

"CERTAINLY BETTER THAN NOTHING AT ALL": A RE-EXAMINATION OF THE IMPERIAL MAP OF SOUTH AFRICA 1899-1902

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ABSTRACT

Any re-examination of a theme such as this requires a review of published literature. Although this series is held by many libraries and is found in several private collections, it has been the subject of detailed scrutiny only by Liebenberg (1). She employs the term Imperial Map Series for the two maps under consideration here: the Imperial Map of South Africa and the Imperial Map of the Cape Colony. They were both compiled by the Field Intelligence Division or Department of the British Army in Cape Town during the second Anglo-Boer War. The two maps can be regarded as a single series in that they were produced to meet the need for a uniform scale map for almost all of South Africa apart from Natal. They are separately distinguished by the War Office confidential report by Jackson and Casgrain (2) which contains index diagrams of sheetlines. These employ the scale of 1:250,000 throughout. A third series of maps of the Southern Districts of the Cape Colony is at a larger scale and covers the area not covered by the two Imperial Map series.

Quite apart from the intended users of these series, anyone who wants to use these maps as a source of geographical information on South Africa a century ago, needs to be aware of their shortcomings. These can be evaluated only by a sheet-by-sheet examination of the maps in major collections. Most of them carry the warning "THIS MAP IS NOT TO BE CONSIDERED AS ABSOLUTELY ACCURATE", but that does not mean that they have no value, for as Close remarked, "if they were used with a knowledge of their weak points, their inaccuracy and distortions, and their unreliable hill-features, they were certainly better than nothing at all." (Liebenberg, 1973, p.199). For a fast-moving campaign, once the two major early sieges had been relieved at Kimberley and Ladysmith, they provided a framework for more detailed appreciations in the field. From a couple of examples which have been preserved there were revisions before maps were finally issued for use in the campaign, doubtless from intelligence obtained after the initial compilation. (See Lydenburg and Bloemfontein.) In many cases the state of drifts where troops and transport were obliged to cross rivers was marked. Sometimes we find information on the nature of the countryside useful to troop movements, viz. open country, thorn trees along the river. Being able to compare them with the modern topocadastral map series at the same scale enables the geographer to relate them to more reliable mapping. They were an improvement on the military series I.D.W.O. 1367 at the same scale covering the Transvaal and the Orange Free State and which they replaced.

1. THE IMPERIAL MAP OF SOUTH AFRICA

Perhaps it was the need for a better map for the forthcoming campaign to retake the invaded parts of the Cape Colony and Natal and to carry the war into the Boer Republics, which prompted the Army to contract Messrs Wood and Ortlepp, "a local firm of map compilers", to compile the Imperial Map in 31 sheets. The Field Intelligence Unit was to pay all expenses connected with the compilation of the map, which, after the war, would become the property of Mr J.T. Wood. 120,000 maps were produced and 95,000 were issued to the troops. Printing was by the Argus Co Lithographers, Cape Town. A substantial number were mounted and folded in book form in leatherette covers 11,5 by 18 cm. The compilation task appears to have been completed in nine months by January 1900, but to judge from the dates of publication between 20 January 1900 (Kimberley) and April 1900, printing and distribution took a little longer.

Many of the sheets inspected in collections are first editions, but not all are so designated, although their dates of publication range from January to April 1900. A few have been found in earlier states, such as Kimberley which was annotated Advance Copies and employs an extra colour for cultivation, woodland and the Orange Free State border. So little cultivation and woodland occurring on the sheet must have persuaded the compilers and their military masters to use black for cultivation and woodland and to omit the coloured border for the OFS. Apart from this sheet and Lydenburg it is not known whether any other sheets exist as advance copies or proofs. This set of maps was more or less internally consistent in design. Sheets were compiled by John Wood for the Field Intelligence Division, Cape Town. Each sheet was printed by the Argus Lithograph Company, Cape Town and uses four colours. Relief is shown by brown form-lines, roads appear in two categories in red, water courses, lakes, pans and dams are in blue, the remaining detail including place names, farm names, district names, railways and numerous features in the human landscape such as stores, isolated houses, mines and occasional descriptions of the nature of the country, e.g. open, heavy bush, thorn trees, dongas.

