on pale yellow. orange-buff, yellow buff & pale yellow backs.	4 fig	244.800.
<p>Note:- All stocks of the 5/- plate 8 were officially destroyed at Lagos on November 17th 1926. The shades of all yellow papers vary in tone.</p>						
Mar 10. 1914.	<sup>1st</sup> June 1914.	10/-	1	green & red on pale blue-green, white back.	3 fig	40.680.
Apr 27. 1915	Aug/15.	10/-	1.	green & red on pale blue-green, blue-green back.	3 fig	60.720.
June 12th & June 20. 1917.	1918.	10/-	5.	green & red on pale blue-green, pale olive back.	3 fig	11.880.
May 14) 1920. May 17) 1920.	Decr 1920.	10/-	8	green & red on emerald, pale olive back.	3 fig	24.720.
Dec 18th 1920.	1921.	10/-	8	green & red on emerald, emerald back. also on deep emerald back	4 fig.	121.800
Mar 10th 1914.	<sup>1st</sup> Jun/14	£1	1	deep purple & black on red.	3 fig	11.880.
Apr. 27/15.		£1	1	do do do	3 fig	36.720.
Jun. 12 & 20. 1917.	1918.	£1	5	purple & black on red.	3 fig	12.600.
Jun 19. 1919.	<del>1919</del> 1919	£1	6	do do do	3 fig	24.360.
May 17. 1920.	1920.	£1.	8.	do do do	3 fig	18.480.
Dec 18. 1920.	1921.	£1	8	do do do	4 fig	120.000.
Aug June 23. 1932.	Aug. 1932.	£1.	23.	do do do	3 fig	12.120.

\* THIS TOTAL MUST INCLUDE BLUE-GREEN BACKS IN SOME CONSIGNMENTS.

The £1 value printed from plate 23, is a return printing of Die 1 in 1932.

The  $\frac{1}{2}$ d and 1d values are 240 set, the other four values are 120 set.

Plate number 9 has ~~the~~ two plate numbers only placed at bottom of sheet. All others have four plate numbers, placed one at each corner of the sheet.

Both the  $\frac{1}{2}$ d and 1d values plate 7 & 9 printing, ~~xxxxxx~~ despatched in January 1921 will be found with inverted watermark.

The 2d, 2 $\frac{1}{2}$ d, 3d and 6d values will be found without sheet number at top.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Jan 19.1921	1921.	$\frac{1}{2}$ d	7 & 9	green, white gum. In some cases bottom half sheets were numbered.	4 fig	1.209.360.
Dec 18.1923	1924.	$\frac{1}{2}$ d	7 & 9	dull green, yellow gum.	4 fig	355.440.
Nov 28.1924	May.1925	$\frac{1}{2}$ d	7 & 12	deep dull green.	4 fig	239.280.
Jan 25 & Apr.5.1921	1921.	1d	7 & 9.	rose-carmine.	4 fig	2.524.440.
Sep 28 & Oct 2.1922	1923.	1d	7 & 9.	aniline-carmine.	5 fig	4.707.360.
Dec 18.1923	1924.	1d	7 & 9	dull scarlet.	4/1.	2.950.440.
Feb 22.1924					5 fig.	
Dec 5th 1924	May 1925.	1d	7 & 12.	deep bright carmine.	5 fig	3.456.960.
Feb 2.1925					1/4.	
Feb 24.1921	May 1921	2d	9.	deep grey. X	5 fig 1/4	1.815.000
		2d	9.	dull grey (yellow gum)	5 fig 4/1	
These are evidently from same printing, although position of sheet number differs.						
Apr 25.1921.	1921.	2d	9.	deep grey. (booklets)		181.260.
Feb 12.1921	May 1921	2 $\frac{1}{2}$ d	9.	bright blue, white gum. also dull blue, yellow gum.	4 fig	360.000.
Only one printing of the 2 $\frac{1}{2}$ d, which became obsolete in March 1931 when it was replaced by a new 3d value printed in blue.						
Sep 17.1923	Jan 1924.	3d	9.	bright violet (official term is blue-purple)	4 fig	359.280.
Feb 12 & 24.1921.	May 1921.	6d	9.	purple & bright mauve	4 fig	589.440.
Sep 28.1922		6d	9	pale purple & - do	NONE	60.600.

Note. Plate No 12 in the  $\frac{1}{2}$ d & 1d values is Die 2.

(B) Watermark Script C.A. & Crown. Die 1 continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Jan 15. 1932.	Mar 1932	2d	23.	dark brown.	4 fig	363.840.
Jun 23 & Jul 1st 1932	Aug 1932	2d	23.	dark brown	4 fig	831.000.
Jun 23. 1932.	Aug 1932	4d	23.	deep black & red on yellow, pale yellow back.	4 fig	241.440.
Jun 23. 1932.	Aug/32	2/6	23.	deep black & red on blue	3 fig	49.920.
do	do	5/-	23.	dull green & red on yellow, pale yellow back	3 fig	44.760.
do	do	10/-	23.	green & red on emerald, emerald back.	3 fig	31.200.

(C) Watermark Mult Crown & Script C.A. Die 2.

All duty plates with the exception of the  $\frac{1}{2}$ d and 1d values are 120 set. The  $\frac{1}{2}$ d and 1d are 240 set and the  $1\frac{1}{2}$ d value has ~~not~~ been printed 120 and 240 set.

All have single marginal line of colour in the sheet margins with the exception of the  $1\frac{1}{2}$ d value which has a double line.

Plates 10, 16 and 20 have the plate number at bottom of sheet only, all other plates have numbers at four corners.

When plate 18 was first made it had the plate numbers at all four corners, later it was made into an upper 120 set plate for occasional combined use with plate 20, when it had the plate numbers removed from the bottom margin.

## (C) Watermark mult Script C A. Die 2.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Nov 28. 1924	May 1925	½d	7 & 12	deep dull green.	4 fig	.....
Plate 7 is Die 1. quantities given in previous table.						
Dec 7 ) Aug 14 ) 1925.	1926	½d	13 & 12	pale green.	4 fig	478.080.
Oct 4 ) Nov 1 ) 1926	1926	½d	13 & 16.	green.	4 fig	450.480.
Aug 15. 1927	early 1928	½d	19 & 20	bright green.	4 fig	238.560.
Apr 10. 1928.	Feb 1929	½d	19 & 20	do do	4 fig	484.560.
Sep 17. 1929	1930.	½d	18 & 20.	deep green.	4 fig	780.000.
Jul 17. 1930.	1931.	½d	18 & 20	do do	4 fig	238.080.
Jul 24. 1931	Oct/31.	½d	22 & 20.	green	4 fig	777.120.
Jan 15. 1932.	Mar. 1932.	½d	do	do	4 fig	1.394.640.
Dec 22. 1932	Jun. 1933.	½d	do	deep green	4 fig	1.200.000.
Oct 31. 1933	Dec. 1933.	½d	do	green	4 fig	480.000
Feb 8. 1935.	May. 1935.	½d	26 & 27.	bright green	4 fig	611.280.
Dec 5. 1924 Feb 2. 1925	May/25.	1d	7 & 12	deep bright carmine.	5 fig 1/4	.....
Plate 7 is die 1. quantities given in previous table.						
Sep 7. Nov. 30 Dec 7. 1925.	1926.	1d	13 & 12	bright rose-red.	5 fig 4/1	3.959.520.
Nov 1. 1926.	JAN. 1927.	1d	13 & 16	carmine-red	5 fig 1/4	4.254.720.
Aug 15 ) Aug 27 ) 1927 Sep 29 )	early 1928.	1d	19 & 20	rose-scarlet.	5 fig 4/1.	4.860.600
Apr 10 ) May 1 ) 1928.	1928	1d	do	carmine-rose.	5 fig. 3/2.	3.901.540.
Oct 16 ) Dec 8. ) 1928.	FEB. 1929.	1d	18 & 20.	carmine-red.	5 fig. 4/1.	4.873.200
Sep 27 ) Oct 1. ) 1929.	Feb. 1930.	1d	do	do do	do do	3.720.480.
Nov 12 )		1d				
Jul 15. 17 ) & 24. 1930 )	END 1930	1d	do	carmine-rose.	5 fig. 4/1.	3.888.720.
Jan 29. 1931	1931	1d	do	do do	(Booklets)	91.200.
Jul. Aug & Sep. 1931. )	1932.	1d	22 & 20	do do	do	7.302.000.

## (C) Watermark Mult Script C.A. Die 2, continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Jan 5 & 29th.1931.	1931. Aprlst	1½d	21.	orange-yellow.	5fig3/2.	1.381.200.
Jul 24 & Sep 2.1931.	1931. 1½d	21.	do do	do do	do	910.320.
Jan15.1932	Mar1932.	1½d	22&20.	do do	5fig4/1.	2.167.320.
Jul 1st & 7th.1932.	Oct1932	1½d	do	do do do	X do do	1.093.800.
Dec 22 & 30th.1932.	1933. 1½d	do	do	do do	do do	1.419.360
Oct31.1933.	Decl933	1½d	do	do do	0 4 fig.	2.049.000
				0. This issue has perf & imperf margins.		
Feb22.1924	1924	2d	11	bluish-grey. issued in	booklets only.	60.540.
Decl2&30.1924	May 1925	2d	11	slate-grey. also pale slate-grey.	5fig1/4	1.285.560.
Nov30.1925.	1926	2d	11	grey. issued in booklets	only.	90.000.
Oct 14 & Nov 1.1926	1927.	2d	17.	pale-grey.	4 fig.	631.440.
Aug 27 & Sep29.1927	1stOct 1927.	2d	16.	chestnut.	4 fig.	772.380.
May 1 & 2 1928.	1st Sep 1928.	2d	16.	brown.	4 fig.	816.900.
Oct 25 & Dec 8.1928	1929.	2d	18.	chocolate.	4 fig.	845.520.
Oct 1.3.10 & Nov 12.1929.	1930.	2d	21.	brown.	4 fig	911.820.
July 15 & 17th.1930.	1931.	2d	21.	paler brown.	4 fig	687.720.
July 24 & Sep 2.1931.	1932.	2d	21.	brown.	4 fig.	371.560.
Dec 30.1932	June 1933.	2d	26.	dark brown.	4 fig	600.000.
Jan 3.1933	Mar 1934.	2d	20.	do do	4 fig	858.840.
Oct 21 & Nov 15.1933	May1925	3d	11.	deep violet	4 fig	219.000.
Dec 5& 12 1924.	1926	3d	11	dull violet.	4 fig	481.680.
Sep 7 & Dec 7.1925	1927.	3d	17.	pale violet.	4 fig	121.080.
Oct 14 & Nov 1.1926	Apr1928	3d	16.	dull violet.	4 fig	238.800.

## (C) Watermark Mult Script C.A. Die 2. continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Apr 10. 1928	Febry 1929.	3d	20	violet.	4 fig	243.120.
Nov 15. 1928	Dec 1929	3d	18	pale violet	4 fig	246.360.
Oct 10. 1929	Aug 1930	3d	21	do do	4 fig	372.000
Jul 15 & 17th 1930.	Apr 1st 1931.	3d	21	blue	4 fig	590.640
Jul 24 & 28th. 1931.	Mar 1932.	3d	21	blue	4 fig	361.560.
Nov 15. 1933	Mar. 1934.	3d	20	bright blue	4 fig	366.120.
Sep 28. 1928	Oct 1923	4d	10	grey-black & red on pale yellow. pale yellow back. also on yellow buff back. and lemon yellow back.	none.	109.440.
Dec 10. 1923	Jan 1925	4d	11.	black & red on pale yellow. lemon yellow back.	4 fig	175.200
Dec 5. 1924	1926	4d	11	jet-black & red on yellow. lemon-yellow back.	4 fig	190.560.
Sep 7) 1925. Dec 7)	Mar 1927.	4.	11.	grey-black & red on pale yellow. pale yellow back.	4 fig.	242.040.
Oct 14) 1926 Nov 1)	Aug 1927.	4d	17.	deep black & red on pale yellow, pale yellow back.	4 fig	241.440.
Aug 27. 1927	Apr 1928	4d	16	black & red on pale yellow pale yellow back.	4 fig	122.520
Apr 10 1928.	Febry 1929	4d	16.	jet-black & red on pale yellow. lemon back.	4 fig	247.080.
Oct 25) 1928 Nov 15)	1929.	4d	18	do do do do (PLATE No 18 AT TOP ONLY)	4 fig	242.880
17 July 1930) <del>22 July 1930)</del>	End of 1930.	4d	21.	black & red on very pale yellow. lemon back.	4 fig	248.280.
Oct 8. 1930		4d	21	do do do	4 fig	182.400.
Nov 15. 1933	Mar 1934	4d	20.	black & red on yellow. pale yellow back.	4 fig	246.840.
Dec 10. 1923	Jul. 1924.	6d	11	deep purple & mauve.	4 fig	301.680
Dec 12. 1924.	end 1925.	6d	11	pale dull purple & bright mauve.	4 fig	283.320.
Sep 7) 1925 Dec 7)	1927.	6d	11	deep reddish-purple & mauve.	4 fig	600.480

## (C) Watermark Mult Script C.A. Die 2 continued

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
Aug 27.1927	Apr1928	6d	16	deep purple & mauve	4 fig	366.480
May1&2.1928	Feb1929	6d	16	do do do	4 fig	240.120.
Nov15.1928	1929.	6d	18	purple & bright mauve	4 fig	363.240
July17.1930	Mar1931	6d	21	purple & mauve	4 fig	488.400
Aug17.1931	<sup>Apr</sup> 1932	6d	21	do do	4 fig	362.400
Jan 3.1933	Jun1933	6d	26	dull purple & mauve	4 fig	486.840
Dec 10.1928	<sup>JULY</sup> Aug1924	1/-	11	jet-black on bright emerald. emerald back.	4 fig	421.920
Dec5.1924.	1925	1/-	11	jet-black on emerald emerald back.	4 fig	521.400
Sep7) Dec7)	1925	1/-	11	black on paler emerald emerald back.	4 fig	761.160
Oct14) Nov 1)	Aug1927	1/-	17	jet-black on deep emerald, deep emerald back.	4 fig	600.240.
Aug15.1927	Apr1928	1/-	16	black on emerald emerald back.	4 fig	775.560
May1&2.1928	<sup>Feb</sup> 1929.	1/-	16.	do do do	4 fig	794.640.
Oct16.1929	Jul.1930.	1/-	21.	black on deep emerald emerald back.	4 fig	995.400
Jul.24/ <sup>19</sup> 30.	Apr1931	1/-	21.	black on blue-green, & yellow-green face emerald back.	4 fig	486.120.
Aug17 & ) Sep 2 ) 1931 )	<sup>Oct</sup> 1932.	1/-	20 ✓	black on deep emerald emerald back.	4 fig	849.120.
Jan3.1933	Jun1933	1/-	26 ✓	black on bluish-emerald emerald back.	4 fig	477.240.
Nov15.1933	Mar1934	1/-	20 ✓	black on emerald yellow-green back.	4 fig	613.440
Dec5.1924	<sup>JULY</sup> Aug1925	2/6	11	deep black & carmine on bright blue, face and back.	3 fig	57.000.
Dec23.1925	1926.	2/6	11	deep black & carmine on blue, grey-blue back.	3 fig	60.000.
Nov1 <sup>st</sup> .1926	Aug1927	2/6	17.	deep black & dark red on blue, grey-blue back	4 fig	116.520.
Aug27.1927	Aug1928.	2/6	16.	black & carmine on blue grey-blue back	3 fig	49.320.

