

**POSTAL CANCELLERS OF THE CAPE**  
**1853-1910**



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**1853-1910**

**Franco Frescura**



PHILATELIC FEDERATION OF SOUTHERN AFRICA  
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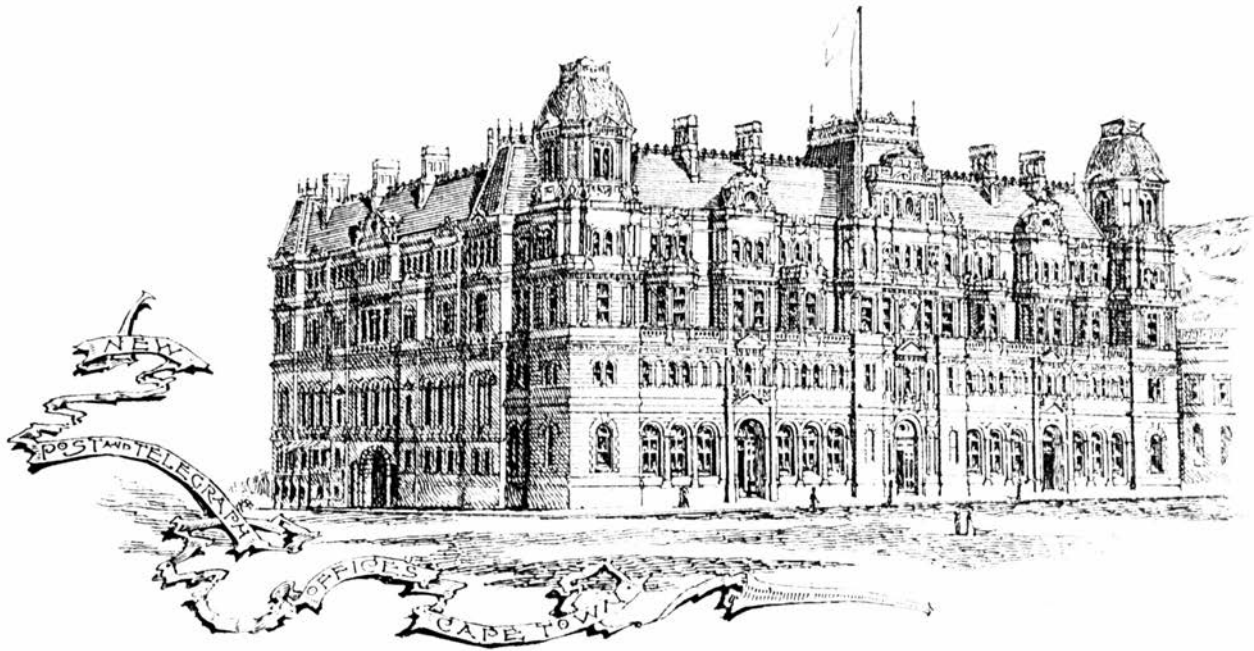
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The memory of Michael Nethersole  
looms large over this book  
and I know that he would have been delighted  
with some of these findings.  
Hamba kahle old friend.

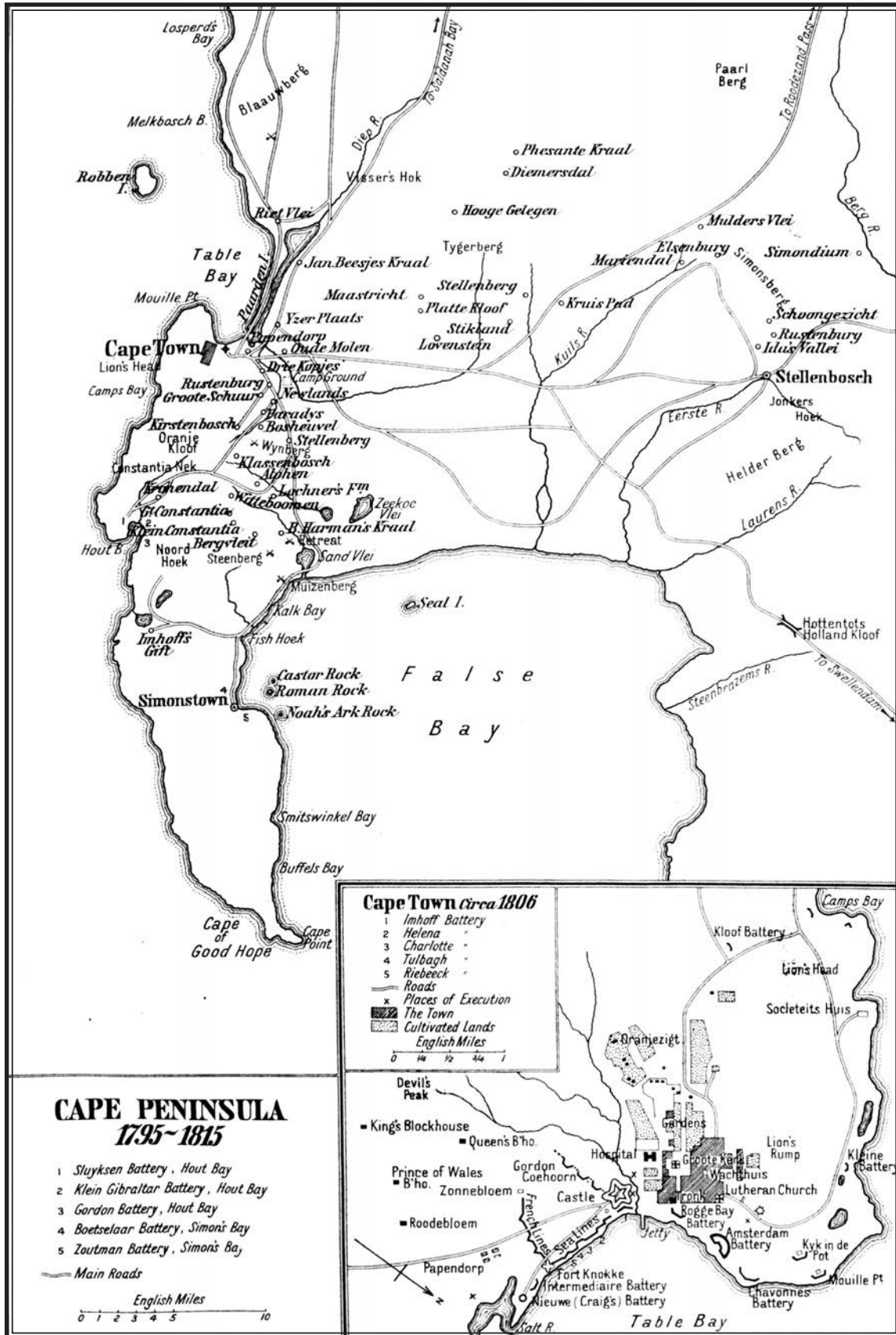


Map of the Western Cape, c a 1



## CONTENTS

Foreword	ix
Acknowledgments	xi
Introduction	xiii
Glossary of Abbreviations and Terms Used in the Text	xv
Canceller Terminology	xxiii
Chapter 1: Development of the Office Date Stamp	1
Chapter 2: Patterns of ODS Usage at the Cape	11
Chapter 3: A Typology of Cape Postal Markings	23
Chapter 4: The Dumb Obliterators	31
Chapter 5: The Barred Oval Numeral Canceller	39
Chapter 6: The First Office Date Stamps, 1853-1862	49
Chapter 7: The Canceller Trials of 1864 and 1865	63
Chapter 8: The Single Circle Office Date Stamp	69
Chapter 9: Experimental Office Date Stamps	77
Chapter 10: The Large Circle Relief Office Date Stamp	81
Chapter 11: The Double Circle Office Date Stamp	85
Chapter 12: Jurgens' Historical Research	89
Appendix A. The Barred CGH Triangle Obliterator	95
Appendix B. Alphabetical Listing of BONC Allocations	98
Appendix C. Numerical Listing of BONC Allocations	120
Appendix D. Combined Listing of Early Office Date Stamps, 1853-1862	148
Appendix E. Post Offices Using the SC.CC Office Date Stamp	156
Appendix F. Post Offices Using the SC.BAB Office Date Stamp	159
Appendix G. Post Offices Using the SC.NTAB Office Date Stamp	168
Appendix H. Post Offices Using the SC.DOT Office Date Stamp	171
Appendix I. Post Offices Using the SC.CGH Office Date Stamp	175
Appendix J. Listing of Post Offices Using the SC.TO Office Date Stamp	186
Appendix K. Post Offices Using the Experimental Office Date Stamps	187
Appendix L. The Relief Office Date Stamps	191
Appendix M. Post Offices Using the Double Circle Office Date Stamp	193
List of Maps and Illustrations	205
Select Cape Bibliography	207
List of Subscribers	214



Cape Peninsula 98



## FOREWORD

If anybody ever should ask why Franco Frescura has spent what appears to be nearly a lifetime studying the postal history of the Cape of Good Hope, the answer might appear to be simple and somewhat rhetorical. Having been asked to write this foreword, I have now the opportunity to answer this question.

It is not only because the history of the Cape of Good Hope is a major part of the inherited culture of his adopted homeland of South Africa, nor is it because, following the collapse of the apartheid regime, that he spent several years as Senior Manager in the South African Post Office, where he restructured its Philatelic Services into a modern business unit whilst battling corruption, inefficiency, and old bureaucratic practices. It is because, as an academic, he developed a deep-seated interest in the birth and early development of a postal system of communication in southern Africa during the colonial era, something that he shares with many postal historians elsewhere in the world.

The emergence and consolidation of postal infrastructure in this region is a relatively recent development. The first Europeans to visit the Cape came on Portuguese and Dutch merchant ships on their way to the Malabar Coast, to India and to China late in the 16<sup>th</sup> Century. Table Bay and the area around present day Cape Town were used as a safe harbour for ships employed in the Spice Trade to resupply vital provisions. In time they began to leave behind or pick up letters to fellow-travellers bound in the opposite direction, usually placing these on the beach beneath stones incised with the date of their visit, and the names of the ship and its captain. This form of marine mail ceased once the Dutch East India Company established a garrison at Table Bay in 1652, and the British began to develop a similar base on St Helena.

The administration of the Dutch settlement at the Cape was eventually taken over by the British in 1806, when they established the nucleus of an infrastructure for handling incoming and outgoing mail. Later on this was extended into an inland postal service that used riders, runners, and various types of carts to connect urban and military centres. By the mid 19<sup>th</sup> Century there were only a small number of post offices spread along the Atlantic and Indian seaboard, but matters changed after 1836 when European settlement began to spread northward into the southern African interior, eventually leading to the establishment of Dutch republics in the Orange Free State and the Transvaal, and a British trading settlement at Port Natal. However, it took several years before a regular postal service could be

established to serve the needs of rural frontier communities. This was part of a process of interlinked development which included the expansion of a road and railway network supported by the spread of a telegraph service.

The growth of colonial settlement did not come easily, and was often accompanied by the dispossession of ancestral tribal lands, and competition between the colonial powers, Dutch, British and German, over valuable mineral resources. As a result on an average of every four years between 1806 and 1910 the country was riven by a war, an uprising or a revolution. Following a particularly prolonged and bloody conflict in 1899-1902, the country settled down to an uneasy peace which did not find international acceptance until 1994.

Thus the history of South Africa forms a rich patchwork of people and events, much of it reflected in the development of its postal system, and many of the post office practices and policies of today were evolved during its colonial era. The Cape Colonial administration and its postal service played a leading role in such events, and was largely responsible for initiating the exchange of posts, the establishment of a telegraph service and organising an early packet mail to the United Kingdom. Credit for the founding of the Southern African Postal and Telegraph Union and membership of the Universal Postal Union falls squarely upon the postal administration of the Cape of Good Hope and its various Postmasters-General.

Other countries in Europe and North America might have seen the same development, but given the often rough-and-ready nature of colonial society, many of the details and nuances of local history and culture have been lost either through neglect or careless archival practices.

Professor Frescura has put together in this volume an important narrative on the postal history of the Cape of Good Hope in an understandable and useful manner, bringing together the data from countless informants living throughout the world and combining it with official colonial records. In the process he has reconstructed the inner workings of the Cape colonial postal establishment, thereby expanding many areas of knowledge and refuting misinformation put forward by some previous researchers.

This is the second and concluding volume of his research on the post offices of the Cape Colony and their office cancellers, and follows a two-volume work published in 2002 which dealt in detail with the history of individual post offices of the Cape of Good Hope. The present work uses the same methodology to examine the

treatment, issue and usage of the Cape's wide range of office date stamps. In the process he arrives at a number of conclusions regarding the detailed inner workings of the colonial establishment and the Cape postal department. A total of fourteen appendices provides the detailed background and supplements to the study, thus allowing other researchers in this field to supplement their findings with their own data.

The present volume is truly a major achievement and provides the postal historian and collector with an indispensable reference work not rivalled by any existing volumes. I believe that this work will be the standard reference on the subject of the Cape of Good Hope for our generation.

**Peter Thy**

Davis, California

January 2017



## ACKNOWLEDGMENTS

This project has had a long and chequered career. Begun late in 1978 when Michael Nethersole, David Morrison and I discovered a common interest in the postal history of the Cape Colony, it rapidly developed a life of its own, and for a long time we despaired that it would ever be finished. David dropped out in 1981, while Michael and I developed an on-off-on arrangement as our respective careers took their unpredictable paths. Inevitably my wife Lesley was also “press-ganged” into service, and many a cold Highveld night was spent by the two of us reconciling hopelessly tangled Colonial records. Yes, we did have better things to do, but at that time our baby daughter was just settling down into her sleeping routine ... well, you know the rest.

Our first volume, “The Postal Cancellers of the Cape of Good Hope” which has since become popularly known as “the BONC Book”, was published by Federation in 1991 and proved to be an instant success among all of its 123 readers world-wide. The fact that it read much like a telephone directory was probably the main reason why it was never nominated for a Pulitzer. We did have quite a nice pun on page 8, but no one has ever cottoned on to it. Undeterred we carried on. Along the way Michael lectured in electronics at Wits while setting up for Federation a credible judging system for international philatelic exhibitions. I completed my PhD and got on with the business of lecturing architectural students in Port Elizabeth. Life went on.

Then in 1994 I got a new job, moved to Pretoria and, for reasons I have never fully understood, made some philatelists very unhappy. I also brought with me the finished manuscript for my next book, “The Post Offices of the Cape of Good Hope: 1792-1910”. This was published in 2002 and, in the process it collected a national Gold medal, three international Vermeils in Washington, Dubai and Melbourne, and a Large Gold Medal, the Exhibition Grand Prix and the Jury’s Felicitations at the 10th New Zealand National Philatelic Literature Exhibition in June 2007. That was nice, but my family rapidly designated the lethal-looking Maori axe that came with it as a trophy to be a weapon of mass deconstruction and it was consigned to my office at University.

Then, in 2007, Michael suddenly passed away, leaving all sorts of puzzles unresolved and articles and books unwritten. Things went into abeyance until Christmas 2014 when I started doing a spring-clean through my electronic files. It was then that I realised that, one chapter at a time, a new book based upon the raw data published in 2002 had

been taking shape. So it became relatively simple to bring the volume into a sensible order, edit the text into a flowing narrative, and present it as a whole.

The fact that these four volumes have now been published is a tribute not so much to my skills as an author, but to the stamina of my spouse, and to the endeavors of so many colleagues and friends spread over several countries. In many ways I have been researcher, archivist and collator but without their help these books would have suffered from a substantial reduction in data base.

It is inevitable that when a group of people collaborate in a production process, some should make a greater contribution than others. In my case I was fortunate to have more than my fair share of major contributors. Michael Nethersole has, of course, played a major role in the formulation of ideas and the consolidation of results. Dr David Mordant proved, over the years, to be a valuable colleague supplying a steady and reliable stream of information. Gustav Bülbring, Kobus Esterhuysen, Peter Hutterer, and Athol H Murray generously made their extensive collections available, while Robert Goldblatt, Commander Bill Collins, Lieut-Colonel John Inglefield-Watson, and Dr Tom Berry, offered much in the way of advice, direction and material data. More recently Prof Alex Visser has taken over the archive and the collation of research dates as part of a larger, nation-wide project, and most of the discoveries of new cancellers and BONC obliterators made since 2002 have been owed to him and his contacts. I wish him well in this epic endeavour.

Hugh Amoore, Peter Thy, Paul van Zeyl, Michael Wigmore and Emil Bührmann read the final manuscript and I am indebted for the ideas and creative suggestions they put forward as a result. A number of other persons also extended their generous assistance, in many cases providing information from overseas archives, exhibitions and auction records unavailable to me. These include:

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Should anyone have been omitted in error, please spare your spleen and lawyer's fees and accept my most humble apologies. Many of these have since passed on, and I hope that this book will serve, in some small measure, to record their contribution to the rich tapestry of southern African postal history. Grateful thanks go out to each and every one of them for their contribution to this project. Special mention should also be made of the curators and staff of the following libraries, reference collections and museums consulted during the course of this research project:

*Africana Library, University of the Witwatersrand  
Africana Municipal Library, Johannesburg*

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Amathole Museum, King William's Town, formerly the Kaffrarian  
Cape Archives, Cape Town  
Cory Library, Rhodes University, Grahamstown  
Fort Beaufort Museum  
Killie Campbell Library, University of KwaZulu-Natal  
Kokstad Historical Museum  
Lovedale Mission Records, University of Fort Hare  
Mafeking Museum  
Malherbe Library, University of KwaZulu-Natal  
McGregor Museum, Kimberley  
Museum Africa, Johannesburg, formerly the Africana  
Natal Museum, Pietermaritzburg  
National Cultural and Open Air Museum, Pretoria  
National Museum, Gaborone  
Nelson Mandela University Library, formerly UPE  
Post Office Museum, Pretoria  
South African Cultural History Museum, Cape Town  
South African Library, Cape Town  
South African Railway Museum, Johannesburg  
Union Archives, Pretoria*

Particular assistance was also received from Mervyn Emms and Derick Olmesdahl of the Post Office Museum in Pretoria, Eric Conradie of the Railway Museum in Johannesburg, Joyce Myeza, Head Librarian at the University of KwaZulu-Natal, and Moose van Rensburg of the Fort Beaufort Museum. Initial research was funded by a generous grant from the Philatelic Federation of Southern Africa. Jonas Michelson was particularly supportive of this project and I am indebted to his efforts in the initial publication of this research. In conclusion I would like to thank all those researchers and colleagues who have proffered their advice, help and support over the past thirty-eight years. This project has been the outcome of a massive international collaborative, cooperative process and, ultimately, credit for its completion belongs to all who contributed to its data base.

**Franco Frescura**

University of KwaZulu-Natal  
Durban, June 2017



## INTRODUCTION

It is perhaps unfortunate that when Michael Nethersole, David Morrison and I began to research the history of the Colonial Post Office at the Cape in 1979, we did not keep, from the outset, a more detailed record of every postal strike we examined. Had we begun our project five years later we would have had the benefit of newly-developed PC technology, and our mindset might have been quite different. Unfortunately at that initial stage we were more concerned with the historical documentation of postal establishments, and the possibilities of statistical analysis at some future time were never considered.

Michael Nethersole did keep a meticulous record for some minor types of cancellers and, as a direct result, was able to arrive at some important conclusions regarding their patterns of distribution. The idea of using Earliest and Latest Recorded Dates as an applied methodology only began to consolidate in my thinking in about 1982 when I began to examine the body of often conflicting data that surrounded the documentation of Barred Oval Numeral Cancellers (BONC) (Frescura, 1982a).

The bulk of this research was conducted over a period of some 23 years, between 1979 and 2002, although the collection of field data was at its most intensive during the 1980s. Thereafter the process concentrated upon reduction and publication of our information, resulting in a number of preliminary working papers (Frescura: 1982a, 1983d, 1984, 1989). The results of research into the BONC were published in 1991 (Frescura and Nethersole), while the historical study of post offices eventually went to print in 2002 (Frescura).

One of the greatest sources of frustration I experienced during the course of this research has been the paucity of original archival data, which made it impossible to verify the chronological history of Cape cancellers provided by Jurgens (1943), and subsequently republished by Goldblatt (1984). Instead I have had to rely upon field data, which has frequently been in contradiction to the conventional wisdom of other authors.

The large single circle relief canceller, for example, was not first issued in 1902, as was claimed by Jurgens (1943: 78), but from at least 1892, and possibly earlier. Similarly the use of a Double Circle ODS did not take place at the Cape from 1900 onwards, but has been recorded in Cape Town from as early as 27 August 1892. These conclusions were not arrived at as the result of one isolated (and possibly misread) strike, but from multiple reports made by individual researchers. As a general principle,

therefore, I have accepted the evidence provided by field data to be more reliable than the unsupported assumptions made by other authors.

The fate of the Post Office's Impressions Books was equally problematic. Postmasters were expected to make a record of their cancellers at least once every day, and their discovery would have provided valuable insights into the day-to-day running of the Colonial Post Office. They could also have placed many other issues beyond doubt. We know of their existence through the "*Instructions for the Guidance of Head Postmasters and Post Office Agents*" (PO of the CGH, 1906), but not a single one appears to have survived.

The reason for this is probably related to an availability of archival space. It can be assumed that a medium-sized country establishment would have filled at least one Impressions Book every year. Given the fact that between 1882 and 1910 the size of the Cape postal establishment numbered, on average, between 800 and 1200 post offices, then it can be appreciated that about 1000 such volumes would have been archived annually, or a minimum of 29,000 for the period under review. This would amount to an estimated 580 running meters of bookshelf space, but given the number office date stamps in daily use at Regional and Divisional Head Offices this is probably a conservative figure. Considering these numbers, it can be understood why the Cape GPO started to destroy its records, probably from about 1900 onwards. Anecdotal evidence from both Adriaan Jurgens and post office employees indicates that, by the 1920s the GPO was in the habit of incinerating its voluminous paper documentation on a regular basis (Green, 1949; Emms, 1977), although the bulk of this must have consisted of telegraph forms whose archival value, after audit, would have been negligible.

Another relevant date would have been 31 May 1910, when the Union of South Africa was proclaimed, and it seems probable that most of the destruction of colonial records must have taken place then, when the GPO in Cape Town was transferred to its new administrative headquarters in Pretoria. It seems incredible though that its correspondence and legal files could have been dealt with so carelessly. Union Archivist Graham Botha is reported to have conducted a *cleansing* of the Archives in about 1927, as a result of which many Colonial records were similarly destroyed or given to friends, but I have never found any documentary evidence that such drastic and probably illegal action ever took place.

It is, of course, useful to remember that the burning of records remains the traditional way of hiding traces of financial mismanagement, something that some administrators might have found useful in the dying days of colonialism.

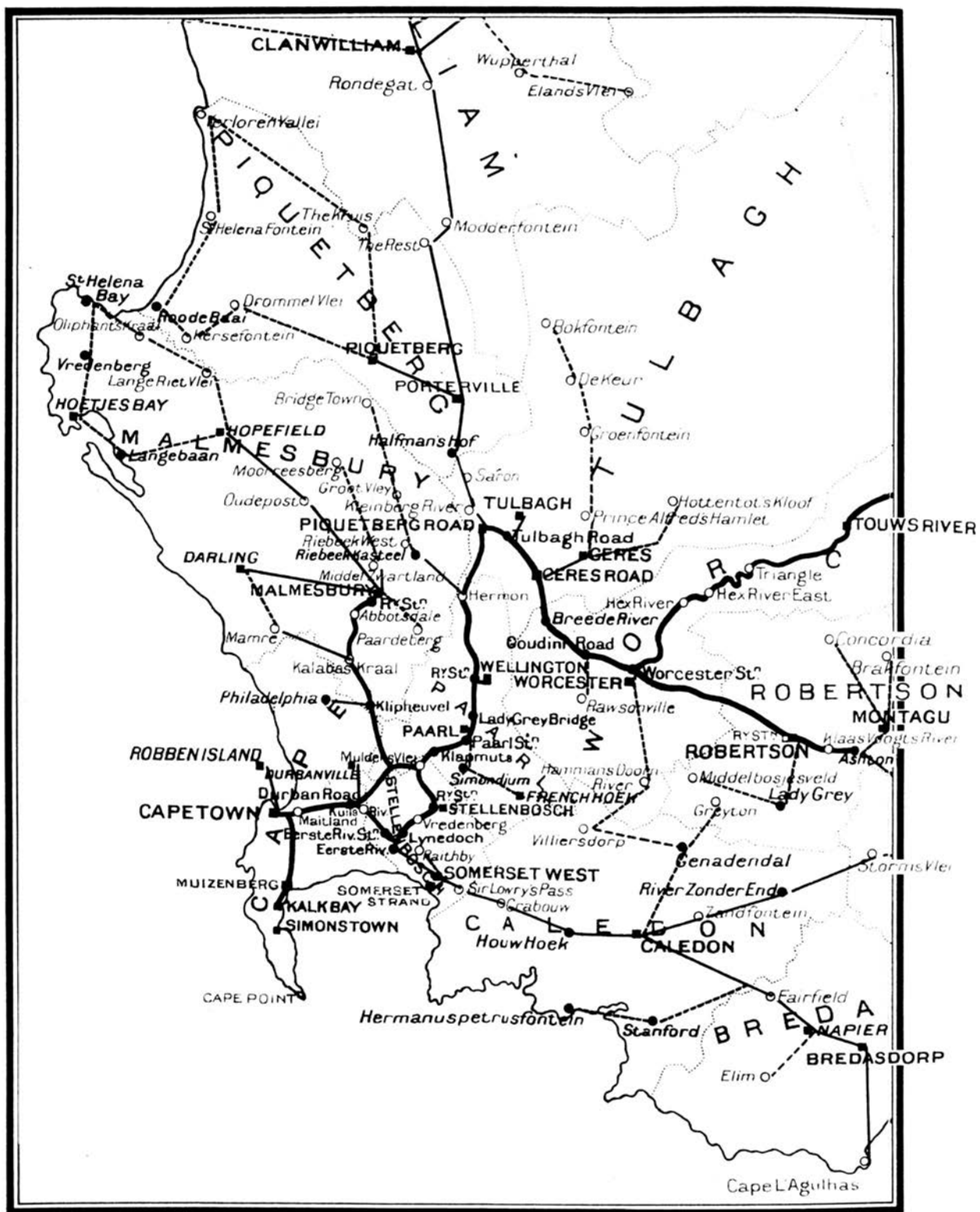
Today I have accepted that, for me, many of these colonial puzzles will remain just that, and while I have often dreamed of discovering a secret vault buried deep in the basement of the old Union Buildings, I have long given up finding this particular "*Holy Grail*". Instead I get up every morning at about five, and braced by a good cup of Italian coffee, enter into a time machine and travel back to 1873, or thereabouts, where I try to unravel the mysteries of colonial Durban. A history of Johannesburg and its mines is next in my sights. Therefore I must ask my colleagues for forgiveness if I now make this report my last word on the subject. The data base, as it stands, is far from complete, but it now has sufficient information to infer the inner workings of the Cape Post Office, which was my objective in the first place. More data is always of assistance, but it will not radically affect my conclusions. Besides, the research is now in the public domain and it is up to other researchers to take this work further. I wish them well.



## GLOSSARY

### OF ABBREVIATIONS AND TERMS USED IN THE TEXT

<b>Aasvogel</b>	Dutch, meaning a vulture
<b>Achter</b>	Dutch, meaning behind or beyond
<b>AN</b>	Division of Aliwal North
<b>APO</b>	Army Post Office
<b>AW.CC</b>	Argus Wheel Coded Cancellor
<b>Asterisk *</b>	Asterisks have been used in the tabulation to indicate areas of doubt in the documentation of a canceller, such as BONC 672*, thought to have been used at Tamboersfontein, or ** JY 1901, where the full date on a strike of a particular office date stamp has been illegible.
<b>Baai</b>	Dutch, meaning a bay
<b>Bad</b>	Dutch, meaning a mineral spring
<b>Bas</b>	Basutoland
<b>Bank</b>	Dutch, meaning a shelf
<b>BB</b>	British Bechuanaland
<b>BCA</b>	British Central Africa
<b>BCDC</b>	Barred circle dumb canceller
<b>BCNC</b>	Barred circle numeral canceller
<b>BDNC</b>	Barred diamond numeral canceller
<b>Berg</b>	Dutch, meaning a mountain, plural <i>berge</i>
<b>Biesjes</b>	Dutch, meaning reeds
<b>Blaauw</b>	Dutch, meaning blue
<b>BNM</b>	Botswana National Museum
<b>Bob</b>	South African slang for a shilling in Imperial sterling coinage. For many years “bob-a-job” was used as a slang term by boy scouts wishing to raise funds for their movement.
<b>Bok</b>	Dutch, meaning a goat or a buck, plural <i>bokke</i>
<b>BONC</b>	Barred oval numeral canceller
<b>BONC.DX</b>	Barred oval numeral canceller duplex
<b>Boter</b>	Dutch, meaning butter
<b>BP</b>	Bechuanaland Protectorate
<b>Breede</b>	Dutch, meaning broad or wide
<b>Bron</b>	Dutch, meaning a spring
<b>BSAC</b>	British South Africa Company
<b>BTO</b>	Barred triangle obliterator
<b>Bult</b>	Dutch, meaning a rise or low hill
<b>Burg</b>	Dutch, meaning a town or village
<b>BW.CC</b>	Bridged Wheel Coded Cancellor
<b>CA</b>	Crown Agents
<b>CC</b>	Cape Colony
<b>CDS</b>	Circular date stamp, generic
<b>CGH</b>	Cape of Good Hope
<b>CHMCT</b>	Cultural History Museum, Cape Town
<b>Comdt</b>	Commandant, Dutch military term for a Commander
<b>CORK.O</b>	Cork obliterator, generic
<b>Crown</b>	Valued at five shillings, four crowns to the pound, Imperial sterling coinage
<b>CT</b>	Cape Town
<b>CW.CC</b>	Compass wheel, Cape Colony at base
<b>CW.CGH</b>	Compass wheel, Cape of Good Hope at base
<b>CW.NPB</b>	Compass wheel, Newspaper Branch
<b>d</b>	Penny, Imperial sterling coinage, where twelve pennies made up a shilling
<b>DA</b>	Double arc office date stamp



Cape Post Office: Postal Route Map for 1889, Western Cape.