All sheets were given a graticule at 20' intervals but no alphanumeric reference system was provided to the "squares". All sheets were printed by the Argus Co. Lithographers, Cape Town.

Each map carries a diagram of adjoining sheets, on which the sheet in question is shaded in red. The presence of a sheet name does not necessarily betoken a published sheet. For example Nylstroom suggests that three sheets lie to the north: Zeerust, Waterberg and Pietersburg, of which only Waterberg was produced. Indexes for the series occur in Jackson and Casgrain's report of 1903 (2), and with the collection in the Bodleian Library in Oxford, which appears to be a preliminary version of the former. As a working copy it deletes the name Basutoland and three names from sheets in the southern Cape coastal area. In the margin is written "compiled by J.F. S.G.O. Capetown". Both indexes appear to be drawn by the same individual, who adopted a sloping style of lettering and included identical detail of division/district boundaries, towns and mis-spellings. It is believed that the Bodleian index came with the transfer of maps from the War Office towards the end of the Second World War. It is quite clear that the War Office regarded the Imperial Map as a single series as the regular arrangement of sheets butt together. Indeed it must have been planned as a single set of maps by the Field Intelligence Department since in March 1899 well before the outbreak of the war in October, the latter agreed that the Imperial Map of South Africa be entrusted to the compilers Wood and Ortlepp in Cape Town. The most urgent need was for maps of the Boer republics and the neighbouring parts of the British colonies. However Casgrain's experience with the cadastral maps available in the Cape, and which Wood and Ortlepp were using, may have caused him to change the name of the map for those sheets not covered by their map. Thus the Imperial Map of Cape Colony resembled the method of compilation of its sister map, but left the title Imperial Map of South Africa to a future 1:250,000 series compiled from topographic surveys by the War Office.

Maps were often folded to pocket size for the convenience of handling in the field. They were given coloured covers with the sheet name first in gold letters on the front, then increasingly under the royal coat of arms and the series title the sheet name in black, with Wood and Ortlepp/Cape Town and Johannesburg in whatever type that seems to have been at hand at the foot. Many maps do not open out naturally to the right, suggesting that the map mounting was often done by a left-handed individual. Various materials were used for the covers, as came to hand no doubt. Canvas, coloured linen-faced card, natural linen, coloured paper are all found. The maps themselves are printed sometimes on paper most commonly found in library sets. Folded maps are usually printed on paper mounted on linen, or printed directly on a fine linen.

Surprisingly perhaps, the survey of library holdings has unearthed what happened to the Imperial Map of South Africa when the war was over. Several folded maps have been found with a label stuck onto the front, indicating that they were for sale to the public. J.H. Robinson & Co. published them, having presumably obtained them from Wood and Ortlepp who are fully acknowledged as is the fact that they were used throughout the war. The agreement between F.I.D. and Wood and Ortlepp stated that at the end of the war their map would become the property of Mr J.T. Wood. The compilers were used by Robinson for other maps which they published. Jackson and Casgrain's report states that there were 31 sheets, but another report now in the Public Record Office says that there were 39. The extra eight sheets may have been planned, but were never published as they lay in the extreme north and north-east of the Transvaal.