## (C) Watermark Mult Script C.A. Die "2" continued.

Date Despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet No.	Quantity Printed.
May 1.1928	Feb1929	2/6	16	black & carmine on blue grey-blue back.	3 fig	49.800.
Dec5.1928.	<sup>Nov</sup> Dec1929	2/6	18	deep black & red on blue	3 fig	94.200
Oct8.1930.	Oct1931	2/6	21.	do do do	4 fig	117.120
Nov15.1933	Mar1934	2/6	20	black & red on blue	3 fig	60.840.
Jul 1.1926	Oct1926	5/-	11	deep green & red on pale yellow, pale lemon back	4 fig	60.000
Oct 1.1926		5/-	11	do do do	3 fig	54.000.
Aug 27.1927	Oct/28	5/-	16	green & red on pale yellow pale lemon back.	3 fig	24.480
May 1.1928	Feb1929	5/-	16.	deep green & red on pale yellow, pale yellow back.	3 fig	97.440.
Oct16.1929	1931.	5/-	21.	green & red on very pale yellow, pale yellow back.	4 fig	121.800.
Nov15.1933	Mar1934	5/-	20	green & red on yellow, pale yellow back.	3 fig	61.200
Sep7)1925 Dec7)	<sup>MARCH</sup> Apr1926	10/-	11.	green & red on emerald emerald green & yellow green backs.	3 fig	59.760.
Nov1.1926	Aug1927	10/-	17.	dull green & red on deep emerald, emerald back.	3 fig	25.200.
Aug15.1927	Apr1928	10/-	16.	green & red on bright emerald, dark emerald back.	3 fig	24.240.
May1.1928	Feb1929	10/-	16	do do do	3 fig	48.360
Oct24.1929	Jul.1930.	10/-	21.	do do do	3 fig	71.570
Nov15.1933	Mar1934	10/-	20.	green & red on emerald yellow-green back.	3 fig	30.360.
Nov1.1926	Jan19. 1927.	£1	17	deep purple & black on red.	3 fig	48.000
Aug27.1927	<sup>Nov</sup> 1928.	£1	16	do do do	3 fig	12.000
May1.1928.	1929.	£1	16.	do do do	3 fig	23.040.
Oct16.1929	1930.	£1	21.	purple & black on red	3 fig	45.960
Nov15.1933	<sup>MARCH</sup> 1934.	£1	20	do do do	3 fig	18.000

Plate No 16 had numbers on bottom of sheet only.

4th Issue. SILVER JUBILEE.

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To celebrate the 25th Anniversary of the reign of His Majesty King George, special Silver Jubilee stamps were issued for all the Crown Colonies. The accepted design was that of Messrs Waterlow & Sons Ltd of London who printed a special set of four values for Nigeria consisting of 1½d, 2d, 3d and 1/- stamps. The official description of the stamps was as follows;-

The design of the casement consists of a profile portrait of His Majesty wearing the Imperial Crown. The portrait is framed by a collar of the Order of the Garter superimposed on the Royal Sceptre, the Dove Sceptre and the State Sword. Above the portrait is a ribbon bearing the dates 1910-1935. In the top left hand corner is the Orb, the lower left corner has a duty tablet with the words Postage & Revenue in the base. The name of the Colony is set across the sky in the vignette. The design of the vignette consists of Windsor Castle from the opposite side of the River.

The stamps were printed in two colours in sheets of sixty - ten horizontal rows of six - having a sheet number in black in the upper right hand corner over last stamp. The sheet margins were without marginal lines or plate number.

This issue was restricted to four denominations and was on sale only between the dates May 6th and December 31st 1935.

A second printing of each value was despatched, July-August 1935, but cannot be distinguished from the first printing except in the 1½d and 2d values which had 4 figure sheet numbers instead of 5 figures in the original printing. A curious feature of the second printing of the 1½d value is that the sheet number appears at the right hand side margin at the second stamp instead of at the top.

SPECIMEN. 412 specimens of each value were perforated diagonally SPECIMEN across the vignette starting at the bottom left hand corner. These were additional to the quantities despatched to the Colony. No stamp booklets were printed.

May 6th 1935. Silver Jubilee Issue.

Watermark Multiple Script C.A. & Crown. perf 11 x 12.  
*Recess* printed by Waterlow & Sons Ltd. London.  
 Castle design given in second colour.

*Watermark*

Cat No.

- 39. 1½d slate-grey and ultramarine
- 40. 2d indigo and myrtle-green
- 41. 3d blue and brown
- 42. 1/- purple and slate-blue

Check List of Silver Jubilee Stamps.

The Official figures and despatches are as follows;-

1st Printing.

<u>Despatched.</u>	<u>Issued.</u>	<u>1½d</u>	<u>2d</u>	<u>3d</u>	<u>1/-</u>
1935.	1935				
18th March.	} May 6th	84.000	84.000	36.000	36.000
26th do		180.000	120.000	60.000	72.000
8th April.		288.000	48.000	149.820.	376.440
16th April		1453.680	522.960	--	--
sold by Crown Agents.		22.680	18.000	14.220	11.400
<b>Total.</b>		<b>2.028,360.</b>	<b>792.960.</b>	<b>260.040.</b>	<b>495.840.</b>
Sheet Numbers..		5 figures.	5 figures.	4 figs.	4 figs

2nd Printing

1935					
29th July	} Oct/35.	216.000	156.000	60.000	60.000
13th Augt		222.480	121.860.	64.440.	70.380
<b>Total.</b>		<b>438.480.</b>	<b>277.860.</b>	<b>124.440.</b>	<b>130.380</b>
Sheet Numbers..		4 figures	4 figs.	4 figs.	4 fig

Total numbers printed..2,466,840. 1,070,820. 384,480. 626,220

In addition to above, 412 stamps of each value were perforated SPECIMEN for the Postal Union.

A Gazette notice printed at Lagos in July 1934 stated that the question of introducing a new issue of Nigerian Postage & Revenue stamps was under consideration and residents in Nigeria were invited to submit appropriate designs depicting views and scenes typical of Nigeria. A prize of £25 was offered.

In the following April announcement was made that the prizes had been divided between Mrs K.G. Cooper of Ikoyi and Mr C.D.F. Tovey of Buea (Cameroons) who sent in the best set of designs and the best single design respectively.

The printing arrangements were carried out by the Government Stamp Printers Messrs Thomas de La Rue & Co of London, who made the necessary dies and printing plates. A set of twelve values from  $\frac{1}{2}$ d to £1 was ultimately despatched to the Colony and placed on issue February 1st 1936.

**PRINTING.** The stamps were printed in sheets of sixty, each stamp being approximately 25 by 34 mm. The sheets are without marginal lines but have the words THOMAS DE LA RUE AND COMPANY LIMITED. LONDON printed along the bottom edge and plate number 1 under the second stamp from the right on the bottom row. A check list of the printings is given later.

**SPECIMEN.** The full series will be found with perforated word **SPECIMEN** in a half circle.

**VALUES**  $\frac{1}{2}$ d to 1/-. These are upright format printed in one colour and perforated  $11\frac{1}{2} \times 13\frac{1}{2}$  comb machine. The sheets are in six rows, each containing ten stamps and have a sheet number in black at top over the last stamp at right.

**PERF VARIETY.** The  $\frac{1}{2}$ d and 3d values will be found perf  $12\frac{5}{8} \times 13\frac{1}{2}$ . There was only one printing but three despatches of each, but in which delivery the variety occurred is not known. In mint condition both values are scarce, especially the 3d.

**SHADE VARIETY.** The  $\frac{1}{2}$ d value is also known in a red-brown shade, identical to the 4d value. It has only been seen in used condition, which would point to the change taking place after the stamp had been fastened to the envelope. The specimens examined shewed no signs of having been tampered with by chemicals, and experiments in this direction failed to make any change in the colour. No mint specimens have been seen or reported.

**VALUES 2/6 to £1.** These are of horizontal format and printed in two colours in sheets of ten rows each containing 6 stamps, perforated 14 all round by single line machine. The sheet number is placed at top over last stamp at right, with the exception of the £1 value where an error in numbering evidently occurred, as the original number is cut away and a fresh number applied over the second stamp at right.

**WATERMARK.** The watermark is the usual Crown and script C A in multiple

**$\frac{1}{2}$ d value. Green.** APAPA WHARF lies on the mainland across the lagoon from Lagos. It is the terminus of the main line of the Nigerian Railway and the trains are run on to the quay. Ocean going vessels come alongside and cargo can be transhipped to and from the trains direct by means of modern cranes. Previously it was necessary to trans-ship passengers and cargo by lighter or other shallow-draft vessel in the days of the old railway terminus at Iddo.

**1d value. Carmine.** shows a native picking cocoa pods. Cocoa plantations are a feature of the forest belt in the Southern Provinces and a considerable quantity of cocoa is grown. The average yearly ~~export~~ export of cocoa is about 50,000 tons.

1<sup>st</sup> value. Brown. TIN DREDGING. With the exception of a few scattered mines the tin mining industry is centred upon JOS on the bauchi plateau in the Northern provinces, some 4,000 feet above the sea level. Every method, from the primitive washing by hand in calabashes to the most modern machinery, is used in winning the tin. The dredger brings up the tin-bearing sludge from the bottom of the river by means of an endless chain of buckets, it is then washed in shallow sluice boxes by a stream of water which carries away the lighter mud and iron, leaving the heavy tin deposit in the bottom of the sluice box. In 1929 over 15,000 tons of tin was mined the approximate value of which was estimated at £2,183,550.

2<sup>nd</sup> value. Black. TIMBER INDUSTRY. This shows an interesting scene of two natives on a temporary platform <sup>cutting</sup> ~~sawing~~ through a gigantic mahogany tree. Timber is found near the coast and along the banks of the large rivers, the most important timber economically being mahogany. The total forest area of Nigeria (exclusive of the cameroons) is estimated at 243,000 square miles.

3<sup>rd</sup> value. Blue. FISHING VILLAGE. Fishing villages are found on all the large rivers and creeks near the coast. Hook, nets and the most ingenious forms of fish trap are used. There is a considerable internal trade in dried fish to the markets in the more arid north.

- which may here be seen hanging up to dry -

4<sup>th</sup> value. Red-brown. COTTON GINNERY. Cotton thrives in the higher and drier districts of the North and to a lesser degree in the south. The crop is grown by the native farmer and a high grade maintained by the enforcement of simple rules by the Native Authorities. It is almost all bought up by the British Cotton Growing Association with headquarters at Zaria and ginneries and buying stations throughout the country. In the ginnery the fluffy white cotton lint is separated from the small hard black seed by machinery. The lint is packed in bales for export and the seed is re-distributed for sowing.

6<sup>th</sup> value. Dull violet. HABA MINARET. A Haba minaret at Katsina is shown on this stamp. Haba was the name given by the Fulani to the non-Fulani people who at one time lived and lorded it in many of the ancient walled Hausa cities of the North. Early in the nineteenth century the Fulani under Othman dan Fodio declared a Holy War upon them and subjugated or drove them out. Many of the present Emirs of the old Haba states are descendants of Othman's successful generals..

1/- value. olive-green. **FULANI CATTLE.** The humped Fulani cattle are only found in the tsetse-free areas of the Northern provinces and they are practically all owned by the nomadic pastoral Fulani who wander with their flocks and herds over a large part of the middle belt of Africa. The veterinary department of Nigeria has done much to improve the breed by inoculation against rinderpest etc and there is a considerable local market for meat, butter, milk and ghee. The hides are roughly cured and exported.

2/6 value. ultramarine & black. The **VICTORIA-BUEA ROAD** is in the Mandated Territory of the Cameroons. This is one of the main motor roads, some 21 miles long, connecting the port of Victoria with the hill station of Buea.

5/- value. olive-green & black. **OIL PALMS.** The oil palm belongs essentially to the south and the palm-oil industry gave the area round the Niger Delta its early name of the Oil Rivers. The red nuts grow in a cluster in the crown of the tree and from them the thick yellow acrid-smelling oil is expressed and stored in puncheons for export. It is one of the staple industries of Nigeria the exports of palm oil and palm kernels in 1931 being valued at £3,674,000.

10/- value Slate-grey and black. In the middle of the Niger at Jebba lies Jebba Island which can here be seen to the left. This view has been taken from the old cantonment high up on the cliffs which form the right bank of the river. In the foreground can be seen the bridge which -with a second bridge between the island and the left bank- carries the main line of the Railway across the Niger. These two bridges were opened in 1916 and are 1795 feet in length. The famous Juju rock lies upstream and is not shewn on this stamp.

£1 value. orange & black. **CANOE PULLING.** Canoes vary in size from the tiny one-man canoe to the large sailing canoe in which a whole family may make its home more or less permanently. These canoes are clumsy affairs hollowed out from trunks of trees and cannot compare for workmanship with the bark or skin canoes of other countries.

ISSUED 1st FEBRUARY 1936.



1st February 1936. PICTORIAL ISSUE. set of twelve designs..  
Recess printed by De La Rue & Co of London. in sheets of sixty.  
Watermarked multiple Crown and C.A. in script capitals.  
Values ½d to 1/- perforated  $11\frac{3}{4} \times 13\frac{1}{4}$ . 2/6 to £1 perforated 14.

Illustrations (see sheet attached)

No.		
43.	½d	dark green.
44.	1d	carmine
45.	1½d	brown
46.	2d	black.
47.	3d	bright blue.
48.	4d	red-brown.
49.	6d	dull violet
50.	1/-	olive-green.
51.	2/6	ultramarine & black
52.	5/-	olive-green & black.
53.	10/-	slate-grey & black
54.	£1.	orange & black.

variety. perf  $12\frac{3}{4} \times 13\frac{1}{4}$

45a	1½d	brown
47a	3d	bright blue.