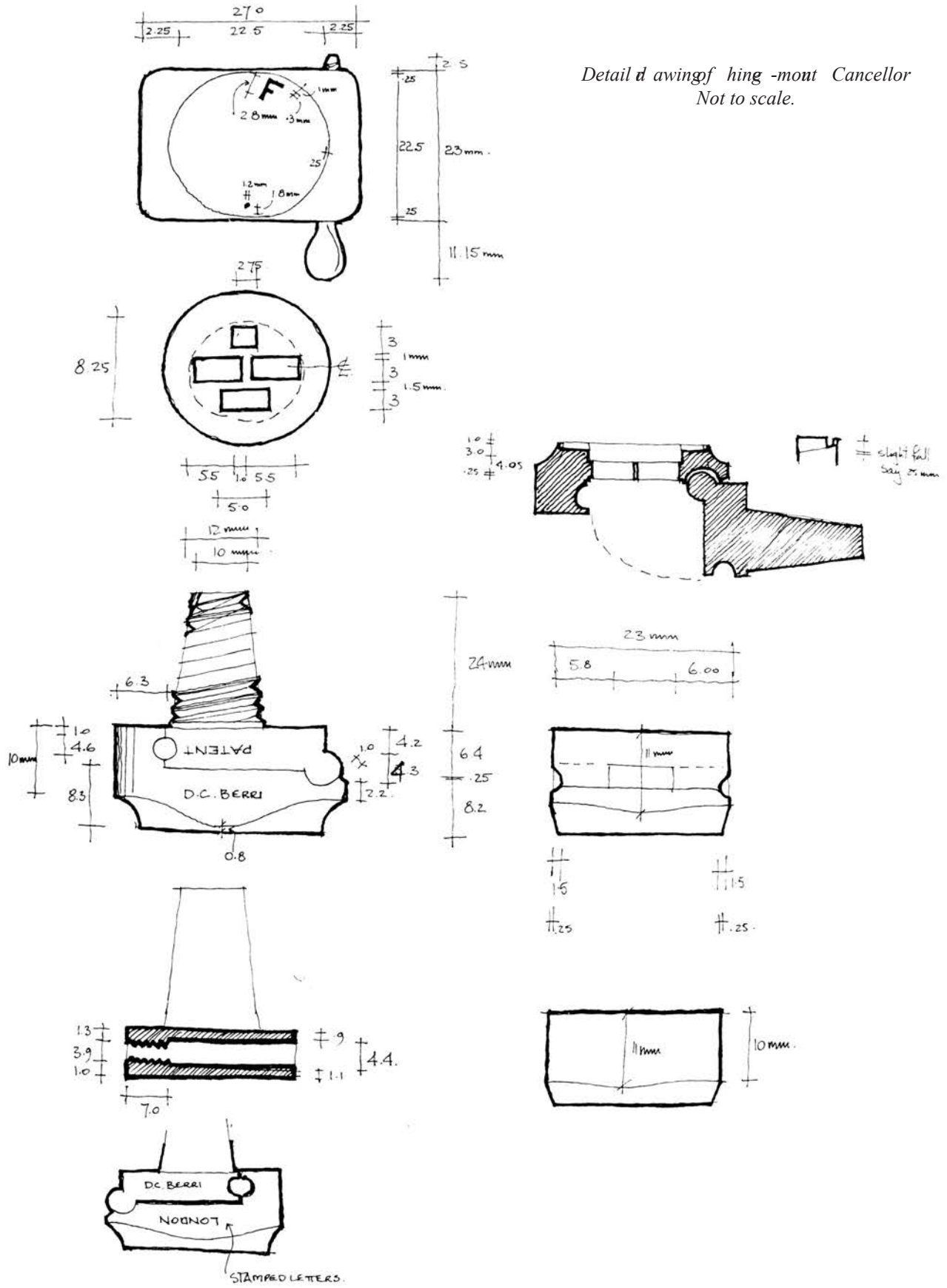
<b>Dal</b>	Dutch, meaning a dale
<b>Dam</b>	Dutch, or English, meaning a dam or reservoir
<b>DC</b>	Double circle office date stamp, generic
<b>DC.APO</b>	Double circle, Army Post Office
<b>DC.BAB</b>	Double circle, bare at base
<b>DC.CGH</b>	Double circle, Cape of Good Hope at base
<b>DC.CGR</b>	Double circle, Cape Government Railways at base
<b>DC.DS</b>	Double Circle Office Date Stamp
<b>DC.EMB</b>	Double circle, emblem at base
<b>DC.FS</b>	Double circle, Foreign Section
<b>DC.NLOC</b>	Double circle, name and location
<b>DC.NTAB</b>	Double circle, name top and bottom
<b>DC.NUM</b>	Double circle, numeral at base
<b>DC.PAR</b>	Double circle, parcels
<b>DC.RB</b>	Double circle, Records Branch
<b>DC.RET</b>	Double circle, Returned Letter Office
<b>DC.T</b>	Double circle, Tax Section
<b>DC.TPO</b>	Double circle, Travelling Post Office
<b>Deel</b>	Dutch, meaning a portion or a part
<b>DHO</b>	Divisional Head Office
<b>DIVC.CC</b>	Divided circle, Cape Colony at base
<b>DO</b>	Double oval office date stamp
<b>DOK</b>	Danish Ostindisk Kompagni
<b>DO.RLS</b>	Double oval, Registered Letter Section
<b>Dorp</b>	Dutch, meaning a village
<b>DO.WGL</b>	Concentric Double Ovals, WGL denoting West Griqua Land at base
<b>DRC</b>	Dutch Reformed Church
<b>Drif</b>	Dutch, meaning a river ford
<b>Drostdy</b>	Official residence of the Landdrost, in time it also came to signify the district over which he supervised
<b>DUMBO.BC</b>	Dumb obliterator barred circle
<b>DUMBO.BS</b>	Dumb obliterator barred star
<b>EEIC</b>	English East India Company
<b>Eiland</b>	Dutch, meaning an island
<b>EL</b>	East London
<b>Farthing</b>	Valued at a quarter of a penny, Imperial sterling coinage
<b>Field-cornet</b>	Originally instituted by the Dutch as a military official, field-cornets were eventually entrusted with a number of civilian duties, including the dissemination of Government edicts, and the consignment of bulk mails to remote communities
<b>Florin</b>	Valued at two shillings, ten florins to the pound, Imperial sterling coinage
<b>Fontein</b>	Dutch, meaning a fountain or a spring
<b>ft</b>	Foot, Imperial linear measure where twelve inches made up a foot and three feet made up a yard, equals approximately 300mm
<b>Gariep</b>	Known in colonial times as the Orange River, derived from a Khoikhoi term meaning a river
<b>Gat</b>	Dutch, meaning a hole or depression in the ground
<b>GB</b>	Great Britain
<b>GE</b>	Griqualand East
<b>GovP</b>	Government Printer
<b>GPO</b>	General Post Office
<b>Guinea</b>	Valued at one pound one shilling, Imperial sterling coinage
<b>GW</b>	Griqualand West
<b>Half-a-Crown</b>	Valued at two shillings and six pence, Imperial sterling coinage
<b>Ha'penny</b>	Half a penny, Imperial sterling coinage
<b>HC</b>	Hooded circle office date stamp
<b>HC.R</b>	Hooded circle, registered

<b>Heuwel</b>	Dutch, meaning a hill
<b>HO</b>	Head Office
<b>Hof</b>	Dutch, meaning a court
<b>Hoogte</b>	Dutch, meaning rising ground or heights
<b>HR</b>	Hand Roller Instrument
<b>HSRC</b>	Human Sciences Research Council
<b>Huis</b>	Dutch, meaning a house or home
<b>H&amp;R</b>	Human and Rousseau, Publishers, Cape Town
<b>ins</b>	Inch, Imperial linear measure where twelve inches made up a foot, equals 25.4mm
<b>Kasteel</b>	Dutch, meaning a castle
<b>KEdVII</b>	King Edward VII
<b>Kerkplaats</b>	Church place or village established for the purpose of holding <i>nachtmaal</i>
<b>KGeoV</b>	King George V
<b>KGeoVI</b>	King George VI
<b>KiGariëp</b>	Vaal River, derived from the Khoikhoi " <i>heigariëp</i> ", meaning " <i>grey river</i> "
<b>Kim</b>	Kimberley
<b>Klip</b>	Dutch, meaning stone or rock
<b>Kloof</b>	Dutch, meaning a gorge or ravine
<b>Kolk</b>	Dutch, meaning an eddy or a pool
<b>Kraal</b>	South African term for a cattle enclosure, derived from the Portuguese " <i>caral</i> "
<b>Krans</b>	Dutch, meaning a cliff or precipice
<b>Kruin</b>	Dutch, meaning the crest or summit of a mountain
<b>Kuil</b>	Dutch, meaning a pool
<b>KWT</b>	King Williams Town
<b>£</b>	British pound sterling, Imperial coinage, made up of twenty shillings or 240 pence.
<b>Laagte</b>	Dutch, meaning a depression or a valley
<b>Landdrost</b>	Dutch official charged with representing government interests in rural areas
<b>Leegte</b>	Dutch, meaning a depression or a shallow valley
<b>Loop</b>	Dutch, meaning a watercourse or rivulet
<b>Meer</b>	Dutch, meaning a lake
<b>Mond</b>	Dutch, meaning a river mouth
<b>MOO</b>	Money Order Office
<b>MTO</b>	Military Telegraph Office
<b>Myn</b>	Dutch, meaning a mine
<b>Nachtmaal</b>	Religious festival held by the DRC on a quarterly basis to celebrate the Last Supper of Jesus Christ and to receive communion
<b>NE Rhod</b>	North Eastern Rhodesia
<b>NPB</b>	Newspaper Branch
<b>NPC</b>	Newspaper Counter
<b>Nyasa</b>	Nyasaland
<b>ODS</b>	Office date stamp, generic
<b>OFS</b>	Orange Free State
<b>ON</b>	Octagonal numeral canceller
<b>OPO</b>	Ocean Post Office
<b>ORC</b>	Orange River Colony
<b>Ovp</b>	Overprint
<b>OVS</b>	Oranje Vrij Staat, or Orange Free State
<b>PA</b>	Postal Agency
<b>Pan</b>	Dutch, meaning a basin or hollow
<b>PC</b>	Post Card
<b>PE</b>	Port Elizabeth
<b>Penny</b>	Valued at one twelfth of a shilling, Imperial sterling coinage, usually shortened to the single letter "d" written in lower case. Plural <i>pennies</i> or <i>pence</i> .

<b>PFSA</b>	Philatelic Federation of South Africa
<b>PhilSoc</b>	Philatelic Society
<b>Plaas</b>	Dutch, meaning a farm
<b>Plaats</b>	Dutch, meaning place of
<b>PM</b>	Postmaster
<b>PMG</b>	Postmaster General
<b>PO</b>	Post Office
<b>POA</b>	Post Office Agency
<b>POC</b>	Post Office Circular
<b>POG</b>	Post Office Guide
<b>Poort</b>	Dutch, meaning a defile or pass through a mountain
<b>PO.R</b>	Pointed oval, registered
<b>POS</b>	Post Office Stone
<b>PPC</b>	Picture post card
<b>PPHSSA</b>	Postmark and Postal History Society of Southern Africa
<b>PSC</b>	Postal stationery card
<b>Puts</b>	Dutch, meaning a well
<b>QV</b>	Queen Victoria, also given as VRI or Victoria Regina et Imperatrix
<b>R</b>	Division of Robertson
<b>Randt</b>	Dutch, meaning a ridge or range of hills
<b>RLC.DS</b>	Relief Large Circle Office Date Stamp
<b>RO</b>	Railway Office
<b>RTO</b>	Railway Telegraph Office
<b>s</b>	Shilling, Imperial sterling coinage. Twelve pennies made up a shilling, and twenty shillings made up a pound (£). Written in lower case.
<b>SAJS</b>	South African Journal of Science
<b>SAP</b>	South African Philatelist
<b>SAPOM</b>	South African Post Office Museum
<b>SC</b>	Single circle office date stamp, generic
<b>SC.APO</b>	Single circle, Army Post Office
<b>SC.BAB</b>	Single circle, bare at base
<b>SC.BAS</b>	Single circle, Basutoland at base
<b>SC.BB</b>	Single circle, British Bechuanaland at base
<b>SC.BECH</b>	Single circle, Bechuanaland at base
<b>SC.CB</b>	Single circle, Certificate Branch
<b>SC.CC</b>	Single circle, Cape Colony at base
<b>SC.CGH</b>	Single circle, Cape of Good Hope at base
<b>SC.CLK</b>	Single circle, Charge Clerk
<b>SC.CTO</b>	Single circle, Central Telegraph Office
<b>SC.DOT</b>	Single circle, dot at base
<b>SC.EMB</b>	Single circle, emblem at base
<b>SC.GPO</b>	Single circle, General Post Office
<b>SC.GW</b>	Single circle, Griqualand West at base
<b>SC.HO</b>	Single circle, Head Office
<b>SC.HPO</b>	Single circle, Head Post Office
<b>SC.HTO</b>	Single circle, Head Telegraph Office
<b>SC.KAEMB</b>	Single circle, killer arc and emblem at base
<b>SC.KANUM</b>	Single circle, killer arc and numeral at base
<b>SC.MOB</b>	Single circle, Money Order Branch
<b>SC.MOO</b>	Single circle, Money Order Office
<b>SC.NAB</b>	Single circle, name at bottom
<b>SC.NLOC</b>	Single circle, name and location at base
<b>SC.NPB</b>	Single circle, Newspaper Branch

<b>SC.NTAB</b>	Single circle, name top and bottom
<b>SC.OPO</b>	Single circle, Ocean Post Office
<b>SC.PAID</b>	Single circle, Postage Paid
<b>SC.PAR</b>	Single circle, parcels
<b>SC.PARO</b>	Single circle, Parcels Office
<b>SC.PBS</b>	Single circle, Private Box Section
<b>SC.PMG</b>	Single circle, Postmaster General
<b>SC.PO</b>	Single circle, Post Office at base
<b>SC.PR</b>	Single circle, Poste Restante
<b>SC.R</b>	Single circle, registered
<b>SC.RET</b>	Single circle, Returned Letter Office
<b>SC.RB</b>	Single circle, Records Branch
<b>SC.RLO</b>	Single circle, Registered Letter Office
<b>SC.RO</b>	Single circle, Railways Office
<b>SC.RO.BAB</b>	Single circle, Railways Office, bare at base
<b>SC.RLC</b>	Single circle relief office date stamp
<b>SC.RTO</b>	Single circle, Railway Telegraph Office
<b>SC.TEX</b>	Single circle, Telephone Exchange
<b>SC.TO</b>	Single circle, Telegraph Office
<b>SESA</b>	Standard Encyclopedia of South Africa
<b>SO</b>	Sub-Office
<b>SO.R</b>	Single oval, registered
<b>SO.RLO</b>	Single oval, Registered Letter Office
<b>SO.RLS</b>	Single oval, Registered Letter Section
<b>Spruit</b>	Dutch, meaning a creek or stream
<b>SQC.BB</b>	Squared circle, British Bechuanaland at base
<b>SQC.CC</b>	Squared circle, Cape Colony at base
<b>SQC.CGH</b>	Squared circle, Cape of Good Hope at base
<b>SQC.NLOC</b>	Squared circle, name and location
<b>SQC.NPB</b>	Squared circle, Newspaper Branch
<b>SQC.NTAB</b>	Squared circle, name top and bottom
<b>SQ.OCT</b>	Squared octagon
<b>Stad</b>	Dutch, meaning a town
<b>Stn</b>	Station
<b>Stroom</b>	Dutch, meaning a stream
<b>SWA</b>	South West Africa
<b>Swazi</b>	Swaziland
<b>Tan</b>	Tanganyika
<b>TDC</b>	Truncated double circle office date stamp
<b>TeO</b>	Telephone Office
<b>TEX</b>	Telephone Exchange
<b>Tickey</b>	South African slang for three pence or a quarter of a shilling in Imperial sterling coinage. Also used to mean something small or minute.
<b>TO</b>	Telegraph Office
<b>TO.PBS</b>	Triple oval, Private Box Section
<b>TPO</b>	Travelling Post Office
<b>TT</b>	Transkeian Territories
<b>Tuppence</b>	Two pence, Imperial sterling coinage
<b>Tvl</b>	Transvaal
<b>UFC</b>	Unframed circle office date stamp
<b>UFO.R</b>	Unframed oval, registered
<b>UN</b>	University of Natal, subsequently known as UKZN, or the University of KwaZulu-Natal
<b>Vlakte</b>	Dutch, meaning a plain or flats

<b>Vlei</b>	Dutch, meaning a shallow pond, marsh or swamp
<b>Vliet</b>	Dutch, meaning a brook or rivulet
<b>VOC</b>	Vereenigde Oost-Indische Compagnie, or Dutch East India Company
<b>VRI</b>	Victoria Regina et Imperatrix
<b>VRS</b>	Van Riebeeck Society
<b>WWI</b>	First World War
<b>WWII</b>	Second World War
<b>Wits</b>	University of the Witwatersrand, Johannesburg
<b>ZAR</b>	Zuid Afrikaansche Republiek, or the South African Republic, formerly known as the Transvaal



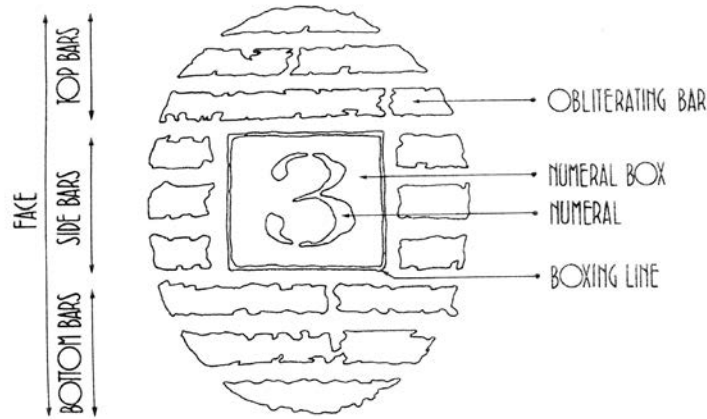
Detail of winged hinge-mount Cancellor  
Not to scale.



## CANCELLER TERMINOLOGY

The writing up of this research has also necessitated the creation of a standard terminology to facilitate communication. I am aware that a different lexicon may well have existed at the time when these cancellers were made, but most of these terms have long since fallen out of usage and, except for those traced through archival work, many have been reconstructed from basic principles and are probably different from those used originally by the manufacturers.

- Backing plate.** That part of a matrix which fits over the face plate and fixes the movable date lugs into place.
- Barred Triangle CGH Obliterator.** Early form of obliterating stamp used at the Cape whose triangular face consisted of a series of parallel bars with the letters C, G and H on each corner.
- Barred oval numeral canceller.** Also referred to as a BONC. A number coded instrument normally used to obliterate postal adhesives at the point of mailing.
- Bottom bars.** The group of obliterating bars in a BONC located below the boxing line of the numeral box.
- Boxing line.** The thin line defining the area of the numeral box.
- Canceller.** Generic term used to describe an instrument used to process mails.
- Collar.** A metal ring, usually made out of brass, which fits over the lower end of the wooden handle, at the point of connection with the metal canceller, and is designed to prevent the handle from splitting as a result of repeated vertical impacts.
- Duplex canceller.** A duplex canceller consisted of a barred oval numeral canceller and an office dating stamp engraved upon the same metal plate. A duplex impression was delivered with a single strike.
- Face.** The surface of a cancelling instrument used to deliver an inked impression on a postal adhesive or a letter.
- Face plate.** That part of a canceller matrix engraved on the one side with the permanent details of its function or place of usage. A number of lug holes are cut through the face plate to house the movable date lugs inserted from the side opposite to the face.
- Handle.** Turned wooden handle used to grip the canceller and facilitate the delivery of its strike.
- Handle screw.** The screw designed to connect the canceller to the handle. This is normally a conical screw designed to reduce the force of vertical impact upon the wooden handle. In some types of obliterators, this was replaced by a square conical spike.
- Hand struck letter stamp.** A stamping instrument designed to deliver an inked impression upon a letter in order to show that prepayment of postage has been made.
- Hinge-mount canceller.** Canceller where the face plate of the matrix is connected to the backing plate by means of a hinge mount located at the side. The matrix of a hinge-mount canceller is normally square or rectangular.
- Lug holes.** Holes cast in the face plate of a canceller to accommodate the movable type or date lugs.
- Lugs.** Also known as movable type, they are the metal pieces inscribed with numbers or numerals which are placed into the appropriate holes in the face plate and, once fixed into place and inked, will deliver the changing dates and time codes of the canceller.
- Matrix.** The block which constitutes the metal part of the canceller as a whole. It is divided into two, the face plate and the backing plate, irrespective of whether the canceller uses screw-mount or swivel-mount technology.
- Numeral box.** The boxed space containing the number code.
- Numerals.** The number code inscribed within the numeral box, indicating its office of origin.
- Obliterator.** Generic term used to describe any postal instrument used to deface a postal adhesive.
- Obliterating bar.** An individual bar, constituent of the larger BONC face. It could vary in thickness depending upon the canceller type.
- Office Date Stamp.** A dated canceller designed to apply the name of an office together with the date of postage to a item of mail.
- Prepaid postal adhesive.** Also known colloquially as a *stamp*, consists of a design printed upon gummed paper which is purchased at a post office and is affixed onto mail in order to show that prepayment of postage has been made. The stamp is commonly perforated along its borders to facilitate its separation.



**Pseudo duplex canceller.** Unlike a true duplex canceller, the pseudo consisted of two separate cancellers, the BONC and the ODS, taped or joined together for the purpose of delivering both strikes in one action.

**Screw-mount canceller.** Cancellor where the face plate of the matrix is connected to the backing plate by means of a screw mount. In such cases the matrix is usually circular or square.

**Screw pin.** Long and partly threaded pin used to fix the face plate and backing plate of a hinge-mount canceller.

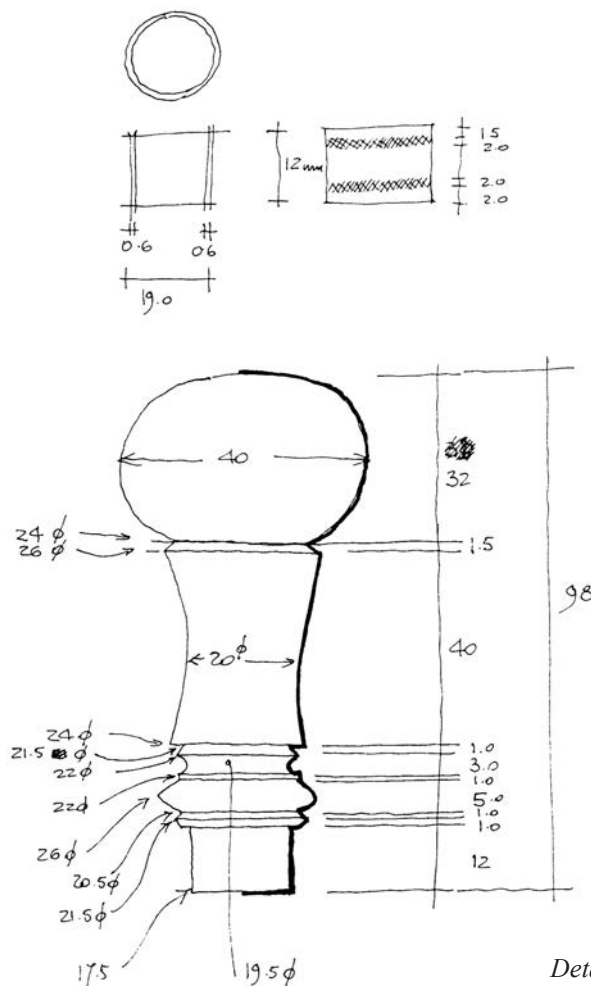
**Side bars.** The group of obliterating bars in a BONC located on either side of the numeral box. These may be further defined as left-hand or right-hand side bars.

**Stamp.** See **Prepaid Postal Adhesive.**

**Stamp.** Generic term used to describe any instrument designed to deliver an inked impression onto a surface.

**Strike.** An inked impression upon a letter or any other postal item.

**Top bars.** The group of obliterating bars in a BONC located above the boxing line of the numeral box.



Details of wood n handl e



## CHAPTER ONE

### DEVELOPMENT OF THE OFFICE DATE STAMP

#### INTRODUCTION

The use of postal cancellers at the Cape during the colonial era has its origins in the hand-struck letter stamps used by the early Post Office, and during the first sixty years of their use, from 1853 onwards, underwent a rapid evolutionary change in both their form and their function. These make an interesting study, for they not only record the changing attitudes of the postal establishment towards the prepayment of postage, but also reflect the growth of the postal infrastructure, in terms of both its size and its sophistication. By the end of the 19<sup>th</sup> century, the design of the postal canceller, better termed an *office date stamp*, had achieved a form which has remained virtually unchanged since that time.

This book attempts to trace events in the Cape Colonial Post Office from its introduction of its first prepaid postal adhesives in 1853 through to the establishment of the Union of South Africa in May 1910. While it is probably safe to state that developments in the Post Office acted as a mirror to social and political events of their time, one has to recognise that the Cape postal system had a corporate culture that was unique, and that in many cases was far better equipped to respond to social and economic events in colonial society than its political masters in the Colonial Office. This does not mean to say that the Post Office was making colonial policy, but merely to recognise that the provision of an infrastructure was designed to meet the micro-economic needs of a community and was often able to anticipate the actions of colonial administrators in Cape Town. The establishment of a rudimentary postal system on the Kimberley Diamond Fields in the early 1870s, for example, was an apt case in point.

#### BACKGROUND SOCIO-ECONOMIC FACTORS

Although the cost of the English *penny postage* rate remained unchanged for the better part of a century, at its onset, and relative to the economy of its time, it was an expensive commodity which was not within the reach of all. Despite this the system rapidly became popular with the general public and within a short time the Royal Mail was processing large volumes of mail on a daily basis. Under such circumstances the English Post Office's early obsession with obliterating postal adhesives beyond all hope of being cleaned and reused becomes understandable, as does its experimentation with special papers, watermarks, security printings, fugitive inks, and defacing cancellers.

This concern was carried over to many smaller country agencies, such as those typically found in the colonies, where their traffic could be counted in the hundreds of letters per month and the cumulative effect of small embezzlements was potentially greater.

By the 1850s, the British postal service had undergone a rapid expansion which, in its larger urban areas, had "*resulted in the existing system of hand cancelling of each letter putting considerable strain on the stampers*", some of whom "*were dealing with as many as 2 letters a second ... while a few could manage 200 letters a minute*" (Johnson, 1975: 84). The outcome was not limited to the negative effects that the process of stamping had upon the physical health of post office staff, but resulted in an increasing number of complaints, particularly from the legal profession, regarding the legibility of postal strikes.

The British response was to begin experimentation, from 1857 onwards, with a variety of machines designed to speed up the processing of mails. Meantime the use of single hand stamps remained a constant feature of most postal establishments throughout Britain and the colonies. By comparison the first automated machine canceller was only introduced in Cape Town in about 1888 or 1889 (Goldblatt, 183b: 109).

Consequently, as the administration of the postal infrastructure grew in sophistication, and the volume of articles carried by the mails increased in bulk, we find that much of this official paranoia recedes into a more reasonable perspective. A brief survey of Post Office Circulars and Postmasters' General Reports for the Cape Colony up to 1910 reveals, for example, that while in the 1880's prosecutions were frequently made in cases of petty embezzlement such as the cleaning and reuse of stamps, by the onset of Union such instances barely warranted reporting in official documents. A typical case was that of Mr HTB Olivier, of Patriotsklip, who, on 12 July 1888, was found guilty in the Magistrate's Court at Aliwal North "*of having posted certain letters bearing postage stamps which had previously passed through the post, with intent to defraud the Revenue and was fined £1*" (POC No 88, 1 October 1888).

It is not known how much latitude Colonial Magistrates were given in their individual interpretation of the Post Office Act. In the context of its time the penalty imposed upon Mr Olivier, who was presumably of European origin, might appear to have been stiff, but proportionate, whereas the one handed down three years later upon Mr Mayikana,

of Port Elizabeth, must strike one as being positively draconian.

*“At the Resident Magistrate’s court, Port Elizabeth, on the 22nd September, Mr John D Mayikana was charged with having contravened Section 35 of Post Office Act No 4 of 1882, by attaching to a letter a postage stamp which had been used, with the view of defrauding the Revenue, and was sentenced to pay a fine of £10 or to be imprisoned for six months”. (POC No 119, 1 November 1891)*

Mr Mayikana was obviously of Xhosa descent and, at the time £10 was, after all, nearly double the annual income of a black labourer at the Cape. By 1909 a different perspective appeared to be emerging, as the penalties for such crime underwent a reduction in their severity, as in the case of a Cape resident, name and place not stated, who was *“fined 10s with the alternative of seven days imprisonment for making use of a defaced postage stamp”* (POC No 331, 1 June 1909).

Eventually such instances of petty larceny became increasingly irrelevant to the budgeting of postal finances as the Post Office, faced with rising volumes of mail, found it cheaper to absorb the loss rather than prosecute any but the most obvious of cases. Also by then the public definition of *crime* had begun to change. The use of prepaid postal adhesives had started in Britain in 1840, only a couple of generations removed from an era when a theft, no matter how small, was still punishable by transportation to some forsaken, far-off colony called New South Wales. The penny post was still in use a century later, after the post-cart had been superseded by the railway and motorized transport as means of transporting mail, by which stage a quantum shift had taken place in society’s collective moral compass.

By the 1920s such cases had ceased to be a matter for the courts, and were routinely handled internally by the Post Office through the administrative imposition of a *“Postage Due”*, thus reducing them to the same level of culpability as an accidental underpayment of postage.

## THE PROCESSING OF MAILS

Such changes were also manifest in the manner in which the Post Office processed its mails. In the case of the Cape, for example, when prepaid postal adhesives were first sold in 1853, letters were subjected to two separate strikes at source as well as one at the place of arrival. The dispatch marks consisted of one dumb or coded obliterator used to deface the postal adhesive in the top right-hand quadrant of the letter, and another applied separately to the bottom left-hand quadrant giving details of place, date and time of posting. A mark of arrival was struck on the back of the letter and normally used an office date stamp which provided the place, date and time of receipt. No cases have been recorded where a coded obliterator was used as an

arrival mark, although in cases where the obliteration of the postal adhesive at source had not been successful, further defacement often took place.

In 1853 the British Post Office simplified procedures at the point of mailing by joining the dies of the obliterator and town date stamp into one duplex canceller requiring the manual delivery of only one strike to fulfill both functions (Traill and Holland, 1975: 3). This practice never gained wide usage in the Cape where the distribution of a duplex canceller/obliterator was limited to Cape Town. Subsequently, as the system of postal transport gained in sophistication, transit marks in the form of office date stamps were also applied onto mail at all points of rerouting and interim handling. As the volume of mails continued to increase however, this system became too onerous and time-consuming and, in the case of ordinary letters and cards, transit marks were at first dispensed with altogether and, much later, the arrival marks as well. Registered mail, however, continued to be subject to the same detailed procedures.

This process of rationalisation began in South Africa after 1910 when, following the amalgamation of the four colonial administrations, the new Union Post Office set about reorganising its management structures and the transmission of mails.

## EVOLUTION OF THE BRITISH SYSTEM OF POSTAL CANCELLATION

In May 1840 the British Post Office introduced the use of prepaid postal adhesives, or *stamps*, as a means of making payment for the transport and delivery of private mails. This immediately created a need for two office counter instruments: one that would effectively obliterate the postal adhesive and make it unsuitable for cleaning and reuse; and a second that would apply to the letter information relating to its place, date and time of posting. Eventually the functions of both were successfully incorporated into one cancelling/obliterating instrument, but not before they had undergone a series of tests and field trials which had resulted in the production of an unimaginable and confusing number of different designs (Mackay, 1980).

Inevitably such experiments found their way to the colonies, whose postal administrations were purchasing their office equipment from the same manufacturers as the GPO’s suppliers in London. To a degree, the design confusion that prevailed in the Victorian Post Office in England was seemingly exported to its overseas territories.

It should be remembered that up to the late 1860s the provision of office equipment, such as single date stamps and obliterators *“had been part of the general stationery provision to the Government and the Post Office merely ordered stamps (cancellers) as they did other items such as paper and ink”* (Stitt Dibden, 1974. 1). This probably

became a key factor in the provision of postal cancellers to the colonies described in later chapters.