2. THE IMPERIAL MAP OF CAPE COLONY

Unlike the relatively standardised product created very quickly by a single firm, the Imperial Map of the Cape Colony is less well known. Its series name is not found on the maps, so that its very different and varied styles make it all the more surprising that libraries usually classify it with the Imperial Map of South Africa, as indeed Liebenberg did in the 1970s. There is some excuse for this in that the scales are the same and the sheetlines broadly fit in with the earlier series. Casgrain who superintended its production had arrived in the Cape in late March 1900 and from May to December had been surveying in the Kimberley area, returning to Cape Town to take charge of the Mapping Section [of the Intelligence Division] on 1st January 1901. From then until June he was involved in compiling the Imperial Map of the Cape Colony on the same scale as that of the Imperial Map of South Africa. His report states that the Cape Colony map was compiled from farm surveys provided by the Surveyor General and other detail from the Public Works Department. Photography was used for reduction and rapid publication was assured by employing transfer paper rather than drawing on stone. This explains why many of the later maps in this series look entirely different from earlier maps. By saying that a first edition of each sheet was published at the end of January 1901, Casgrain must surely have taken over an enterprise which had been begun earlier. This may explain the difference in style between the first edition (33 sheets in all) and the second and third editions, or which 13 were published in four colours between October 1901 and June 1902. [There seem to be 35 first editions and only 12 third editions according to the cartobibliography. See Table 2.] As a rule the IMCC does not carry a system of 20' graticule "squares" as does the IMSA. The system of sheets butts neatly onto that of the Imperial Map of South Africa where each one extends over 1°20' of longitude and 1° of latitude. Sheet sizes and shapes vary only where it is more economical to include a portion of the next sheet unit - as an extension as in the case of Port Nolloth, Clanwilliam and Grahamstown, or as an inset on the King William's Town sheet. It should be noted that the South-West Cape was covered by an entirely separate series of maps, The Map of the Cape Colony" (or map of the Southern Districts) at 800 Cape Roods to one inch (about 1:119,000).

Examination of several collections of the Imperial Map of the Cape Colony reveals the existence of an early edition, where 1st or 2nd are rarely stated on the map; and of a third edition. It seems that the second edition was a corrected first edition rather than a completely re-compiled edition. Although it is tempting to oversimplify the identification of First editions as those printed in black, second those with an additional colour added and some corrections as Second and Third editions as those marked as such, this would mask a great deal of variability. Instead a preliminary classification has been made according to style applied only to the Imperial Map of the Cape Colony. (Style 1 has been retained for the highly standardised map of the Transvaal and Orange Free State.) Style 2 maps are printed in two or three colours, style 3 mostly in four colours.

- 2a Black only
- 2b Black, red
- 2c Black, red, blue
- 2d Black, red, brown
- 2e Black, brown, blue
- 3 Black, red, brown, blue

Only one sheet has been found with a date of publication, Van Rhynsdorp which notes Copyright F.I.D. Cape Town Sept 1901. In two colours (2b) this would be the Second edition to fit in with the programme recorded in Jackson and Casgrain's report. It is reasonable to suggest that the First edition of 1000 copies of each of the 33 sections (sheets) was achieved in the first month of 1901 by limiting it to one colour. Only a few of these maps have apparently found their way into public collections, but two sheets in black originally from the Cape Argus Library and now in the SA National Library, Cape Town may well be from the First edition. Three sheets in the Transkei area are marked First Edition, but are in three colours (2d) without blue for water features. Those three sheets depict relief in pale brown form lines, red is used for roads and telegraph lines, which do not follow their actual route. Lettering on the face of the map is crudely done, whereas that in the Reference panel, scale bars and authorship are in another hand. This is very similar to those found on other maps which credit Capt. P.H. du P. Casgrain as supervisor. Minor differences between different map sheets confirm that these notes and the legend were redrawn afresh for each map. Normally the latitude and longitude of the sheet corners is recorded

Second edition style is essentially in black and red, accompanied by an index of adjoining sheets, a simple legend, bar scales in miles and yards, a warning that "this map is not to be considered as absolutely accurate" and a notice about being compiled by the (Field) Intelligence Department. The contents of the legend panel vary according to the features thought significant in the area. Usually four classes of roads are shown, three of which appear in red, the fourth, farm roads or lowest class usually in black. Relief is shown by black formlines with varying degrees of success. When the cartographer is skilled and has a good grasp of the nature of the landscape (see Cradock), such strong formlines seriously conflict with farm boundaries and names to render both hard to read. Where formlines are weak and incomplete as on King William's Town one has to interpret the landscape by the drainage pattern.