CHECK LIST OF PICTORIAL STAMPS.  
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<u>Date Despatched.</u>	<u>VALUE.</u>	<u>PLATE NO.</u>	<u>COLOUR.</u>	<u>SHEET NO.</u>	<u>QUANTITY PRINTED</u>
Sep 19, Oct 2 & 11th 1935.	$\frac{1}{2}$ d	1.	dark green.	5 fig.	2.440.080.
Novr 25th 1937.	$\frac{1}{2}$ d	1.	do	4 fig.	391.740.
August 23rd 1937.	$\frac{1}{2}$ d	1.	do	4 fig.	264.720.
Sep 19 & Oct 2nd 1935.	1d	1.	carmine.	5 fig.	2.804.400.
Jan'y 4th 1938.	1d	1.	do	do	1.303.860.
Sep 19, Oct 9 & 11th 1935.	$1\frac{1}{2}$ d	1.	brown.	5 fig.	5.686.980.
Sep 18, Oct 9 & 18th 1935.	2d.	1.	black.	5 fig.	2.397.000.
Sep 19, Oct 18 & Nov 1. 1935.	3d.	1.	blue.	5 fig.	729.180.
Sep 19 & Novr 1st 1935.	4d.	1.	red-brown.	4 fig.	505.320.
September 19th <del>1935</del> . 1935.	6d.	1.	dull violet.	4 fig.	148.400.
do 25th <del>1935</del> . 1937.	6d.	1.	do	5 fig.	451.140.
May 14th 1937.	6d.	1.	deep violet.	4 fig.	222.720.
September 19th 1935.	1/-	1.	olive-green.	5 fig.	987.020.
do do	2/6.	1.	ultramarine & black.	4 fig.	685.000.
do do	5/-	1.	olive-green & black.	4 fig.	58.780.
do do	10/-	1.	slate-grey & black.	3 fig.	38.640.
do do	£1.	1.	orange & black.	3 fig.	18.840.

There were 3 printings of the  $\frac{1}{2}$ d and 6d values, two printings of the 1d. All the rest had one printing only.

The above are official figures supplied by Messrs De La Rue & Co Ltd.  
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SIXTH ISSUE.

CORONATION DESIGNS.

To commemorate the Coronation of H.M. King George <sup>VI</sup> 6th and Queen Elizabeth a special set of three stamps consisting of 1d carmine, 1½d brown and 3d blue was issued on May 12th 1937. The stamps were printed by Bradbury Wilkinson & Co Ltd of New Malden in sheets of sixty composed of ten horizontal rows of six and perforated 11x 11½ on white wove paper watermarked with Crown and script C.A. in multiple.

The sheets were without plate number or marginal inscription save that a sheet number in black was printed at the right hand top side over the last stamp. There were five figures for the 1d and 1½d values and four figures for the 3d. THE 3<sup>d</sup> WILL ALSO BE FOUND WITH THREE FIGURE SHEET NUMBER, SO PRESUMABLY PRINTERS NUMBERED SHEETS UPWARDS IN PLACE OF THE USUAL SEVEN ZERO.

The design shows portraits of the King and Queen besides some very interesting emblems used at the Coronation ceremony. The following description is taken from **Stanley Gibbons Stamp Monthly**. First is the St Edward's Crown, the Crown of England. This is the Crown actually used during the Abbey ceremony and should not be confused with the Imperial State Crown, the Crown of the British Empire, which His Majesty wore during the return procession through London to Buckingham Palace and which, incidentally, figured in the design of the Silver Jubilee stamps.

Beneath the Crown are the Orb and two of the Sceptres. The Sceptre with its head to the left is the Royal Sceptre with the Cross, which is placed in the King's right hand during the Coronation ceremony, while the other is the Sceptre with the Dove, also known as the Rod of Equity, which is placed in the King's left hand.

At the right of the design is one of the five ceremonial swords, the Sword of State. This is the weapon which is borne before the King on all important ceremonial occasions. At the left is the Queen's Sceptre with the Cross, one of the three Sceptres used in the Coronation of Her Majesty.

PRINTINGS. Only one printing of each value was made.

SPECIMEN. Each value exists with the word SPECIMEN perforated in a curve, for the Postal Union.

May 12th 1937. Coronation Issue.

Recess printed by Bradbury Wilkinson & Co Ltd in sheets of 60. ~~Perf~~ Perf 11 x 11½. Watermark Multiple Crown & C.A. in script capitals.

No 55. 1d carmine.  
56. 1½d brown  
57. 3d blue.

The total quantities printed according to official figures are: = 1<sup>st</sup> value 3.703.120  
2<sup>nd</sup> value 1.495.720  
3<sup>rd</sup> value 684.340.

SEVENTH ISSUE. KING GEORGE VI.  
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On May 1st 1938 a set of ten values from  $\frac{1}{2}$ d to 5/- was issued. The design of the lower denominations up to 1/- differed from anything previously adopted by Nigeria and consisted of a vignette of H.M. King George VI with the head facing to the right surmounted by a Royal Crown. A palm-tree is placed each side of the vignette, the left hand palm having an upright stem displaying two nuts, whilst that on the right has a bent stem conforming to the curve of the vignette and has only one nut. The name NIGERIA is shown at the head of each stamp in a tablet shaded by horizontal lines and the value is given in words on a solid tablet at the base. At each lower corner is a triangular shaped segment containing the figures of value on a plain unshaded ground.

The lower values  $\frac{1}{2}$ d to 1/- were recess printed from engraved plates on white wove paper in sheets of 120 stamps, ten horizontal rows of twelve and perforated 12 by 12 by a single line machine. A sheet number in black was printed over the last stamp in the upper right hand margin and in the lower sheet margin the printers name BRADBURY WILKINSON & CO LD. NEW MALDEN, SURREY. ENGLAND. in small capitals of the same colour as the stamp. No plate number or marginal lines appeared on the first printings (for list of plates used see check list). The watermark is multiple Crown and C A in script capitals.

The two higher denominations 2/6 and 5/- were printed by THOS DE LA RUE & CO LTD of London in sheets of sixty stamps, ten horizontal rows of six perforated  $13\frac{1}{2}$  x  $11\frac{1}{2}$  comb machine and watermarked multiple Crown CA in script capitals. The design and colours of the 2/6 stamp are identical with the pictorial issue of February 1936 "THE VICTORIA-BUEA ROAD". The 5/- value "THE NIGER AT JEBBA" design is that of the old 10/- pictorial but the colours are those of the £1 pictorial. Plate number 1 at bottom of sheet for each value.

No 10/- or £1 stamps were created.

A new 1/3 value in pale blue was placed on sale 13th February 1940 to prepay the new air-mail rate of postage to Great Britain and during the quarter ending December 31st 1940 a new  $2\frac{1}{2}$ d stamp in yellow-orange (the colour of the 4d) was sent out to the Colony. Both stamps were printed in the same design as the  $\frac{1}{2}$ d to 1/- values by Bradbury Wilkinson & Co Ltd in sheets of 120 and perf 12 x 12 line machine as before. The 1/3 value had plate No 1 on the lower sheet margin and the  $2\frac{1}{2}$ d had printings from plates No 1 and 1A.

SPECIMEN. The full set will be found perforated SPECIMEN in a half circle For Postal Union Services. *There were 409 stamps of each of the 2/6 + 5/- values overprinted 'Specimen'*

Later printings of the 2/6 and 5/- values.

Owing to enemy action the original perforating machines used by De La Rue & Co Ltd were destroyed in the blitz and two new perforating machines were installed, one gauging  $13\frac{1}{2}$  comb all round, the other  $14\frac{1}{2}$  line all round.

The 2nd printing of the 2/6 value issued in London June 1942 had both  $13\frac{1}{2}$  comb and  $14\frac{1}{2}$  line perforations. Another distinguishing feature is that the 3 figure sheet number was printed in the left side margin alongside the top row of stamps, instead of in the usual position i.e. over last stamp at top right hand corner. This may have been caused through carelessness in placing the sheet sideways in the printing press.

The 3rd printing of the 2/6 value released in London 12th June 1944 was  $13\frac{1}{2}$  comb but this had 4 figure sheet number. In my sheet it was printed upside down on the bottom row at left under the first stamp.

The 4th, 5th, 6th and 7th printings of the 2/6 value were all perf  $13\frac{1}{2}$  comb. The 8th printing was perf  $13\frac{1}{2}$  comb but printed from plates 2 & 1. The 9th, 10th & 11th printings were perforated  $14\frac{1}{4}$  line machine also from plates 2 and 1. The 12th printing was perforated 12x 12 comb, plates 2 & 1.

The 2nd printing of the 5/- value issued in August 1942 was perf  $13\frac{1}{2}$  comb and had the sheet number printed in the left hand side margin same as in the 2/6 value above mentioned.

The 3rd printing of the 5/- in June 1944 was also  $13\frac{1}{2}$  comb and had the plate number also printed upside down on the bottom row same as in the 2/6 value. It can be distinguished from the 2nd printing in marginal copies by the additional plate No 1 printed also in black as well as in orange.

The 4th printing of November 1946 was perf  $13\frac{1}{2}$  comb with 3 figure sheet number in the top right hand corner of the sheet margin itself and not over the last stamp.

The 5th printing of April 1948 was perf  $14\frac{1}{4}$  line machine with 3 figure sheet number in the left side margin alongside the top stamp.

The 6th printing released in London May 1949 was from a new machine perforating 12 x 12 comb.

The 7th printing released in London in February 1950 reverted to the old perforation  $14\frac{1}{4}$  x  $14\frac{1}{4}$  line machine.

The 8th printing released November 1950 was perforated 12 x 12 comb machine.

Bradbury Wilkinson & Co Ltd also used a new perforating machine for the issues by the Crown Agents in London of February 1950 perforating the stamps  $11\frac{1}{2}$  x  $11\frac{1}{2}$  comb machine. The stamps issued on this date were the  $\frac{1}{2}$ d, 1d, 2d and 1/- values, being followed by the  $\frac{1}{2}$ d and 1/3 values in June 1950 and the 6d in April 1951.

See check list for full details.

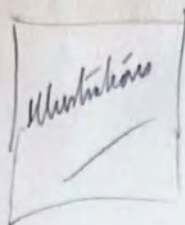
The war time printings were on white paper with white gum.

1st May 1938.

HEAD OF KING GEORGE VI.

The ½d to 1/3 values recedes printed by Bradbury Wilkinson & Co Ltd in sheets of 120 - ten horizontal rows of twelve - and perforated 12½ 12 single line machine. The 2/6 and 5/- values were printed by Thos de la Rue & Co in sheets of 60 - ten horizontal rows of six - and perforated 13½x 11½ comb.

Watermark Multiple Crown C A in script capitals.



- No.
58. ½d bright green  
a deep green  
b do perf 11½ Comb.
59. 1d carmine  
a carmine-rose.
60. 1½d red-brown  
a. chestnut-brown  
b. 2d black. perf 11½ Comb.
61. 2½d yellow-orange (1941)
62. 3d blue
63. 4d yellow-orange.
64. 6d dull violet  
a do. perf 11½ Comb.
65. 1/- olive-green  
a do perf 11½ Comb.
66. 1/3 pale blue (13/2/1940)  
a do perf 11½ Comb.
67. 2/6 ultramarine & black. perf 13½x 11½ comb  
a. do do perf 13½ comb (June 1942)  
b. do do do 14½ line. do  
c. do do do 12x12 Comb (AUG 1951)
68. 5/- orange & black. perf 13½x 11½ comb  
a do perf 13½ comb (August 1942)  
b. do perf 14½ line (April 1948)  
c. do perf 12x 12 comb. (May 1949)

On April 1st 1944 new rates of postage came into operation as follows:-

Inland letters 1½d for the first oz and 1d per oz additional.

Postcards raised from ½d to 1d.

Letters within the British Empire raised from 2½d to 3d for the first oz.

Foreign letters raised from 3d to 4d for the first oz.

This necessitated a change of colours in certain of the lower values as follows:-

1d from carmine to magenta.

2d from black to carmine.

3d from blue to black.

4d from yellow-orange to blue.

These new colour changes were despatched to the Colony during quarter ending 31st March 1944 but were not placed on sale in Nigeria until 1st December 1944.

1st December 1944. Designs as last.

Watermark multiple Crown and C.A. in script capitals. Perf 12 x 12 LINE.  
white paper & white gum.

No			
70.	1d magenta		
a	do	perf 11½	comb
71.	2d carmine		
a	do	perf 11½	comb
72.	3d black.		
73.	4d blue.		

Reduced postal rates came into operation on April 1st 1947 and again on 1st November 1947. The 3d black was withdrawn and re-issued in the original blue shade. The date of the re-issue of the 3d blue was 5th January 1948, it is indistinguishable from the original shade. The 4d blue was withdrawn altogether.

A notice in the Nigerian Gazette stated that all denominations of the King George VI stamps would be withdrawn from sale at all Post Offices after the close of business on the 31st August 1953 and no more would be sold after that date. The stamps in the possession of the general public would continue to be valid for all postal purposes until further notice.

See later  
for other lists  
of numbers of stamps  
printed. These lists  
should follow  
here.

87<sup>th</sup> ISSUE.

PEACE COMMEMORATIVE ISSUE.

21st October 1946

The following notice was issued by the Head Post Office at Lagos

COMMEMORATIVE POSTAGE STAMPS. It is notified for general information that Commemorative Postage Stamps of 1½d and 4d denominations to commemorate PEACE and Reconstruction will be placed on sale as from 21st October 1946

J.A. GUNRAY. Postmaster General.

Lagos. 24th September 1946.

The design of above stamps is a view of the British Houses of Parliament with the River Thames in the foreground. A portrait of King George VI in an oval frame surmounted by the Royal Crown is shown on the right side. A panel at top bears the name NIGERIA and a small panel in the lower right hand corner has the words POSTAGE & REVENUE. The denomination value is placed in a small square panel in the right and left hand lower corners. Inset is the date 8th JUNE 1946.

Only two values were issued, 1½d in brown and the 4d in blue. The 1½d value has plate number 1A below second stamp in the bottom margin at right and 83A reversed below the first stamp at left. There is also another printing having the plate number 1B and 83B respectively.

The 4d value has plate number 1 and the figures 84 reversed, in the same positions as the 1½d value.

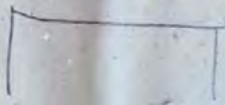
Both values have 5 figure sheet numbers over last stamp at top.

TOTAL NOS PRINTED 1½d VALUE 2,055,600 INCLUDING 366 SPECIMENS FOR U.P. UNION.  
4d " 772,620

21st October 1946. Peace Commemorative Issue.

Recess printed in sheets of 60 stamps, -ten horizontal rows of six- on white wove paper, watermark Multiple Crown and C.A. in script capitals, perf 14 x 14. Size 40mm x 24mm.

printed by Thos De La Rue & Co. London.



Illustrations

No

74. 1½d brown

75. 4d blue.