It appears likely that early canceller heads were manufactured using a *screw-mount* design which consisted of a circular matrix block which could be separated into two halves held together by means of an inner male-female screw system (Illustration 1: 1). The lower half of the matrix was engraved with the name of the post office, while a number of slots were cut through the block to accommodate movable lugs for the date and time code. These were manipulated into place by hand. The upper side of this block had a male screw-mount approximately 16mm wide and 2mm high with an outward-facing thread, which was then received into a raised female collar with an internal thread. Once the two were screwed vertically together, the date lugs were held fast in position by the interface between the two plates. The lower half of the matrix block was allowed to project beyond the radius of the top half by approximately three millimeters. The canceller head was attached to a wooden handle by means of a conical-thread bolt, while its base was reinforced with a broad brass ring to prevent the wood from splitting. Personal

research conducted in the collection of postal cancellers at the Cultural Museum, in Pretoria, indicates that all eight date stamps of this type in its holding were made in brass and had probably been distributed to post offices in the Transvaal Republic sometime in the 1860s. The manufacture of these cancellers raises an important issue.

Throughout this early era the British Post Office contracted the supply of canceller dies to the firm of DG Berri, Printers and Engravers of 36 High Holborn, London WC (Johnson, 1977) who, judging from their advertising pamphlet (Illustrations 1: 2-3), was able to supply their customers with an impressive range of postal dies. Unfortunately it is not known whether this also included the provision of the *Screw-Mount Patent* cancellers, described above. Stitt Dibden has recorded that:

*"The Scottish hand stamps produced by Messrs Kirkwood of Edinburgh were of a different pattern; in these the whole of the date stamp unscrewed and this principle had been adopted in the new pivot machines."* (1974: 1)

Given the fact that none of the eight screw-mount

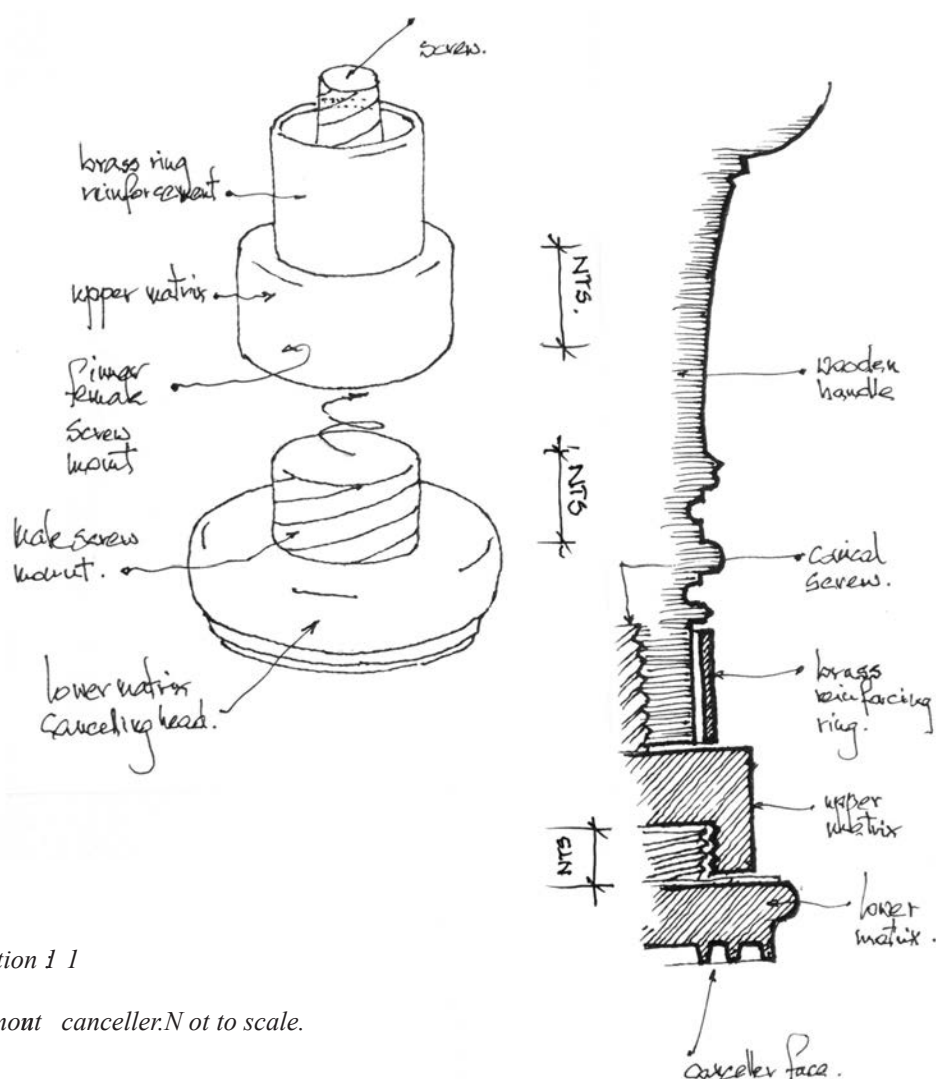


Illustration 1: 1

Screw-mount canceller. Not to scale.



Illustration 12 Advertising pamphlet for DG Berri.

cancellers in the Cultural History Museum collection bears the name of a manufacturer, unlike others where such names are prominently displayed, it appears probable that these were supplied by a company other than Berri, possibly by Messrs Kirkwood.

Unfortunately the screw-mount design suffered from a patent flaw, and over time, the repetitive action of delivering strikes vertically onto mail had a tendency to loosen the two halves of the matrix, causing wear at the internal screw mount. The Post Office did attempt to minimize the impact upon its instruments, as well as the human wrist, by using

a rubberised mat as a strike surface, but in the long term this had little effect as the rubber compacted, dried and hardened. As a result this canceller type required frequent maintenance and re-cutting of the screw-mount, which would have required the attention of a professional fitter or die-cutter.

Post office staff, on the other hand, soon learnt to minimize the constant impact of prolonged letter stamping upon the carpal bones of the wrist by developing a lateral *flip-switch* movement which still delivered a strike from the canceller, but only as a glancing blow. To this day the

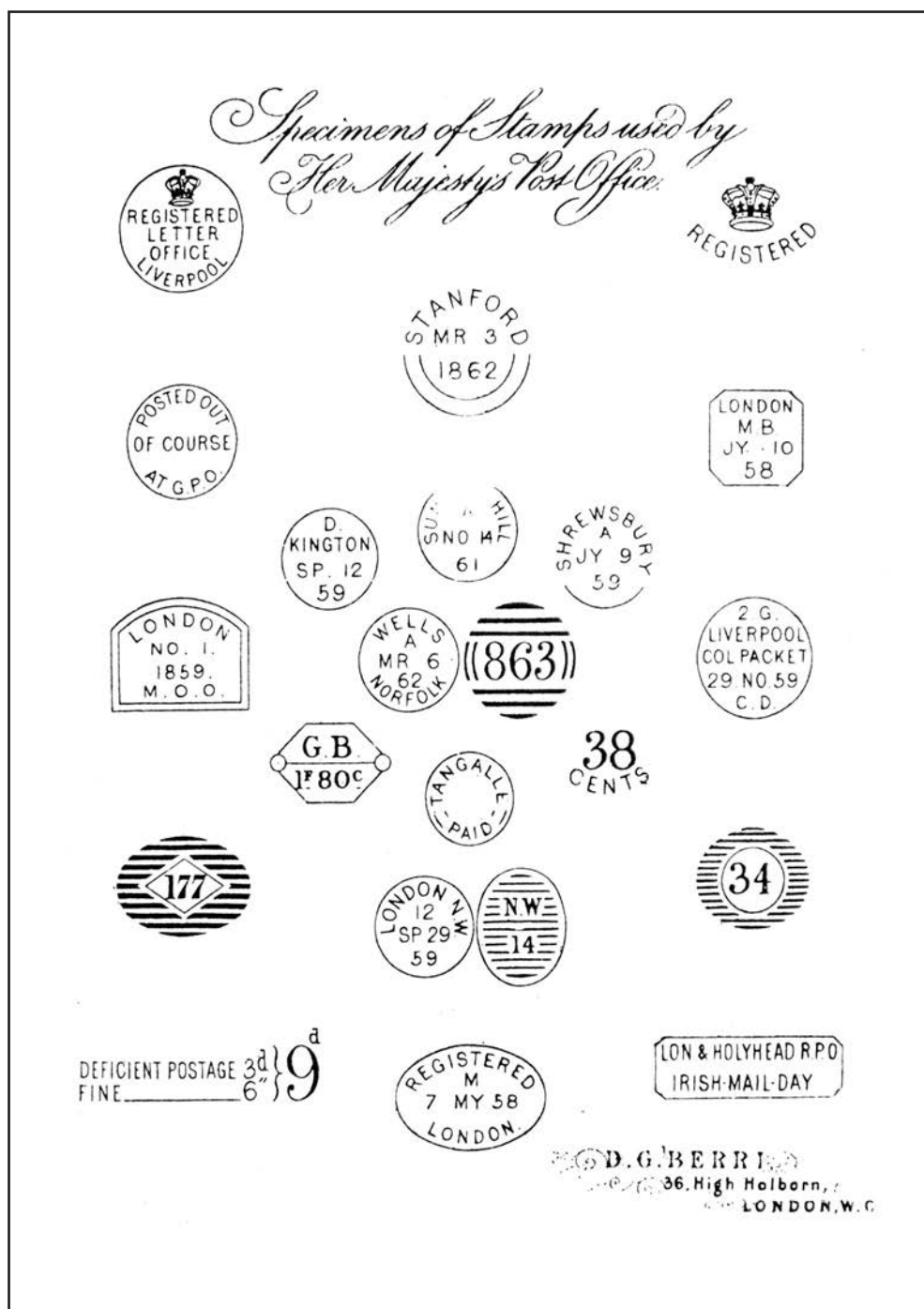


Illustration 1.3 D.G. Berri & Co Specimens of Stamps used by Her Majesty's Post Office, ca 1871.

delivery of a direct vertical strike onto the rubber mat below is considered to be the mark of a raw novice to the postal service.

In 1869 the relationship between DG Berri & Co and the Government came to an abrupt end after the firm was "detected in money lending transactions with officers of HM Stationery Office and it was decided not only to terminate his contract but also to place the ordering of (office date) stamps for the Post Office under the direct control of the Department". (Stitt Dibden, 1974)

As a result later in 1869 the contract for the supply of Post Office date stamps was awarded to the firm of De Lacy, whose price was £609 lower for the equivalent service previously rendered by Berri. More significantly the De Lacy tender proposed to supply the Post Office with hand stamps, manufactured under license, of the *Pivot-Head* pattern designed by Pearson-Hill.

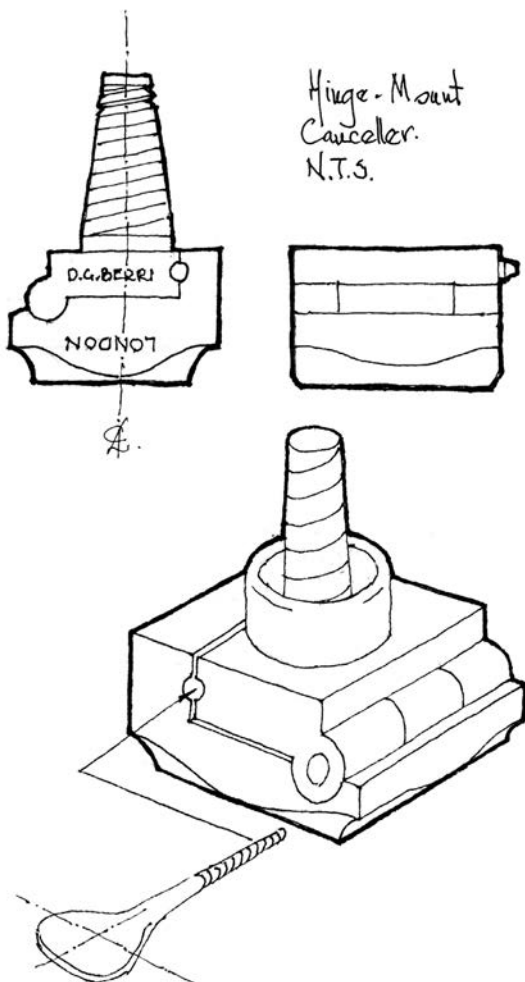
In the absence of archival data, it is believed that the Pearson-Hill patent, which replaced the screw-mounted matrix, had a square or rectangular matrix which was

opened by means of a lateral hinge. The date and code lugs were manipulated into position by hand, whereupon the handle plate was swung back and fixed into place with a screw-pin (Illustration 1: 4). Unfortunately, like the screw-mount device, the pivot-head was also vulnerable to repeated vertical strikes which impacted primarily upon the locking device. Since post office staff needed to access the back of the face plate at least once daily in order to change the date lugs, the screw and socket underwent a considerable amount of wear, and frequent repairs were necessary (Stitt Dibden, 1974).

The historical narrative in this matter is somewhat confused. Stitt Dibden gives credit for the introduction of the Pivot Head patent to Pearson Hill, and when De Lacy was awarded to Post Office contract for the supply of cancelling dies in 1869, it seems probable that the use of the Pearson Hill design would have been done under license from the designers. However, in 1873, an advertisement in DG Berri's book "The Art of Printing", makes it clear that he considered himself to be the "Inventor and Patentee (of) The Patent Hinge Stamp used in Her Majesty's Post Office".

The outcome of this dispute is not known. Berri is believed to have obtained a patent for his "Hinge Stamp" design in 1860 (Johnson, 1977), and it is not known what similarities, if any, existed between his invention and that put

Illustration 1 4 Detail of winged hinge-mount canceller Not to scale.

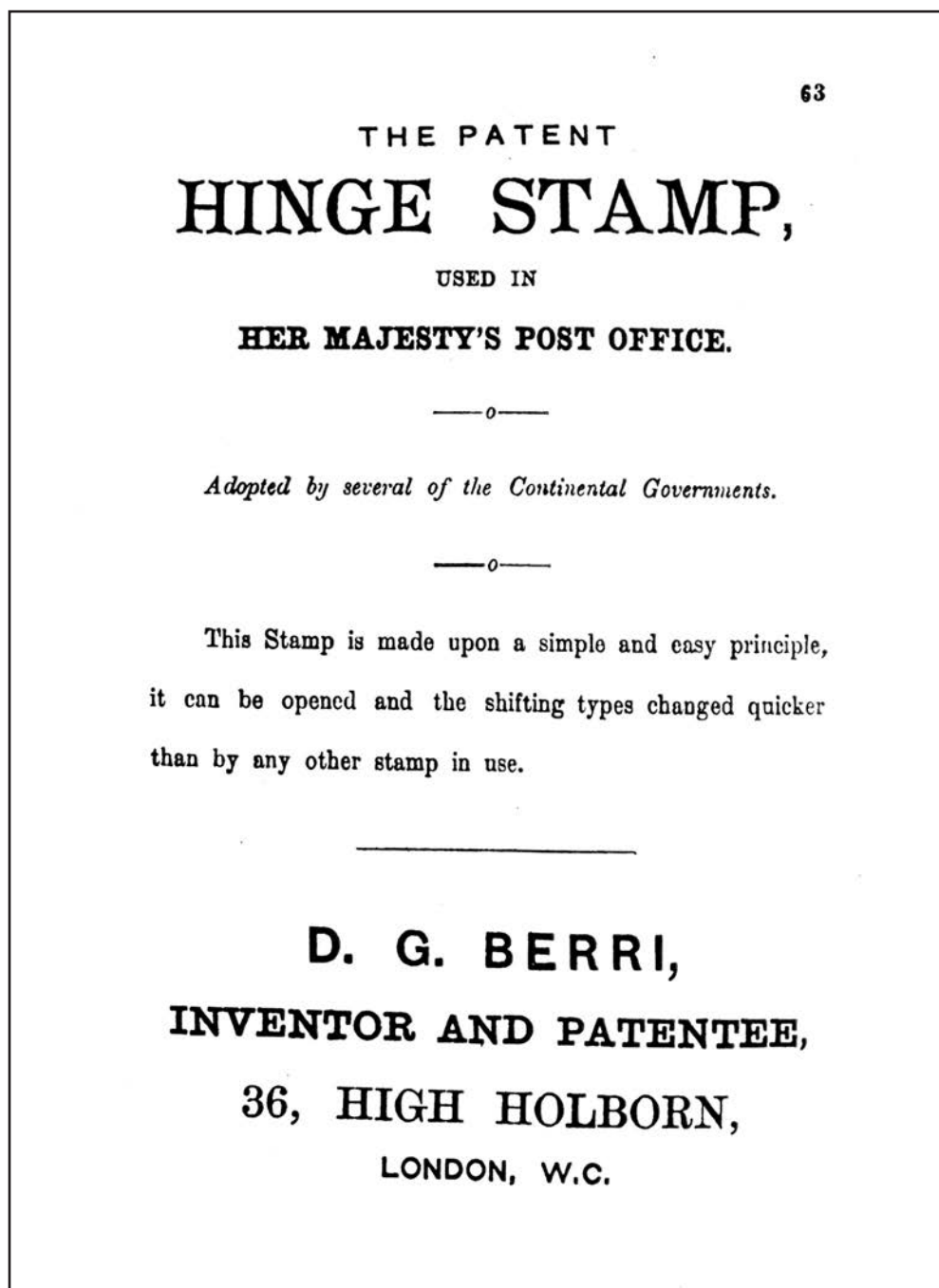


forward by Pearson Hill. It is also not recorded if DG Berri & Co was able to put aside its legal problems with Her Majesty's Government. What is known is that by 1871 Berri was able to proclaim himself to be the inventor of the pivot-head canceller, and a listed supplier to the Post Office (Illustration 1: 5).

This era was also marked by a period of open debate initiated by a number of postmasters and postal officials working in the larger administrative centres, such as Liverpool and Manchester. They felt that the duplex canceller, a design which had been in use since 1853 and brought together the functions of obliterating and date-stamping into one twin-die instrument, should be simplified to perform both tasks simultaneously by a combined single-die stamp. This appears to have come to a head at about the same time as the introduction of the Pearson Hill/Berri patent. This means that the award of the canceller supply contract to De Lacy in 1869 was more than just a change in the British Post Office's administrative policy, but was also part of a re-evaluation of their attitudes to stamp cancellation and the processing of mails.

A number of designs for such a combined canceller were mooted. One, favoured particularly by offices in the London area, consisted of a single ring surmounted by an external upper segment, which became known subsequently as the *hooded* or the *crested circle* date stamp (Illustration 1: 6). Then, from 1879 onwards, controlled experiments were carried out with a canceller type, known as the *squared circle*, which combined in its form the circle of the town date stamp as well as the defacing features of the barred obliterator (Illustration 1: 7). The latter found the most favour at the GPO and, despite some very obvious shortcomings, this canceller type was distributed throughout the country and remained in widespread use until 1894 when it began to be replaced by the double circle canceller (Illustration 1: 8). However many squared circle office date stamps continued in service well into the twentieth century, some as late as the 1930s.

Soon after the introduction of the squared circle canceller series, it became obvious that these suffered from two major deficiencies. Firstly, if not struck at right angles to the envelope, the sharp corners tended to split the paper, especially in the case of some of the bulkier mails; secondly, these very same corners were easily damaged and required frequent and expensive re-cutting. This led to further experimentation with the design, with the corners being thickened (Illustration 1: 9). Other canceller designs were also tried but never came into general use, most notable among them being the *squared octagon* which attempted to resolve the maintenance question of the corners by ultimately omitting them entirely from the design (Illustration 1: 10). Development in these experimental canceller types appears to have ceased in or about 1894 when the new generation of double circle cancellers, with



*Illustration 1.5 Advertising pamphlet (Berri, 1872).*

killer bars at their base, began to supplant the squared circle dated obliterating cancellers (Stitt Dibden, 1974).

### **THE EVOLUTION OF CANCELLER TYPES IN THE CAPE COLONY**

It is natural that the changes taking place in the British Post Office should also be reflected in the design of the cancelling instruments used by the Cape postal establishment, which not only came under the umbrella-control of the British Colonial Administration, but was probably supplied by the same firms as its British

counterpart. Thus, over the years, the postal cancellers of the Cape Colony may be perceived to have undergone a series of changes and modifications in respect to both their form and their function parallel to those experienced in Britain. A major force in this process of transformation was Somerset French, who was seconded to the Cape by the Colonial Service in 1880, as deputy to Postmaster-General Robert Crozier. He was probably responsible for phasing out the plethora of canceller types in use at the Cape at the time and their replacement with one basic type, a double circle canceller which incorporated an obliterating function in its design.



Illustration 1 6



Illustration 1:7



Illustration 1:8



Illustration 1 9



Illustration 1 0



Illustration 1 11

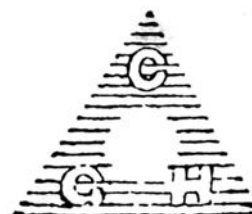


Illustration 1 2

The era of the prepaid postal adhesive began at the Cape in 1853, and was marked by the introduction of two different types of instruments, which were brought into nearly simultaneous use: the Double Oval office date stamp, intended for the dating of letters (Illustration 1: 11), and the Barred Triangle Obliterator with the letters CGH at the corners (Illustration 1: 12), to obliterate postal adhesives. In a number of cases where a post office had been opened, but had yet to receive its date stamp, postmasters canceled their mails with the Obliterator, and a date stamp was applied at the next office along the postal route. In the case of a number of establishments which were listed as post offices but had no dedicated postmaster and had no fixed location, such as those attached either to a convict station or a field-cornet's post, these were given *temporary* status and were only issued with an obliterator. Although two sizes and a number of sub-types have been identified (Goldblatt, 1983), these delivered an anonymous strike, making it difficult to link a specific instrument to a particular location.

A third type of instrument was the Octagonal Numeral Canceller (Illustration 1: 13), sixty of which had been issued as a Letter Hand Stamp in 1849. After 1853 at least three post offices continued to use theirs as an obliterator, although this does not appear to have been sanctioned by the GPO (Goldblatt, 1984).

The distribution of the Double Oval date stamp was not widespread, and probably never exceeded 120 post offices. Although the GPO continued sporadically to issue such instruments to new post offices until 1873, its use does not appear to have been popular, and by 1890 only ten were still in use. In 1857 and 1862 the Double Oval

was supplemented by two issues of a Double Arc date stamp (Illustration 1: 14) which, although quite different in form, was never intended to replace its predecessor. In total about seventy of these were supplied to post offices, the majority of them newly opened. Its circular form, however, would appear to represent a shift away from the idiosyncratic and irregular stamps of the past to a more functional type where the forces applied by a strike were evenly distributed to all parts of its perimeter.

The trend towards a more functional design was continued in the 1860s, when the Cape GPO began to experiment with a number of circular hand stamps of differing sizes and configurations. Eventually it decided upon a basic single circle canceller with a 22-24mm ring diameter, although it never settled upon a uniform face design (Illustration 1: 15). At one stage as many as nine different types were available concurrently. Eventually, in 1887, it began to distribute a single circle canceller with CGH inscribed at its base (Illustration 1: 16), and for the next thirteen years this became standard issue to all new post offices, until 1900 when it was replaced by the double circle office date stamp (Illustration 1: 17).

At about the same time, in 1864, the Barred Triangle Obliterator began to be replaced by a new type of canceller. This coincided with the issue of new rectangular perforated postal adhesives to replace the iconic but impractical *Cape triangulars*, which were already becoming the target of forgers. Known as the Barred Oval Numeral Canceller, or the onomatopoeic BONC (Illustration 1: 18), this was a coded numeral obliterator which, in its most common form, consisted of a vertical oval with a central numeral contained in a single-line box, and surrounded by nine bold



Illustration 1.3



Illustration 1.4



Illustration 1.5



Illustration 1.6



Illustration 1.7

bars set in a 3.3.3 format. Like the Barred Triangle, the BONC was intended to be used in tandem with an office date stamp, normally the single circle canceller, but, unlike its anonymous predecessor, it had the added advantage of being used as a place signifier.

The official policy of applying a double strike to every letter processed by the Post Office may not have been an onerous task in 1853, when the first postal adhesives were introduced into the Cape and the local postal establishment only numbered about 90 post offices. This may still have been the case in 1864, when this had risen to 396 and the work load of a country post master probably still did not exceed the processing of more than a few hundred items of mail per month. On the other hand the volume of traffic passing through such centres as Cape Town, Port Elizabeth and Kimberley had risen exponentially and, quite obviously, new ways of dealing with the mails would have to be devised.

It seems probable that then, as today, the quality of service delivery at peak periods, such as the months preceding Christmas and Easter, would have been reduced to avoid any backlogs. This may or may not have been done subject to official sanction but, from about 1880 onwards mails originating from the larger centres of the Colony were commonly cancelled with only a single circle dated town mark. Once begun, this practice must have spread by example to smaller country agencies so that by June 1882, when the number of post offices had risen to 608, the GPO was finding it necessary to remind its post masters of the official regulations in this regard (POC No 5, June 1882). It would be reasonable to infer that, by this stage, post masters had unilaterally decided that the use of a double strike could be dispensed with in favour of the

single circle dating stamp.

Thus the introduction of an office date stamp which combined both dating and obliterating features in its design would have addressed simultaneously two major requirements of the GPO. On the one hand there was an obvious need for a more versatile instrument which could cut in half the time required for the processing of normal mail, something that had already been realised in Britain. On the other, the Cape Post Office was clearly faced with silent grass roots resistance from its country postmasters and would have been keen to reassert its authority. Postal workers handled both outgoing and incoming mails, and would have been fully aware of cancelling procedures being implemented overseas, and the introduction of a new and progressive instrument which combined dating and obliterating functions would have gone some way towards reassuring its work force that such matters were being addressed.

As a result in 1882, the GPO began to experiment with a series of cancellers which combined, with varying degrees of success, the need to incorporate both function in the same instrument. Over the next few years a total of 66 cancellers belonging to six different types, were distributed on an experimental basis to 55 post offices (Illustration 1: 19). Of these the Squared Circle Dating and Obliterating stamp enjoyed the wider distribution, possibly because the same pattern had been found to be successful some years before in Britain. However, this group also included a double circle canceller, incorporating two killer bars in the lower part of the circle, and after trials at the GPO, this was found to be the most suitable to Cape conditions. By 1900 this had become the standard issue to all new post offices (Illustration 1: 17).



Illustration 1:18

Illustration 1 9

## CONCLUSIONS

Between 1853 and 1910 the development of the Cape postal canceller followed a gradual evolutionary path which mirrored, to a great degree parallel events taking place in Britain. This was marked by two streams: the dating of letters, and the obliteration of postal adhesives, both of which showed evidence of a changing mindset regarding the processing of mails. Ultimately both streams were to merge, as rising volumes of mail forced the Post Office to adopt a cancelling policy which incorporated the dating and obliterating of mails into one instrument.

Within this simple narrative lies a more complex story involving the manufacture of cancelling instruments, the tendering procedures followed by the GPO, the ordering

procedures followed by its Stores, and the distribution of equipment to postal agents in the field. This was further complicated by the relationship existing between the Treasury, which controlled the printing of both postal and revenue adhesives, and the Post Office which was charged with the administration of all matters postal. Added to this is the role played by Crown Agents in London, who acted for the Post Office in such matters as printing and supplies.

Unfortunately the documentation of this narrative is broken and incomplete, and barring the discovery of long-buried archival records, it is likely to remain thus. This leaves us with a number of important questions which, it is hoped, will be answered during the course of the chapters that follow.



## CHAPTER TWO

### PATTERNS OF ODS USAGE AT THE CAPE

#### INTRODUCTION

A clear strike delivered by an Office Date Stamp normally includes information relating to the place of posting, the date of posting, and the time when the mail was processed through the system. Thus there is an assumption that the data presented by a postal marking is reliable enough to be accepted at its primary face value. This is backed up by a range of postal rules and operational procedures which specifically regulate the behaviour of postal officials, the use of their office cancellers, and the manner these are issued to post office staff.

This was implemented at an early stage in the history of postal affairs when it was realised that there was a need to monitor the progress of mails through the postal delivery system, and although the British Post Office only introduced postal adhesives for the first time in May 1840, its postal markings and processing procedures had long been held to be reliable enough to be used as evidence in a court of law.

In the Madeleine Smith murder trial, for example, which was held in Glasgow in 1857, a young woman of respectable middle class background was charged with poisoning her French lover, one Pierre Emile L'Angelier, who was employed as a clerk in a seed-packing company. The affair cooled after a few years, and when Ms Smith became engaged to William Minnoch, a wealthy bachelor and a rising star in the Glasgow business world, she asked L'Angelier to return her letters. Suspecting that he was *"onto a good thing"*, the man refused to break off the liaison, and threatened to make public her correspondence. After suffering from a short bout of stomach cramps on 19 February 1857, he fell ill again on 22 February and died early the following morning. After his employers requested that a *post mortem* be carried out on his body, it was found that the cause of death had been arsenic poisoning. Because of these circumstances, Smith became the prime suspect in the police investigation that followed, and was eventually charged with his murder.

During the course of their passionate courtship the couple had exchanged some 500 letters, but as Ms Smith had destroyed those sent to her by L'Angelier and had never dated hers, the postal markings upon her surviving envelopes took on additional significance. The Crown was never able to prove that the couple had met on those dates, or that Smith had been in possession of arsenic on the 18 February, and its case ultimately came to rest upon a letter which, it alleged, proved that the couple had met briefly on the night of 22 February. The letter was merely

headed *"Wednesday"* without a date, but the postmark on the envelope had been carelessly struck and was virtually illegible. In his evidence, Rowland Hill McDonald, Controller of the Sorting Office at the Glasgow Post Office, examined the postmarks and pronounced them to be *"illegible"*, but subsequently stated that the one figure could have been a "2". Thus the letter could have been sent either on 2 February, on 12 February, or on 22 February or on any other date thereafter.

Had the Crown been able to prove conclusively in its evidence that the letter had been posted on or after 22 February 1857, then its contents would have indicated that Smith could have met L'Angelier on that date, and could therefore have had the opportunity of administering the poison. Fortunately for her the judge found that the strike delivered by the Glasgow Post Office upon the envelope was not distinct enough to be considered definitive beyond reasonable doubt, and Smith escaped the gallows (Mackay 1984: 41-47). In the aftermath of post-trial publicity, public opinion turned against her, her fiancé broke off their engagement, and after moving to London, she went on to marry an associate of William Morris, became secretary to Karl Marx's son-in-law, was a pioneer socialist and suffragette, and eventually died at the age of 93. The Glasgow Post Office, on the other hand was roundly pilloried for failing to apply a legible strike to an item of commercial mail entrusted to its care.