On the Kuruman sheet huts, springs and trees are added to the legend and on other sheets in the dry, North-West Cape and Karroo water supplies of all kinds get a mention, sometimes with adjectives "good". On the Port Nolloth sheet, water supplies along the main roads are featured, and the help of Mr Alston, Government Land Surveyor is acknowledged. Sometimes Post Offices and Telegraphic facilities are mentioned, but most sheets might just as well have omitted telegraph lines. They were plotted in most cases from the small scale Post Office maps of the lines and are plotted diagrammatically from town to town. They must have worse than useless! River crossings at the time were often drifts, fordable at most seasons. These are usually marked, occasionally with an indication of their quality. Bridges and pontoons (pontoons or floating bridges) are found on the major rivers such as the Orange at Upington. On a few maps the authorities have incorporated and credited local knowledge to individuals. For example the Calvinia sheet has a note by Captain Soames of the Bechuanaland Borderers printed on the reverse of the map to the effect that the roads are generally good for transport waggons. He warns of a weed called Schytery Bosch which grows on sandy patches and is bad for animals. Working horses and mules should be fed on wheat and chaff because the oats are poor in the area.

I have suggested that Casgrain took over an operation which had already begun. Further evidence for this can be deduced from the change in the marginal notes. From the glaringly obvious note about accuracy Casgrain introduced a standard statement:

"Compiled and lithographed by Mapping Section, F.I.D. Cape Town, under the superintendence of Capt. P.H. du P. Casgrain, RE, DAAGI from farm Surveys and all other available information.
Copyright strictly protected.

NOTE: South Africa having never been properly surveyed, this map must necessarily contain many inaccuracies. Officers are therefore requested to report errors or omissions to Mapping Section, Cape Town.

The main roads have been marked from information supplied by the Public Works Department. Not much dependence should be placed on the other roads as they have been plotted from Sketches only."

This appears on the Transkei sheets, Calvinia and Clanwilliam as well as routinely on the Third edition sheets.

It is, however, the absence of these Casgrain notes on the First and Second editions which is of more than passing interest. It is possible to identify the work of at least three different cartographic draughtsmen who compiled these maps. The lettering provides the main basis of the evidence. Even when styles are broadly similar, the way in which each draughtsman forms a K or an a (whether a or a) can be seen. Secondly there are differences in the method of applying formlines. One cartographic draughtsman's work stands out very clearly in the lettering on the Cradock sheet, where his favourite style seems to be Italic, and whose hill-shading has already been referred to. He is also the one who drew the index sheets of the series now in the Bodleian Library collection and Key Map no. 2 in Jackson and Casgrain's report. If he worked in the Surveyor General's Office in Cape Town, it seems likely that the other draughtsmen also work there.

The Third Edition: Notwithstanding Casgrain's report which states that 13 sections or sheets were published between April and September in four colours, we find that not all of them employ the full colour range. Furthermore a fourteenth sheet Van Wyks Vlei possesses the characteristics of the Third edition but is not labelled as such. It like Brand Vley, Carnarvon, Kenhart and Sutherland, all in the sparsely populated NW Cape interior, use only three colours. Their roads are in black and three of the five employ typed lettering. Another sheet, Clanwilliam uses only red and black and seems to have been transitional from 2nd to 3rd edition. Jansenville has three colours but no blue. Perhaps these were also experimental.

Hitherto and on all other sheets of both series, lettering had been executed by hand. It is clear from the notes quoted above that Casgrain had begun to standardise the IMCC, but the Third edition goes much further. Gone is the range of style found on the earlier editions. We are told by Close in his Textbook of Topographical Surveying that typed lettering onto the drawn map was better than hand done lettering, citing its use on the "old" half-inch map of Great Britain and the Survey of India. In passing it does not appear to have been used much again by the War Office in South Africa despite that view.

Brown hill shading enables the rest of the detail to stand out better while conveying relief more effectively. Several innovations are found, for example pass numbers in the Great Escarpment from Cradock to beyond Graaff-Reinet. Elsewhere we find the names of occupiers of farms in red, but not comprehensively covering an entire sheet. On several sheets we are shown for how many animals there is water at various points by blue symbols. Homesteads are often depicted by a dot and H. Telegraph lines, where shown now follow their actual routes. Quite often there are fewer categories of roads than previously, the simpler classification being easier to record and more representative of their condition.