Variety

These stamps were withdrawn from sale on 31st March 1947

45 1/6  
front p  
scratched  
with margin  
white

45  
Mark 15/11

comb  
13/11/46  
6 x 10

Spec

Plate 1A  
row 3/1 and 6 row  
progressive transfer stamp  
a group of dots  
the form  
by ad 1/4



## UNIVERSAL POSTAL UNION COMMEMORATION ISSUE.

On the 10th October 1949 a set of 4 values 1d, 3d, 6d and 1/- was issued to commemorate the 75th Anniversary of the Universal Postal Union

- 1d VALUE. Printed in magenta on white, depicts a globe with Hermes the Greek Deity (The messenger of the Gods) holding a trumpet in the right hand. At top of stamp is the inscription UNIVERSAL POSTAL UNION 1874-1949, the value 1d being placed on a solid square of colour in the left hand bottom corner and the name NIGERIA in the lower right hand corner.
- 3d VALUE. Printed in deep blue the design comprises two hemispheres shewing a map of the world with ribbon scrolls inscribed 1874 UNIVERSAL POSTAL UNION 1949. Above the hemispheres is an aeroplane and below a paddle wheel steamer. The value 3d is shewn in the top left and lower right hand corners. The name NIGERIA is printed within a white panel at bottom.
- 6d VALUE. Printed in mauve and shews Hermes sitting on a cloud dropping letters on to a globe representing the earth. The inscription UNIVERSAL POSTAL UNION is placed at top with the value 6d underneath to the right. The dates appear on the globe itself. The name NIGERIA is printed within a white panel at bottom similar to the 3d value.
- 1/- VALUE. Printed in olive-grey the design shews a range of mountains with a female figure reclining on one of the smaller mounts. The extreme left hand mountain is in eruption and on top of the smoke is a sphere encircled by five females all with hands linked. The inscription UNIVERSAL POSTAL UNION 1874 1949 is placed in the right hand upper corner. Unlike the other 3 values there is an additional inscription just below the mountains at left in small sans-serif capitals reading UNION POSTALE UNIVERSELLE. The name NIGERIA appears at bottom of stamp in the centre position printed on a white panel, and the value 1/- is shewn within a shaded square in each of the bottom corners.

The 1d and 1/- values were printed by Waterlow & Sons Ltd of London, the printers name appearing under stamp 3 and plate number 1 under stamp 4 in bottom margin. The perforation is somewhat unusual 13.4 x 13.9 or say  $13\frac{1}{2}$  x 14 comb machine.

The 3d and 6d stamps were printed by Bradbury Wilkinson & Co Ltd of New Malden Plate numbers 1 and 1A were used for the 3d value and plates 2 and 2A for the 6d value. The plate number appears under stamp 4 in bottom margin and Printer's name centrally below stamp 3. Perforation is approximately  $11 \times 11\frac{1}{2}$  comb.

All values were in sheets of 60, twelve horizontal rows of five. Watermark Multiple script CA and Crown.

These stamps were to be on sale for 3 months only, or until exhausted.

10th October 1949. U.P.U. special Commemorative issue.

Watermark mult script C.A. and Crown. Perfs as above.

Printed in one colour on white paper.

No 78.	1d	magenta
79.	3d	blue
80.	6d	mauve
81.	1/-	olive-grey

*Illustrations*

The total numbers printed according to official information are as follows:-

1d value .... 4.722.356.  
6d value..... 343.800

3d value...312.000  
1/- value.. 275.356

CHECK LIST OF KING GEORGE WITH GENERAL ISSUES OF MAY 1st 1938.

Despatch ex Printers.	Numbers Printed.	Date Issued.	Value.	Plate No.	Description.	Sheet Numbers.
20-2-38	828.000)	May 1st/38.	½d	none	Bright green.	5 figure.
9-3-38	488.760)					
22-8-38	1.051.200	Sept/38.	½d	do	do (slightly paler)	5 figure
28-2-39	1.656.720	March/39.	½d	do	Bright green.	4 figure
14-3-40	384.000)	March/40.	½d	do	do	5 figure
28-3-40	552.000)					
15-4-40	870.360)					
30.12.40	480.000)					
15-9-41	480.000)	June/42.	½d	do	do	5 figure
19-9-41.	480.000)					
29-9-41	62.040)					
1-4-42	600.000)					
13-5-42	576.000)					
8-6-42.	1.090.800)					
6-4-43	576.000)	May 1st 1943.	½d	do	do	5 figure
29-4-43	1.056.000)					
28-5-43	2.304.000)					
15-6-43	576.000)					
28-6-43	322.200)	Decr 1944.	½d	do	Bright Green (white paper & gum)	5 figure
26-10-44	240.000)					
9-11-44	576.000)					
29-11-44	576.000)					
30-11-44	127.800)					
17-1-45.	576.000	Jany 1945.	½d	do	do do	5 figure
6-2-45	676.800)	March/45.	½d	do	do do	5 figure
21-2-45	384.000)					
6-4-45	192.000)					
29-10-46.	768.000	Novr /46.	½d	do	Bright green.	5 figure
22-4-47.	604.800)	June /47.	½d	do	do	5 figure
10-7-47	229.200)					
5-8-47	72.000)					
21-5-47	1.536.000)					
10-7-47	768.000)	April /48.	½d	do	Deep green.	5 figure in side margin.
2-4-48	1.536.000)					
28-4-48	672.000)					
26-10-48	1.536.000)	Novr /48.	½d	do	Bright green.	5 figure
15-11-48	3.072.000)					
16-11-48	1.176.000)					
3-11-49.	1.920.000)	Febry 1950.	½d	do	do perf 11½	5 figure
18-11-49	2.880.000)					
6-12-49	1.812.000)					

CHECK LIST OF KING GEORGE Vith GENERAL ISSUES (Continued)

<u>Despatch ex</u> <u>Printers.</u>	<u>Numbers</u> <u>Printed.</u>	<u>Date</u> <u>Issued.</u>	<u>Value.</u>	<u>Plate No.</u>	<u>Description.</u>	<u>Sheet Numbers</u>
29-6-51 6-7-51 8-8-51	384.000) 264.000) 1.214.080)	August/51.	1/2d	none	bright green perf 11 1/2	5 figure
3-1-52 29-1-52 30-6-52 14-7-52 11-8-52 25-8-52	1.536.000) 768.000) 768.000) 1.536.000) 3.072.000) 1.110.000)	Febry /52.	1/2d	2 & 2a.	do do do	5 figure
20-2-38 9-3-38 28-3-38	1.032.000) 768.000 ) 1.559.760 )	May 1st 1938.	1d	none	Carmine	5 figure
25-7-38 5-8-38. 22-8-38 29-8-38 5-9-38.	768.000 ) 2.064.000 ) 1.776.000 ) 768.000 ) 2.341.440 )	Sept /38.	1d	none	do	5 figure
28-8-38. 11-9-39. 13-9-39.	2.304.000) 3.840.000) 1.614.000)	Sept /39.	1d	none	do	5 figure
14-3-40. 28-3-40 15-4-40. 29-4-40	384.000 ) 672.000 ) 2.208.000 ) 2.271.600 )	March /40.	1d	none	carmine-rose	5 figure
29-8-41 15-9-41 19-9-41 29-9-41 24-11-41 6-2-42 17-3-42 1-4-42 17-4-42 13-5-42 27-5-42	480.000 ) 480.000 ) 480.000 ) 912.000 ) 2.880.000 ) 960.000 ) 960.000 ) 1.848.000 ) 714. 000 ) 576.000 ) 2.256.000 )	June 1942.	1d	none	deep rose-carmine	5 figure
8-6-42. 16-7-42 14-8-42 17-8-42	2.880.000) 4.578.000) 2.940.000) 1.599.600)	Augt 1942	1d	none	dp do	5 figure
5-4-43 29-4-43 28-5-43. 15-6-43 28-6-43	240.000 ) 2.544.000 ) 6.336.000 ) 2.304.000 ) 837.840 )	June 1943	1d	<del>none</del> 3 & 3A.	do do	6 figure at top in side margin

CHECK LIST OF KING GEORGE VIth GENERAL ISSUES (Continued)

Despatch ex Printers.	Numbers Printed.	Date Issued.	Value.	Plate No.	Description.	Sheet Numbers.
17-3-44	1,776,000	Dec 1/44.	1d.	2, 2a, 3 & 3a.	Magenta.	5 figure
6-4-44.	120,000					
5-5-44	768,000					
17-5-44	2,112,000					
7-6-44	2,763,600					
25-8-47	90,000	Sept 1947	1d	2, 2a, 3 & 3a.	do	6 figure
1-9-47	768,000					
17-9-47	1,536,000					
7-10-47	3,840,000					
24-10-47	576,000					
1-12-47	3,072,000					
23-12-47	3,072,000					
20-1-48	1,432,800	Augt 1948.	1d	4, 4a, 5, 5a.	do	6 figure at top in side margin.
28-4-48	768,000					
12-5-48	4,608,000					
7-6-48	3,840,000					
14-7-48	8,256,000					
5-8-48	867,600	May 1949	1d	4, 4a, 5, 5a.	do	do do
22-3-49	1,536,000					
28-4-49	2,784,000					
16-5-49	2,304,000					
8-6-49	768,000					
17-6-49	2,304,000					
27-6-49	1,536,000					
14-7-49	1,536,000					
21-7-49	768,000	Febry 1950.	1d	5. 5a.	Magenta perf 11½	do do
19-8-49	1,536,000					
24-8-49	2,304,000					
18-10-49	3,036,000					
19-12-49	480,000	June 1950.	1d	6, 6a, 7. 7a, 8. 8a.	do do	6 figure over last stamp at top
13-1-50	563,280					
23-3-50	11,136,000					
19-4-50	10,752,000					
4-5-50	5,376,000					
12-5-50	6,144,000	1st May 1938.	1½d	none	red-brown.	5 figure
6-6-50	4,152,000					
20-2-38	816,000					
9-3-38	508,650	March 1940.	1½d	none	do	4 figure
14-3-40	504,000					
28-3-40	221,520	MARCH 1944.	1½d	2, 2a, 3. 3a.	do	6 figure at top in side margin.
28-2-44	2,880,000					
17-3-44	576,000					
5-4-44	2,304,000					
18-4-44	1,152,000					
7-6-44	6,336,000					
26-7-44	5,106,000					

add.  
\* 15/9/49  
2,304,000

CHECK LIST OF KING GEORGE VIth GENERAL ISSUES (Continued)

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<u>Despatch ex</u> <u>Printers.</u>	<u>Numbers</u> <u>Printed.</u>	<u>Date</u> <u>Issued.</u>	<u>Value.</u>	<u>Plate No.</u>	<u>Description.</u>	<u>Sheet</u> <u>Numbers.</u>
27-7-45	60.000)					
2-9-45	3.456.000)					
13-11-45	9.216.000)	Octr 1945.	1½d	none also 2.	Chestnut-brown	6 figure.
27-11-45	2.062.000)					
29-10-46	1.536.000)					
13-11-46	1.536.000)					
5-12-46	1.536.000)					
22-1-47.	768.000)	Febry 1947.	1½d	2 & 2a.	do	6 figure
17-2-47.	744.000)					
27-4-47	912.000)					
21-5-47	1.536.000)					
12-6-47	2.304.000)					
10-7-47	3.542.400)					
13-11-50	7.680.000)					
1-12-50	6.144.000)					
18-12-50	768.000)					
7-5-51.	3.840.000)	Novr 1950.	1½d	4 & 4a.	Chestnut-brown perf 11½	6 fig.
31-5-51	3.840.000)					
8-6-51	1.536.000)					
15-6-51	1.536.000)					
11-7-51	3.708.000)					
24-3-52	768.000)					
7-4-52	8.400.000)					
21-4-52	6.144.000)	May 1952.	1½d	4, 4a. 5. 5a.	do	do 6 figure
5-5-52	5.376.000)					
10-6-52	3.840.000)					
16-6-52	4.800.000)					
11-8-52	3.072.000)					
8-9-52	1.536.000)	Octr 1952	1½d	4. 4a. 5, 5a, 6, 6a.	do	do 6 figure
22-9-52	3.648.000)					
6-10-52	2.263.200)					
20-2-38.	378.000)	May 1st/38.	2d	none	Black.	4 figure
28-3-38	165.600)					
25-7-38	600.000)	Sept 1938.	2d	do	do	4 figure
22.8.38	588.000)					
14-3-40	660.000)	March 1940.	2d	do	do	4 figure
19-12-41	336.000)					
5-2-42	433.000)	March 1942	2d	do	black (white paper & gum)	4 figure
11-3-43	288.000)					
5-4-43	288.000)					
29-4-43	649.560)					

CHECK LIST OF KING GEORGE WITH GENERAL ISSUES (Continued)

<u>Despatch ex</u> <u>Printers.</u>	<u>Numbers</u> <u>Printed.</u>	<u>Date</u> <u>Issued.</u>	<u>Value.</u>	<u>Plate No.</u>	<u>Description.</u>	<u>Sheet</u> <u>Numbers.</u>
17-3-44	240.000)					
6.4.44	120.000)	Dec 1st/44.	2d	none	Carmine	4 fig at top in side margin
5-5-44	759.000)					
27-3-45	288.000)	May 1945.	2d	none	do	4 figure.
10-5-45	150.600)					
27-4-46	6.000)	May 1946.	2d	none	do	4 figure
23-5-46	339.600)					
29-10-46	569.160.	Novr 1946	2d	none	do	4 figure
22-4-47	6.000)	April/47	2d	none	do	4 figure
21-5-47	780.000)					
20-1-48.	766.800	Jany 1948.	2d	2	do	4 figure
5-8-48.	1.945.200	Augt 1948.	2d	2	do	5 fig at top in side margin.
3-11-49	960.000)					
18-11-49	960.000)	Feb 1950.	2d	2	Carmine perf 11 $\frac{1}{2}$	5 fig over last stamp at top
6-12-49	489.600)					
12-10-50	1.575.000)	Novr 1950 $\frac{1}{2}$	2d	2	do do	do do
13-11-50	882.000)					
29-1-52	1.536.000)					
27-2-52	510.000)	May 1952.	2d	2	do do	do do
24-3-52	768.000)					
7-4-52	750.000)					
8-9-52	768.000)	Oct $\frac{1}{2}$ 1952.	2d	2	dp do	do do
22-9-52	462.000)					
30-12-40	957.960)	Jany 1941.	2 $\frac{1}{2}$ d	1 & 1a	yellow-orange	4 figure.
5-2-42.	150.000)					
4-2-46.	278.400	Febry 1946	2 $\frac{1}{2}$ d	1a	do do	4 figure
20-2-38	300.000)	May 1st/1938.	3d	none	deep blue	4 figure
9-3-38	240.000)					
22-8-38	39.600	Sept 1938	3d	none	do	4 figure
14-3-40.	396.000	March 1940	3d	none	do	4 figure
1-4-42	126.000)					
8-6-42	54.000)	June 1942	3d	none	do white paper	4 figure
27-5-42	48.000)					
11-3-43	288.000)					
5-4-43	295.000)					
17-3-44	144.000)	Dec 1st/44.	3d	none	Black.	4 fig at top in side margin
6-4-44	312.000)					
5-5-44	174.000)					
12-3-45	576.000)	May 1945.	3d	none	black	5 figure.
6-4-45	777.600)					
27-3-45	1.152.000)					

The 3d black was withdrawn from sale on 5th January 1948.