In South Africa, the practice of processing mails was similarly held to be reliable, and it remained common practice, right up to the 1970s, for government departments to accept country tenders forwarded by mail provided the letter was registered and the date and time of posting reflected on the canceller strike preceded the closing time of the tender. In 1913 the Union Post Office's *"Instruction to Postal Agents"* enjoined that:

*"Great care must be taken to see that the stamping is clear and legible, and that the stamps on letters etc. are properly obliterated, and that letters reaching your office are date-stamped on the back at the hour of receipt. The date-stamp must be changed daily at the commencement of business, and it should be cleaned frequently ... The cancellation of unused postage stamps for the purpose of stamp collectors, or for any other than official purposes, is strictly prohibited.*

*"The date-stamp, sealing pliers and seal must not*

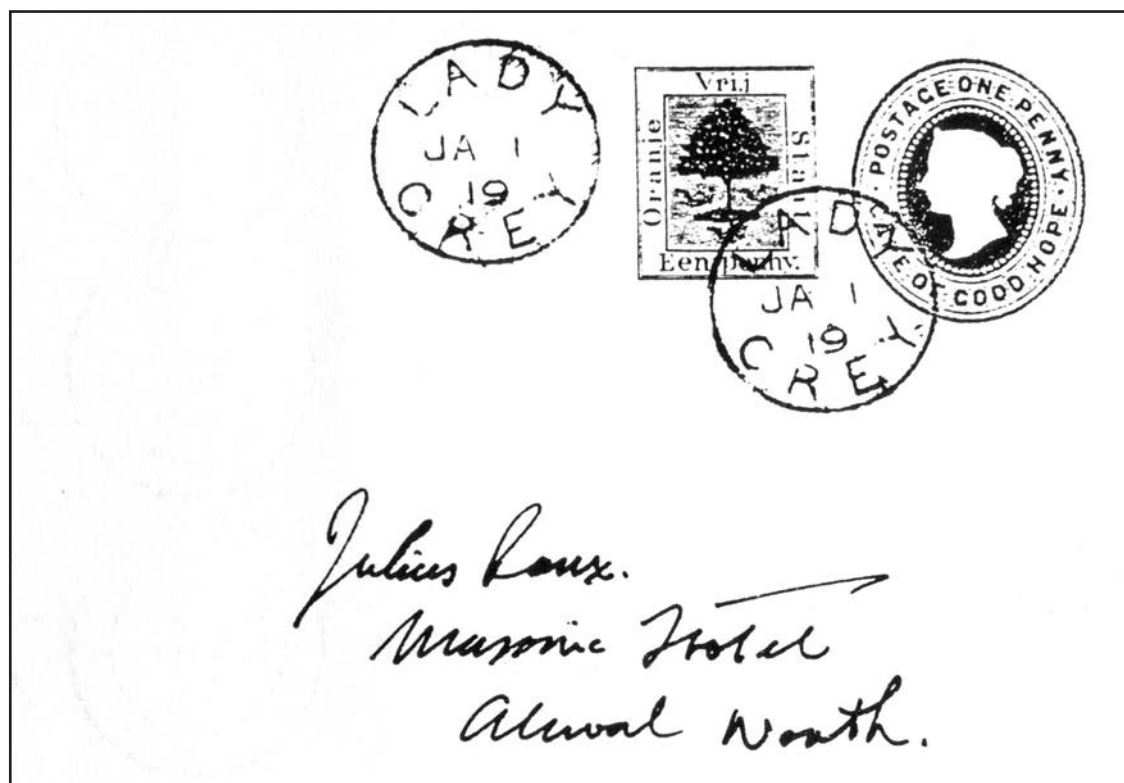


Illustration 2.2

*be used except for postal or telegraphic purposes, and no person other than a postal official must be allowed access to them" (1913: 5-6)*

The reliability of this system was also reliant upon a number of additional assumptions based upon the internal performance of the postal service. These included that:

1. Post office staff was able to process mails within a reasonable period from the time of its postage.
2. Post office cancellers provided clear and unambiguous information on an envelope relating to the place, date and time of its posting.
3. Mails could be delivered to the addressee within an acceptable time frame.
4. Post office officials could not be "*persuaded*", for a consideration, to amend their ODSs to reflect a more "*convenient*" date, and
5. The post office itself had an infrastructure in place capable of monitoring its own processing procedures and delivery times.

In one instance, in 1893, the French Consul stationed in Cape Town complained to the Postmaster General of the Cape that his personal mails were being subjected to untoward delays. After an investigation of its own records and procedures, the GPO in Cape Town found that mail to this gentleman was not being subjected to any unusual hold-ups, and although no formal charges were ever

laid, the Post Office was able to exonerate the personnel concerned.

Because of the volumes of mail carried by the modern Post Office, today the effective implementation of the above requires a process of registration and monitoring with a computer-regulated tracking system. However, a century ago postal officials in the field could still be called upon to explain any undue delays experienced in the delivery of an ordinary letter on the basis of evidence provided by the Post Office's procedural markings. To this end the Cape Post Office had in place a system of office date stamps which bore the date and place of posting as well as also, in the case of bigger post offices, the time period of processing.

#### DAILY LIFE AT THE POST OFFICE

At the start of every working day the postmaster would issue to counter staff their designated cancellers for the day, a strike of which was made in the Impressions Book and signed off against the official concerned (Illustration 2: 1). This person was then held to be responsible for that canceller until the end of the working day when it was returned to the office safe for overnight storage. If, for any reason, such as illness or early departure, the canceller had to be transferred to another member of staff, then a small change might be made to its make-up, which was then recorded in the Impressions Book and signed off by

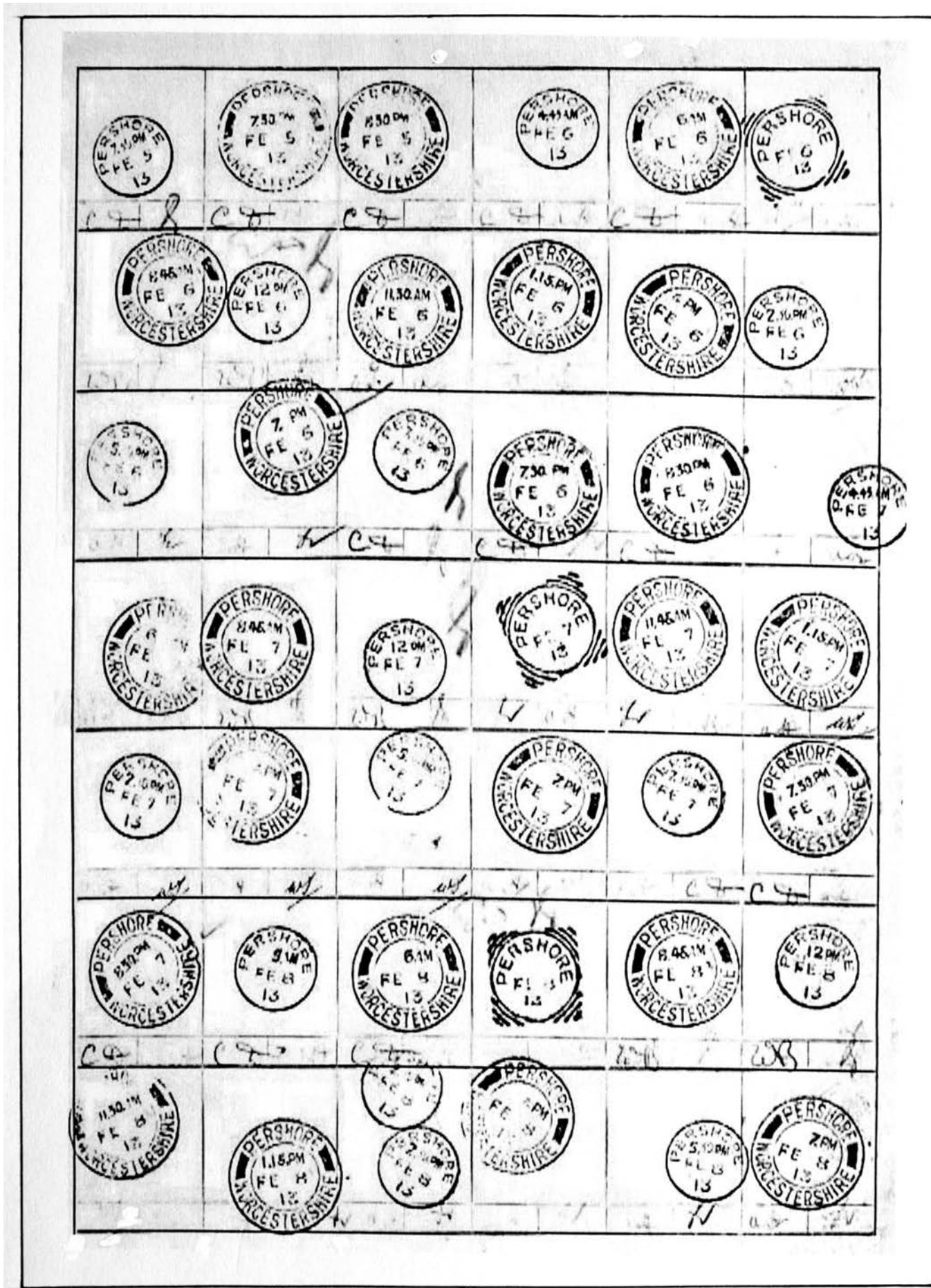


Illustration 2 1

the replacement. Such changes could include the inversion of the time code, the reversal of the year date, or the substitution of a number for a letter, such as “5P” for “SP”, denoting September. Any other alterations made to the canceller during the course of the day, such as changes to the time code, were similarly recorded. Consequently, any delays or irregularities experienced in the progress of an item of mail, from posting through to delivery, could be traced back to the official responsible and dealt with internally (Frescura 1989; Stanley Gibbons, 1981: 109-11).

Of course this assumed that other aspects of post office administration would also be able to keep pace with the changing needs of its field agencies. One such problem which arose regularly each year, towards the end of December, related to the timely requisition by country postmasters from Central Stores in Cape Town of additional date stamp lugs to reflect the new year-date. Although reminders were published in Post Office Circulars in November of each year (PO of the CGH, 1906: 62), postmasters were notoriously slow in meeting this deadline, or, as sometimes happened, the small type was lost in transit in the mailbag. They were then forced to improvise to meet their short-term operational needs. One such incident took place at the end of the nineteenth century when many rural post offices found themselves without the double zero required to denote “1900”. As a result many small establishments, such as Lady Grey, in the Division of Aliwal North, resorted to using the figures “19” until the required lugs could be forwarded from Cape Town (Illustration 2: 2). Postmasters were also expected to meet the cost of lost lugs from their own pockets, and were reminded of this fact upon taking up their positions:

*“Postmasters in taking over an office should at once see that each set of date stamp type is in order, any deficiencies being at once reported, accompanied by a P7 requisition and specimen type piece. The officer responsible for the loss of type will be required to replace it at his own expense.” (POG No 288, 1907)*

The penalty for the loss of each piece of type was fixed at 2d each (POG No 99). Additional problems were set by the fact that “the date stamps in use throughout the Colony (were) not uniform in pattern”, which necessitated the supply by the Department of two different boxes of date stamp types:

*“... containing 63 pieces and 47 pieces, respectively. The larger number is intended for use at offices where several mails are dealt with and requiring a frequent change in the index letters, and the smaller number where it is not necessary to change the index letter more than 3 times a day”. (POG No 288, 1907)*

Despite such operational difficulties however, it can generally be assumed that the information provided by the Cape’s ODS system was correct within a high rate of probability.

## SURVEY METHODOLOGY

As a result, the reading of a single unambiguous strike upon an item of mail could normally be taken as confirmation that a post office was in existence at a specific place and on a specific date, evidence which at times could run counter to other more conventional records.

A good case in point is that of Loxton, in the division of Victoria West. This was probably a farm store run by the Loxton family on their farm Phisantfontein, which included a small postal agency. In about 1897 the owner, Algernon Edgar Loxton, established a village on his farm which he modestly named after himself and later that year the GPO in Cape Town issued the agency with a new canceller inscribed LOXTON. In 1899 the Dutch Reformed Church purchased the farm from Loxton, and developed the land on its own behalf (SESA, 1972). Despite the fact that a settlement had existed there from as early as 1860, and had been known as Loxton from at least December 1897, municipal and church records only trace the founding of the village to 1899.



Illustration 2 3

A second case might be drawn from the issue to the Cape of a Single Circle ODS with the words *Cape Colony* inscribed at its base (SC.CC) (Illustration 2: 3). Archival information states that at least one such canceller was forwarded to Cape Town, from London, on 2 May 1864, while field data tells us that this canceller was in postal use on 21 June 1864. If we can allow for the fact that, at that time, it would have taken at least 42 days for the package to reach Cape Town by mail-boat (Cattell, 1984), this means that the earliest date that the canceller could have been brought into operation was on or about 14 June. As it definitely was in use by 21 June, this gives us a window of about one week within which it could have been issued. In addition, field data also shows that ODSs of a similar configuration were in use in Port Elizabeth on 15 August 1864, and in Grahamstown on 28 July 1864. Taking into account the length of overland mail delivery at that time, it seems probable that these two cancellers were forwarded

from London to Cape Town as part of the same shipment of 2 May.

Therefore the introduction of postal data into legal evidence is not based entirely upon an assumption that the information offered by a single strike is accurate, but also that it is supported by other historical documentation. The Madeleine Smith murder trial might have gone down into philatelic folklore, but in reality the judge is unlikely to have convicted her of poisoning her lover without additional proof. The prosecution had relied upon the poorly-struck impression of a date stamp for its case, but had it been able to use her mail to show a pattern of behaviour, the accused might have fared otherwise.

This means that although one single strike of an ODS might not have significant meaning within the larger scheme of a postal infrastructure, the picture changes significantly when that single strike is supported by a body of similar data. Thus, although the methodology remains open-ended, when the information from an individual case is read in the context of similar information drawn from parallel case studies, we can arrive at a number of conclusions within a high degree of probability.

Although there are a number of other instances on record where the postal evidence differs from conventional historical wisdom, generally they are only of interest to the micro historian and seldom lead to a new understanding of events at either a local or regional level. However this is not the case when a body of postal data proves the use of a postal instrument not as a single event, but over a prolonged period of time. At this stage the use of Earliest and Latest Recorded Dates of usage (ERD and LRD) become relevant as they may be used to prove the existence of similar patterns of postal use at a number of other locations. It is planned to show in subsequent chapters that, read as a whole, such data may be used to identify the initial use of some cancellers at specific post offices, possibly in an experimental capacity, their periods of maximum distribution, and their eventual replacement by new and different types of cancellers.

The use of ERD and LRD methodology may also be used to show the transition, in some specific cases, from one type of canceller to the next, where such cancellers represent a change in the operational philosophy of post office management. Two such transitions were documented in detail: one when the Colonial GPO replaced the Barred Triangle Obliterator with the Barred Oval Numeral Cancellor; and later on when it abandoned the obliteration of postal adhesives altogether by replacing them with Double Circle Dating and Obliterating office stamps. The use of such methodology has made it possible to closely identify such periods of transition, sometimes within the space of a few days.

The availability of such exact information has also made it possible to determine the policies used by the Post

Office Stores Department in its ordering procedures and its distribution of office date stamps to country agencies. More to the point, perhaps, is the fact that the Colonial Post Office at the Cape had no policies in place to deal with such procedures, and that the design, ordering and distribution of office date stamps appears to have been carried out by postal management subject only to the broadest of guidelines. This too will be shown during the course of subsequent chapters.

## SOME CASE STUDIES

The chronological tables reproduced below are the product of such a research process, and although each bar is clearly open-ended, they can be used to identify similar windows of time. In addition, the trends that they show are the result of hundreds of readings drawn from personal collections and archives from all over the world. Thus although each line might not be *exactly* correct in terms of archival *fact*, it can be held to be *generally* correct within a high degree of probability for each canceller, and for the group as a whole.

This evidence becomes yet more compelling when the results arrived at in the small sample chosen for discussion in this chapter can be shown to hold true for those of another thirty documented case studies which have not been discussed here for the sake of brevity.

The chronological tables arrived at are representative only, and have been chosen to illustrate particular points made in this chapter. Because many of the cancellers recorded in my original typology never found general use in most of the Cape's towns and villages, the number illustrated in this chronology has been reduced to six basic types. These include the following groupings:

1. The Obliterating Instruments, whose primary function was the defacement of postal adhesives. This includes the Barred Triangle CGH Obliterator and the BONC, although the latter was also used, to a lesser extent, as a town identifier. A number of other dumb obliterated may also have had local or regional significance, but no record of this has been found in the Colonial records.
2. The early ODS, used primarily to deliver an inked strike bearing the place name and date of processing. This group included both the Double Oval (DO) type of canceller, first issued in 1853, and the Double Arc (DA), first issued in 1857.
3. The Single Circle ODS (SC), whose introduction probably coincided with the switch-over to a pivot head design, and whose eight major types came to dominate the processing of mails in southern Africa for the next three decades.

4. The Experimental group of cancellers, including the Squared Circle (SQC) and, to a much lesser extent the Squared Octagon (SQ.OCT), the Compass Wheel (CW), the Hooded Circle (HC) types of ODS. Subsequent research seems to indicate that the early issue of a Double Circle (DC.EMB) ODS to Cape Town in 1892 must also have been part of this experimental group of cancellers.
5. The Double Circle ODS, in all its variant forms, which was issued extensively to post offices in the Cape from about 1900 onwards.

Therefore, for graphic purposes, some canceller types have been used as generic representatives of their group. Thus the Squared Circle (SQ) stands for all experimental cancellers from that period, the Single Circle (SC) and Double Circle (DC) represent a whole range of similar instruments, while the BONC is used to denote all BONC types, 26 of which have been recorded to date.

### SOME GENERAL FINDINGS

The basic data gathered during the course of this research was published, in extensive detail, in 2002 (Frescura) when, even without the chronological tables that have been set out below, a general historical chronology was confirmed in principle even if not in detail (Illustration 2: 4-8).

The Barred CGH Triangle Obliterator, a crude instrument whose shape, it has been alleged, was designed in emulation of the Cape's elegant triangular postal adhesive, was probably introduced in 1853 (Allis, 1930: 116) and, with a few notable exceptions, was gradually superseded in most post offices by the Barred Oval Numeral Cancellor, or BONC.

The Double Oval (DO) and the Double Arc (DA) ODS were introduced from 1853 onwards and, in their time, some 171 post offices were issued with such a canceller. For the sake of this chapter, they have been treated as one type.

In the 1880s a number of experimental cancellers found limited usage before the Colony eventually settled, in the new century, upon a combined dating and cancelling instrument with a double circle format.

The chronological tabling of this information, however, seems to illustrate a number of interesting sub-plots. Firstly, let us deal with the group of obliterated, the BTO and the BONC.

1. It is now evident that the BONC was not allocated according to some fixed master plan. An analysis of its geographical distribution does not reveal any consistent pattern of use, and it now seems probable that these instruments were ordered in batches, which were then retained in stock

by the Controller of Stores in Cape Town, and issued on an *ad hoc* basis, as and when an order for a new obliterator was received from a post office. This is dealt with in greater detail in Chapter 5. There is good reason to believe that, in time, such distribution might have been delegated to Regional, or even, Divisional Head Offices. The dream of finding some master list of BONC distribution to post offices, such as the one published by the Orange River Colony (Weinstein, 1972), is probably wishful thinking on the part of postal historians. A close look at the complex and seemingly chaotic procedures followed by the ORC Post Office in its administration of its limited stock of BONC instruments should provide us with enough reason to suppose why postal officials in the Cape never attempted to keep such a record. On the other hand, the daily record book of the Cape Stores department would make for interesting reading should such an archive ever be found.

2. BONCs were not allocated in one operation, which might also presuppose a pre-arranged geographical or hierarchical pattern of distribution, but were generally issued over a period of time to replace BTOs in established post offices, or when requisitioned by the postmasters of new establishments. This was supported by empirical data which shows that of the 70 post offices positively recorded to date have used both types of obliterator, 37% made the changeover in the 1860s, 34% during the 1870s, 17% during the 1880s, and the remaining 12% after the 1890s.
3. BONC instruments were ordered in batches. The first was delivered to Cape Town some time in June 1864 and involved numbers 1-4. They were all in the 3.3.3 format and, with few exceptions, are marked by "chunky" numerals with a somewhat squat, inelegant typeface. The second distribution, involving numerals 5-39 was probably made between 1865-9. A third distribution involving numerals 40-200, was made in 1868 or 1869.
4. Thereafter orders appear to have been made in batches of 200, each being noted for marked differences in the size and form of their numeral typefaces.
5. Groups of BONCs were sent out on loan to other postal administrations in southern Africa. BONCs in the 851-874 number range were sent to the British Central Africa Company, while a more scattered group, ranging from 809-957, was allocated to the BSA Co; the ORC was sent a range of individual BONCs from numerals

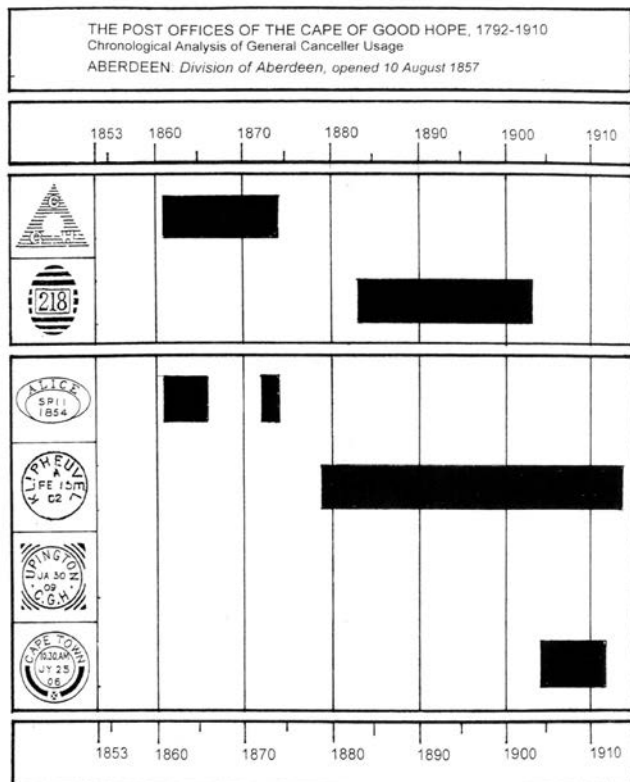


Illustration 2 4

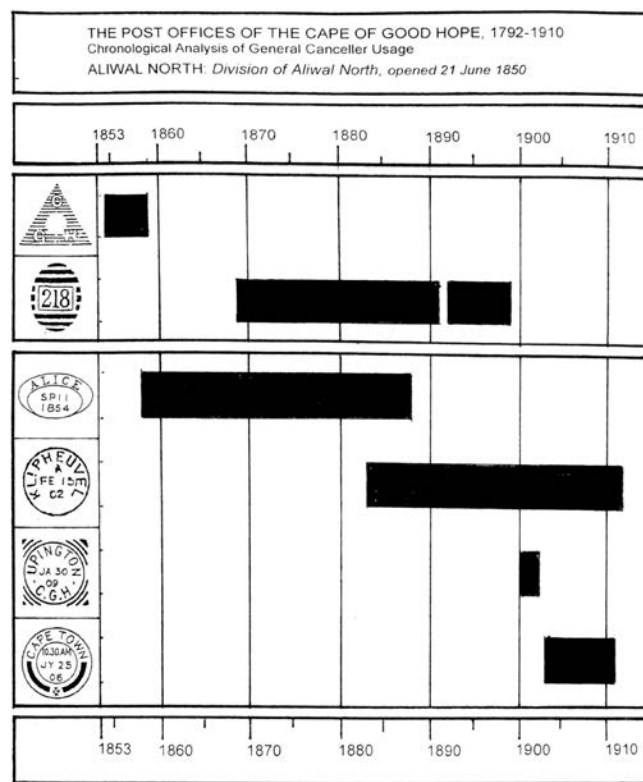


Illustration 2 5

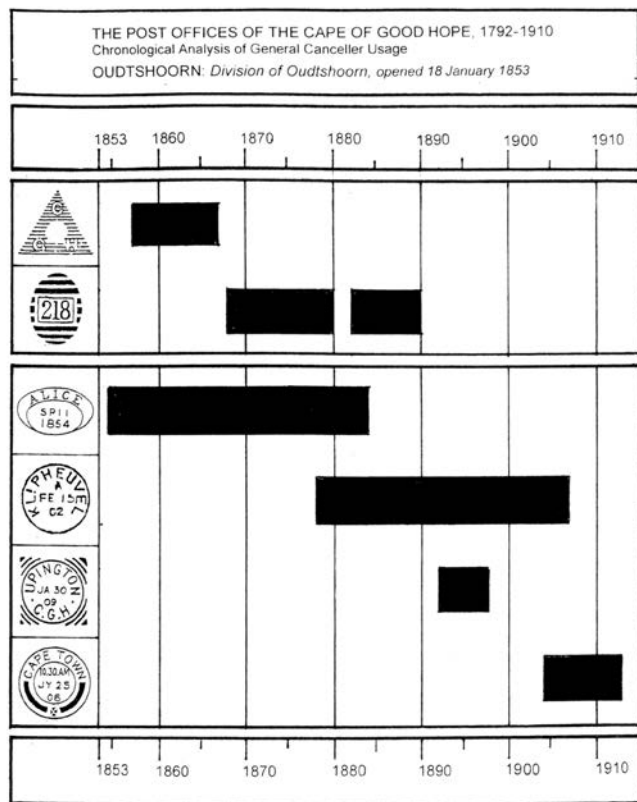


Illustration 2 6

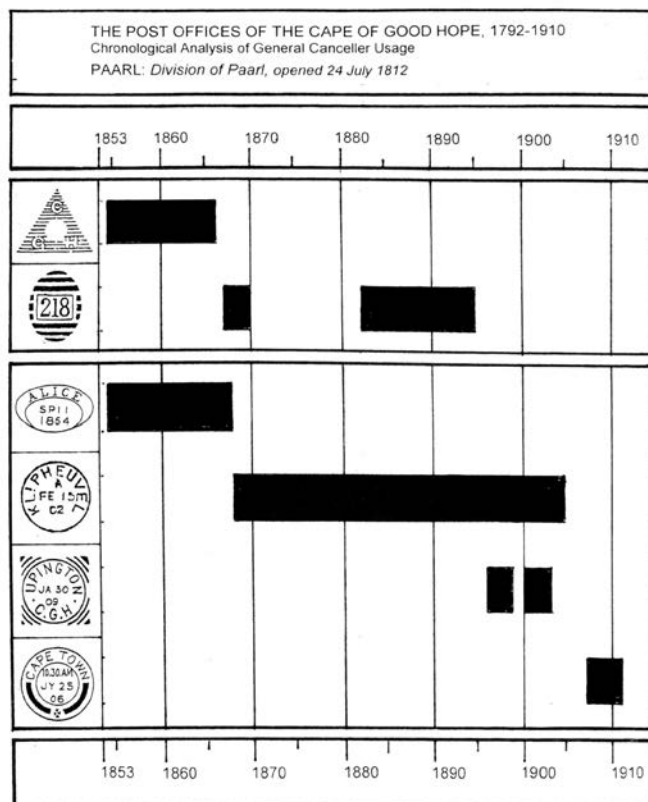


Illustration 2 7

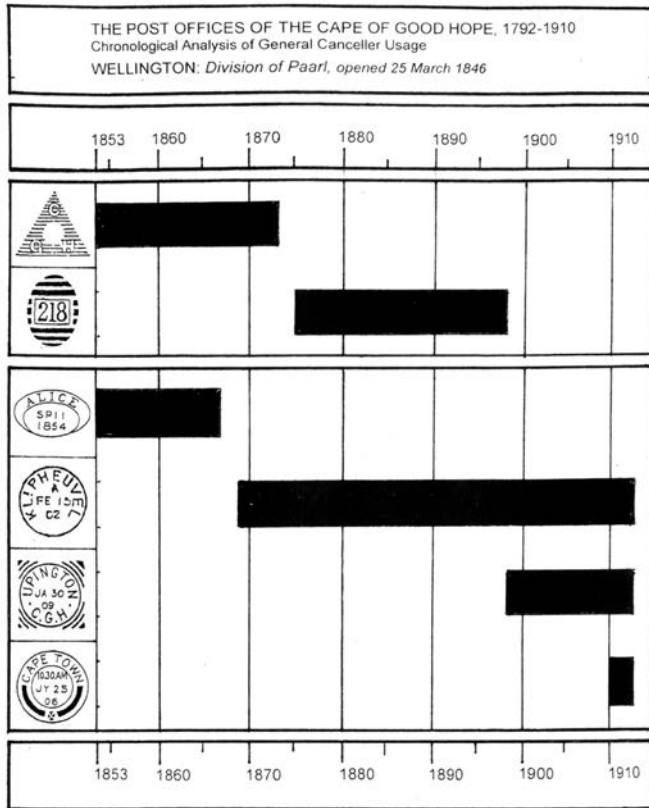


Illustration 28

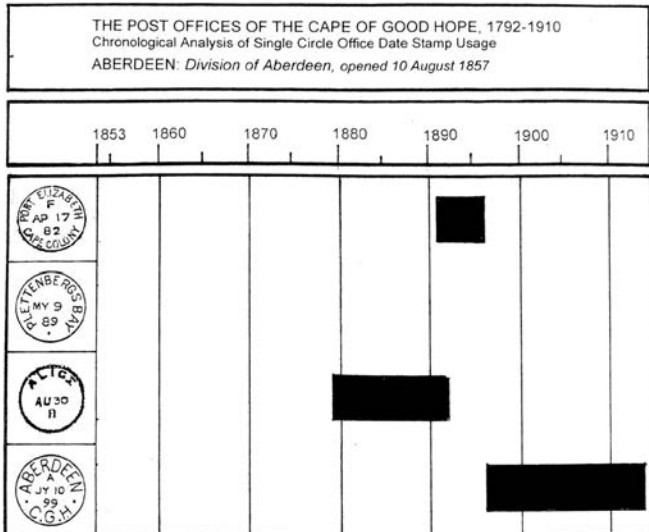


Illustration 29

1093-1398, while a handful were also sent to the Transvaal, probably in the era preceding the establishment of the ZAR. At least two of these are known to have been used in Swaziland, and were never returned to stores in Cape Town.

The patterns of ODS usage established by the chronological tables are equally revealing.

1. There was no clear pattern of usage indicating that the transition from one type of canceller to the next took place on a replacement basis. This was particularly noticeable in the case of the Single Circle ODS (Illustrations 2: 9-13), whose use in many postal agencies is marked by substantial overlaps in time. This indicates that many offices retained their old cancellers and continued to use them together with the new ones, presumably until the former became unusable and had to be scrapped.
2. By the same token it would seem that once issued to an office, a canceller remained there for as long as it continued to be functional. This includes the large single circle relief canceller issued by the Cape GPO to country post offices from 1891 onwards. Significantly, none of the larger regional offices, including Port Elizabeth, East London, King William's Town and Kimberley, are recorded to have been issued with a relief canceller of this description, presumably because there was no shortage of other cancellers available for daily use.
3. A more intensive recording of dates of usage of the large Single Circle Relief Cancellor (SC.RLF) also seems to indicate that although it remained with the office of issue, it only saw sporadic use and was not issued daily. This must reinforce the original findings, namely that this was a designated "relief" canceller subject to use only when the primary ODSs were sent to Central Stores for repair.
4. This therefore leads us to question whether other cancellers already issued to post offices, but overtaken by more recent types, were not, in fact, kept back for precisely this same function and also acted, from time to time, as *ad hoc* relief cancellers. Regrettably I did not keep a complete record of every one of the thousands of strikes recorded, but now that the periods of overlap usage are known, more focused research may become possible.
5. One area where the use of the relief canceller has left a number of questions unanswered, has been its failure to find more widespread distribution during and immediately after the South African War of 1899-1902, when Republican forces routinely made it their business to burn down any of the postal establishments they encountered. Effectively very few of the post offices affected by the conflict were issued with such an instrument, and none were recorded in use in the period following the cessation of hostilities when, presumably, the need for relief cancellers would

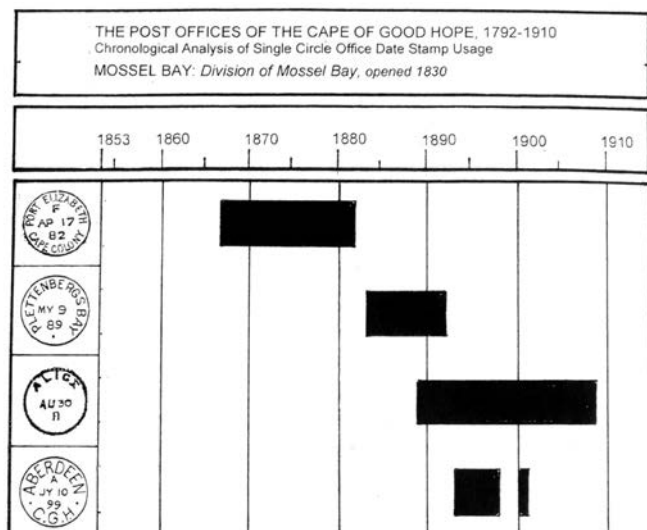


Illustration 2 0

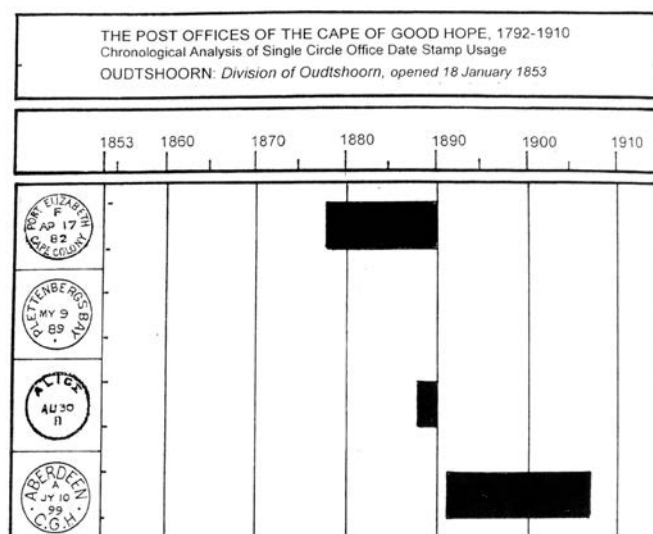


Illustration 2 11

have been the greatest.