3. MILITARY USES OF THE IMPERIAL MAP

Three of the folded sheets from Alderson's personal collection of Wood and Ortlepp's map have the lines of movement of units involved in the advance from Bloemfontein to the Vaal River in the autumn of 1900. In pencil we see intended advance lines beyond the Modder River to the west of the railway, north-eastwards passing north of ?, thence east across the railway to strike the line of retreat. On the Winburg sheet we see that while the 3rd line of advance follows the railway the 7th Division IV Corps and II Mounted Infantry Brigade were east of the line north of Winburg. Alderson's copy of the Kroonstad sheet reveals intended objectives for the Infantry which was advancing at some twelve miles a day to reach Viljoen's Drift S of Vereeniging by 27th (May). Other armies under Methuen, Hamilton (who had moved across from the right flank) and French reached the Vaal River by 25th. The river was reached and crossed west of the railway at Rensburg's and Lindeque's drifts. That the annotations correspond with the facts suggests that they were made at some subsequent conference for it is known that Hamilton's force was moved to reinforce the centre at Kroonstad and then to execute a left hook where the Boers were not concentrated.

On the Cape Colony maps, the Burghersdorp sheet includes an unusually detailed classification for roads. One records the route taken by Gorringe's Flying Column with ambulance, waggons, etc. and a 15-pounder gun while chasing Boer commandos. Other types of road were bridle tracks available for squadrons and pack mules, tracks or roads over which guns etc. were taken on the march. Such printed detail is exceptional and represents the accumulation of considerable intelligence. Both maps frequently include very specific details on the supply of water and forage for animals, drifts, bridges and ponds, wooded cover and the state of the roads and the drifts.

4. CONCLUSION

The chief contribution of the combined series of the Imperial Map of South Africa and the Imperial Map of Cape Colony was in the compilation of a map at the same scale and very broadly similar content for the major part of South Africa. Giving evidence to the Royal Commission on the South African War (3) Lt Col W.R. Robinson opined that the four miles to one inch map was most useful for South Africa given the absence of a map of the entire country. Jeppe's maps had been published at half that scale and needed to be enlarged.

However, some of the source material, such as the Divisional maps of the Cape Colony were published at different scales and had already been found “too inaccurate to work from” when Jackson attempted to use them to produce “proper maps” for the 3rd Division operating between Sterkstroom and Stormberg south of the Orange River. The variations found in the Cape Colony map owe much to Casgrain’s efforts to improve their design and content and cannot be put down to indecision or sloppiness. The first and second editions probably began as compilations by the Surveyor General’s staff in Cape Town, gradually the hand of Casgrain can be seen in its standardisation first of the legend, then of the entire design. It is a pity that Casgrain was not able to complete the task in the Cape, but was transferred to the work of surveying battlefields for the Official History of the War.

Table 1. List of published sheets of the Imperial Map of South Africa.