CHECK LIST OF KING GEORGE VIth GENERAL ISSUES (Continued)

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<u>Despatch ex Printers.</u>	<u>Numbers Printed.</u>	<u>Date Issued.</u>	<u>Value.</u>	<u>Plate No.</u>	<u>Description.</u>	<u>Sheet Numbers.</u>
25-8-47	120.000)					
7-10-47	768.000)	5th Jany /48	3d	none	deep blue	5 figure
24-10-47	1.694.000 )					
20-2-38	204.000)	1st May /38.	4d	none	yellow-orange.	4 figure
9-3-38	208.800)					
17-3-44	144.000)	1st Dec /44.	4d	none	deep blue	4 fig in side
5-4-44	356.400)					margin at top.
27-3-45	288.000)	May 1945.	4d	none	do	do do
10-5-45	527.560)					
The 4d deep blue was withdrawn from sale on 5th January 1948.						
20-2-38	330.240	May 1st/38.	6d	none	dull violet.	5 figure
22-8-38	632.400	Sept/38.	6d	do	do	4 figure
14-3-40	725.040	March 1940.	6d	do	do	do
19-12-41	624.000)	March 1942.	6d	do	do (white paper)	do
5-2-42	636.800)					
21-2-45	576.000)	March 1945	6d	do	do do	do
12-3-45	474.960)					
16-12-46	667.800	March 1947	6d	do	do do	do
1-9-47	382.800	Sept 1947	6d	do	dull violet	4 figure
20-1-48	788.400	Jany 1948	6d	do	do	do
28-4-48	794.400	May 1948	6d	do	do	do
22-3-49	1.632.000)	May 1949	6d	do	do	5 figure
28-4-49	243.000)					
5-1-51	606.000)	April 1951	6d	do	dull violet perf 11½	4 figure
23-1-51	276.000)					
12-2-52	768.000)	May 1952	6d	do	do do	4 figure
27-2-52	1.152.000)					
24-3-52	192.000)					
8-9-52	271.200)	Octr 1952	6d	do	do do	4 figure
15-12-52	378.000)					
7-4-53	500.400	May 1953	6d	do	do do	4 figure
20-2-38	261.000	1st May 1938	1/-	do	olive-green	4 figure
22-8-38	512.520	Sept 1938	1/-	do	do	do
5-4-43	240.000)	Febry 1944	1/-	do	do	do
29-4-43	241.800)					
21-2-45	198.000)	March 1945	1/-	do	do (white paper & gun)	4 figure
12-3-45	102.840)					
5-7-46	190.800	1st Oct /46.	1/-	do	do do	4 figure
17-3-47	233.040)	April 1947.	1/-	do	do do	4 figure
22-4-47	18.000)					



Date despatched.	Date Issued.	Value.	Plate No.	Colour and Description.	Sheet Number.	Quantity Printed.
5th Jan /38.	May 1/38.	2/6	1	ultramarine & black.	p.13 $\frac{1}{2}$ x11 $\frac{3}{4}$ . 4 fig.	69.900.
29-4-1942.	June /42.	do	1	do do	p.13 $\frac{1}{2}$ x13 $\frac{1}{2}$ . 3 fig.	42.180.
19-9-1942.		do	1	do do	p.14 $\frac{1}{2}$ x14 $\frac{1}{4}$ . 3 fig.	48.900.
8-6-1944.	June /44.	do	1	do do	p.13 $\frac{1}{2}$ x13 $\frac{1}{2}$ . 4 fig.x	11.820.
x in my block of this printing the sheet number has been inverted and appears at bottom of sheet below 1st stamp.						
25-8-1944.	Oct/44.	2/6	1	ultramarine & black.	p.13 $\frac{1}{2}$ x13 $\frac{1}{2}$ . 3 fig.	28.680.
20 & 25-4-45 also 1-5-45 Decr 1945.	May/45.	2/6	1	do do	do 3 fig	48.540.
	Feb /46.	2/6	1	do do	do 4 fig.	61.140.
20-11-46 & 31-12-46 )	Nov /46.	2/6	1	do do	do 3 fig.	48.000.
29-1-47.	Mar /47.	2/6	2 & 1.	do do	do 4 fig.	71.820.
25-8-48 & 1-9-48 )	Nov /48.	2/6	do	do do	p.14 $\frac{1}{2}$ x14 $\frac{1}{4}$ . 4 fig.	93.240.
13-9-49.	Oct /49.	2/6	do	do do	do do	103.140.
18-5-51.	Aug /51.	2/6	do	do do	p.12x12. 3 fig.	53.340.
9-1-52.	Feb/52.	2/6	do	do do	do do	53.760.
the last 4 despatches had the sheet number in top left side margin.						
2-5-52.	Oct /52.	2/6	2 & 1.	ultramarine & black.	p.12x12. 4 fig. over last stamp at top R side.	168.900.
Plate 2 is for centre showing King's Head in black. Plate 1 is for the border in blue.						
5-1-38.	May 1/38.	5/-	1.	orange & black	p.13 $\frac{1}{2}$ x11 $\frac{3}{4}$ . 4 fig in top R.hand margin.	76.680.
18-5-42.	Aug /42.	5/-	1	do do	p.13 $\frac{1}{2}$ x13 $\frac{1}{2}$ . 4 fig in top L.hand margin.	56.940.
10-3-43.	June/44.	5/-	1	do do do	do 4 figure.	105.420.
in my block of four, the sheet number has been inverted & appears at bottom of sheet below first stamp.						
20-11-46.	Nov /46.	5/-	1	orange & black.	p.13 $\frac{1}{2}$ x13 $\frac{1}{2}$ . 3 fig in side top margin.	47.520.
30-3-48.	Apr /48.	5/-	1	do do	p.14 $\frac{1}{4}$ x14 $\frac{1}{4}$ . 3 fig in side top left margin.	43.320.
24.3-49.	May /49.	5/-	1	do do	p.12x12. 4 fig do do	74.400.
4-11-49.	Feb/ 50.	5/-	1	do do	p.14 $\frac{1}{4}$ x14 $\frac{1}{4}$ . 4 fig do do	72.000.
13/21-9-50.	Nov /50.	5/-	1	do do	p.12x12. 4 fig do do	130.680.
9-1-52.	Feb /52.	5/-	1	do do	do 4 fig do do	99.120.
1-5-52.	Oct /52.	5/-	1	do do	do 3 fig do do	127.260.

11th Issue. Coronation of Queen Elizabeth II. June 2nd 1953.  
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To commemorate the Coronation of Queen Elizabeth II instructions were given to Messrs Bradbury Wilkinson & Co Ltd to prepare the necessary plates for printing a 1½d value stamp for the Colony of Nigeria. The colour of the stamp was emerald-green with the head plate in black. The stamps were made up in sheets of 120 set comprising two panes of 60 stamps, ten horizontal rows of 6, printed by the recess process. There was a 6 figure sheet number over the 6th stamp at top left hand margin. Perforation was 13½ x 13 comb.

Plates. There were 12 plates used for the printing as follows:-

1-1, 1a-1a, 1-2, 1a-2a, 2-1, 2a-1a, 2-2, 2a-2a, 3-3, 3a-3a, 3-4 and 3a-4a. The first number is that of the frame plate, the second number for the centre portrait plate



June 2nd 1953. Coronation stamp. One value only 1½d, recess printed by Bradbury Wilkinson & Co Ltd in two panes of 60. Watermark multiple Crown and script C.A. Perf 13½x 13.comb.

No 82. 1½d emerald green & black.

The stamps will be withdrawn from sale at the Post Offices on 31st December 1953 unless exhausted earlier.

The official numbers of stamps sold as given by the Crown Agents are:-

by Crown Agents in London.....	338.641	stamps
Sold by P.O's in Nigeria.....	12.174.692	do
total	12.513.333	

The first intimation of a new definite set of stamps featuring various forms of Nigerian industry was made in the Crown Agents Stamp Bulletin of 1st August 1952. A set of 12 values from  $\frac{1}{2}$ d to £1 was placed on sale on the 1st September 1953 and were printed by the recess process by Messrs Waterlow & Sons Ltd of London. The designs were based on paintings by the distinguished French artist M. Maurice Fievet, each stamp except the  $\frac{1}{2}$ d value being in two colours.

MAKE-UP. The stamps were printed in sheets of 60, ten horizontal rows of six, except the 6d value which was in six horizontal rows of ten stamps.

WATERMARK. was the usual Multiple Script CA and Crown.

PERFORATION. 14x 14 comb.

The designs are really striking and should prove a means of creating fresh interest among collectors in Nigerian stamps.

PLATES. For the first printings the following plates were used:-

$\frac{1}{2}$ d value	. plates 1-1 also 2-1.	6 figure sheet number over last stamp at top.
1d do	. Plates 1-1 only,	with 5 figure sheet do do do
$\frac{1}{2}$ d value.	single colour ,	3 plates Nos 1, 2 & 3. 6 figure sheet number do do
2d do	. plates 1-1 also 2-1	with 5 figure sheet number overl last stamp at top.
3d do	. plates 1-1.	with 5 figure sheet number over last stamp at top
4d do	. do do	4 do do do
6d do	. do do	5 do do do
1/- do	. do do	5 do do do

The 2/6, 5/-, 10/- and £1 values were all printed from plates 1-1.

The 12 designs are as follows:-

$\frac{1}{2}$ d value. Black and orange. Old Manilla Currency.

The old Manilla currency was originated some 400 years ago by the Portuguese who brought over metal bracelets - Manillas in Portuguese language- made of special metal, which they used for barter purposes with the natives.. It was soon established as currency in the palm oil districts of Nigeria and maintained its popularity until 1919 when the Nigerian Government prohibited its use by persons other than natives. It was finally abolished by the Government in 1949 who bought some 30 million manillas to stop their use. The design on the stamp shews a large "king" manilla and smaller ones are shewn each side. The "king" manilla has not been in use as currency for some time, but it is still used in various ceremonies by the people of the districts and its possession is much prized. The smaller manillas shewn at the sides of the stamp are those used until 1949 as currency. The background of the design suggests the creek and river country in the S.E. of Nigeria where the manillas circulated.

1d value. Black & silver-sage. Bornu Horsemen.

Bornu was one of the Northern States and the rulers of these States used to maintain large numbers of horsemen, who were their principal fighting troops. Small numbers of horsemen are still kept and they turn out on ceremonial occasions in the full original trappings.

1d value. Single colour only. Pale bluish-green. Groundnuts.

Groundnuts are one of Nigeria's largest exports, being planted extensively by the farmers in the light savannah country in the North. The design shows a scene in Kano City which is the centre of this trade and a view of Kano mosque and houses in the background. A groundnut plant is depicted on the left hand side of the stamp and the Queen's head surmounted by a Crown on the right side.

2d Value. Black & yellow. Tin.

Tin is one of Nigeria's principal metal exports and is found and mined in the Jos plateau and neighbouring districts. The design shows a native working the tin by the old method which is still used in the small workings and in the centre of stamp can be seen the modern mechanical method of extracting tin, also a scene of the highlands.

3d value. Black & lilac. Jebba Bridge & River Niger.

Jebba bridge was completed in 1916 and is in two spans, the longer one being over the main or south channel. This is shown on the left. On the island is a memorial to Mungo Park and Richard Lander the two great explorers of this river. Mungo Park was drowned a few miles upstream from this site in 1805 and Lander passed the site on his famous voyage down the Niger in 1830 when he discovered the termination of the Niger in the Bight of Benin.

4d Value. Black & Blue. Cocoa.

A large export trade is done by Nigeria with cocoa and the design on stamp shows cocoa pods on the tree and a group of natives extracting the beans from the pods, piling them in heaps for sifting before finally packing them in bags for export.

6d value. Orange-brown & black. Ife bronze.

The bronze heads of Ife are Nigeria's greatest art treasure. They were discovered at Ife only this century and little is known about their age or origin. An exhibition of these heads in the British Museum in 1948 aroused world-wide interest and they are regarded as being in the front rank of art treasures. The head shown on the stamp is known as "Olokun" and is one of the most famous heads extant. It is not known what the head-dress and crest signify.

1/- value. Black & lilac. TIMBER.

The timber industry figures largely in Nigeria's exports. The figured mahogany of Lagos is a rare and highly prized wood for fine quality products. Nigerian plywood which is made in a large modern factory in Nigeria is of first grade and greatly in demand in Britain. The design shows the logs being transported through the creeks of Southern Nigeria to the Ports, where they are loaded for export.

2/6 value. Black & Green. VICTORIA HARBOUR.

Victoria is in the Cameroons and is under British Mandate. The harbour shown on the stamp is famous and bunches of grapes - which are one of the principal exports - are shown in the central design and prawns adorn each side. Prawns abound on the shores of Victoria Harbour. The name Cameroons was adopted by the Portuguese and is a slight corruption from the Portuguese word for prawns.

5/- value. Black and red-orange. PALM OIL.

The design in centre of stamp shews a typical scene of palm oil being loaded in drums at one of the Ports. A palm tree and fruit is shewn on the left side of the stamp. It will be remembered that palm oil gave its name to the Niger Territory in the early period as the OIL RIVERS PROTECTORATE.

10/- value. Black and reddish-brown. HIDES & SKINS.

Hides and skins are another of Nigeria's exports, the skins of the Sokota red goats produce one of the best qualities of fine leather in the world. The design shews cattle and goats in the centre with huge trees and on the left two frames with skins drying. On the right is shewn a native Fulani. The Fulani people are a nomadic race of a shy pastoral type and are principally found in Northern Nigeria and the Sudan.

£1 value. Black & violet. NEW & Old Lagos.

The design shews a scene at Lagos soon after the foundation of the Colony of Lagos in the middle of the 19th Century and craft of that period. It also shews the water-front of Lagos as it is today.

The Queen's head appears on the  $\frac{1}{2}$ d,  $1\frac{1}{2}$ d, 2d, 4d, 1/-, 5/-, values only. The 1d, 3d, 6d, 2/6, 10/- and £1 values have the Imperial Crown only. It will be noticed that the 10/- and £1 values re-appear once more, they were not issued during the reign of King George VI. The £1 value is the largest Colonial stamp to be issued for a number of years, measuring 45 x 35 mm with perforations..



Old Manilla Currency



Bornu Horsemen



Groundnuts



Tin



Jebba Bridge and River Niger



Cocoa



Ife Bronze



Timber



Victoria Harbour



Palm Oil



Hides and Skins



New and Old Lagos

1st September 1953. Pictorial Designs.

Recess printed by Waterlow & Sons Ltd. in sheets of 60, ten horizontal rows of six, except the 6d value which was in six horizontal rows of ten.

Watermark multiple Crown and script C.A. Perf 14 x 14 comb.

Set of 12 values  $\frac{1}{2}$ d to £1.

No.		
83.	$\frac{1}{2}$ d	black & orange.
84.	1d	black & silver-sage.
85.	$1\frac{1}{2}$ d	pale bluish-green.
87.	2d.	black & yellow.
88.	3d.	black & lilac.
89.	4d.	black & blue.
90.	6d.	orange-brown & black.
91.	1/-	black & lilac.
92.	2/6	black & green.
93.	5/-	Black & red-orange.
94.	10/0	black & reddish-brown.
95.	£1	black & violet.