- The last point to be highlighted by many of the chronological tables drawn for individual towns, is the ambiguous role played by the Single Circle class of ODS with no bars or markings at the base (SC.BAB). While in some instances, such as Malmesbury, Molteno and Nelspoort they clearly form part of a transitional process, in other instances, such as Aliwal North, Beaufort West, Burghersdorp and Richmond (not illustrated), their use overlaps with not one but many subsequent canceller types which were supposedly issued in its stead. One must therefore question why this canceller type had such a sustained period of usage when other types of ODS had a much

shorter life span. It may be argued that it had an applied and much more limited designated function, such as the Telegraphs Counter, which might explain why it appears on so many surviving telegraph forms. This would seem to support Goldblatt's contention (1984) to this effect, although evidence discussed elsewhere in this book would seem to indicate otherwise.

## THE CHRONOLOGICAL CHARTS

For the purposes of comparative analysis the divisional centres of Aberdeen, Aliwal North, Mossel Bay, Oudtshoorn, Paarl and Wellington have been selected for discussion. However, these are supported by at least 25 other case studies which were examined in similar detail.

The post office of Aberdeen was opened on 10 August 1857, but its documented postal history does not begin until 10 November 1861, when its Double Oval (DA) ODS was first recorded in postal use. Its Barred Triangle Obliterator (BTO) was similarly first recorded in use in November 1861, possibly on the same document. It seems fairly certain, therefore, that the two instruments were issued to the postmaster, Mr CF Heugh, at about the same time, and quite soon after the opening of his establishment. Similar conclusions could be drawn from most of the case studies opened after 1853 under examination.

In the case of Aberdeen, no further BTO usage was recorded after 28 August 1874, but its use of BONC 205, associated with this office, was only noted for the first time on 7 July 1883. It seems sensible to assume therefore, that the transition between the two instruments took place during this hiatus, from 1874 to 1883, a wide gap that can only be reduced contingent to the discovery of additional field data. This point was perhaps better illustrated in the instances of Oudtshoorn, Paarl and Wellington where the gap between obliterating instruments was less than 18 months (Illustrations 2: 4 and 6-8). Even more remarkable was the case of Bedford (not shown), where the transition period has been narrowed down to a mere 16 days.

It is significant to note that the time line for Aberdeen's BONC 205 comes to an end sometime in about 16 October 1903, and that the town's Double Circle ODS came into use on or before 7 December 1904 (Illustrations 2: 2). This was a pattern of usage between these two instruments which was found to hold true for all of the 30 offices chosen for detailed study. Given the fact that the new generation of ODS, which came to be typified by the double circle canceller, set out to provide the Post Office with a *dating and obliterating* facility, it appears sensible to conclude that the era of BONC obliterators effectively came to an end upon the introduction of the double circle ODS.

This also included the range of Experimental ODS, first introduced to the Cape in 1882, which only had a small

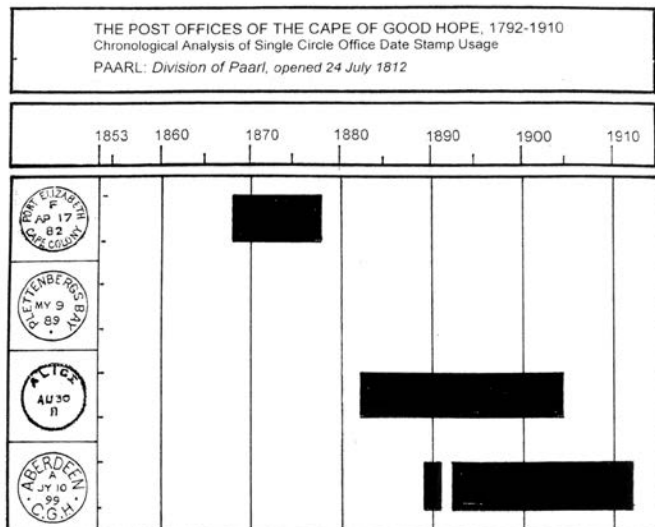


Illustration 2 1

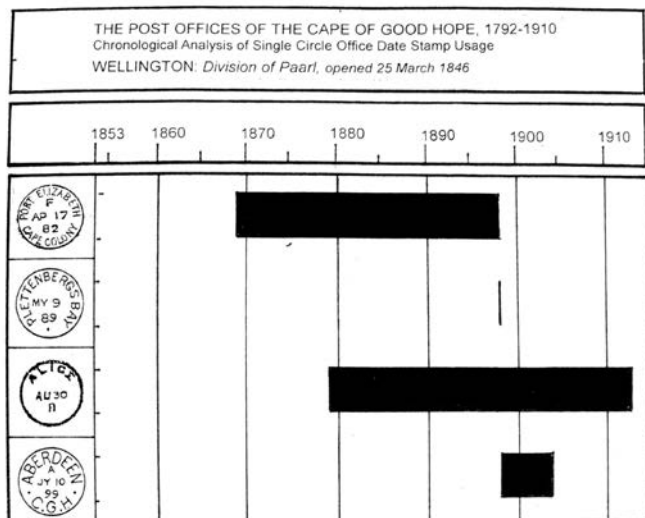


Illustration 2 3

but influential distribution in the Colony. Their issue to Aliwal North, Oudtshoorn, Paarl and Wellington also brought to an end the use of BONC instruments at those post offices, and illustrates my argument for the replacement of BONC obliterators by the new generation of dating and obliterating instruments. Obviously this did not take place at once throughout the Colony, but on a staggered basis as each post office requisitioned a canceller of the new type to replace its ageing Single Circle ODS.

This is an important conclusion in the study of Cape cancellers, for it establishes a series of potential *latest date of usage* for any postal agency where both the BONC and the double circle ODS had been deployed. This does not mean that overlaps between the two instruments are not possible, just that such occurrences must have been

extremely rare. To the best of my memory only one or two instances were ever brought to my notice over the whole period of my research where both cancellers had been used on the same proving cover (Frescura & Nethersole, 1991). Both were probably illegally stamped for collectors and, in retrospect, may well document the day that the change-over was made between the two instruments.

It also marks a significant turning point in the history of the Colonial Post Office, as it heralds a time when its management, finally made the transition from the obsessive obliteration of postal adhesives to a more rational approach towards the processing of mails. There is no doubt that this was probably forced by the growing volumes of mail that it had to process on a daily basis, but it is also the result of a more realistic attitude towards the employment of postal staff in a more productive and time-efficient manner.

The use of various types of postal instruments issued to all thirty post office establishments under consideration shows a steady transition from the earliest dated town cancellers, both the DO and the DA, through a series of single circle cancellers of various configuration, to the Experimental cancelling and obliterating instruments, and finally to the Double Circle ODS. There is ample evidence to show that such transitions were not sudden, but usually involved prolonged periods when two or more types of canceller were used at the same time (Illustrations 2: 4-8).

This point is perhaps best made by the chronological tables showing the use of Single Circle ODS at both Mossel Bay and Wellington, although charts for almost every other case study might have made the same point equally well (Illustrations 2: 10 and 13).

Significantly, in a few cases, such as that of Aberdeen, the results for the Single Circle ODS proved to be inconclusive, but this could be ascribed to an absence of field evidence rather than the fact that these represented exceptions to the rule. On the other hand, there is no doubt that the Single Circle ODS, in all of its variant forms, was the workhorse canceller of the Cape Post Office, and the processing of its mails from the 1870s through to 1910 are dominated by this canceller type.

These chronological tables also revealed a number of additional points of potential importance. The Single Circle ODS with the post office name inscribed both top and bottom (SC.NTAB), did not feature strongly in almost all of the case studies chosen for closer analysis, and its place in the historical hierarchy of cancellers remains undefined. This will be discussed more fully in Chapter 8. Similarly a number of other cancellers, although well documented by field data, are shown to have played a relatively minor role in the running of the Cape Post Office. These include the various idiosyncratic Experimental Cancellers, and the Single Circle Relief ODS (SC.RLC), none of which had either a prolonged usage or a significant distribution



in the Cape's postal establishment. A few post masters appear to have welcomed the Squared Circle ODS and kept it in use for a decade or more, such as in the case of Mafeking and Wellington, but in most other cases the type was abandoned just as soon as it could be replaced by the seemingly more efficient Double Circle ODS (Frescura, 2002).

In the case of Victoria West, which was not chosen for detailed investigation, its SQC.ODS was retained in service for over 28 years, from 1896 to 1924, well beyond its expected functional and political life span, but then this post office had a previous record of longevity for other ODSs. Its elderly Double Oval cancellers, of which it had two, were in use consecutively from 1854 to 1880, before they were replaced by a Single Circle (SC.BAB) instrument in March 1882. Perhaps, therefore, some towns developed an attachment to their post office cancellers as part of a regional or civic identity, much as the postal adhesives of a country contribute to its national identity.

The Single Circle Relief ODS, on the other hand, only enjoyed a small and widely scattered distribution, and although there is evidence that, in some instances, it remained with its office of issue, it does not appear to have entered service as an ODS in its own right. I have never been able to examine at first hand a specimen of this canceller type, but I can only surmise that it had a structure which allowed for the use of movable fonts, which would have made it unsuitable for prolonged use at a post office counter. Consequently its use was extremely limited.

## **CONCLUSIONS**

The chronological tables produced for the various post

offices in this study all show that, over time, they shared to a remarkable degree in the same patterns of canceller usage. The details of their chronology obviously differ, but the broad patterns of canceller usage remained essentially the same. The broad patterns of usage for the ODS as a whole, as well as those relating to the Single Circle type (Illustrations 2: 10-13) all follow the same paths of development indicating the fact that their design was not a matter of individual and haphazard choice, but the subject of deliberate design implementation.

Unfortunately, a lack of archival documentation does not allow us to establish what policy decisions were made, when they were made, who was responsible for making them, and who implemented them. This would have been complicated by two factors: the changing nature of ODS head technology, moving from the screw-type mount to a swivel head, and eventually to a more efficient but increasingly more expensive movable type; and the need to run a postal infrastructure economically and often under less than desirable field conditions.

These chronological tables therefore provide a useful continuum within which to plot out events of a social, economic and political nature external to the postal system. They also make it possible to map out areas of inconsistency and breakdowns of continuity. Aberdeen, for example, is recorded to have used two different instruments of the Double Oval type, and a change-over from one to the next must have taken place sometime between 3 July 1866 and 9 August 1872. The reasons for this event are not known, but its identification on the village's chronological time line has narrowed down the period when it must have taken place, and has made it possible for local historians to contextualise it within the larger social fabric of its time.



## CHAPTER THREE

# A TYPOLOGY OF CAPE POSTAL MARKINGS

### INTRODUCTION

A typology is essentially a construct, which creates generalised stereotypes for the purpose of analysis and communication. It is not a hard and unchanging end unto itself, but rather should be considered as an organic whole, capable of growth, alteration and extension.

The creation of a typology is generally not difficult, and most simple lists tend to use either an alpha or a numeric system of classification, Type A-Z and Type 1-10 being the most common. Slightly more complex typologies use an alpha-numeric system, such as Type 1A, to describe a system of types and sub-types. The problem with such enumerations, however, is four-fold. Firstly, they are linear in nature, and can work only so far as the numbering remains containable or, in the case of an alpha system, the number of types is less than the number of letters in the chosen alphabet. Secondly, they are not easily communicable, and require constant redefinition. “Type A”, for example, may mean different things to different disciplines: to medics it’s a blood group, to geologists it’s a soil profile, and to psychologists it’s a behaviour pattern. Thirdly, they are clumsy and difficult to extend. An alpha-numeric system, for example, can extend linearly with numbers and laterally with letters, but when the discipline demands a typology of complex sub-classifications, then this system becomes too unwieldy to remain practical.

However the most obvious failing of an alpha-numeric system is its inability to cope with the open-ended requirements of most data collation. This is particularly true of historical research, where chronology is an important component, and where the ability to slot in new information without resorting to incorrect sub-typing is often a pre-requisite.

Regrettably new authors entering an established field of research often find it easiest to adopt a different typological system from those used by their predecessors. The problem is not necessarily of their own making, for each has found, in their own time, that new items of information could not find a convenient niche in the linear system of classification used previously, and duly produced a new linear typology of their own. Thus a common problem with most typologies is that they do not take into account the cumulative nature of knowledge and the inevitable fact that, in many ways, we all stand on the shoulders of those who came before us.

### THE NETHERSOLE-FRESCURA SYSTEM

Michael Nethersole and I began to work on this problem in the early 1980s, and our first publication on the subject (Nethersole and Frescura, 1983) used an alpha-numeric system of classification. In an attempt to incorporate the work of others, we adopted a ponderous system of triple columns, whereby our own type numbers were set out parallel to those used by previous researchers. Although this publication was well received and a number of researchers and auction houses have used it since as a basis for description, the resultant discovery of new material quickly exposed its limitations, and it became clear that a new method of cataloguing our data would be required.

However we were not yet ready to abandon the principles of an alpha-numeric system, and for the next ten years we continued to experiment with a number of alternatives. The most successful was one which joined a type number followed by an acronym of its sub-type. In these terms “Type 5BAB” was used to describe the Type 5 single circle office date stamp bare at its base, “Type 19EMB” was a double circle office date stamp with two killer bars and an emblem at its base, and so on. Despite being a significant step forward, the system was still unworkable and incapable of chronological adaptation.

The root of the problem, of course, lay in our respective educational and professional backgrounds. Michael was an engineer, I am an architect, and most of our training was steeped in a *structuralist* ethos, a method of enquiry which proceeds from the premise that all activity can be analysed objectively as a science. Structuralists usually attempt to identify the elements in their area of specialisation which abide by the rules of unitary organisation. Once these elements are found, they are located within a framework or an inter-connected grid. The relationships are then held to constitute the overall structure which is assumed, ultimately, to be at the root of the phenomenon. Once this structure is established, all activity in this field can be explained in its terms. Because of this, many of its practitioners have been led to assign to it the status of an objective science.

Essentially what this means, is that structuralists make lists. Lots of them. And because the work of postal historians used to be, and firmly remains an extension of philately, lists have become an integral part of postal history. Lists unto themselves are important, as they allow for the organisation of data into sets, chronologies and patterns, and can describe and inform the data itself.

Unfortunately, to some, they have become an end unto themselves. Like philately they seek completion and closure, which is why our lists, based on alpha-numeric systems of ordering and analysis, kept on collapsing. There were no absolutes we could turn to, no holy grail of archival material.

Unbeknown to us we had already moved on to a manner of thinking which colleagues in other disciplines were describing as Post-Structuralist, a system of thought which holds that objects, words and events should be read as texts, subject to sub-texts, contexts and silences, and recognises that a state of inter-contextuality exists between texts, and even between the texts and the observer. It is an open-ended system that recognises that with changing context, new readings of old texts become possible.

We also acknowledged that, in our use of the Socratic argument, there could be no single or absolute truth, only a mediated one subject to shifts and changes as its historical and social context also evolved. Lists seek to create truths, absolute and unchanging, whereas we needed a system which could describe and order while being capable of extension and growth.

Without realising it, the answer to our problem had already been provided in our first book (Frescura and Nethersole, 1991), where the barred oval numeral canceller of the Cape of Good Hope had been abridged to BONC. To our minds the acronym had a fine onomatopoeic quality, which reminded us of the dull thud made by a post office canceller when applied to a letter.

A qualitative mental leap forward was made in about 1993 when we devised an ordering based upon a twin system of mnemonic acronyms, the first part describing the form of the canceller, while the second described its function. Further definition was felt to be typologically irrelevant, and best left to each individual description. As a result a typical entry in my next publication (Frescura, 2002) read as follows:

*SC CGH name 9 3' clock, rounded typeface*

where "SC" stands for single circle; "CGH" for the letters inscribed at the base of the canceller; "name 9-3 o'clock" indicates that the name of the post office runs from 9 o'clock on the left hand to 3 o'clock on the right hand side of the face; and "rounded typeface" defines the typeface used. The last is normally given only when two or more cancellers of the same type are known to have been used at the same post office.


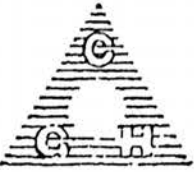

























Although not finite, this system has proven thus far to be workable, capable of adjustment and, because it uses mnemonics, easily remembered. To date I have as yet to find a Cape canceller whose form cannot be described in these terms. A listing of these acronyms has been included




















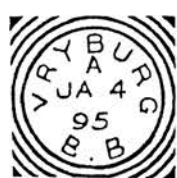






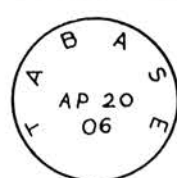
in the glossary of abbreviations and terms found at the front of the book.




























The tabulation which follows illustrates the various types of cancellers used by the Cape Post Office and gives the acronyms used to describe them (Illustration 3: 1-4). For various reasons I have limited myself to the instruments used as cancellers and obliterators during the era of postal adhesives. Hand-struck letter stamps have been excluded, save for the octagonal numeral, three of which are recorded to have been used after 1853 to cancel stamps.




























A second tabulation (Illustration 3: 5) shows the most common typefaces used on office date stamps as well as examples of some altered and mis-engraved faces, including reversed N and Z letters.

Although I realise that the re-invention of the wheel is an affliction to which academic authors are particularly prone, I genuinely hope that other researchers will accept this argument against the continued use of an alpha-numeric system, and that this typology will, in future, find wider application in the context of general southern African philately.

 <p>ON OCTAGON NUMERAL</p>	 <p>BTO BARRED TRIANGLE OBLITERATOR</p>	 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 218 in a (3.3.3) configuration indicates 3 bars above, 3 bars on either side, and 3 bars below the numeral box.</p>
 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 227 in a (2.5.2) configuration in a horizontal format.</p>	 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 1 in a (3.3.3) configuration, number reversed with flat serif.</p>	 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 3 in a (3.4+4.3) configuration, with 4 thick plus 4 thin side bars. Was probably unique to Grahamstown.</p>
 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 2 in a (4.6.4) configuration with thin bars.</p>	 <p>BONC BARRED OVAL NUMERAL CANCELLER</p> <p>BONC 1 in a (6.6.6) configuration with broken thin bars. Probably unique to Cape Town.</p>	 <p>BONC.DX BARRED OVAL NUMERAL DUPLEX CANCELLER</p>
 <p>DUMBO.BS DUMB OBLITERATOR BARRED STAR</p>	 <p>DUMBO.BC DUMB OBLITERATOR BARRED CIRCLE</p>	 <p>BCNC BARRED CIRCLE NUMERAL CANCELLER</p>
 <p>BDNC BARRED DIAMOND NUMERAL CANCELLER</p>	 <p>UFC UNFRAMED CIRCLE</p>	 <p>DA DOUBLE ARC</p>
 <p>DO DOUBLE OVAL</p> <p>Town name in serif typeface.</p>	 <p>DO DOUBLE OVAL</p> <p>Town name in sans serif typeface.</p>	 <p>DO.WGL DOUBLE OVAL WEST GRIQUALAND</p> <p>Used in Griqualand West.</p>
 <p>SC.CC SINGLE CIRCLE CAPE COLONY</p> <p>No dot separators.</p>	 <p>SC.CC (.CC.) SINGLE CIRCLE CAPE COLONY</p> <p>Dot separators on either side.</p>	 <p>SC.CC (C-C) SINGLE CIRCLE CAPE COLONY</p> <p>Dot or hyphen separators.</p>
 <p>SC.CC SINGLE CIRCLE CAPE COLONY</p> <p>Serif typeface.</p>	 <p>SC.BAB SINGLE CIRCLE BARE AT BASE</p>	 <p>SC.BAB SINGLE CIRCLE BARE AT BASE</p> <p>Name 10 - 2 o'clock.</p>
 <p>SC.BAB SINGLE CIRCLE BARE AT BASE</p> <p>Name 9 - 3 o'clock.</p>	 <p>SC.BAB SINGLE CIRCLE BARE AT BASE</p> <p>Name 8 - 4 o'clock.</p>	 <p>SC.BAB SINGLE CIRCLE BARE AT BASE</p> <p>Name 7 - 5 o'clock.</p>

 <p>SC.DOT SINGLE CIRCLE DOT AT BASE</p>	 <p>SC.EMB SINGLE CIRCLE EMBLEM AT BASE</p>	 <p>SC.NTAB SINGLE CIRCLE NAME TOP AND BOTTOM</p>
 <p>SC.NAB NAME AT BASE</p>	 <p>SC.NLOC SINGLE CIRCLE NAME AND LOCATION AT BASE</p>	 <p>SC.PO SINGLE CIRCLE POST OFFICE AT BASE</p>
 <p>SC.CGH SINGLE CIRCLE CGH AT BASE  No dot separators between town name and CGH.</p>	 <p>SC.CGH SINGLE CIRCLE CGH AT BASE  Dot separators between town name and CGH.</p>	 <p>SC.GW SINGLE CIRCLE GW AT BASE  Used in Griqualand West.</p>
 <p>SC.BAS SINGLE CIRCLE BASUTOLAND AT BASE  Used in Basutoland.</p>	 <p>SC.BB SINGLE CIRCLE BB AT BASE  Used in British Bechuanaland.</p>	 <p>SC.BECH SINGLE CIRCLE BECHUANALAND AT BASE</p>
 <p>SC.KAEMB SINGLE CIRCLE KILLER ARC AND EMBLEM</p>	 <p>SC.KANUM SINGLE CIRCLE KILLER ARC AND NUMERAL</p>	 <p>SQC.CC SQUARE CIRCLE CAPE COLONY  SQC.CC in a (1+3) configuration indicates one inner circle plus three corners.</p>
 <p>SQC.CGH SQUARE CIRCLE CAPE OF GOOD HOPE  SQC.CGH in a (1+3) configuration indicates one inner circle plus three corners.</p>	 <p>SQC.CGH SQUARE CIRCLE CAPE OF GOOD HOPE  SQC.CGH (2+3) configuration indicates two full inner circles plus three corners.</p>	 <p>SQC.NLOC SQUARE CIRCLE NAME AND LOCATION</p>
 <p>SC.NTAB SQUARE CIRCLE NAME TOP AND BOTTOM</p>	 <p>SQC.BB SQUARE CIRCLE BRITISH BECHUANALAND</p>	 <p>SQ.OCT SQUARE OCTAGON</p>
 <p>CW.CC COMPASS WHEEL CAPE COLONY AT BASE</p>	 <p>CW.CGH COMPASS WHEEL CAPE OF GOOD HOPE AT BASE</p>	 <p>TDC TRUNCATED DOUBLE CIRCLE</p>
 <p>HC HOODED CIRCLE  Dot separator between QUEENS and TOWN</p>	 <p>HC HOODED CIRCLE  Hyphen separator between SIMONS and TOWN</p>	 <p>SC.RLC SINGLE CIRCLE RELIEF CANCELLER</p>

	DC.EMB DOUBLE CIRCLE EMBLEM		DC.NUM DOUBLE CIRCLE NUMERAL		DC.NLOC DOUBLE CIRCLE NAME AND LOCATION
	DC.NTAB DOUBLE CIRCLE NAME TOP AND BOTTOM		DC.CGH DOUBLE CIRCLE CAPE OF GOOD HOPE		DC.BAB DOUBLE CIRCLE BARE AT BASE
	DIVC.CC DIVIDED CIRCLE		SC.OPO SINGLE CIRCLE OCEAN POST OFFICE		SC.APO SINGLE CIRCLE ARMY POST OFFICE
	DC.APO DOUBLE CIRCLE ARMY POST OFFICE		SC.TPO SINGLE CIRCLE TRAVELLING POST OFFICE		DC.TPO DOUBLE CIRCLE TRAVELLING POST OFFICE
	DC.CGR DOUBLE CIRCLE CAPE GOVERNMENT RAILWAYS		DC.FS DOUBLE CIRCLE FOREIGN SERVICE		SC.PMG SINGLE CIRCLE POSTMASTER GENERAL
	SC.GPO SINGLE CIRCLE GENERAL POST OFFICE		SC.HPO SINGLE CIRCLE HEAD POST OFFICE		SC.HO SINGLE CIRCLE HEAD OFFICE
	SC.NPB SINGLE CIRCLE NEWSPAPER BRANCH		SQC.NPB SQUARE CIRCLE NEWSPAPER BRANCH		CW.NPB COMPASS WHEEL NEWSPAPER BRANCH
	SC.RO.BAB SINGLE CIRCLE RAILWAY OFFICE BARE AT BASE		SC.RO SINGLE CIRCLE RAILWAY OFFICE		SC.RTO SINGLE CIRCLE RAILWAY TELEGRAPH OFFICE
	SC.TO SINGLE CIRCLE TELEGRAPH OFFICE		SC.CTO SINGLE CIRCLE CENTRAL TELEGRAPH OFFICE		SC.HTO SINGLE CIRCLE HEAD TELEGRAPH OFFICE

 <p>SC.R SINGLE CIRCLE REGISTERED</p>	 <p>HC.R HOODED CIRCLE REGISTERED</p>	 <p>SC.RLO SINGLE CIRCLE REGISTERED LETTER OFFICE</p>
 <p>UFO.R UNFRAMED OVAL REGISTERED</p>	 <p>PO.R POINTED OVAL REGISTERED</p>	 <p>SO.R SINGLE OVAL REGISTERED</p>
 <p>SO.RLO SINGLE OVAL REGISTERED LETTER OFFICE</p>	 <p>SO.LS SINGLE OVAL REGISTERED LETTER SECTION</p>	 <p>DO.RLS DOUBLE OVAL REGISTERED LETTER SECTION</p>
 <p>SC.PAR SINGLE CIRCLE PARCELS</p>	 <p>SC.PARO SINGLE CIRCLE PARCELS OFFICE</p>	 <p>DC.PAR DOUBLE CIRCLE PARCELS</p>
 <p>CORKO CORK OBLITERATOR</p>	 <p>SC.RB SINGLE CIRCLE RECORD BRANCH</p>	 <p>DC.RB DOUBLE CIRCLE RECORD BRANCH</p>
 <p>SC.PR SINGLE CIRCLE POST RESTANTE</p>	 <p>SC.TEX SINGLE CIRCLE TELEPHONE EXCHANGE</p>	 <p>DC.T DOUBLE CIRCLE TAX SECTION</p>
 <p>SC.PAID SINGLE CIRCLE POSTAGE PAID</p>	 <p>SC.CLK SINGLE CIRCLE CHARGE CLERK</p>	 <p>SC.MOO SINGLE CIRCLE MONEY ORDER OFFICE</p>
 <p>SC.MOB SINGLE CIRCLE MONEY ORDER BRANCH</p>	 <p>SC.RET SINGLE CIRCLE RETURNED LETTER OFFICE</p>	 <p>DC.RET DOUBLE CIRCLE RETURNED LETTER OFFICE</p>
 <p>SC.CB SINGLE CIRCLE CERTIFICATE BRANCH</p>	 <p>SC.PBS SINGLE CIRCLE PRIVATE BOX SECTION</p>	 <p>TO.PBS TRIPLE OVAL PRIVATE BOX SECTION</p>



SHORT ROUNDED TYPEFACE



SHORT COMPACT TYPEFACE



TALLER ROUNDED TYPEFACE



TALLER COMPACT TYPEFACE



ROUNDED TYPEFACE



COMPACT TYPEFACE



BLOCKED OR SQUARED TYPEFACE

COMMON VARIETIES OF TYPEFACES USED



SC.BAB  
asymmetrical, name 9-4 o'clock



SC.BAB  
after vandalism of outer ring



SC.NTAB  
before and after deletion of left hand dot and No. 1 at base.