| Sheet Name | Edition stated | Date Published | Collection/date | Notes |
|---------------|----------------|----------------|----------------------------|--|
| Barkly East | 1 | April 1900 | BL 3.4.1903 | |
| Bethulie | | February 1900 | BL 10.4.1900 | |
| Bloemfontein | | February 1900 | SAL | "ADVANCE COPIES". Area E of Bfn marked "UNCHECKED" |
| Bloemfontein | - | February 1900 | BL18.4.1900 | Roads revised |
| Bloemhof | 1 | April 1900 | BL 25.5.1900 | |
| Britstown | | March 1900 | BL 17.7.1900 | |
| Burghersdorp | 1 | April 1900 | BL 31.5.1900 | |
| De Kaap | 1 | April 1900 | BL 19.9.1900 | |
| Ermelo | 1 | April 1900 | BL 17.7.1900 | |
| Griquatown | - | April 1900 | BL 10.4.1900 | Heavy bush around Griquatown |
| Hanover | | February 1900 | BL 10.4.1900 | |
| Harrismith | 1 | | BL 25.5.1900 | |
| Heidelberg | 1 | April 1900 | SAL 9.2.1900 | Acquired "before" date published |
| Hoopstad | | March 1900 | 25.5.1900 | Rare on other maps, many trees, esp along river |
| Kimberley | - | 20.1.1900 | NLS | Only map to use green for trees & OFS border |
| Kimberley | - | 20.1.1900 | bought1972 BL 10.4.1900 | Lettering smaller & more consistent than on other sheets |
| Kroonstad | 1 | March 1900 | BL 25.5.1900 | |
| Krugersdorp | 1 | April 1900 | BL 3.6.1900 | |
| Ladybrand | 1 | April 1900 | BL 25.5.1900 | N side of map marked Defective Compilation |
| Ladysmith | - | April 1900 | SAL 26.6.1900 | |
| Lydenburg | 1 | April 1900 | pc | Roads considerably revised |
| Lydenburg | 1 | April 1900 | BL 16.8.1900 | "ADVANCE COPY/UNCORRECTED" in brown |
| Mafeking | 1 | April 1900 | BL 31.5.1900 | |
| Nylstroom | 1 | April 1900 | BL | |
| Philipstown | - | January 1900 | BL 10.4.1900 | |
| Rouxville | 1 | April 1900 | SAL 4.5.1900 | Extrusion in SW to include Aliwal North |
| Victoria West | 1 | April 1900 | BL 17.7.1900 | |
| Vrede | 1 | April 1900 | SAL 4.5.1900 | |
| Vryburg | | April 1900 | BL 31..5.1900 | |
| Wakkerstroom | 1 | April 1900 | BL 17.7.1900 | |
| Warrenton | 1 | March 1900 | BL 25.5.1900 | |
| Waterberg | 1 | April 1900 | BL 12.9.1900 | Extrusion to E to include Pietersburg |
| Winburg | - | March 1900 | BL 17.7.1900 | Much on nature of country, eg open, obstacles |

Notes for Table 1:

Collections examined: BL - British Library; NLS - National Library of Scotland

SAL - National Library South Africa; pc - private collection

When maps appear to be of the same state the earlier date of acquisition is given

Table 2. List of published sheets of the Imperial Map of Cape Colony.