STAMP BOOKLETS.

The changes of watermark, colour and die already noted are faithfully reflected in the booklets. All booklets are wire-bound in either crimson or scarlet cardboard covers measuring approximately 2 3/8" by 1 1/8".

Nos 1 to 4a have the title NIGERIA printed on the face of the cover in black sans-serif block capitals, also the Royal Crown and Cypher flanked by the letters p. O., the number of stamps in the booklet and the price. On the back is a table of poundage on postal orders.

Nos 5 to 8 have the words STAMPS BOOKLET printed above NIGERIA on the face of the cover, and on the back an advertisement of the post office guide.

On the inside of all covers are tables of inland and foreign postal rates.

All the printings will be found with the covers wired right and left hand so as to make use of the sheet margins of the stamps from both sides of the panes.

Stamps from booklets often shew the perforations on one or two sides cut close, sometimes giving the appearance of being imperforate.

In September 1918 the post-master general instructed that as a temporary measure booklets containing southern Nigerian stamps should be treated as current, although southern Nigerian stamps had been declared obsolete in May 1918.

There are no booklets of the jubilee <sup>OR PICTORIAL</sup> issues.

ADVERTISEMENTS. The arrangement of the advertisements is a key to each printing and the following is a list of advertisements appearing in the booklets issued up to 1931.

- |                                  |                          |
|----------------------------------|--------------------------|
| (1) Nestles Milk.                | (15) Colonial Bank.      |
| (2) Milkmaid                     | (16) John Edgington.     |
| (3) Elder Dempster & Co          | (17) Fortnum & Mason.    |
| (4) Bank of British West Africa. | (18) Midland Gun Co.     |
| (5) England Clothing Co.         | (19) Niger Co.           |
| (6) Macsymons stores.            | (20) Torbay Paint Co.    |
| (7) Comp. Francaise.             | (21) Brown & Son.        |
| (8) Miller Bros.                 | (22) Burham Brand.       |
| (9) Griffiths McAlister.         | (23) Ferrocete           |
| (10) Silver & Edgington.         | (24) Abercete            |
| (11) Way & Co.                   | (25) Barlock Typewriter. |
| (12) Wilkinson                   | (26) Lombard Cedes.      |
| (13) Piggott.                    | (27) Kingsway Chemists   |
| (14) Army & Navy Co-op.          | (28) Gripoly Belting.    |

No 1 Issued. 1914. Contents; - 18. 1d carmine-red } PLATES 2 & 1.  
 12. 2d green } M.C.A. Die 1.  
 (Despatched May 5<sup>th</sup> 1914)? Face value 2/-. crimson cover. do do

order of advertisements; - Nos 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12.

*There may have been another despatch in June 1915 from same plates.*

No 1a. Despatched 20th June 1917.  
Issued 1917. Contents:-  
18. 1d scarlet. plates 3 & 4.  
12. ½d green do do  
all M.C.A. Die 1.  
Face value 2/-. Scarlet cover.  
order of Advertisements:- Nos 2, 1, 11, 6, 5, 8, 4, 7, 13,  
3, 14, 9.

In Nos 1 & 1a booklets the advertisements are on oiled paper, two leaves of which appear between every two pages of six stamps and are printed on one side of the paper only, - the side in contact with the stamps - which in consequence often shew particles of ink adhering to their surfaces.

There was a despatch of booklets on May 31st 1920  
Contents:- 18. 1d M.C.A. die 1. plates 7 & 4.  
12. ½d do do do do  
Have no examples of this booklet to chronicle.

No 2. Despatched Apr 5th 1921. Contents:-  
Issued in 1921. 18. 2d dull grey. plate 9.  
12. 1d rose-carmine. Plates 7 & 9.  
all script C.A. Die 1.  
Face value 4/-. Crimson cover.  
order of advertisements:- Nos 1, 2, 3, 4, 5, 6, 7, 8,  
9, 10, 15, 12.

From Printers records there ~~was~~ <sup>were</sup> 181,260 2d stamps printed for this booklet, so 120,840 of the 1d would be used.

In this and the succeeding printings the advertisements are printed on the inner sides of the oiled paper, i.e. the side not in contact with the stamps.

No 2 booklet was issued to meet the increase of postal rates announced in December 1920.

No 3. Despatched Feby 22nd 1924. Contents:-  
Issued in 1924. 18. 2d bluish-grey. plate 11.  
12. 1d dull scarlet. Plates 7 & 9.  
All script C.A. The 2d is Die 2  
and the 1d value Die 1.  
Face value 4/-, scarlet  
cover.  
order of advertisements:- Nos 14, 15, 16, 10, 6, 4, 7, 8,  
3, 9, 17, 11.

From Printers records there were 60,540 stamps of the 2d value, so 40,360 of the 1d value would be used.

No 3a. Despatched Feb 2nd 1925. Contents:-  
Issued..1925. 18. 2d slate-grey, plate 11.  
12. 1d bright carmine. plate 7.  
Script C.A. The 2d is Die 2 and  
the 1d value Die 1.  
order of advertisements:- Nos 14, 4, 10, 18, 7, 6, 8, 3, 9, 19, 20, 11.  
Face value 4/-, scarlet cover.



All the totals quoted in the foregoing booklets are included in the quantities given in the check lists and are not additional items.

In the Posts and Telegraphs Annual Report for 1926 there appears the item under new issues for that year "stamp booklets containing  $\frac{1}{2}$ d, 1d and 2d stamps". There are no booklets seen by the Author ~~containing~~ containing all three values, the only ones containing the  $\frac{1}{2}$ d value are Types 1 & 1a.

EMBOSSED STATIONERY, REGISTERED ENVELOPES & POST CARDS.

REGISTERED ENVELOPES. Head of King George V.

The original registration fee in Nigeria was 2d, but was raised to 3d as from 1st January 1922. New registration envelopes bearing 3d registration stamp were not issued however until July 1923. The old envelopes bearing 2d registration stamp were not withdrawn but Postmasters were instructed to convert them to new stock by affixing a penny stamp and taking them on charge at the new rates. Both types were printed by Thos de la Rue & Co.

Envelopes bearing the 2d registration fee were in three sizes:-

G.	approximately 6" x 3 $\frac{3}{4}$ "	selling for 3d.
H.	do 8" x 5"	do 3 $\frac{1}{2}$ d
H2.	do 9" x 4"	do 3 $\frac{1}{2}$ d

Those bearing the 3d registration fee appeared in two sizes only:-

G.	approximately 6" x 3 $\frac{3}{4}$ "	selling for 4d.
H2.	do 9" x 4"	do 4 $\frac{1}{2}$ d

In each case the postage is paid by affixing an adhesive stamp.

The registration stamp is of the same design as the adhesives, surrounded by a frame containing the words REGISTRATION FEE, one at the top and the other at the bottom. The 2d value is printed from Die 1 on the flap of the envelope. The 3d value is printed from Die 2 also in blue and on the flap, which however folds over on to the front side of the envelope and not on the back as in the issue.

HEAD OF KING GEORGE Vth. During the quarter ending September 30th 1938 a registration envelope with the head of H.M. King George Vth was despatched to Lagos, G size with 3d blue stamp on the flap, which fastens on to the front of the envelope. A second printing was sent out during the quarter ending 30th June 1939, this was in a dull blue shade.

A third requisition of the 3d blue for both G and H2 sizes was made in March 1940, the G size selling at 4 $\frac{1}{2}$ d and the H2 size at 5d each.

EMBOSSED ENVELOPES. Envelopes embossed with 1d and 2d stamps of King George Vth were issued at the end of 1927. They were followed by a 1 $\frac{1}{2}$ d value in 1931. All envelopes are of white paper and of the same size approximately 5 $\frac{1}{4}$ " x 4 $\frac{1}{8}$ " being printed by Thos de la Rue & Co of London. The colours of the stamps are :-

1d red	selling for 1 $\frac{1}{2}$ d	each or 1 $\frac{1}{2}$ d	each in packets of 24.	
1 $\frac{1}{2}$ d orange	do	2d	do " 1 $\frac{3}{4}$ d	do
2d chestnut	do	2 $\frac{1}{2}$ d	do " 2 $\frac{1}{2}$ d	do

POSTCARDS. Head of King George Vth. Three different postcards were on issue from 1914, i.e. PRINTED BY DE LA RUE & CO. LONDON.

2d green	die 1 printed on white card, size approximately 4 $\frac{3}{4}$ " x 2 $\frac{7}{8}$ "
1d carmine	do do BUFF - - - do 5 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ "
1d Reply-paid card	also from Die 1 on BUFF CARD do do

Postcards are seldom seen. The Nigerian Postal Authorities recognise postcards but do not now sell stamped cards. The rates for postcards are 1d inland & 1d abroad. In May 1918 it was announced that Southern Nigeria postcards would be treated as current but that postcards superscribed LAGOS, OIL RIVERS etc should be considered obsolete. Southern Nigeria postcards of King Edward postally used in 1923 will be found. \*

AIR LETTERS. For the special forms printed for this service see remarks under Air-letter service.

The Posts & Telegraphs Dept use a printed postcard about 5"x 3 $\frac{3}{4}$ " to acknowledge receipt of letters. ~~The colour is a pinkish shade~~ but is without stamp. On the address side are printed letters "On His Majesty's Service."

AIR MAILS.  
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Economic conditions and the great natural obstacle of the Sahara were responsible for the slow aerial development of West Africa. The French were operating an air-mail service over the Dakar-Casablanca sector as early as 1923. The first air-mail plane left Casablanca on 3rd May 1923 and arrived at Dakar on the 5th May. The return flight left Dakar on May 17th arriving at Casablanca on the 22nd May 1923. All covers flown on this return flight received the official stamp of the Mayor of Dakar.

In 1923 The Compagnie Générale Transatlantique was formed to discover a route across the Sahara Desert for a Railway and Air Line. By 1927 it had established a regular dry-season public motor service between Colomb-Béchar (Algeria) and Gao (French Sudan) via Reggan. In 1930 the service was extended to Niamey (French Niger) and in 1932 to Fort Lamy (Lake Chad) via Kano and Maiduguri (Nigeria). After the dry season of 1935-36 this service was no longer operated beyond Niamey as a similar service operated by the Société Algérienne des Transports Tropicaux had been started between Algiers and Kano along the more direct route through Zinder.

At the end of 1925 the French tried an experimental accelerated air-service between Dakar and Zinder, which would have been a useful link between Nigeria and the London-Toulouse-Dakar air-mail if it had proved possible to make it a regular service. Mails were carried from Dakar to Bamako by rail, from Bamako to Niamey by plane and from there to Zinder also by plane. This trial left Dakar on the 29th December 1925 and arrived at Zinder on the 6th January 1926. Letters bore a special cachet reading "PAR AVION. PREMIER voyage d'essai de liaison postale rapide Ch. de fer- Avion- Auto- DAKAR ZINDER"

Three further attempts were made up to 1st March 1926 and letters carried on these flights bear a similar cachet but the word PREMIER was omitted.

In Octr 1926 a French pilot Lieutenant de Vaisseau Bernard made a survey flight from Marseilles via Morocco and across the Sahara Desert with the intention of reaching Madagascar, but it is said the journey had to be abandoned in the Belgian Congo. Only a small amount of mail was carried varying between 10 and 15 items at various stages of the journey. A set of 3 postcards flown on this flight has been shewn the writer by Mr Francis J. Field the details of which are as follows:-

Postcard franked with 1 fr blue French stamp, Sower Type, S.G.425, postmarked Berre 11th Oct 1926 addressed to Tanger (Morocco). It carries a postmark of Tanger 9-30. 13th Oct 1926. Only 12 items are said to have been carried.

Postcard franked with 30c Senegal stamp blue & grey, S.G.124, postmarked St Louis Senegal 20th Oct 1926 and Bamaka. French Soudan 23rd Oct 1926. Only 15 items flown.

Postcard from Bamaka (French Soudan) franked by 50c blue & ultramarine stamp pf French Soudan, S.G.33, to Lokoja (Nigeria). The postmarks are Bamako 23rd Oct 1926 and Lokoja 4th Nov 1926. Only 10 items are said to have been carried.

All three cards have a violet handstamp reading

VOYAGE AERIEN FRANCE - MADAGASCAR.
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The first British aeroplane to visit Lagos was the Air-Ministry's flying boat "Singapore" piloted by Sir Alan Cobham in 1928, although the Northern Provinces had been visited by Royal Air Force planes from Egypt in 1925 and 1927. The object of the visit was to explore the possibilities of starting a commercial air service in and also to and from West Africa.

In the same year M.M. Collet and Guillaumet of the Compagnie Générale Aero-Postale of Paris visited Lagos in two aeroplanes while making a survey of an aero-postal line from Europe to the Belgian Congo. As a result of these visits the local press did its best to rouse public opinion to the necessity of building aerodromes and encouraging aerial development, but with little success.

On 30th October 1930 an attempt was made to reach Nigeria from London by air using the French air-lines via Toulouse & Dakar (Senegal). Mail was flown to Dakar arriving there 11th November. From Dakar it was sent by coasting steamer to Freetown (Sierra Leone) where it was picked up by the regular Elder Dempster mail boat which left Liverpool on November 5th, finally arriving at Lagos 9 a.m. November 22nd. Not a success certainly. No special cachet was used beyond the ordinary blue air-mail label. The cost was 1/- plus 1<sup>1</sup>/<sub>2</sub>d postage for an ordinary letter.

Another attempt to use this route was made on the 4th December 1933. It was not a success as the card did not reach Lagos until 9-30 am 27th December, several days later than if sent by the ordinary mail steamer route.

In October 1929 the Postmaster General at Lagos announced that as from November 1st 1929 air-mail correspondence and air-mail parcels would be accepted at all Head Post Offices in Nigeria for outward transmission ~~by air~~, to be sent from the U.K. by air to the Continent of Europe, India, Iraq, Australia and certain parts of North and South America. Particulars were obtainable at all Post Offices in Nigeria.

In the latter part of 1931 Major Cowan arrived at Lagos with a Junkers twin-float seaplane, which could be converted for use on land, and formed the Aerial Development Company. He carried out a number of flights over Nigeria by private charter, including the special delivery by air to various places of copies of the "Nigerian Daily Times" newspaper. Later he was commissioned by the Postal Authorities to start an internal mail service, details of which will be given later. Unfortunately this pioneering effort was not a success and Major Cowan and his plane left Nigeria soon afterwards.

Aerodromes having been constructed, the Compagnie Générale Transatlantique started in 1933 an air-service between Reggan and Gao, extending it to Niamey in 1934. By 1935 both Air Afrique and S.A.B.E.N.A. a Belgian Company, were operating services between Europe and Central Africa along approximately the C.G.T. route except that they followed a line north of Nigeria via Zinder between Niamey and Fort Lamy.