EXAMPLES OF ALTERED CANCELLER FACES

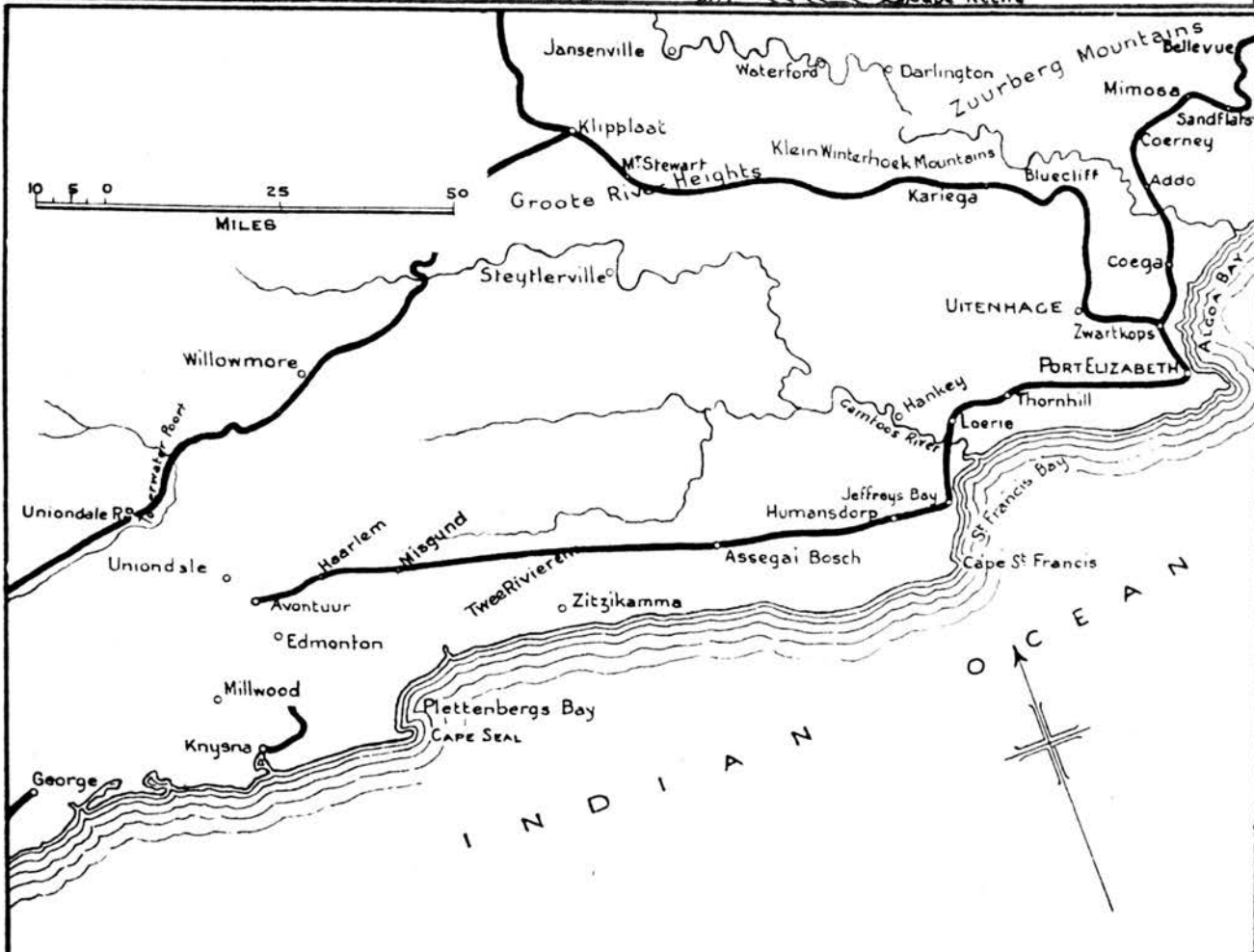
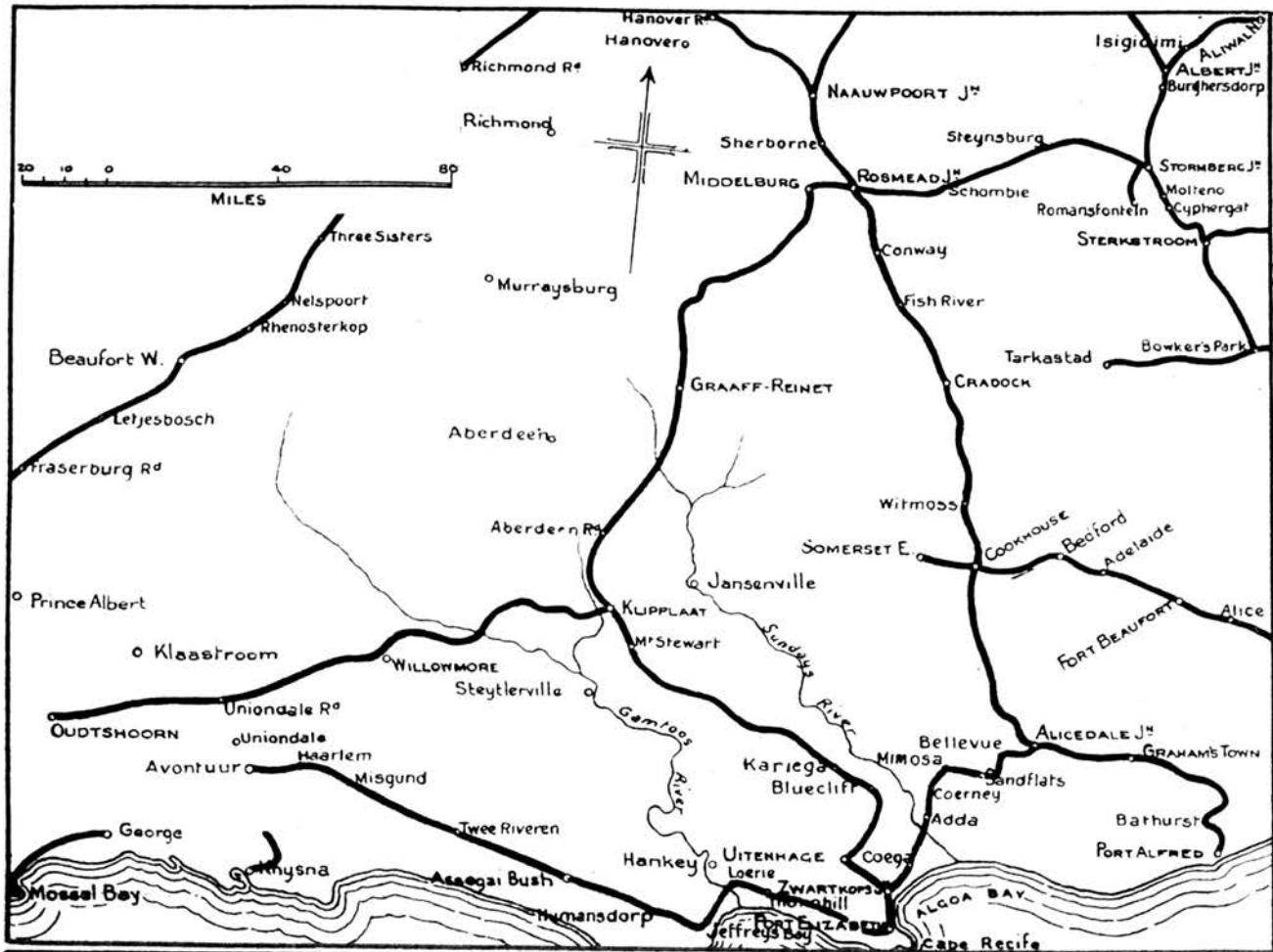


DC.EMB N REVERSED



SC.DOT Z REVERSED

EXAMPLES OF MIS-ENGRAVED CANCELLERS





## CHAPTER FOUR

### THE DUMB OBLITERATORS

#### INTRODUCTION

The act of obliterating a postal adhesive was probably common to all early postal administrations, and was designed to prevent the cleaning and fraudulent reuse of such labels. During the colonial era, the Cape Post Office introduced a number of measures intended to deter such petty embezzlement, but few proved to be successful without impairing the speed and efficiency of processing large volumes of mail. Ultimately a compromise was reached after 1895 when the GPO introduced an office hand stamp which combined the dating and obliterating functions of previous cancellers. Despite this, the Cape Post Office continued to distribute obliterating instruments to new post offices well into the 20<sup>th</sup> century.

#### THE BARRED TRIANGLE OBLITERATOR

The introduction of prepaid postal adhesives and the use of Office Date Stamps (ODS) at the Cape may have coincided to a certain degree, but belonged to two separate streams of thinking, each subject to its own rationale and criteria of performance. It would be wrong, therefore, to conflate them into a single process.

#### The Prepaid Postal Adhesives of 1853

The groundwork for the issue of postal adhesives was laid on 28 May 1844, when Governor Sir Peregrine Maitland proposed to the Cape's Legislative Council a number of changes to the Cape's postal system which would require the rationalisation of the Colony's postal rates. Although these were rejected at the time, they were adopted two years later as part of Ordinance No 1 of 1846 "*for the regulation of Post and Postage*" which, among a number of things, authorised the Governor to arrange for the issue of prepaid postal adhesives. While most provisions in the Ordinance were implemented almost immediately, a decision on the question of postal adhesives was postponed for the time being.

This project was revived when a new Governor, Lt-General Sir Henry Smith, arrived at the Cape on 1 December 1847. He supported the idea but felt that the Colony's postal adhesives should be the same size and shape as those that had been introduced so successfully in Britain seven years previously. For reasons that are not fully understood this did not meet with local approval, and it was only after the arrival of his successor, Sir George Cathcart, that this matter was allowed to proceed. In 1852 a three-man *Board of Inquiry into Postal Matters* was established,

as a result of which one of its members, Charles Bell, Surveyor-General of the Colony, was requested to submit a design proposal for a suitable postal adhesive. The accepted design, showing a reclining *Hope* in a distinctive triangular format, was engraved by William Humphrys, and printed by Messrs Perkins, Bacon & Co, of London. They were made available to the public at all Cape post offices on 1 September 1853.

#### The Postal Cancellers

The Cape's postal cancellers, on the other hand, had quite different beginnings. In 1817 the Cape Post Office brought into service a Crown-in-Circle letter stamp which it distributed to nineteen post offices. By 1846 many of these were beginning to show severe signs of distress, and the Postmaster-General requested the Colonial Government for the authority to replace them. As a result on 5 March 1846 a notice appeared in the Government Gazette calling for tenders "*for the supply of from 40 to 60 Letter Stamps for the use of this Department*". The authority for this purchase was never given, but provision for the supply of thirteen new letter stamps was made in the Budget for 1848.

In an obvious breach of Colonial Service procedure, on 5 February 1848 an exasperated Postmaster-General, Robert Crozier, wrote directly to the Colonial Secretary, John Montagu, requesting that authority be obtained from the Governor "*to advertise for tenders to supply 13 stamps of different descriptions for which provision has been made in the estimates for this year*" (Jurgens, 1943: 35). Crozier must have got his way for, on 9 February 1848 a notice appeared in the Government Gazette that:

*"NOTICE is hereby given that thirteen Letter Stamps of different descriptions are required for the use of this Department, and that Sealed Tenders to supply them will be received, addressed to the Auditor-General, until Thursday, the 29<sup>th</sup> Instant, at 3 o'clock. For further particulars apply to this office where necessary information and explanation respecting the Stamps may be obtained". (Jurgens, 1943: 36)*

A second notice similarly worded appeared simultaneously in the same Gazette, soliciting tenders for the supply of an additional 17 Letter Stamps of different descriptions. The order was probably split into two to meet the Post Office's needs from different Parliamentary Votes. It shows that the Ministry was not unaware of Crozier's operational problems and was prepared to meet his demands at least part of the

way. It is possible that by that stage also, the Cape colonial administration had realised that it was not about to have its own postal adhesives anytime soon, and was prepared to make good the short-term needs of its deteriorating postal infrastructure.

Whatever the case, Robert Crozier must have been able to secure the additional funds. By 1849 the Cape's postal establishment included a total of 60 offices, each of whom would have required its own hand-letter stamp. The instruments in question featured a design with a bold numeral inside an octagonal frame, and by the end of that year 59 had been distributed to country offices. For some reason the Octagonal Numeral 1 (ON.1) which had been set aside for Cape Town was never issued.

It is not inconceivable that, in discussions with his superiors, Crozier gave added weight to his arguments by claiming that any expenditure incurred on a new series of numeral-coded hand stamps would be recovered in the future, after the introduction of postal adhesives, at which stage they would be recycled as coded town obliterators (Goldblatt, 1984). Even assuming that such an argument was ever put forward, the practical realities of the change-over from a coin prepayment of mails to the use of postal adhesives makes this highly unlikely. As it was the prepayment of inland letters by means of postal adhesives was only made compulsory in 1858, five years after their introduction, and the continued use of letter stamps belonging to the previous system would only have caused confusion in the minds of the general public and postal workers alike.

Ultimately only three octagonal numeral hand stamps are known to have been used to obliterate postal adhesives: ON.10 at Stellenbosch, ON.51 at Port Alfred, and ON.53 at Prince Albert, and these post offices only did so after the period of transition to prepaid postal adhesives had been made in 1858.

Crozier must have already known this, for his notice of 9 February 1848 had stated that "*thirteen Letter Stamps of different descriptions are required for the use of this Department*". Read in the context of subsequent events it might appear that, despite any action that he was taking to replace his existing stock of hand stamps, he was already working towards the next stage of the Post Office's hand stamp programme. The need to move over to a system of dated town cancellers must have been obvious for some time, and quite apart from any other plans regarding the system of postal prepayment to be used, the GPO must have been planning for this move ever since its stock of hand letter stamps issued in 1817 had become unusable. The phrasing of the Notice indicates that the GPO had been looking at a number of options since at least 1848. It is not known what other designs, if any, were considered, but the Colony's first general issue office date stamp, in a double oval format, was first used at Simonstown as early as 19

November 1850, probably on an experimental basis.

It is possible that the canceller supplied to Simonstown suffered from a technical flaw which forced the manufacturer to make alterations to the design, for a second double oval canceller was sent out to the Cape sometime before 21 April 1853, and was issued, also on a trial basis, to Hottentots Holland. This instrument, apparently, performed according to specification, for then an order for at least 70 double oval office date stamps was placed in London. Unfortunately the first batch of about 45 cancellers only arrived in the Colony at the beginning of December 1853, too late to coincide with the launch of the prepaid postal adhesive programme on 1 September. A batch of another 15 was delivered early in 1854, and by June a total of 80 cancellers had been distributed to post offices in the Colony.

However, regardless of what instrument was used to date the mail, this still left open the issue of how to obliterate the new postal adhesives. There is no evidence to show that the Post Office ever attempted to extend the life of its existing stock of 60 octagonal cancellers by adding new numbers to their range, nor that it was looking into the development of a new type of coded numeral defacer. Therefore we must assume that, by that stage, it had already abandoned any thoughts of transforming the function of the Octagonal numeral letter stamp into a coded town defacer or that a new design was being looked at.

This question was probably resolved by the Treasury, who would have had a more prosaic approach to the obliteration of labels, more befitting accountants and irrespective of what the canceller looked like. Because the introduction of a rational system of prepayment for postage had always been a Treasury project, it is also likely that the design and distribution of a barred triangular defacer, an obliterating instrument with the initials C, G and H at the three corners, was part of that project. Given the lack of local manufacturing expertise, they were undoubtedly engraved in England and, being anonymous, they were probably supplied to the Treasury in batches.

Regrettably no evidence has been found to date, archival or otherwise, to substantiate claims that, in 1837, the Treasury had introduced a barred triangle canceller for fiscal use, possibly in the Stamp Office (Jurgens 1943: 55; Goldblatt, 1983: 86). On the contrary, the Stamp Act No 3 of 1864 made it clear that the cancellation of revenue documents was to take place by means of a manuscript signature and date. Similarly no equivalent designs are recorded to have been used either by the English Post Office or by the British Treasury.

Judging by the arrangements made by the Treasury for the physical storage and distribution of postal adhesives, it seems probable that their control, as well as that of all postal instruments remained in the hands of the Treasury and a Central Stores right up to 1910.

Although this relationship may have given rise to a certain amount of interdepartmental tension, most particularly when bureaucratic ordering procedures failed to meet Post Office schedules, the process may well have done the GPO a favour and assisted its planning programme. Before 1853 the Post Office does not appear to have differentiated between different types of country agencies. To its official mindset, there was the GPO in Cape Town, and then there was everyone else. The volumes of postal traffic generated from some country districts had not risen to such a level that a clear differentiation between classes of post office had become necessary. However, the indicators for such future trends were already becoming manifest.

### TEMPORARY OR TRANSITIONAL OBLITERATORS

The concept of *temporary* or *transitional* obliterated found a natural niche in the Cape's pioneer society, where the demands of a developing infrastructure were off-set by the realities of the local economy. In many ways they may be likened to a scaffolding, which supports a building and facilitates its construction, but which, after completion, becomes irrelevant and obsolete. This became the role of "*dumb*" obliterated: they fulfilled a vital function in the early processing of mails, but their use was surpassed once the postal system had gained in permanence and sophistication.

In 1849, for example, letter stamp ON.15 was issued to a postal establishment in the Wagon Maker's Valley, where the new village of Wellington was also located. This was not a place, but the generic name of an area where construction work on the Bain's Kloof Pass was taking place. The post office was, in fact, linked to the Convict Station engaged in the project and to the camp established to house its workers. Its buildings were temporary in nature and the camp was moved as work on the road progressed. Eventually a set of more permanent structures to house the Stores and the offices and quarters of the Road Engineer were sited at the foot of the Bain's Kloof Pass, from where the road to Wellington would have continued as part of the same project.

The need for a postal link to Cape Town would have been necessary to enable the road engineer and the store-man to keep in touch with their superiors in Cape Town, and although the bulk of the construction work was done by convict labour, the camp also employed non-convict contract workers, supervisors, jailers and professional staff, many of whom would have been literate and potential post office clients. The Camp's store-man was usually also the postmaster, although this work in later years would have been assigned to a field-cornet living in the district. Eventually more than 720 convict stations were established in various parts of the Cape, at least 22 of which had post offices attached to them (Frescura, 2003). Few of them

were open for more than three years, and to have issued each one of them with an expensive office date stamp would have been wasteful to say the least. In the case of Bain's Kloof, the camp was abandoned in about 1852, and octagonal numeral ON.15 disappeared from the records. The use of the Barred Triangle obliterator began soon afterwards, in 1853.

The strategy of using a cheap and interchangeable dumb obliterator as a "*provisional*" canceller must have appealed to the GPO, who also recognised its potential as a means of cutting down lead times necessary to the opening of small postal agencies. As a result it became common practice to open a post office, issue its postmaster with a dumb canceller and then place an order for its engraved date stamp once its presence as a viable agency had been confirmed. In 1853 the minimum time lag between the opening of an office and the arrival of its date stamp from overseas was governed by the number of days it took for a mailship to make a round trip to Britain, which then was 72 days, plus whatever time was added on by the manufacturing process.

Transport times were slashed by half on 27 December 1879 when the Cape was linked telegraphically to Europe through Durban and the East Coast Cable system, thus enabling orders to be placed directly with the manufacturers. By 1891 this had been reduced to 16 days when the ordering of office date stamps from overseas would have become correspondingly easier.

A second advantage of the triangular obliterator was that all postal establishments in the Cape could now be issued, cheaply and easily, with such an instrument on a short-term basis. Apart from convict stations, this also included field-cornet's posts and temporary establishments whose future was uncertain, and its postmaster served for no salary and was not on the Permanent Civil Service Lists. In all such cases, the local official obliterated the postal adhesive with the barred triangle instrument, and the letter was cancelled with a date stamp at its next point of redirection. Two such cases documented in the Correspondence Files of the Cape Archive may be quoted here.

The post office at Darling Bridge was opened on 22 June 1852, when Mr W Furney was appointed its postmaster. On 17 December 1853 a private letter was sent from Darling Bridge to the Postmaster General in Cape Town which bears a triangular postal adhesive cancelled with a barred triangle obliterator. Alongside it is a clear strike of the Worcester double oval office date stamp dated 17 December 1853. Darling Bridge was not issued with an office date stamp until at least June 1857. Therefore it appears that between June 1852 and June 1857 mail posted here was processed by the postmaster with a barred triangle office obliterator, and then forwarded to Worcester, the next point on the postal route, where it received a strike

of its office date stamp.

The same circumstances were found to apply at Bedford, which was opened on 18 August 1854. A week later the postmaster, Mr J Campbell, reported to his superiors in Cape Town that he had only a barred triangle obliterator to cancel his postal adhesives, and that he had still to be issued with an office date stamp. His correspondence was forwarded via Somerset East whose double oval office date stamp was applied to the letter the following day as a transit mark. Without this added information, however, the origin of this letter would have been attributed to Somerset East.

Other postmasters were not as understanding. Mr IJ Rorke, for example, was appointed postmaster at Queenstown on 5 July 1854, having succeeded Mr HC Bell to that position. On 20 December 1854 he communicated to the Postmaster-General in Cape Town that:

"In answer to your letter of the 14th December I have the honour to inform you that there is no stamp in the office for stamping letters with the date of their receipt, the only one in the office being the one Stamped in the margin and which is the only one that has ever been supplied to this office."

A sample strike of the CGH barred triangle obliterator was appended to the margin. Mr Rorke then went on to tender his resignation (Cape Archives, letter 1566, GPO 1/46). Queenstown was eventually issued with its own office date stamp sometime between December 1854 and 29 October 1856.

Another apt case was that of Baviaan's Drift, a postal agency located near Bedford, on the road to Cradock which, according to Post Office records, did not come into being until 1880. On 15 May 1875 its postmaster, William Smith, obviously newly appointed to the post, wrote to his superiors in Cape Town complaining "*that the position and importance of this place on the Postal Route from the Coast inland has been misrepresented*" to him and that:

*"1st. This is not exactly a central position between Cookhouse Bridge, Bedford, Daggaboer and Glen Lynden, yet on an average the inhabitants of this neighbourhood live at a distance of thirteen and a half miles from a post office.*

*"2nd. Cobb & Co's Coaches never, or rather seldom bring a mail for this office.*

*"3rd. The Royal mail cart calls here both to and from Bedford and Cradock, and passengers frequently take their places in the cart from this office.*

*"4th. This office is close to the drift where arrangements have been made for sending the mail and passengers across, in a box, when the river is swollen and dangerous, which is now a frequent occurrence.*

*"5th. The closing of this as a post office will prove, as it has before its establishment, an intolerable and I may say a ruinous inconvenience especially to those in business."*

He also gave a list of "*postal appliances*" issued to him, which included a scale, a cushion, ink with box and a defacing stamp. Although Smith was obviously writing out of financial self-interest, his case highlights the opportunistic nature of GPO policy regarding the location of a potential agency, and the fact that despite the remote location of Baviaan's Drift, it was prepared to use its existing infrastructure as a means of expansion. Although the Postmaster General's annual reports to Parliament between 1872 and 1910 give no hint of a social agenda or even of a "*civilising*" mission, the GPO was clearly willing to make small infrastructural investments in hamlets and wagon stops in order to facilitate European settlement in the country. The use of a cheap, functional and anonymous canceller was obviously an integral part of this policy.

The need to obliterate postal adhesives must obviously been a prime directive in the Cape Post Office. The post office of Rosselerf, in the Division of Prince Albert, for example, was opened in December 1904 without the benefit of either obliterating or dating instruments, at a time when the GPO had long ceased to issue its new post offices with a Barred Triangle Obliterator. For some strange reason, though, it was issued with a wax seal inscribed PO REMHOOGTE, an instrument with an engraved circular face which, when inked, delivered a negative impression, and normally was only used as a wax seal to close mail-bags. For want of anything else, on or about 5 January 1905 the postmaster used it to cancel at least one item of mail, a postcard addressed to Hermanus. Although the use of such an instrument as a postal defacer is by no means unknown during the Union era, this is the only postally-used example recorded in the Cape Colony to date (Visser, pers com 2002).

In all a total of 142 post offices at the Cape are recorded to have used a barred triangle obliterator, but there are strong indications that as many as 103 others could also have been issued with this instrument. Goldblatt has shown the existence of at least two basic types (1984), but their anonymous nature and the scarcity of clear, well-struck impressions makes it unlikely that any one instrument can ever be allocated with any degree of certainty to a specific post office. The only exception known was in the case of Steynsburg where, on or before 17 December 1897, the corners of its triangular office obliterator were truncated giving it an unequal hexagonal shape. For want of a BONC the local postmaster probably continued to use the barred triangle until it was superseded by a double circle dating and obliterating stamp sometime after 4 August 1905 (SAP, April 1962: 65).

Advance Post, Basutoland, barred star	1 July 1876 to 30 June 1880
Bolotwa, Glen Grey, barred circle	12 September 1878
De Beers, New Rush, East Griqualand, barred circle	23 January 1872 to 5 December 1874
Diamond Fields, East Griqualand, barred circle	10 August 1872 to 6 October 1877
Du Toit's Pan, East Griqualand, barred circle	1 May 1873 to 13 October 1880
Kimberley, East Griqualand,	23 JA 1872 to 5 December 1874
Maseru, Basutoland, barred star	10 December 1878 to 5 September 1884

## OTHER DUMB OBLITERATORS

Although not pertinent to this narrative, it should be noted that a number of other types of Dumb Obliterators also found use at the Cape.

### Hand Roller Dumb Obliterators

Hand Roller Obliterators were devices of crude manufacture which delivered a set of parallel bars on a continuous basis, and were probably designed to process soft parcels which would otherwise have been crushed or punctured by the impact of a steel canceller. Their main objective would have been the obliteration of postal adhesives, but the parcel would still have required the application of a dated town canceller. They were probably only used in Grahamstown which points to the possibility of local manufacture.

### Cork Dumb Obliterators

These were probably carved by local postmasters in order to process soft parcels which would otherwise have been crushed or punctured by the strike of a steel canceller. Over the years a wide variety of designs have been recorded and, given their individual nature, the number of permutations that are possible is virtually endless. Some pointed to a direct place of usage, such as *CT* for Cape Town, *EL* for East London, and *RD* for Riversdale, but the majority used a variety of crosses, diamonds, quartered circles and segmented irregular ovoids.

Key to their existence, however, is the fact that they were not official, and although the GPO appears to have turned a blind eye to their use on parcels, it seems unlikely that they would have been permitted on other forms of commercial mail. Establishments known to have made use of such unofficial obliterators include Bedford, Brandwacht, Cape Town, Great Brak River, Hanover, Kimberley, Mossel Bay, Mowbray and Rondebosch. Their use has been reported mostly on parcels, but some post offices, such as Brandwacht and Mossel Bay, are known to have also cancelled letters, possibly as a favour to collectors.

### The Barred Circle Dumb Obliterator

An unusual dumb defacing instrument in the form of a quartered barred circle (DUMBO.BC) or a quartered barred star (DUMBO.BS) made its appearance in the Cape in the 1870s, most particularly on the Kimberley diamond fields.

It appears to have been used at a small number of newly established post offices where it probably filled the same role as the Barred Triangle Obliterator:

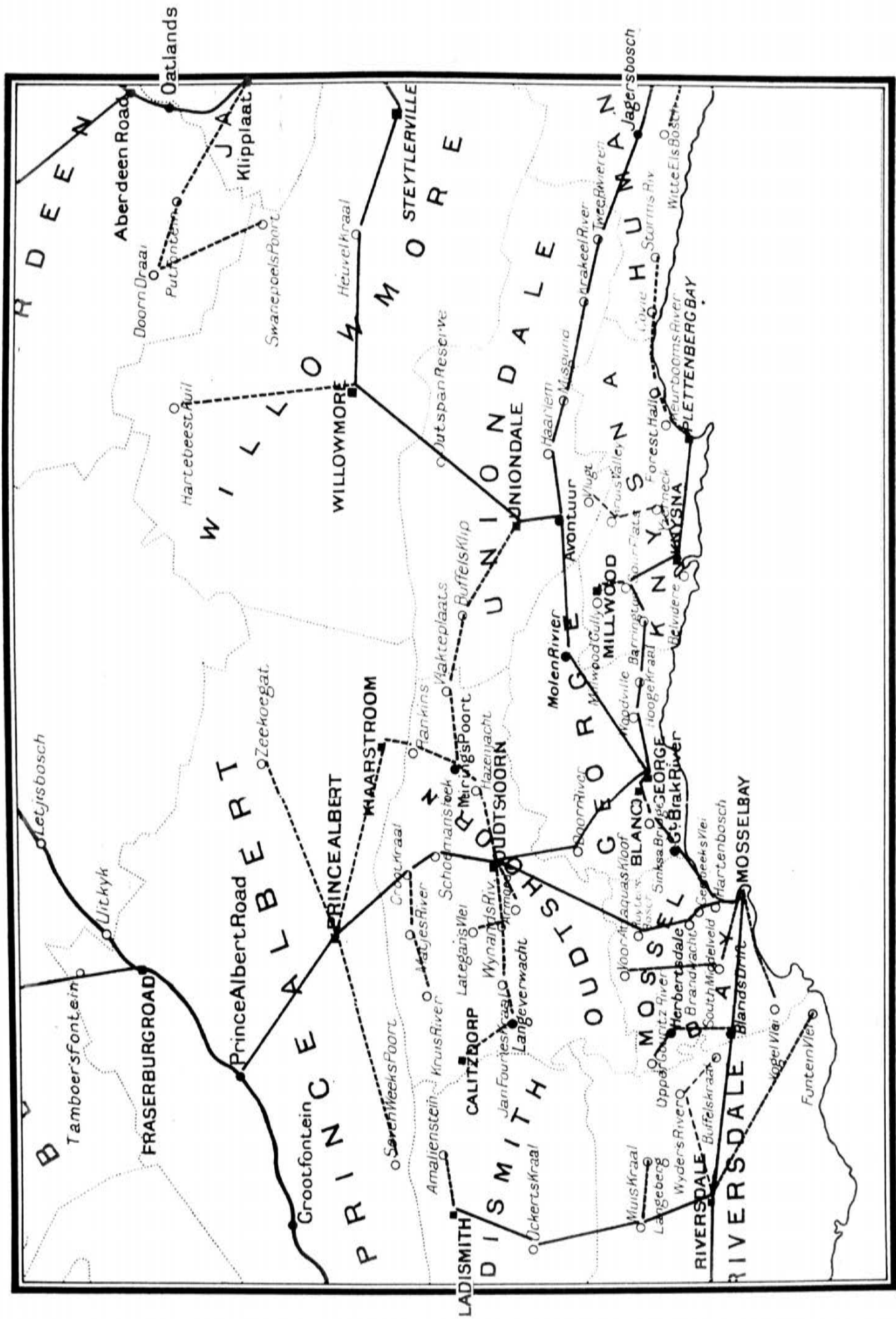
Other than the fact that four of them have obvious regional connections to the Kimberley diamond fields and two to Basutoland, there appears to be little to link them into a coherent pattern of postal distribution.

## CONCLUSIONS

The Cape's General Post Office was not an autonomous structure, but fell under the Ministerial control of the Department of the Treasurer, and was equal in status to the Treasury, the Agent-General in London, the Control and Audit Office, Customs, Inland Customs, the Customs Statistical Bureau, and Ports and Harbours (Kilpin, 1910). The corporate culture of this Ministry therefore, was overwhelmingly one of accountancy and fiscal management. By definition its staff would not have been given to whimsy, or flights of the imagination, but would have been driven by hard budgetary constraint and accountability. In modern management terms, Treasury officials were not given to exercising initiative, and all decisions and communications would have been driven from the top down. As a Government bureaucracy, it must have been hellish to deal with.

It is no wonder then, that after eight years of dithering the Treasury failed to introduce, or even produce, an acceptable proposal for the Colony's first postal adhesive. During this same time the Post Office concentrated upon the replacement of worn and outdated hand letter stamps rather than the implications of bringing into use a system of universal prepayment of postage. By 1852 many colonies in the British Empire had introduced prepaid postal adhesives: Mauritius in 1847, New South Wales and Victoria in 1850, Canada and Queensland in 1851, and India in 1852, to name but a few. To their compatriots back in Britain such incompetence would have made a mockery of growing South African claims for Responsible Self Government.