| Sheet name | Edition | Collection/date | Style | Relief | Road:colours | Road:classes | Notes |
|------------------------|---------|------------------------------|-------|--------|--------------|--------------|--|
| Beaufort West | | SAL | 2b | F bl | R B | 4 | |
| Beaufort West | 3 | SAL 16.6.1902 | 3 | F bl | R B | 3 | |
| Brand Vley | | SAL | 2b | F bl | R | | |
| Brand Vley | 3 | BL 30.4.1903 | 2e | H br | B | 2 | |
| Bushmanland | | BL 30.4.1903 | 2b | F bl | R | 4 | |
| Calvinia | 3 | SAL 15.5.1902 | 3 | H br | R B | 3 | |
| Carnarvon | | SAL | 2b | F bl | R B | 4 | |
| Carnarvon | 3 | BL 30.4.1903 | 2e | H br | R B | 1 | |
| Ceres | | BL 30.4.1903 | 2b | F bl | R B | 4 | |
| Clanwilliam | 3 | SAL 1.7.1902 | 2b | F bl | R B | 3 | Indicates route of Wormald's column FIDE 27.5.1902 |
| Cradock | | pc | 2b | F bl | R | 4 | |
| Cradock | 3 | SAL 15.5.1902 | 3 | H br | R | 2 | |
| Draghoender | | SAL 15.5.1902 | 2b | F bl | R B | 3 | Larger than normal sheet |
| Graaff-Reinet | | 15.5.1902 | 2b | F bl | R B | 4 | |
| Graaff-Reinet | 3 | BL 30.9.1902 | 3 | H br | R B | 3 | Printed by Sap.W.T. Richardson RE |
| Grahamstown | | BL 30.4.1903 | 2b | F bl | R B | 4 | Sheet extended beyond 33 40' |
| Hopefield | | SAL | 2b | F bl | R | 3 | Narrow sheet |
| Humansdorp | | SAL | 2b | F bl | R B | 4 | Narrow and long sheet |
| Humansdorp | | BL 30.4.1903 | 2b | F bl | R B | 4 | |
| Humansdorp | | SAL ex Cape Argus Lib | 2a | F bl | B | 1 | |
| Jansenville | 3 | BL | 2d | H br | R B | 4 | |
| Kenhart (sic) | 3 | BL 30.5.1903 | 2e | H br | B | 2 | |
| King William's Town | | BL 30.4.1903 | 2b | F bl | R B | 4 | |
| Kuruman | | BL 30.4.1903 | 2b | F bl | R B | 3 | |
| Laingsburg | | BL 30.4.1903 | 2b | F bl | R B | 4 | |
| Laingsburg | | SAL ex Cape Argus Library | 2a | F bl | B | 1 | |
| Maclear | 1 | SAL 1.7.1902 | 2d | F br | R B | 3 | |
| Mount Fletcher | 1 | BL 20.4.1903 SAL 1.7.1902 | 2d | F br | R B | 3 | |
| Mount Huxley | | BL 30.4.1903 | 2b | F bl | R B | 4 | |
| Murraysburg | 3 | SAL 16.6.1902 | 3 | H br | R | 2 | |
| Namaqualand | | SAL 1.7.1902 | 2b | F bl | R B | 4 | |
| Port Nolloth | | BL 30.4.1903 | 2b | F bl | R | 3 | |
| Prince Albert | | BL 30.4.1903 | 2b | F bl | R | 4 | |
| Queenstown | | SAL 1.7.1902 | 2b | F bl | R B | 4 | |
| Salt Pan | 3 | BL 30.9.1902 | 3 | H br | R B | 2 | |
| Sutherland | | SAL | 2b | F bl | R B | 4 | |
| Sutherland | 3 | BL 30.4.1903 | 2e | H br | B | 2 | |
| Transkei | 1 | SAL 1.7.1902 | 2d | F br | R | 3 | |
| Upington | | SAL 1.7.1902 | 2b | F bl | R B | 4 | |
| Van Rhynsdorp | | BL 30.4.1903 | 2b | F bl | R | 4 | |
| Van Wyks Vlei | | SAL | 2a | F bl | B | 1 | |
| Van Wyks Vlei | 3 | BL 30.4.1903 | 2e | H b | B | 2 | |
| Williston | 3 | SAL 15.5.1902 | 3 | H br | R B | 3 | |
| Willowmore | | SAL 1.7.1902 | 2b | F bl | R B | 4 | |

Notes for Table 2:

BL - British Library, SAL - National Library of South Africa, Cape Town

Argus Lib. - from the Library of the Cape Argus

Editions given only when stated on the map. Styles as in the text of the paper

Relief: F - form lines; H - hill shading, bl - black; br - brown

Road classes as shown on the legend, not always used on the map.

FIDE - Field Intelligence Dept Eastern, Queenstown, official stamp

When two maps appear to be of the same state, the earlier date of acquisition is given

5. REFERENCES

- [1] E.C. Liebenberg. Die Topografiese Kartering van Suid Afrika, 1872-1972 'n histories-geografiese ontleding. MA thesis University of South Africa. 1973
- [2] E.C. Liebenberg. Topographical Maps of South Africa, 1879-1979. Paper presented to the International Map Seminar, CSIR Conference Centre, Pretoria, 12-15 June 1979
- [3] H.M. Jackson & P.H. du P. Casgrain. Reports on Survey and Mapping Sections in South Africa. Confidential print, War Office, 1903
- [4] Role of the Royal Engineers [in the South African War] Ch. 17. Work of Survey and Mapping Sections. typescript. Kew, Public Record Office. WO 108/297. This appears to be a slightly fuller version of the above.
- [5] Report to His Majesty's Commissioners appointed to inquire into the military preparations and other matters connected with the War in South Africa. BPP. 1903. Cd 1790. Minutes of Evidence, Vol I, Q. 717