In 1934 the C.G.T. also started an air service between Niamey and Cotonou, a coast town in Dahomey easily accessible from Lagos through the creeks. It was suspended early in 1935 but restarted in July of that year by Aeromaritime. It was run in conjunction with the Air Afrique and S.A.B.E.N.A. services and brought Lagos to within five days of Marseilles. But actually however Nigeria gained little advantage from these services just across her frontier since no local postal services were initiated to run in connection with them.

In 1935 Elder Dempster Lines, well known in the Shipping World as carrying the mails to and from the West Coast of Africa, entered into negotiations with the Imperial Airways to inaugurate an air service. A Company known as Elders Colonial Airways Ltd was formed to develop feeder services in Nigeria and other West African Colonies in connection with Imperial Airways. Passengers and Mails for West Africa were to be carried by the regular Imperial Airways service from London to Khartoum where they would be transferred to the Elders Colonial Airways machine to be taken across Africa to Kano and thence to Lagos & Accra (Gold Coast), returning by the same route. In actual fact the service, first to Kano and then to Lagos, was operated throughout by Imperial Airways.

In October 1935 an official of the Civil Aviation Department of the Air Ministry proceeded to Nigeria, but it was not until 1st February 1936 that the four-engined D.H.86 liner "Daedalus" left Khartoum on a survey flight arriving at Kano on the 8th February. The condition of the aerodromes beyond Kano was such that it was impossible at this time to operate beyond that point. The first air-mail left Croydon on the 9th February 1936 and arrived at Kano seven days later. The aerodromes at other points in Nigeria were improved and completed, enabling the service to be extended to Lagos in October 1936.

On the 5th January 1936 an inauguration flight was made from London to Lagos via the France-Zinder route. I have a cover posted in London 1st January 1936 with a special cachet in red reading:-

INAUGURATION  
DU SERVICE  
100% AERIEN  
TRANSATLANTIQUE  
  
HEBDOMAIRE  
5. JANVIER 1936.

There is a picture of an aeroplane and a map shewing the route, in centre. and the words AMERIQUE DU SUD reading upwards at left. EUROPE at right.

~~Indescribed~~ Only three covers have been seen with this special cachet. My cover carries the following postmarks:-

Paris 4th January 1936. Marseilles 5th January, Kano 2 p.m. 17th January and Lagos 10 a.m. 20th January 1936.

It was posted in London 1st January 1936, postage paid 2/6.

On August 11th 1937 the Imperial Airways liner made a survey experimental flight from Lagos to Accra (Gold Coast) the return journey arriving back at Lagos on the 14th August. This was followed by a regular mail service between the two towns and the first flight was made on October 9th 1937. Fuller details of these flights are given later.

LETTERS CARRIED BY THE R.A.F. EGYPT-NIGERIA FLIGHTS.

Since 1925 the Royal Air Force has made periodic flights - generally every second year, from Egypt to Nigeria, latterly passing on to other British West African Colonies.

The 1925 flight consisted of three machines of the D.H. 9a type under the command of Squadron Leader A Conyngham. They were due to leave Khartoum on the 31st October and arrive in Kano on the 3rd November, but they actually left Cairo on the 27th October and reached Kano on the 1st November. Some sixty letters are said to have been carried by the pilot and these were signed with the initials A.C. No special cachet or cancellation was used. Forty-six private letters and six "official" covers are said to have been carried on the return flight from Kano to Cairo and these private letters were also initialled A.C. The Cairo to Kano covers were posted on arrival at Kano and bore ordinary Nigeria stamps, the letters for the return flight were posted at Cairo and carried ordinary Egyptian stamps. These letters were then forwarded to destination by the usual mail route.



One of the six "official" covers flown from Kano to Cairo.

The itinerary is as follows:

ONE OF THE SIX O.H.M.S. COVERS FLOWN FROM KANO TO CAIRO.

Kaduna North	11th	do
Kano (Nigeria)	12th	do
Maiduguri (Nigeria)	13th	do
Fort Lamy (Tchad)	14th	do
Abecher (Oubangui-Chari-Tchad)	14th	do
Geneina (Sudan)	15th	do
El-Fasher (Sudan)	16th	do
El-Obeid (Sudan)	17th	do
Khartoum (Sudan)	18th	do
Wadi-Halfa (Sudan)	20th	do
Hilwan-les-Bains (Egypt)		

It was reported that twenty of the 3d purple on yellow Nigeria stamps were overprinted at Kano Post Office in four lines KANO TO CAIRO BY AIR. but enquiries made at the time in Nigeria failed to find any authority for the overprint or information concerning the stamps. Although these are not official Nigerian Air Mails the covers are interesting souvenirs of a pioneer venture, especially as this was the first flight over the route that was later followed by the first official external air mail.

FIRST OFFICIAL INTERNAL AIR-MAIL 1931.

In 1931 the postal Authorities at Lagos commissioned the Aerial development company to inaugurate an experimental internal mail service and the following posts and telegraphs Notice appeared in the Nigerian gazette of the 29th october 1931

POSTS AND TELEGRAPHS NOTICE.

Internal Air Mail Service.

It is notified for general information that an Experimental Internal Air Mail Service for the conveyance of all classes of correspondence (except parcels) will operate between Lagos and Tiko (Cameroons under British Mandate) calling at Port Harcourt and Calabar, commencing on November 6th. 1931.

2. The service will be performed once weekly in each direction leaving Lagos every Friday morning, returning from Tiko every Saturday morning.
3. The combined postage and Air Mail Fees will be, for internal letters, 6d. per ounce or part thereof, for letters addressed to Great Britain, any British colony or protectorate, forwarded by Internal Air Mail to connect with the Homeward Mail steamer at Lagos, 6½d. per ounce or part thereof.
4. Any letter or item of correspondence insufficiently prepaid for conveyance by Air Mail will be diverted to the ordinary mails for transmission unless the full amount of the Air Fee, viz., 4½d. per ounce or part thereof has been prepaid. If the amount prepaid represents at least the amount of the Air Mail Fee, the letter will be surcharged double the deficient postage and will be forwarded by the Air Mail.
5. No Registered correspondence can be accepted for conveyance by the Air Mail.
6. Times of closing of the Internal Air Mail Service can be ascertained at the post offices of Lagos, Port Harcourt, Calabar, Victoria and Tiko.
7. The postmaster-general accepts no responsibility for any delay which may ensue to correspondence accepted for transmission by this service.

L. BETTESWORTH.

Acting postmaster-General.

General post office,  
Nigeria, Lagos, 27th. October, 1931:

In due course the usual public mail notices were issued stating that this would be a regular sea-plane service. The machine left Lagos on the 6th November 1931 and arrived at port Harcourt the same day, but here the service broke down and on the next day it returned to Lagos. According to official information the number of mail carried from Lagos on the 6th was 129 articles, from port Harcourt the number is stated to be 7 (this is not official). Covers in the collections of the Author are backstamped Buea and Victoria (Cameroons) 7th November and also 8th November, but it is certain that from port Harcourt the mail went by the ordinary route.

The return journey from port Harcourt to Lagos carried 30 items of mail as officially confirmed by the G.P.O. at Lagos.

All covers seen bear the ordinary blue air-mail label and one of the two following special postmarks



On the 10th November the post office announced that the service was cancelled until further notice. It is understood that this was done at the request of the company who found that weather conditions and the necessity of finding suitable creeks for landing made it impossible to maintain a regular service between Lagos and the Cameroons without further experience and exploration. Unfortunately, there were no further developments and the service was not resumed.

#### THE FIRST EXTERNAL AIR MAIL 1936.

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Reference has already been made to the formation of Elder's Colonial Airways Ltd. In the London "Times" dated February 8th 1936 the following notice appeared:-

" The postmaster-general announces that a weekly air-mail service to Nigeria and the Gold Coast will be begun tomorrow. The mails will be conveyed to Khartoum by the England-South Africa air-mail leaving London tomorrow and thence by a branch air-service to Kano, Nigeria. Transmission from Kano to Lagos and Accra will, for the present, be by surface transport. The air-postage rates to Nigeria, Gold Coast and Tchad will be 6d a half ounce for letters and 3d for post-cards."

plane

The ~~mail~~ duly left Croydon on Sunday the 9th February <sup>1936</sup> with

a mail for Nigeria and the Gold Coast consisting of about 1,000 items and was due to arrive at Kano on the evening of Friday the 14th. February. It did not however arrive until Sunday the 16th. February. The route followed from Khartoum to Kano was the same taken by the first experimental flight by the R.A.F. in 1925 - Khartoum, El Obeid, El Fasher, Geneina, Abecher, Ati, Fort Lamy, Maiduguri, Kano.

The covers ~~usually bear the usual~~ bear the usual blue air-mail label but no special postmark or cachet.

In the meanwhile the following notice appeared in the Nigeria Gazette of the 13th. February 1936.

#### POSTS AND TELEGRAPHS DEPARTMENT.

##### AIR MAIL.

It is notified for general information that with effect from the 4th. February 1936 postal packets will be accepted for transmission by Air Mail from all Post Offices in Nigeria to the places mentioned in Gazette Notice No. 1572. of the 19th. December 1935.

2 The present arrangements provide for a weekly service via Khartoum in both directions. The mail closes at Kano on Sundays and correspondence will normally reach London on the following Sunday morning. In the return direction correspondence leaving London on Sundays will normally reach Kano on the following Friday afternoon. The times of receipt and the latest times of posting of Air Mail correspondence at Post Offices in Nigeria may be obtained from the local Postmaster.

3 Any kind of letter packet may be sent by Air Mail but printed papers commercial papers and samples must be prepaid at the rates for letters and the limits of size and maximum weight are the same as for letters sent by ordinary post. Air Mail letters can be accepted for Registration but insured articles and Parcel Post are not accepted.

4 A special blue Air Mail label must be affixed to the top left hand corner of every Air Mail packet. These labels are supplied free of charge at any Post Office. Letters bearing a manuscript indication "By Air Mail" will be accepted but absence of the Blue label may lead to delay.

Air Mail matter may be posted in a posting box but if possible should be handed over a Post Office counter.

5 Stamps to the full value of the air postage must be affixed at the top right-hand corner of the address side

of the envelope. Attention is drawn to the fact that rates of postage given are for a weight of half an ounce and each additional half-ounce. A letter containing more than the ordinary double sheet of notepaper is likely to be over half an ounce in weight. Any packet not fully prepaid will not be sent by air mail.

6 The Public Notices published in the Gazettes of the 24th. October 1929 and 31st October 1929 concerning correspondence posted in Nigeria for onward transmission by Air from the United Kingdom are hereby cancelled.

EDWIN EDGINTON,

Acting Postmaster-General.

Lagos, 11th. February, 1936.

The plane left Kano on Sunday the 16th. February and the mail should have been delivered in London on the following Sunday. On Saturday the 22nd. February it was announced in the London "Times" that "homeward Africa Air Mails have been delayed en route and are expected to arrive on Tuesday." They duly arrived on Tuesday the 25th. February.

The covers ~~sent by this method~~ bear the blue air-mail label but no special postmark or cachet.

7 on the 25<sup>th</sup> September 1936 the aircraft "BOADICEA" crashed during flight and the mail carried thereon was stamped "DELAYED. SALVED FROM BOADICEA"

In March 1936 the time-table of this service was changed. After the despatch from London on Sunday the 15th. March the air mail to Nigeria was scheduled to leave on Fridays starting on Friday the 20th. March. The mail from Nigeria was due to arrive on Thursdays instead of Sundays.

On the 15th. October 1936 it was announced in the London "Times" that the air-mail service to Nigeria which had hitherto terminated at Kano would in future operate to Lagos and that mail for the Gold Coast would be carried from there on by surface transport. There would be no change in the air postage rate and the mail would leave London on Fridays arriving at Lagos on the following Thursday.

The mail duly left on Friday the 16th. October and arrived to time at Lagos on Thursday the 22nd. It bears no special post-mark or cachet.

The following notice appeared in the Nigeria Gazette of the 22nd. October 1936.

POST OFFICE NOTICE.

Homeward Air Mails.

Commencing on the 29th. October 1936 the homeward Air Mail will leave Lagos by direct aeroplane every Thursday morning and the latest times of posting at various Post Offices are given below.

This mail is due in London on the following Thursday morning.

Air mail correspondence should be handed in over the counter at Post Offices and not posted in pillar boxes.

2 Latest times of posting:

Lagos (G.P.O. Marina)	9.0 a.m. Thursday.
Ebute Metta	8.30 a.m. do
Apapa	8.15 a.m. do
Abeokuta	5.00 p.m. Wednesday.
Ibadan	5.00 p.m. do
Ijebu Ode	5.00 p.m. Tuesday.
Oshogbo	9.00 a.m. Thursday.
Benin.	8.00 p.m. Tuesday,
Warri	2.00 p.m. do
Onitsha	12. noon do

E. C. CREWE,  
Postmaster-General.

Lagos 19th. October 1936.

The plane left Lagos on Thursday the 29th. October and arrived at Kano <sup>5.50 P.M.</sup> the same day. It left Kano the following day and duly arrived in London the following Thursday the 5th. November.

Covers posted at Lagos received the official cachet in black ink illustrated below,

**AIR MAIL**  
**FIRST DESPATCH**  
**LAGOS—LONDON**  
**29-10-36.**

Covers posted from ~~MINNA AND~~ Oshogbo bore the same overprint but in violet

Early in 1937 a new Company entitled AEROMARITIME was formed to run in conjunction with AIR-FRANCE to develop internal air-services from Dakar (Senegal) to other parts of West Africa. This service operated from Dakar to Cotonou (Dahomey) via Conakry, Monrovia and Abidjan.

The inaugural flight left Dakar on March 1st 1937 arriving at Conakry the same day. On March 2nd it arrived at Abidjan and on March 3rd at Cotonou, then the limit of the service.

The first return flight left Cotonou on the 5th March, Abidjan on the 6th, Conakry on the 7th, arriving at Dakar the same day.

I have the following covers of these first flights:-

Air Mail letter posted at Cotonou (Dahomey) 4th March 1937 addressed to Paris and arriving there on 11th March 1937. It bears a cachet in black thus:-



Air Mail letter posted at Brazzaville 26th Februry 1937. It carries the following inscription at top of cover:-

PREMIER COURRIER AERIEN COTONOU-

P.A. de Brazzaville a Dakar via Ft-Lemv. Niamey Cotonou. also a cachet in both red and black.



It arrived at Cotonou 2nd March and at

In May 1937 the service was extended to Port Gentil and Pointe Noire (Middle Congo). I have a cover for the first return flight from Port Gentil posted 21st May 1937 arriving at Cotonou 22nd May. It carries the following cachets in black.:-



Premiere liaison aeriennne  
Dakar Pointe-Noire

The first flight from Monrovia to Lagos was on the 8th March 1937 and letters received a cachet in black thus:-



It arrived at Lagos 12-45p.m. on 11th March 1937.