It is natural to assume that a normal amount of inter-departmental competition would have been taking place within the Ministry, especially since jobs within the Colonial bureaucracy were interchangeable from one section to



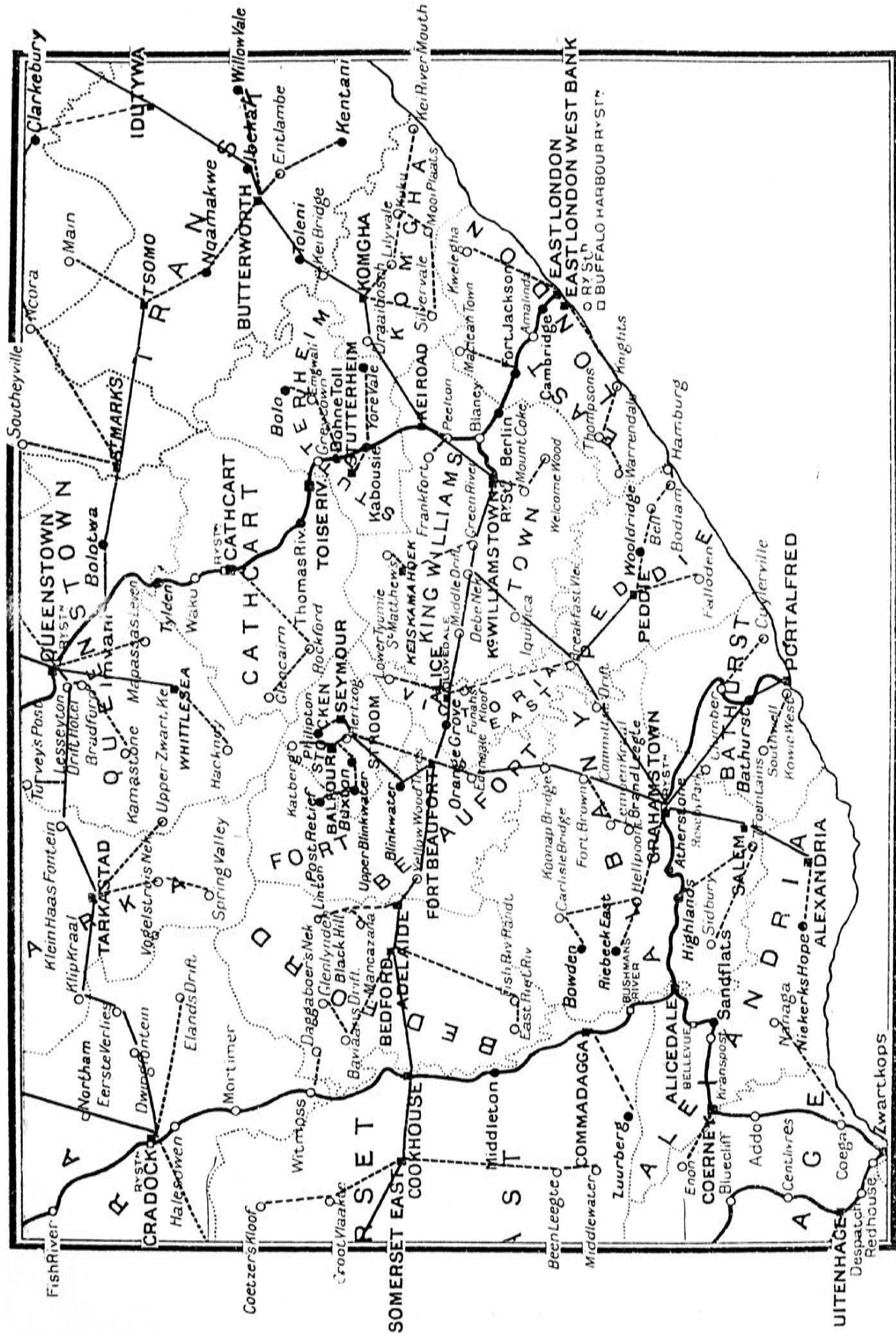
Cape Post Office: Postal Route Map for 1889, Southern Cape.

the next regardless of the level of applied skill or aptitude shown by individual candidates. Management appointments were driven by patronage and family connections, which many capable, ambitious but *low-born* young men would have found exceedingly frustrating. In 1865 Postmaster-General le Sueur complained to a Commission of Enquiry into the Post Office that when it came to staffing matters he was "*not consulted on their appointment, the result is they are not always such as I would wish to have*".

The situation within the GPO would have been aggravated by the fact that the Postmaster-General, Robert Crozier, was entering the final stages of a long and painful illness, which would have impaired his capacity to make rapid management decisions. Instead of resigning, he clung to his office in order to prevent the Colonial Secretary, John Montagu, whom he apparently detested, from appointing his son as Postmaster-General. This quarrel effectively ended in May 1851, after Montagu suffered a severe breakdown and left the Cape. When Crozier did eventually

resign on 4 February 1852, he was immediately replaced by another career bureaucrat, Johannes le Sueur.

Exasperated by these delays, in 1852 the Cape's Legislative Council immediately appointed a small Commission and within a short time had been presented with a workable design for a postal adhesive. Because, in its final stages, the project had been driven by practical men, any plans that the Post Office might have had to convert its own Octagonal Numeral hand stamps to coded town obliterations fell by the wayside for any number of functional and operational reasons. They were replaced in the project by the Treasury's more versatile Barred Triangle obliterations. The first stocks of Double Oval dated town stamps were only delivered to the Cape late in November or early December 1853, three months after the first distribution of postal adhesives, but no attempt was made by the Post Office to put forward its own plans for instruments to obliterate postal adhesives. That was left until eleven years later, in 1864.



Cape Post Office: Postal Route Map for 1889, Eastern Cape.



## CHAPTER FIVE

### THE BARRED OVAL NUMERAL CANCELLER

#### INTRODUCTION

The Barred Oval Numeral Cancellor, or BONC as it has become popularly known, originates from a period in colonial history when the world's postal infrastructure was undergoing major conceptual and structural alterations. While its primary function was the obliteration of prepaid postal adhesives, making them unfit for possible re-use, the instrument was based upon a simple concept, used a simple design, had no moving parts, required little maintenance, and must have been relatively inexpensive to manufacture. It was also operated by hand, all of which must have made it an attractive proposition for colonial administrations operating under rugged field conditions and with limited financial resources.

During the course of just under a century, spanning from 1816 to 1910, the Cape postal administration opened some 2506 postal establishments. Of this total an estimated 1077 post offices would have qualified for BONC distribution. By 2017 the allocation of BONCs to 629 establishments had been confirmed, while another 412, whose use could not be linked to a specific location, had been recorded on Cape postal adhesives. A third group included 23 Cape post offices whose names were legible but were tied to BONCs that could not be deciphered. In total 1227 BONC instruments have been recorded in use, most of them being variants of the same 3.3.3 bar configuration. (Appendices B and C)

To all intents and purposes, therefore, the existence of about 1064 BONCs has been documented in one form or another. This represents 98.5% of the estimated total, and although the circumstances of only 58% are known in full, these figures give sufficient reason to believe that the findings that follow can be accepted as being valid.

One of the most important research questions arising out of this project relates to the manner in which BONCs were distributed to their respective offices. Over the years a number of predetermining factors have been put forward, including the relative economic importance of a post office, its location on a hierarchy of postal routes, its chronological seniority, or even its place on an alphabetical master list (Nethersole, pers com, 2002).

Rewarding as it might have proved to discover an underlying pattern of BONC allocation, regrettably none of these have proved relevant. Instead there is good reason to believe that their distribution to post offices in the Cape did not take place as the result of a single consistent policy.

Rather it might seem that these instruments were ordered and manufactured in batches and that, by virtue of their anonymity, did not require any pre-allocation. Instead they were probably retained in stock by the Controller of Stores in Cape Town, which was a department of the Treasury, and issued on an ad hoc basis as and when an order for a new obliterator was received from the GPO. Like the distribution of postal adhesives, they would have been issued subject to a simple request originating from the Postmaster-General's office and approved by the Treasury.

This conclusion is the result of generic postal data supported by a perception of the role played by the BONC in the processing of mails. This instrument was the direct successor to the Barred Triangle Obliterator, the BTO, which it began to replace from 1864 onwards, and both were used to obliterate postal adhesives in a direct and functional manner. The BTO however suffered from three signal disadvantages: its pointed corners had a habit of puncturing the written letter, it did not wear evenly over its surface, and it was entirely anonymous. The BONC design attempted to address all of these issues.

It is probable that BONCs were not allocated in one operation and, with the exception of Numbers 1-39, did not follow a prearranged pattern. Instead they were issued over a period of time and in an ad hoc manner to replace worn BTOs as and when requisitioned by individual postmasters. This is supported by field data which shows that, in the case of most post offices known to have used both the BTO and BONC, their dates of transition are staggered and seldom show an overlap.

#### DELIVERY TO THE CAPE

The first BONC, in a 3.3.3 bar configuration inscribed with the numeral "1", was dispatched by the British Post Office in London to the Postmaster-General in Cape Town on about 2 May 1864 and would have arrived at the Cape on about 14 June. The parcel contained similar instruments for Port Elizabeth and Grahamstown, as well as a barred oval duplex numeral canceller BONC.DX 1 intended for Cape Town. Judging by the postal record, all of these were put into use within a month of arrival. (Illustrations 5: 1-2)

However postal evidence also indicates that this was not the first such canceller to be issued to the Cape. A BONC 1 with a 3.3.3 bar configuration is recorded to have been used at Cape Town on 8 February 1863, which probably means that an instrument was made available to

the Cape postal administration on an experimental basis before the GPO had committed itself fully to the format.

The second delivery of BONCs probably arrived soon after, and involved instruments numbered from 4 to 39. They were uniformly in a 3.3.3 bar format and, with a few exceptions, were marked by a somewhat “chunky” set of numerals with a squat, inelegant typeface. The numeral “1” had a wide stem and a flat serif head; the “3”, “5”, “6” and “9” were seldom well formed, and all of the numbers had a tendency to being “squared”.

The allocation of most of these may be explained rationally. It is possible that the GPO intended to allocate one of these instruments to each magisterial seat of the Colony’s 46 administrative divisions existing at the time, but this task was never completed. Only 30 of them were part of this early allocation, and some divisional Head Offices did not receive their BONCs until much later, by which stage the pattern of distribution had ceased to make much sense. King William’s Town presumably received BONC 4 because it was the capital of British Kaffraria; BONC 27 went to Simonstown, probably because it was the headquarters for the Royal Navy’s Southern Fleet, while BONC 9 could have gone to Wynberg for political reasons. The suburb was the preferred home of wealthy families from Cape Town as well as the holiday residence of well-heeled British civil servants on leave from India. Their ranks would have included parliamentarians, military staff and senior colonial administrators, a highly literate, letter-writing community whose idea of self-worth would have been reinforced by a postal address which included a low postal code on a par with a magisterial seat.

On the other hand George got two, BONCs 17 and 34; which may have been the result of BONC 17 being lost; Ceres and Simonstown had yet to become magisterial districts; and Avontuur, Kalk Bay, Rondebosch and Wynberg would never achieve that administrative status. There is no documentary evidence that BONC 8 was ever issued, and it may be presumed to have been lost.

However the allocation of a low number such as BONC 5 to the remote and as yet unimportant village of Avontuur, in the Division of George, has raised many questions. The answer can probably be found in a piece of local tragic-comedy worthy of detergent theatre.

The loan farm Rietvallei was originally allocated to Matthys Zondag in 1765. In 1856 its owner, JA van Rooyen, set out the village of Hopedale upon its grounds, and on 31 March 1857 the post office of Riet Vallei, Hope Dale, was opened on the site. Its first postmaster, Rev TS Hood, rendered his services gratis. In 1860 van Rooyen’s neighbour, AL du Preez, laid out the village of Lyon upon his farm Smutsdale, in such a way that its street plan neatly adjoined Hopedale. Du Preez must have been on good terms with his church elders, for in 1862 a Dutch Reformed congregation was established at Lyon. Predictably a quarrel

arose between the two parties which, inevitably, found its way into the law courts. This was only resolved in 1865 when, as a result, the two settlements were amalgamated under the name of Uniondale. At that stage the village fell under the Division of George, and the district was only proclaimed a separate Division of Uniondale on 1 December 1979 (Frescura, 2002).

The presence of the Rev Hood on the one side, and the DRC on the other also leaves us with the suspicion that more was at stake here than the pride of two competing farmers, and that religion might have been a contributory factor to this dispute.

It may be argued that the GPO in Cape Town initially allocated BONC 5 to the post office at Hopedale in expectation that it would soon become the magisterial seat for its surrounding district. When these plans broke down the instrument was sent to the postmaster at the neighbouring village of Avontuur, possibly with the request that it be forwarded to his neighbours once they had come to their senses. Uniondale was eventually allocated BONC 437, but that only took place sometime between 1882 and 1884.

Throughout this time the GPO in Cape Town had had problems of its own to deal with. Following the firing of Le Sueur in 1866, it had been placed under the management of professional colonial administrators whose sole concern was the imposition of sound fiscal procedures. This situation lasted until 1873 when George Aitkinson was appointed as Postmaster-General, at which stage the Post Office entered into a stage of rapid expansion. His appointment probably coincided with the third delivery of BONCs, which would have included instruments numbering from 40 through to 200. It is at this point that BONC allocation departs from the realms of the possible and follows a rationale which can best be described as irrational.

It is probable that after the initial allocation was made in 1864, the GPO in Cape Town notified the various postmasters that new number-coded obliterating instruments were being made available to replace worn, damaged or unwanted BTOs. Although larger post offices might have received preferential treatment because of their size and importance, distribution was carried out in response to requisitions made to Central Stores by individual postmasters. They were therefore filled on a first-come-first-served basis and, apart from the initial 39 numbers, little importance can be attached to the number allocated subsequently to any particular town, village or hamlet.

As previously stated BONC delivery from London to Central Stores was probably done in batches of 200 instruments, identifiable only by common features in their numeral typeface. The fourth delivery was distributed to post offices after about 1874 and involved cancellers in

the 201 to 400 series. Generally speaking their type was full and well-rounded, with the numeral “1” being slender with a flat head. Some experimentation also appears to have taken place around the numeral typeface. This was most particularly pronounced in the numeral “3” which has been recorded in this series with either a well-rounded head or with a square, flat top. Unfortunately the Controller of Stores does not appear to have discriminated between these two types and, in a number of instances, BONC instruments with the same number but using different typefaces were allocated to different post offices. The resultant confusion has made research difficult, but it has also confirmed the basic hypothesis that distribution cannot have followed a rational plan, but must rather have taken place on an individual and ad hoc manner. To this confusion must be added the fact that this batch included a number of experimental thin-bar cancellers. These have been described separately below.

The fifth delivery included instruments in the 401 to 600 series, and was typified by the fact that their numeral “4” generally had a bold cross-bar with a marked upturn at its end, while the “1” was slender with an angled serif at its head.

The sixth group included instruments in the 601 to 800 series and was marked by numerals with generally bolder stems. The “1” had a bold angled serif that, in some instances, has been mistaken for an incomplete “4”. The seventh group included instruments in the 801 to 1000 series and saw a return to a more elegant typeface with the numeral “1” being slender and with a flat head. The eighth and final group included instruments in the 1001-plus series, and used a typeface with an unmistakable condensed vertical format which set them aside from all previous issues. (illustration 5: 1-2)

## PATTERNS OF DISTRIBUTION

The changeover from the BTO to the BONC was neither immediate nor was it universal. This is supported by field data which shows that of the 104 Post Offices positively recorded to date to have used both types of obliterator, 28% made the changeover during the 1860s, 20% during the 1870s, 27% during the 1880s and the final 10% after 1890. During the same period the Postal Establishment more than doubled its size, from 313 Post Offices in 1871 to 649 in 1889 (PMG Reports, 1871 to 1889).

In about 15% of post offices, usually in the case of larger establishments, both cancellers were used concurrently and the period of changeover often could not be determined. At least 12 post offices were still processing their mails with a BTO into the early years of the twentieth century, and the post office at Stanford is known to have used one as late as 18 December 1906.

Fortunately one such transition was documented by

























a body of correspondence originating from Malmesbury which indicated that a BTO had been in daily use in the village over a period spanning between September 1867 and June 1881. Sometime on or about 21 July 1881 a BONC 215 instrument was issued to Malmesbury where it replaced the BTO, and although this canceller reappeared on correspondence occasionally thereafter, right up to 1896 the prevailing obliterator in use during this time was BONC 215. Then, towards the end of 1896 both instruments went out of use more or less simultaneously, and the defacing of postal adhesives was taken over by a Squared Circle cancelling and obliterating instrument. Clearly both obliterators were kept in use until their function as a separate instrument was superseded by a single canceller, and would explain how a period of overlap similarly took place at a number of other large offices.

In contrast, postal evidence indicates that the post office at Fraserburg replaced its BTO instrument with BONC 229 sometime between 2 March and 17 November 1881. Similar clear breaks between the two cancellers were documented at a number of other establishments, such as Caledon, Clanwilliam and Mowbray. At Richmond postal evidence has narrowed this gap down to a few days, between 13 and 22 October 1867.

It is also significant to note that between 1884 and 1889 the size of the Cape postal establishment increased by 37 post offices, from 612 to 649, but during this same time the effective number of offices opened was 164. This means that 127 post offices were either closed down, transferred to other locations, or changed their names. It is therefore unlikely that any pre-established master plan of BONC distribution could have survived very long the vagaries of colonial administration. The confusion of re-allocating the 25 or 30 instruments returned to stores every year must be self-evident, and it seems far more likely that such cancellers were written off and scrapped. Indeed, very few cases of BONC obliterators being moved from one postal establishment to the next have been recorded.

If this argument is correct, then it becomes possible to arrive at a number of assumptions regarding the distribution of BONCs to Post Offices:

- a. The GPO in Cape Town did not intend BONCs to replace all BTOs immediately, but rather to supplant them as part of a gradual, long term programme of upgrading. Some post offices may have had to wait for some time before receiving their new BONC instruments and, in the interim, continued to use their BTOs. This might also explain the reason why, at one time, many postmasters began to use their office date stamps to deface their postal adhesives.
- b. Some post offices issued with BONC instruments also retained their BTOs as back-up obliterators. Should their BONC have been lost, or become

 <p>BONC 2.3.2 Thick bars</p>	 <p>BONC 2.5.2 Thick bars</p>	 <p>BONC 3.3.3 Thick bars</p>	 <p>BONC.N 3.3.3 Thick bars Boxing line removed Used in Natal only</p>	 <p>BONC 3.4.3 Thick bars</p>
 <p>BONC 3.5.3 Thick bars</p>	 <p>BONC 4.4.4 Medium bars</p>	 <p>BONC 4.5.4 Medium bars</p>	 <p>BONC 4.5.4 Medium bars Flat serif Number reversed</p>	 <p>BONC 4.5.4 Medium bars Sloping serif Number reversed</p>
 <p>BONC 4.6.4 Medium bars</p>	 <p>BONC 3.4+4.3 Alternate thin and thick side bars</p>	 <p>BONC 2.5.2 Thick bars Horizontal format</p>	 <p>BONC 3.3.3 Thick bars Flat serif Horizontal format</p>	 <p>BONC 4.4.4 Thin bars</p>
 <p>BONC 4.5.4 Thin bars Flat serif</p>	 <p>BONC 4.5.4 Thin bars Flat serif Number reversed</p>	 <p>BONC 4.6.4 Thin bars</p>	 <p>BONC 5.6.5 Thin bars Flat serif</p>	 <p>BONC 6.6.6 Thin bars Sloping serif</p>
 <p>BONC 6.7.6 Thin bars Flat serif Needs confirmation</p>	 <p>BONC 5.6.5 Broken thin bars</p>	 <p>BONC 6.6.6 Broken thin bars</p>	 <p>BONC 7.7.7 Broken thin bars Needs confirmation</p>	

PLEASE NOTE : THESE ILLUSTRATIONS HAVE BEEN REDUCED IN SIZE.

Illustration 5 1

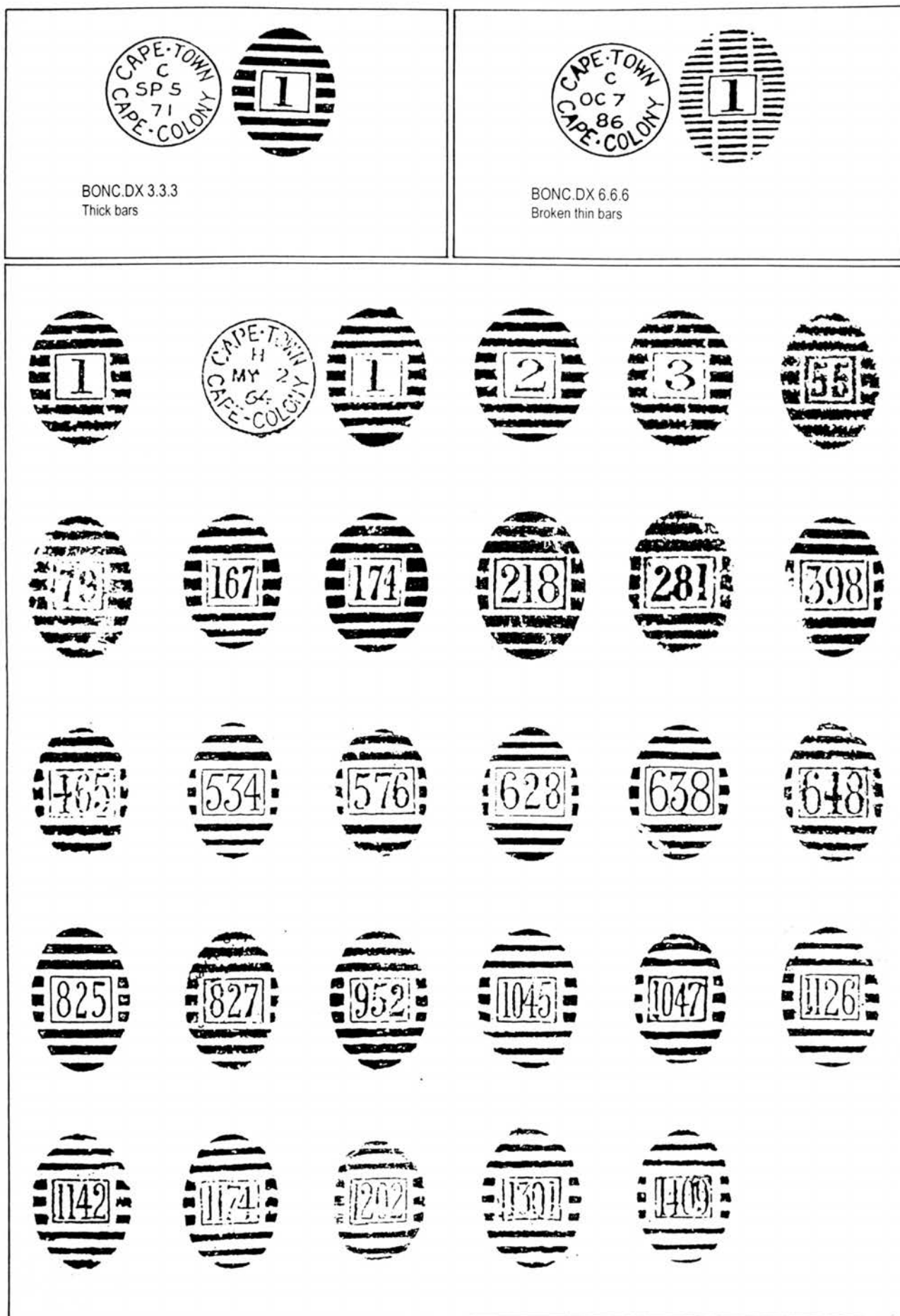


Illustration 5 2

unserviceable, their BTO could then have been brought back into service until such time as a replacement was received. This would explain the overlaps in usage recorded to have taken place at some locations.

- c. Some post offices that may have qualified for a BONC were never issued with one. Perhaps the GPO considered the expense of providing a new obliterator was not justified where a small agency already had a serviceable BTO in its holding, or perhaps its management was following a deliberate policy of development which recognised that some postal establishments were unlikely to achieve permanence in the medium or long-term. Under such circumstances the BTO fulfilled its functions perfectly well, and the requirement of processing the mails originating from a small country agency could be met just as well by the next post office along the line of transmission. Unfortunately the practice followed by many persons of separating envelopes from their contents might be understandable, but this has also destroyed evidence of such a process.
- d. Prior to 1864, a new post office was seldom provided with an ODS upon opening, but was expected to make do with a BTO. It could be argued that BONCs also functioned in a similar manner, which would explain why some numbers were reportedly used at a number of locations. Evidence of such a procedure being followed was documented in the Orange River Colony between 1904 and 1910 (Weinstein 1972).
- e. There is no evidence that the Central Stores issued their BONCs in consecutive numerical order, thus adding to the confusion of later postal historians. The return of unwanted or unneeded BONC instruments to Stores would have added to such confusion.

## FUNCTIONAL USE OF THE BONC

The BONC was used as a coded instrument in conjunction with an Office Date Stamp (ODS), thus placing it in a period when the postal service was beginning to acquire greater levels of efficiency. If procedures in the colonial system had become sophisticated to the point that the information carried by a postal canceller could be accepted as evidence in a court of law, then the application of these markings to a letter or postcard made it into a document whose text could be read and interpreted.

Guidelines for use of postal instruments were quite clear. The postal adhesive was to be placed by the public on the top right-hand corner of the letter. Postal officials were then expected to obliterate it with a clean, clear strike

of the BONC, whilst another strike, that of the Office Date Stamp, was to be placed elsewhere on the face of the letter. Legibility was considered a key factor at all times. The *Instruction to Postmasters*, contained in the Post Office Circular No 5 of 1 June 1882, stated that:

*“Item: The Stamp for defacing or obliterating Postage Stamps requires the same kind of cushion or pad as the Date Stamp, and equal care should be taken in using it. The number of the Defacing Stamp should be legibly impressed upon the Postage Stamp without smearing it.”*

The need to keep the BONC’s numeral legible implies that the instrument must also have been used as a coded stamp whose number indicated its place of origin. This means that, originally, the Cape postal administration must have intended to keep records of the BONC numerals allocated to its constituent post offices, and to update these on a regular basis, as was done in the Orange River Colony. As has already been indicated above, the maintenance of such records would have been extremely difficult. Nonetheless the correspondence files of the Stores Department could have been used as a register of such numbers.

These instructions are also indicative of the fact that the ink used on inking pads had a tendency to thicken owing to evaporation of the solvent, and unless the cancellers were cleaned on a regular basis, they delivered a poor and indistinct impression (Johnson 1977a). This problem must have been particularly acute in some of southern Africa’s more arid regions or in the case of small town post offices where the instruments were only used for short periods each day. Although experimental inks were being tested by the British Post Office as early as 1857, the difficulty appears to have been a recurring one in South Africa right up to the turn of the century. Chapter 49 of the *Instructions for the Guidance of Head Postmasters in the Cape Colony, Part 1* (1903) warned postmasters that:

*“2. The impression of the date stamp on letters, etc., should be not only legible, but perfect in every particular. To secure this attention must be paid to the following points:*

*a. The stamp must be kept perfectly clean by washing it with turpentine, or in a solution of soda. Type removed from a stamp must be cleansed before replacing it in the type box.*

*b. The indiarubber cushion on which letters are date stamped should be laid upon a strong table or other firm structure. The cushion should not be nailed down or otherwise fastened.*

*c. The stamp should be held firmly in the hand and struck upon the letter with a light sharp blow, care being taken not to let the stamp fall upon the impression made at another office.*

*d. The inking pad must be kept free from dust, and prepared ink should be applied to it from time to time in order that it may always be in a moist and serviceable condition. Oil should on no account be used to soften the pad, or be mixed with the ink."*

However, the BONC's greatest drawback lay in the fact that it was used in conjunction with an ODS, thus requiring the application of two separate strikes upon every item of mail. In Britain, as well as in many other countries, the BONC was often used in a Duplex combination with the Office's Date Stamp, in order to simplify and speed up the cancelling process. This practice did not find application locally, and its use was probably limited to a single instrument used in Cape Town. The reasons for this are probably owed to economic factors. The rapid expansion of colonial settlement at that time would have made it expedient to issue the more flexible dumb or numeral coded obliterators than the more efficient but less adaptable Duplex cancellers. The former were cheaper and relatively service-free, could be ordered in batches and kept in stock until issued. Their allocation, and re-allocation, would have been a simple matter of internal documentation. The latter, on the other hand, like the ODSs, were more expensive, could not be ordered in advance, required the use of movable type, was in need of regular maintenance, and because they were inscribed with the name of a particular office, could not be transferred to other locations. The early ODS also had a screw-on head which was subject to a considerable amount of wear and tear, and its thread had to be re-cut at regular intervals (Stitt Dibden 1974).

Although theoretically simple, the double stamping of each item of mail was a process inherited from an era when, relatively speaking, postage was expensive, labour was cheap, and the volumes of mails were low. It appears that by the 1890s the GPO was finding it difficult to enforce a uniform cancelling policy for postal adhesives, and although experimentation had already started with the next generation of cancellers, country postal officials must have been becoming impatient. In Post Office Circular No 144 of 1 December 1893, for example, the Postmaster-General noted that:

*"Item 12: Use of Defacing Stamp at Post Offices.*

*A growing tendency has for some time been observed on the part of Postmasters to discontinue the use of the obliterating stamp and to deface the postage stamps affixed to letters by means of the dating stamp. This practice is only authorized at offices which have been supplied with a combined dating and obliterating stamp, and at all other offices the defacing stamp must be utilised."*

In this context, country officials can be perceived to represent an unconscious dynamic movement for change within the postal establishment. Their day-to-day dealings

with postal affairs under field conditions would have given postmasters an insight into the practicality of procedures formulated by officials in London many years previously. This must have been particularly true of BONCs which were introduced to the Cape when its modern postal service was barely eleven years old, and their use was still being enforced thirty years later. Country postmasters therefore became an agency for rationalisation and change, and the changeover in official policy after 1900, which permitted the processing of mails by a unified obliterating and dating stamp, must be seen to be as much a response to internal grass-root resistance as it was to the introduction of new cancelling instruments with an improved dating technology.

Because of these factors, the use of the BONC in the Cape has not always been regular and, in a few instances, could best be described as idiosyncratic. In its history the canceller is recorded to have met the following postal functions:

**The obliteration of prepaid postal adhesives.** The BONC was primarily designed to make postal adhesives unfit for fraudulent re-use in the postal system by obliterating them with a series of bold bars. Its form included a numeral code which could give its place of origin. However, this assumes that the Postal Administration was able to keep track of the BONC numbers it issued, and was able to disseminate updates of such a list to post offices on a regular basis. No such Master List has ever been found. We can only conclude, therefore, that the Cape Postal Establishment viewed the BONC primarily as a means of obliterating postal adhesives, rather than as a means of identifying their place of origin.

**The BONC as an indicator of place of origin.** This was shown by means of a numeral code included in the design of the BONC. Although it is probable that this use was originally envisaged by its designers, its practical use in the field seems to suggest that such a function may not have been held in high priority by postal officials at the Cape. This was indicated in the Post Office Circular No 133 of 1 January 1893, when the POG instructed that:

*"Item 13: Postage Stamps affixed to Newspaper and Book Packets to be Defaced with the Dated Stamp - It has been decided that, with a view to more rapidly tracing delay in the circulation of newspaper and book packets, the postage stamp affixed shall, experimentally, be defaced with the dated stamp and not with the obliterating stamp. The plan will be continued tentatively for a few months until it is seen whether or not it will be desirable to make it permanent."*

Obviously the Post Office management had come to the conclusion that, by this stage, the processing of newspapers could be expedited with no loss of revenue by the use of a single strike of an office date stamp. Any

attempts at fraud would have been amply covered by Item 31 of the "Instructions", whereby "An impressed stamp taken from a post card, newspaper wrapper or letter card ... must not be regarded as a postage stamp" (POC No 133 of 1 January 1893). Unfortunately this provision was rescinded soon thereafter.

#### **The processing of newspapers and book packets.**

Although a number of other specialised cancellers are known to have been used in Cape Town for the processing of newspapers, elsewhere in the Colony the prepaid postage stamp printed on a newspaper wrapper was obliterated with BONC instruments. This practice was suspended temporarily at the beginning of 1893 (see POC No 133 of 1 January 1893, quoted above) but was reintroduced shortly thereafter.

**Registered mails.** The cancellation of postal adhesives upon a registered item dispatched from smaller establishments was exactly the same as for an ordinary letter, excepting that an additional strike of the ODS was applied to its rear flap. Larger post offices, such as Cape Town, East London, Grahamstown and Port Elizabeth were issued with distinctive single line oval date stamps inscribed "Registered". These cancellers were then used instead of the usual office date stamps.