During a special exercise flight from Egypt via Khartoum to Nigeria and Sierra Leone, a machine belonging to the British R.A.F. Squadron picked up a very small parcel of correspondence, although it was not officially "air-mail". A cover in the author's collection, carried on this flight is worth recording.

It is an ordinary commercial letter franked by stamps of Moyen-Congo and the overprinted TCHAD issue. Posted at Fort Lamy (Tchad) on 27th April 1937 it arrived at Maiduguri (Nigeria) on 28th April, Jos (Nigeria) 5th May. From West Africa the letter travelled to Paris by the AIR-FRANCE Line, where it arrived on 16th May 1937. The cover bears a special cachet in black

TRANSPORTE EXCEPTIONNELLEMENT PAR AVION  
at top of cover and at bottom

47me BUMBER SQUADRON. R.A.F.

In August 1937 the IMPERIAL AIRWAYS Liner which usually operates the regular weekly service from the U.K. to Lagos made an experimental survey flight to Accra (Gold Coast). The plane left Lagos on the evening of August 12th arriving at Accra the next morning, the return journey leaving Accra on the 13th August and arriving at Lagos on the 14th. Mail was officially accepted for both directions, but as the flight was not advertised ~~officially~~ only a few letters are reported as having been carried. No special cachet was applied beyond the usual blue air-mail label, but such mail can be identified by the postmarks:- Lagos 5-45 p.m. 12th August 1937, backstamped Accra 13th Aug 1937. 10 a.m.

The return journey was dated Accra 13th Aug 1937 and backstamped Lagos 14th August.

A fee of 6d per letter was charged.

This flight proving successful a regular service was established, the first flight taking place from Lagos on 9th October 1937. The return covers from Accra were dated 10th October 1937 and bore a rectangular framed cachet in violet with a three line inscription, thus:-

FIRST FLIGHT REGULAR AIR MAIL SERVICE GOLD COAST-NIGERIA
--

The fee charged was 3d for an ordinary letter.

Accra however was found to be unsuitable for an Air-mail base and it was decided to construct a new Air-Port at Takoradi (Gold Coast). Operations were delayed at Takoradi owing to the swampy nature of the ground and it was not until the 4th April 1939 that the first experimental flight was made from Lagos to Takoradi, the return flight taking place the following day. Only about 30 letters were carried in each direction on this trial and no backstamping was applied. The trial trip can be distinguished by the date LAGOS. 3-0 p.m. 4.AP.39. The regular service was inaugurated on the 2nd May 1939 from Lagos and from Takoradi 3rd May 1939. A fee of 3d was charged for an ordinary letter.

On April 22nd 1940 the B.B.C. broadcast an announcement that following the monetary and commercial federation with France, the application of the Entente Cordiale to commercial aviation was first demonstrated by the acceptance of British mail for Nigeria for transit via Air France and the Aerom<sup>a</sup>ritime Lines. The announcement was only made in the 1.0 p.m. news bulletin and was not distributed by the Press Association, so that the few covers traced from this event will be exceedingly rare. I have a cover specially printed by the operators for the service and sent as a test letter, none being available for the public. The inner side of the cover is a dark blue colour with the name AEROMARITIME printed in white sever hundred times. The face of the cover has a dark blue reactangle with the words PAR AVION with a small illustration of an aeroplane flying en route. Also printed on face are the words "via Aerom<sup>a</sup>ritime et Air-France". It is backstamped Lagos 5 p.m. 3rd May 1940. The postage rate was 1/3.

Aerial development in West Africa was seriously interfered with owing to the war and operations were of necessity kept secret. At the outbreak of war (1939) a direct air-mail service between Lagos and the United Kingdom was in operation, the rate of postage being:- Letters 1/3 per  $\frac{1}{2}$  oz, postcards 7d each. This service was suspended in June 1940.

I have a cover posted at Kano (Northern Nigeria) on 6th June 1940 to an address in the Isle of Man sent by "AIR AFRIQUE". This service according to information given by the sender was opened just prior to the collapse of France in May 1940. The route flown was from Kano via Zinder, Gao and Algiers. Postage charged was 1/6.

It has been announced that BRITISH AIRWAYS flying boats maintained a regular service since August 1940 between England and West Africa. PAN-AMERICAN AIRWAYS in co-operation with the Belgian Company SABENA also maintained both land planes and flying boats connecting up with the main Cairo-Durban route. PAN-AMERICAN AIRWAYS connected with the old spur route from Lagos to Khartoum and Asmara, and SABENA with the service from Lagos via Libreville on to Port Bell on Lake Victoria .

In December 1941 a Trans-Atlantic service by PAN-AMERICAN AIRWAYS was established between Lagos and Miama (Florida) via Natal (South America), enabling letters from West African Countries to be sent to England by an all-air route via the U.S.A. The first flight left Miami on the 6th December 1941 and travelled via San Juan (Porto Rico), Port of Spain (Trinidad), Belem (Brazil), Bathurst (Gambia) and Lagos (Nigeria), reaching Leopoldville (Belgian Congo) on December 12th. For the return flight letters left Lagos on the 12th December 1941 connecting up with the plane leaving Leopoldville on the 13th December, arriving at Miami on the 16th December. Specially printed envelopes were used and an air postmark in black was stamped on thus:-



The rate of postage for this service from Lagos to the United States was 3/- per  $\frac{1}{2}$  oz and for postcards 1/6 each. Correspondence for the United Kingdom sent in transit for subsequent re-transmission by air from the United States was charged at the rate of 5/- per  $\frac{1}{2}$  oz for letters and postcards 2/6 each. The rate from England to Lagos was only 4/6 per  $\frac{1}{2}$  oz for letters.

In May 1942 a direct air-mail service from Lagos to England was re-established per BRITISH AIRWAYS and the former rate of 1/3 per  $\frac{1}{2}$  oz restored. Strangely enough there was no return air-service from England to Lagos.

AEROMARITIME resumed air services between Conakry (French Guinée) and Lagos, the first flight leaving Conakry 21st May 1943 arriving Lagos 25th May 1943. The postal rate charged was 6frs40. The return journey left Lagos June 12th arriving Conakry 16th June 1943. The rate of postage for the return journey was 1/3. Each cover bore a slogan postmark thus:-

UN SEUL  
BUT  
LA  
VICTOIRE

In September 1947 the new Trans-Saharan air mail service replaced the old service via Dakar and Lisbon. The new service was not only more frequent but much faster, completing the journey from London to Kano in 17 hours. Mail services to all parts of the World were speeded up in consequence, particularly to the Middle and Far East which had suffered from the cancellation of the Kano-Khartoum service in June 1946. Service to South Africa was improved by the use of American and Dutch lines. The only area to be badly served was along the West Coast from Accra to Bathurst, but arrangements were made at the end of the year to introduce a weekly service.

The new internal air-mail service run by the West African Airways Corporation commenced with a weekly service to the Eastern Provinces, one to the Northern Provinces and one serving Yola and Maidguri from Kano was working. The internal Dakota service run by Nigerian Air Services which commenced in December 1946 was finally withdrawn in January 1948.

AIRGRAPH SERVICE. Early in March 1944 the Airgraph service was opened for outward transmission only (Great Britain to Nigeria). The charge was 8d and special forms were obtainable at the Post Office. The earliest record I have of this service is 14th March 1944. It was discontinued as from 31st July 1945.

AIRLETTER SERVICE. On the 1st April 1944 an AIR-LETTER SERVICE was introduced for correspondence from Nigeria to Nigerian Forces overseas at a charge of 4d per letter, which was later reduced to 1d per letter on 1st June 1945. Special air-letter forms were printed for this purpose.

On the 9th June 1944 this Air-letter Service was extended to Civilians (Great Britain to Nigeria) and later, on the 15th October 1944, from Nigeria to Great Britain, the charge being 6d per letter in each case.

On 12th July 1944 a limited inland air-service for Nigeria was again resumed and the rate for correspondence posted in Nigeria for conveyance to other places in Nigeria was fixed as follows:-

Letters 3d per  $\frac{1}{2}$  oz. Postcards 1 $\frac{1}{2}$ d each.

On the 21st June 1945 a Government notice was issued raising the limit of weight for letters to the United Kingdom by air-mail from 1 oz to 4 ozs, the postal rate of 1/3 per  $\frac{1}{2}$  oz still applying.

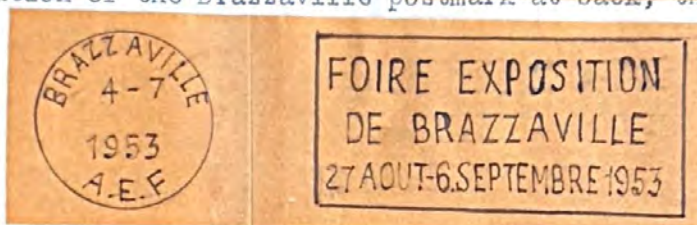
On September 18th 1945 a further Government notice was issued fixing the rate of Air-Mail letters to the following Countries:-

Baltic States, Bulgaria, Czechoslovakia, Denmark, Dodecanese Islands, Finland, Gibraltar, Greece, Iceland, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey and U.S.S.R. at 1/8 per  $\frac{1}{2}$  oz for letters and 10d for postcards.

On the 3rd July 1953 the French U.A.T. AEROMARITIME SERVICE made a trial flight by "COMET" Jetliner to Brazzaville (French Equatorial Africa) via Tripoli and Kano. Special official envelopes were used and evidently were franked at the places where they landed during the journey. I have a cover carried on this flight which is franked by x 6d and 1/3 Nigerian Pictorial stamps cancelled at Kano 3rd July 1953. It is back-stamped with date of arrival at Brazzaville 4th July 1953. The front of cover has a hand stamp reading:-

1<sup>er</sup> SERVICE PAR  
AVION A RÉACTION  
PARIS-BRAZZAVILLE  
(VIA TRIPOLI-KANO)

and an illustration of the Brazzaville postmark at back, thus:-



I possess also a cover for the return flight, which is also an official envelope of the U.A.T. and has a similar handstamp on front reading:-

1<sup>er</sup> SERVICE PAR  
AVION A RÉACTION  
BRAZZAVILLE-PARIS  
(VIA KANO-TRIPOLI)

It is franked by 1/3 Nigerian Pictorial stamp only and cancelled 5th July 1953. A postmark at back of cover records the time of arrival at Paris, thus:-

Messrs Francis J. Field Ltd from whom I purchased these two covers inform me that no general mail has been traced as being carried on this flight, also that they have only seen two each of these covers,

Mission?  
JSM  
12/11/57

A SCANDINAVIAN SURVEY FLIGHT from Stockholm to Leopoldville was carried out about March 1946. I have a registered air-mail cover posted from Lagos for the return trip dated March 14th 1946 arriving at Stockholm March 17th. The cover bears a 2/6 Nigerian stamp and is printed in red.

SCANDINAVIAN MISSIONARY FLIGHT  
 AIR MAIL TRIP / BILDER VO / POSTA TUR  
 STOCKHOLM-LEOPOLDVILLE-STOCKHOLM.

These missionary flights are made by an Air Operating Company sponsored by the Scandinavian Missionary Societies to carry missionaries from Sweden, Norway and Denmark to their particular sphere of work. Sometimes the flights carry mail from and to Sweden under official control of the P.O. Department.

The external air services to Egypt were suspended in June 1946, air-mails to the Middle East being sent via Algiers and those for South and East Africa via Leopoldville. \* The mails to and from forces overseas declined throughout the year and have now ceased. The limit of weight for an air letter was increased about the beginning of 1947 from 4 ozs to 4 lbs.

The internal air mail operated by the Royal Air Force ceased in June 1946 but it was not until 23rd December 1946 that the Government notice was issued stating that as and from 20th December 1946 all prepaid first class mail would be conveyed by the internal air routes operated by the Nigerian Air Service. This service operated twice weekly in each direction Lagos-Port Harcourt- Enugu- Jos- Kaduna- Kano. With this new service the special air-mail postage rates were cancelled and all first class mail is now carried by air whenever possible at the normal postage rates for internal surface mail.

AIR LETTER FORMS. A Government Notice was issued that Air-letter forms impressed with a 6d stamp would be on sale at Post Offices on the 15th December 1946. The selling price of such forms being 6d each. It was further stated that no loose unstamped forms would be issued but any already in possession of the public may be posted with a 6d adhesive stamp affixed.

INLAND AIR MAIL LETTER. Due to the introduction of penny Post a special air-letter form was issued on 1st October 1949. It was the usual air-letter but printed in green with a penny stamp in magenta also printed on. The words "FOR USE ~~IN~~ WITHIN NIGERIA ONLY" are also printed on the face side in green. \* In 1956 a similar air-letter form with 12d stamp printed in green was issued on account of the increase in inland mail postage.  
 An Official Air-letter was also placed on issue, but printed in red on buff and marked OFFICIAL PAID. This is for use of civil servants and has the same priority as telegrams on arrival at destination. This is to relieve congestion on the telegraph service.

AIR MAIL PARCELS SERVICE. The following notice appeared in the Nigerian Gazette dated 22nd June 1950:-

**AIR MAIL PARCEL**  
 The following notice appeared in the Nigerian Gazette dated 22nd June 1950:-  
 Candidates should be fully capable of assuming responsibility and of managing and organising the clerical staff. They should possess a thorough knowledge of General Orders, Financial Instructions and Treasury procedure. They must have reached a good level of education and should be capable of handling the correspondence of their division in suitable memoranda on routine matters.  
 The selected candidate will be required to take charge of the Finance Section of the Regional Headquarters of the Education Department at Ibadan, and will be directly responsible to the Regional Education Accountant when appointed, but, until then, to the Regional Deputy Director of Education.

*As announced with 2d stamp was announced in the Nigerian Gazette on 22nd June 1950.  
 1956 Bulletin  
 Issued 14 Nov 1958*

AIR MAIL. ARMY. I have a cover from the O.C. Commanding Nigeria Signal Squadron, Apapa-Lagos. It was posted in Nigeria 28-10-49 and carries a violet ink hand stamp reading PRIORITY. DESPATCH BY AIR. CERTIFIED OFFICIAL. Another oval hand stamp carries the reference number and name of Office despatching. In the top left hand corner is a black steel stamp postmark reading ARMY SIGNALS. HQ. 28.X.49. NO. The letter evidently came via the War Office for it carries the handstamp in black reading R (OVERSEAS) WAR OFFICE and the red OFFICIAL PAID postmark dated LONDON S.W.1. 5 -15 p.m. 31 OCT 1949 GT.BRITAIN.E. This letter was delivered in Liverpool by first post on 1st November 1949. Illustrations of the various handstamps are as follows:-

Another cover received was from the O.C. Commanding the 3rd Nigerian Regiment at Ibadan. This carries the ARMY SIGNALS postmark as type above, one with letters A-13.IV.50 A- in centre and another reading HQ 15.IV.50.ND. A violet hand stamp reads CERTIFIED OFFICIAL. On arrival at London the cover was stamped with red the OFFICIAL PAID stamp of a new type thus:-