**Telegraphs.** There is little evidence to show that the use of BONCs to obliterate postal adhesives on telegraph forms was ever sanctioned by the GPO. Quite the contrary, for Post Office Circular No 58 of 15 October 1886 clearly instructed that:

*"Item: The stamps affixed to telegraph message forms must be defaced with the office date stamp, and in no case with the Post Office obliterating stamp, as the value of stamps so obliterated will be disallowed when the messages are under Audit."*

This is understandable, for postal adhesives placed upon private mails were available to the public for potential re-use and therefore had to be obliterated comprehensively. Used telegraph forms, on the other hand, were meant to be destroyed. Thus while their adhesives had to be readily discernible to facilitate internal accountancy procedures, they also had to be obliterated well enough to prevent their potential re-use by postal officials themselves.

#### **Use of the BONC as an arrival and transit marking.**

The BONC was intended to obliterate postal adhesives on outgoing mail only, and was not meant to be used as a transit or arrival marking. Nonetheless a few instances have been recorded where it was seemingly used upon mails either in transit or upon arrival. However, in every such case recorded, the BONC had been applied to a postal adhesive which had either not been obliterated, or had been poorly obliterated at source. As a result the next postal official along the line had applied their obliterator to the postal adhesive as well as their office date stamp to the letter itself

in the normal manner. This means that in each of these recorded cases the BONC was used as an obliterator, and its function as an arrival or transit marking was incidental to this process.

### **THE THIN BAR OVAL NUMERAL CANCELLER**

A side show to the BONC narrative, and possibly one of the most pointless exercises undertaken by the Cape Post Office, was the distribution from about 1871 of 26 thin bar BONC cancellers to 15 different post offices. Although it may be argued that these instruments used less ink and were therefore less liable to smudging, over a period of ten years the Post Office had already distributed 200 of the more conventional types, and this would not seem to have been an appropriate time to begin another round of experimentation. The agencies chosen for this trial were all issued with different types of a thin bar instrument, but the most common was the 4.5.4 bar canceller. Most were located in the BONC 201-210 cluster, but of these BONC 208 has never been documented. Understandably BONCS 1-4 were issued to Cape Town, Port Elizabeth, Grahamstown and King William's Town respectively, but for reasons that have not been understood two BONCs were issued out of sequence: 227 to Kimberley and 314 to Inxu. To add to the confusion BONC 201 for Graaff-Reinet was not a true thin bar obliterator, but had bars that were somewhat thicker than other cancellers in this group.

There is little doubt that these cancellers were introduced to the Cape on an experimental basis. However they do not appear to have been successful, for no further thin-bar instruments are recorded to have been used elsewhere. It is probably fair to state that this issue involves too many variables and any attempt at a rational explanation regarding their use should be set aside pending the discovery of more definitive archival data.

### **THE BARRED DIAMOND OVAL NUMERAL CANCELLER**

A second side show to the BONC narrative, which may or may not be related to the distribution from 1871 onwards of a thin bar oval numeral canceller, is the issue from about 1873 of a set of idiosyncratic thin bar numeral obliterators in two distinctive types. The first, referred to as the Barred Diamond Numeral Cancellor (BDNC), used a diamond lozenge as the numeral box, surrounded by an array of parallel bars set at 52.5° to the horizontal. Only eleven are thought to have been issued, nine of which were to post offices on the Kimberley diamond fields, which has led some observers to postulate that they constituted a first attempt to provide Griqualand West with its own distinctive set of postal cancellers (Collins et al, 1974). Regardless of their origin, that would have been brought to an end on 18 October 1880 when the territory was finally annexed.

BDNC 1	DE BEERS NEW RUSH later Kimberley	9 OC 1873	1 JY 1878
BDNC 1	BEACONSFIELD	6 NO 1887	
BDNC 1	CAPE TOWN Office of the Charge Clerk	25 MY 1883	2 MY 1899
BDNC 2	PORT ELIZABETH	14 JY 1882	** ** 1883
BDNC 3	JUNCTION R&M RIVERS later Modder River	** ** 1874	
BDNC 4	BARKLY later Barkly West	7 MY 1874	18 MR 1875
BDNC 5	SOMERSET WEST	** ** 1889	31 MR 1897
BDNC 6	DU TOITS PAN later Beaconsfield	8 JU 1878	** AU 1878
BDNC 8	LANGFORD	** ** 1878	** ** 1883
BDNC 8	DOUGLAS	6 OC 1883	5 SP 1901
BDNC 9	No allocation known		
BDNC 10	THORNHILL	** ** 1890	
BDNC 11	HOETJES BAY	18 AP 1900	24 SP 1900

The second group, referred to as the Barred Circle Numeral Cancellor (BCNC), used a square numeral box surrounded by an array of horizontal and vertical thin parallel bars. Only four of them are thought to have been issued, but no functional or geographical pattern of distribution could be determined. The following have been recorded:

BCNC 1	CAPE TOWN	30 JA 1873	3 JU 1875
BCNC 1	SWELLEN DAM	10 DE 1878	12 DE 1878
BCNC 2	ROSEBANK	8 DE 1880	11 JU 1881
BCNC 2	PORT ELIZABETH	14 JY 1882	10 AU 1892
BCNC 3	No allocation known		
BCNC 4	RIEBEEK WEST	13 MR 1900	10 AU 1903

### CAPE BONC USAGE IN NEIGHBOURING TERRITORIES

It seems probable that the GPO in Cape Town made loans of BONC instruments, temporary or otherwise, to other colonial postal administrations in southern Africa. This is not surprising, given the fact that, by 1893 Somerset R French, Postmaster-General of the Cape, was the leading figure in the postal affairs of Southern Africa, and the postal functions of most of its British territories had been transferred to his office. As a result the Bechuanalands, the British South Africa Company, British Central Africa, the Orange Free State and the Transvaal all appear to have used obliterations based upon the Cape pattern. BONCs 851 to 874 were sent to the BCA Company while a random group ranging from BONC 809 to 957 was issued to the BSA Company. After 1902 the Orange River Colony was sent a range of individual BONCs from number 1093 to 1398, as well as a re-issue of BONCs 1 to 134. Far from being part of a pre-planned pattern, these cases seem to confirm the "spontaneous" manner in which BONC distribution was made by the Cape Postal Establishment.

A report that a group of instruments, BONC 43-87, had been sent out on loan to Natal is chronologically feasible but probably incorrect. It is true that from September 1845 to 1856 the Colony had been administered as a separate

district of the Cape, but when the latter had distributed octagonal hand letter stamps to its post offices in 1847, and then introduced postal adhesives in 1853, no attempt was made to bring Natal under one postal administration. By the 1870s, when Natal distributed its own series of BONC cancellers, there was no structural link between the two Post Offices, and no cogent reason could be found why the Cape GPO should have extended the use of its own obliterations to another territory, no matter how deep their fraternal ties might have run.

The idea was first floated by Jurgens in 1943, but only gained currency after Harvey Pirie began to integrate Natal numerals in his lists of numeral cancellers in 1964. In 1974 Messrs Collins, Reisener and Weinstein published their own updated listing of BONCs which omitted the Natal group entirely. This has now become the accepted methodology.

A few BONC instruments were issued to post offices which opened after 1900, such as Elsie's River Halt in March 1901, Malan Siding in April 1904, and Korsten in August 1904, but these are stragglers whose stock of postal instruments issued by the Cape was about to be overtaken by history. The era of obliterating postal adhesives was drawing to a close and it is probable that many of the high-numbered BONCs were distributed but were never brought into use. Kabeljous River, for example, was opened in October 1901 when BONC 1126 was presumably issued to

the office. However no evidence of its postal use has been found to date, and its allocation is based on the fact that the instrument was discovered in store at Kabeljous River in 1936.

## **CONCLUSIONS**

Throughout the course of this research programme it has become increasingly evident that, barring an initial stage between 1864 and 1867, the Cape Colonial Post Office never had a formal policy of BONC allocation. Instead this was done on an ad hoc basis, usually in response to local needs and as a result of requisitions from individual postmasters. Most BONC instruments appear to have been issued between 1880 and 1910, at a time when the number of post offices in the Cape virtually doubled from 585 to nearly 1200. The quest for a master list which, at one time, had assumed near Arthurian proportions, would now appear to be over. It seems probable that, in future, scholars will have to rely to an increasing degree upon field research, and that their conclusions will have to be based upon interpolations and factors of probability rather than upon actual archival data.



## CHAPTER SIX

### THE FIRST OFFICE DATE STAMPS, 1853-1862

#### INTRODUCTION

The first steps to decentralise the processing of mails were taken by the Cape Post Office in 1817 when it began to issue so-called *letter hand-stamps* to its country establishments. Their elegant design consisted of an Imperial crown set inside a single-line circle, with the words POST OFFICE and the name of the town set about its inside perimeter. They were manufactured by the company of R Scott, Seal Engravers of the Strand, London, and their impression placed at the top right-hand corner of a letter at the office of posting was intended to indicate that postage on that item had been paid at source. Upon arrival the receiving office was then expected to apply a strike of its own letter stamp on the bottom left-hand corner. By 1824 a total of 19 letter hand stamps are known to have been distributed to post offices outside Cape Town (Goldblatt, 1983: 41-45).

Unfortunately the engravers had used brass heads in their manufacture, a relatively soft metal which, after repeated impact, tended to flatten out and lose design detail. In addition, local postmasters were not as diligent in their maintenance of GPO property as their employers might have desired, and many failed to keep their instruments free of ink encrustation, despite being supplied with a brush specifically for that purpose. As a result many strikes became progressively more illegible and, eventually, some postmasters began to set aside their Crown letter stamps altogether.

Preparations for the introduction of prepaid postal adhesives began on 9 January 1846 when Ordinance No 1 for "*The Regulation of Post and Postage*" was published in the Government Gazette. Although this was postponed until 1853, many of the provisions contained in the Ordinance were implemented almost immediately. In January 1846 the Postmaster-General wrote to the Colonial Secretary pointing out the worn state of the letter stamps currently in use and, as a result, a notice appeared in the Government Gazette of 5 March 1846 calling for tenders to supply new instruments. After further delays the GPO obtained the necessary authority to implement this tender.

This resulted in the introduction of a second and less detailed type of letter stamp, whose design consisted of a large numeral enclosed within an octagonal frame approximately 24-26mm across, which delivered a coarse and relatively unsophisticated strike. Distribution began in 1849, and eventually a total of 59 were issued, with no discernible pattern of distribution being followed

(Nethersole, pers comm). Goldblatt has suggested that although this design may initially have been used as a letter stamp, it was intended for eventual use as a coded town obliterator once the new postal adhesives came into being (1983). This supposition is probably incorrect as the continued use of hand stamps would have complicated immeasurably the process of transition to prepaid postal adhesives. In reality by the time postal adhesives were issued in 1853, the idea of using a coded town obliterator for their defacement had been dropped in favour of the anonymous Barred CGH Triangle Obliterator (BTO), and it was not until 1864 that the Cape Post Office revived this concept.

Throughout this time Robert Crozier, the Postmaster General, had been suffering from a slow and painful illness which finally resulted in his taking leave on 10 April 1851. He retired on 4 February 1852 and died in Cape Town soon after, on 11 March. It is possible, therefore, that throughout this critical time, daily developments at the Cape Post Office were not receiving the full attention of its senior management. Given the sequence of subsequent events, a number of questions have been left unanswered.

One such was the need for a generic design for a town canceller which incorporated in one strike both the name of the office and the date of posting. This had become manifest as early as 1822, and although a number of different dating stamps were introduced from 1818 onwards, their use was limited to the GPO in Cape Town. It seems probable that, by that stage, the Post Office was considering the distribution of dated letter stamps for each post office as the next stage in its evolution, irrespective of any other plans being made for the introduction of prepaid postal adhesives.

#### THE DOUBLE OVAL OFFICE DATE STAMP OF 1853

On 4 December 1851 Governor Sir Harry Smith appointed Johannes Adriaan le Sueur to the position of Postmaster-General. Le Sueur was a career bureaucrat who, after 31 years in the Civil Service, had been transferred in 1849 to the position of postmaster at Mossel Bay. By 1851 Robert Crozier's illness had reached an advanced stage, and it is probable that, barring a few social niceties, the two men never had much contact. Therefore it is likely that Le Sueur did not come into office fully briefed and that, after only two years in postal service, he was not fully prepared to deal with the problems that would have presented by a developing colonial postal system.

Nonetheless, over the next thirteen years under Le Sueur's management the Colony's postal income more than trebled, and the number of country post offices rose from 95 to 396. This was attributable to a great degree to an improvement in the road reticulation system brought about by John Montagu, Colonial Secretary to the Cape Government who, in 1842, introduced a policy of implementing capital works using convict labour. This facilitated the transport of mails and improved communication between major population centers in the South African interior. In 1843, for example, the conveyance of mail between Cape Town and Grahamstown, a distance of 800km, took 135 hours to complete, whereas by 1849 this time had been reduced to about 72 hours.

The first issue of the Cape's first prepaid postal adhesives, the iconic "*Cape triangulars*", as they became popularly known, officially took place on 1 September 1853 when two values, the 1d brick-red and the 4d blue, went on sale at all country post offices. At the same time the Post Office began to phase out the use of cash for the prepayment of letters, and by 1858 it had moved over entirely to the use of postal adhesives. This necessitated the revision of procedures for the processing of mails, which included the distribution of dating and obliterating stamps to every postal agency in the Colony. This roughly coincides with the widespread distribution of the first dating stamps which began later on, in December 1853.

The first documented delivery of a date stamp was made to the post office at Simonstown, where the use of a double oval instrument was recorded on 19 November 1850, nearly three years before the first issue of prepaid postal adhesives. The port was the base for the South Atlantic Squadron of the Royal Navy and, outside of Cape Town and possibly Stellenbosch, enjoyed a claim to social primacy in its own right. It is possible to conceive, therefore, that when the Post Office in Cape Town decided to phase out the cash prepayment of postage and superseded the crown-in-circle and octagonal numeral hand stamps, it chose a well-appointed postal establishment in the vicinity of Cape Town to test out its new dated town cancellers. Other candidates for this experiment might have included Wynberg and Plumstead but, since their opening, both had led a precarious and migratory existence which was not resolved until 1875 (Frescura, 2006). Kalk Bay may also have been considered, but it had only been opened comparatively recently, in 1847.

A second early use of a double oval canceller was recorded on a letter mailed from Hottentot's Holland, later known as Somerset West, on 21 April 1853. This precedes by five months the issue of postal adhesives in September 1853, and by eight months the next earliest date, documented at Worcester on 2 December 1853. Thereafter the distribution of date stamps proceeded apace and by June 1854 at least 72 had been sent out to country post

offices (Illustrations 6: 1-2).

The early use of dated town cancellers at both Simonstown and Hottentot's Holland suggest that the GPO in Cape Town was distributing date stamps to a number of pre-selected offices outside Cape Town well before the system of prepayment of postage by means of postal adhesives was instituted.

It also suggests the possibility that the introduction of office date stamps was evolutionary in nature and arose out of the coded hand stamp programme already in place, and was not necessarily linked directly to the issue of prepaid postal adhesives. As stated before, changes to the prepayment of postage were not immediate, and took five years before this process was completed. Therefore there was a period during which some country post offices might have been called upon to use their dated town cancellers as letter stamps.

The first type of office date stamp to be issued at the Cape was the *Double Oval Cancellor*, whose design used two ovals, a small one 26mm wide set vertically off-centre within a larger oval, usually 35-37mm across, with the two touching at their base. The term "*oval*" is perhaps a misnomer as these were often cut in the shape of irregular ovoids. The name of the post office was engraved in the upper arc between the two, leaving the central area open for details of day, month and year of posting using manually adjusted date lugs. Its form was probably derived from a standard design drawn from a menu of commercial types available from the manufacturers although, as some have suggested, it may have been inspired by a British hand-stamp originally used in 1842 on the American north Atlantic mail service (Illustration 1: 2) (Goldblatt, 1983: 84). The two explanations are not mutually exclusive.

The list of post offices known to have used a Double Oval canceller is not long and currently a total of 121 instruments are recorded to have been distributed to 113 postal establishments. At least eight post offices were issued with two instruments, seven of them as replacements: Beaufort, Hendrik's Kraal, St Helena and Victoria because of local name changes, Hondeklip Bay because of a mis-spelling of its name, while those from Aberdeen and Plettenberg's Bay may have been lost. Du Toit's Pan, later Beaconsfield, was given two markedly different cancellers which were then used concurrently.

Following the use of dated town cancellers at Simonstown and Hottentot's Holland, discussed above, the next recorded use of a Double Oval office date stamp was at Worcester on 2 December 1853, followed soon thereafter by Cape Town on 7 December. Then, from about 13 December onwards, country postmasters began acknowledging receipt of their new office apparatus, including a date stamp with a Double Oval configuration, two inking pads and a kit of date lugs. Most of these early dates are known to us from the correspondence of

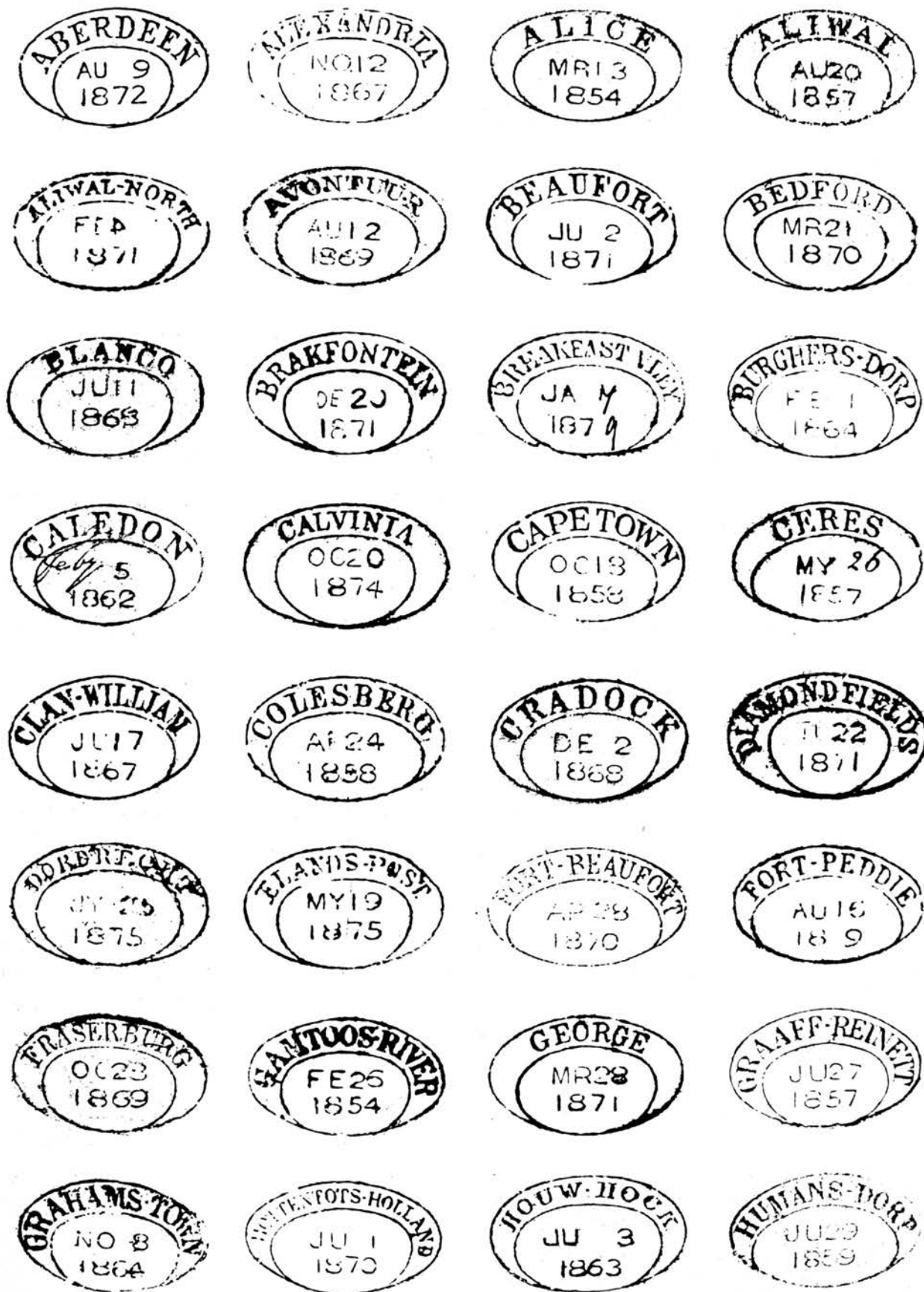


Illustration 6 1



Illustration 6 2

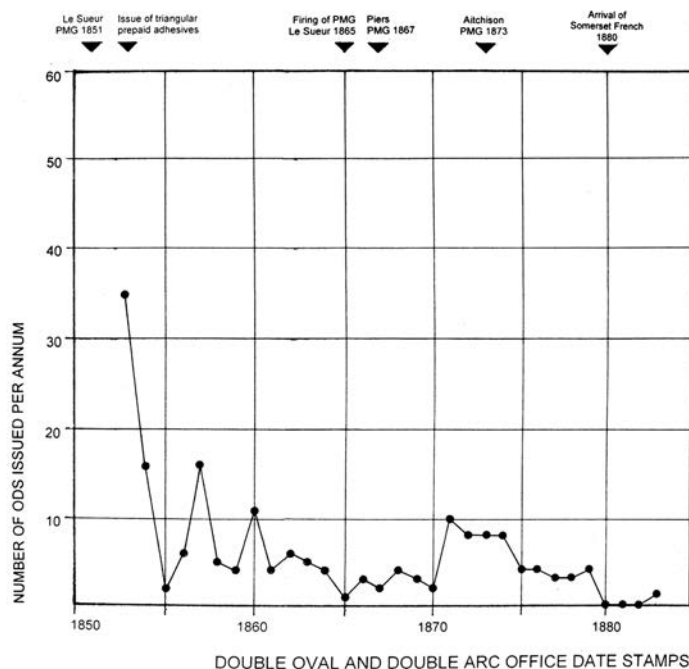


Illustration 6 3

postmasters in the Cape Archives, when they wrote to the Postmaster-General in Cape Town, but it does not follow that this was the date when the parcel arrived, it is merely the date when they chose to acknowledge its receipt. At Wellington, for example, the postmaster, Mr PJ Pentz, only wrote to the GPO on 21 December 1853 even though postal evidence shows that his Double Oval office date stamp was already in use on 2 December. Similarly at Tulbagh postmaster HA Zinn only wrote on 23 December 1853, even though he was already using his date stamp on 19 December (Shepherd, pers comm, July 2015).

By 6 January 1854 some 22 postmasters had acknowledged receipt of their new office equipment (Frescura, 2002), and by March 1854 postal evidence indicates that an additional 23 Double Oval cancellers were now in daily use. It is certain therefore that the initial distribution of Double Oval cancellers was made to at least 45 post offices. To this number we can probably add another 27 post offices whose use of a Double Oval canceller within that time period is not supported by postal evidence, but whose profile is consistent with that of other establishments in this group. Thus it may be assumed that by the end of 1854 some 72 Double Oval date stamps had come into daily use.

After this initial period, matters slowed down and between mid-1854 and 1858 another 22 Double Oval cancellers were brought into use, with a further 22 being distributed over the next 14 years. The last issues were probably made to Beaconsfield and Barkly West in 1871,

while a replacement was sent to Jagersbosch as late as 1877. The distribution of a new type of canceller with a Double Arc format from 1857 onwards obviously did not bring the issue of Double Oval date stamps to an end, and without the assistance of additional archival data, such overlaps are difficult to explain in terms of distribution strategies. (Illustrations 6: 3)

This point will become particularly pertinent when discussing Post Office policy between 1873 and 1887, when as many as four different types of single circle office date stamps were in play concurrently.

### THE DOUBLE ARC OFFICE DATE STAMP OF 1857 AND 1863

In 1857 the GPO began to distribute a second type of office date stamp with the name of the post office set clockwise about the top of the circle, and the bottom half of the face defined by two parallel lines 2.5mm apart. The central area of the circle was left open for details of day, month and year of posting using manually adjusted date lugs. For the purposes of this typology this has been termed a *Double Arc* office date stamp, and belongs to a group of English town dated cancellers whose design began to replace British Maltese Cross obliterations from 1842 onwards (Stitt Dibden, 1974) (Illustrations 1: 2-3).

Distribution was made in two main batches. The first 20 instruments were dispatched from London on 22 April 1857, and probably reached the GPO in Cape Town by mailship 42 days later, on about 3 June. Assuming that the parcel then received the Post Office's immediate attention, most cancellers might have been in use by 17 June. Another lot of four, presumably part of the same order, was sent two weeks later, on 5 May (Illustration 6: 4). A second order was placed five years later, and was sent out on 3 March 1862. It would have been received in Cape Town on or about 14 April (Illustrations 6: 5-6). Two additional cancellers were probably delivered the following year to newly opened offices at Stutterheim and Spectakel.

Over the next nine years two more double arc stamps were issued, one to Middeldrift in 1867, and another to Balfour in 1868. Then, three were issued in 1872, four in 1874, and five more after 1875. The last double arc canceller was sent to Beaconsfield sometime between 1879 and 1884, probably in 1883. Thereafter no more have been recorded.

Only two offices received more than one Double Arc canceller: Elim, where the recorded dates of postal use indicate that the second stamp was probably a replacement, and Kimberley, where two cancellers inscribed DE BEERS N.R were delivered early in 1871, followed by two more inscribed KIMBERLEY when its name was changed in 1873. After 1873 all four appear to have been in service concurrently. Given the chaotic social conditions






















To what Place	Date when sent	Stamps		
<u>Havana</u>	5/1	 <p>1<sup>o</sup> Mail 2<sup>o</sup> Aug 1857 with one pound of black stamps composed in six stamps paid.</p>		
<p><u>Cape of Good Hope</u></p> <p><i>Letters in two lots are forwarded to England to the Cape of Good Hope via Durban with May 5<sup>th</sup> 1857. A separate account of the cost of the stamps &amp; 12 boxes of papers to be sent with the letters to the Cape of Good Hope - May 1857</i></p>				
				
				
				
				
				
				

Illustration 64

prevailing on the diamond diggings at the time, this is not surprising.

For the same reason is it also understandable that two Double Oval cancellers were used concurrently at neighbouring Du Toit's Pan from 1871, and that these were supplemented with a Double Arc stamp in 1883 when its name was changed to Beaconsfield. This was the last Double Arc instrument to be distributed in the Cape, and came about at a time when most post offices in the Colony had a menu of at least four single circle canceller types to choose from.

Thus, for the two issues combined, a total of 195 instruments were distributed to 166 different post offices. Eleven cancellers were re-issued because the post office concerned had undergone a change of name, eight were replacements, and ten were probably additional stamps issued to supplement the post office's existing stock. Seventeen post offices are recorded to have been issued with both a Double Oval and Double Arc office date stamp. (Illustration 6: 3)

### THE ALMANAC OF 1854

In 1854 the *Cape of Good Hope Almanac and Annual Register* published a list of 94 postal agencies located in country districts. This provides us with what was, in essence, a list of names of the post offices that could, or should, have been issued with the new Double Oval date stamps. Unfortunately this list was not definitive, for not only did it include a number of convict stations and field-cornets' posts, which were temporary in nature, but it also omitted well-established agencies, such as Elim and King William's Town, which should have been included in any short-list of candidates for the new canceller. However, despite such obvious flaws, it still makes for some useful comparisons.

The Almanac listing includes 57 post offices that were issued with the Double Oval, and another 17 which were later issued with the Double Arc cancellers. Seven were convict stations or field-cornet's posts, which were never issued with a date stamp, and probably did not belong in such a list in the first place.

A number of post offices which should have been included in the Double Oval issue of 1853 never received this canceller, and were only included in the 1857 list of post offices allocated the Double Arc date stamps. The reasons for this separation are not immediately obvious, and may have been based upon chronological precedence or volume of business being transacted, but ultimately appear to be arbitrary. For this reason it is believed that the office date stamps issued during this era, from 1853 to 1862, were subject to the same processes of planning and Post Office rationale and, despite their obvious differences in typological form, should be considered as a single group.

The Almanac also included a number of names of

post offices which never received a canceller of either type. Given the fact that the dispatch of almost all instruments in the Double Arc configuration is accounted for (Putzel, 1981), we can probably assume that if they had been issued with an early canceller, this would have been in the form of a Double Oval. Despite the fact that no record of their use has been discovered to date, it should be assumed that they were issued with a Double Oval date stamp which may yet be discovered at some future date, possibly in a local archive. A list of "sleepers" includes the following:

- Alice, Division of Victoria East, opened on 1 January 1848.
- Baviaan's River, Division of Bedford, subsequently known as Glen Lynden, opened in 1848, whose first postmaster only appointed on 21 March 1850.
- Commando Kraal, Division of Uitenhage, subsequently known as Addo, opened on 26 February 1848.
- East London, opened in 1848.

It is interesting that all four offices listed above are located in the Eastern Cape, which might be indicative of an administrative lapse taking place, probably in Port Elizabeth where, in 1852, a new postmaster, Mr WC Hutchons, had just been appointed. Hutchons, who was also the local Deputy Sheriff, immediately made his dissatisfaction known regarding his salary, and in 1854 tendered his notice. He probably did so because his pending insolvency rendered him unsuitable for employment in the Civil Service. Certainly all four locations should have qualified for an office date stamp as part of the 1853 issue, and probably suffered as a result of Hutchons' neglect. East London in particular, would have been a glaring omission.

If the number of post offices known to have used a Double Oval canceller is correct, then by adding the four "sleepers" listed above to the 116 documented examples would give us a total of 120, which is probably the number of cancellers which the Cape Post Office could have ordered at this stage.

A number of other establishments, including Berg River, Breede River End, Koeberg (Klipvlei), Platteklip and Woodside could also have been added to this list, but they are believed to have been either convict stations or field cornet's posts, and as such were unlikely to have ever been issued with an office date stamp. Others like Kruisfontein and Matjesfontein had been closed down before the *Almanac* was published. (Illustrations 6: 7)

It is interesting to note that the *Almanac* included a postal agency at Smithfield, in the Orange Free State, which was opened in 1850, and was referred to in other sources as the *Sovereignty*, which was under British administration until 1853 (Frescura, 2002: 656). It is recorded to have used a variant of the double arc office




To what Place	Date when sent	Stamps
<i>Australian Colonies</i>	8/91	REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED REGISTERED
<i>Adelaide</i>	Nov-19 <sup>th</sup> 1861	
<i>Bennettsville</i>	March 3 <sup>rd</sup> 1862	
<i>Blinkwater</i>		

Illustration 6 5






To what place	Date when sent	Stamps
<i>Calitzdorp</i>		
<i>Daggaboers Nek</i>	<i>Calitzdorp</i>	
<i>Dal Josaphat</i>	<i>March 3<sup>rd</sup> 1862</i>	
<i>Eerste River</i>		
<i>Elim</i>		

Illustration 6 6

date stamp, with O.F.STATE inscribed at its base, a canceller type that was subsequently distributed after 1860 to at least 12 other towns in the OFS.

### THE ORDERING OF OFFICE DATE STAMPS

The period of 1853 to 1862 marks an era when the Cape's Colonial Post Office issued its first prepaid postal adhesives and distributed its first office date stamps. Although the two events were not necessarily linked chronologically, it does mark a turning point in the way that the postal service had to reorganise its processing of mails. Almost immediately this gives rise to a number of questions relating to the ordering, manufacture, and distribution of cancellers to post offices, a discussion which is fundamental to this book.

A chronological chart tracing the issue of these early cancellers (Illustration 6: 3) reveals that they were distributed to post offices in three distinct batches: a Double Oval issue that took place between December 1853 and 1854, a Double Arc issue which took place in 1857, and another in 1862. Significantly, Double Oval cancellers continued to be sent out intermittently to post offices until at least 1877, twenty-four years after their original appearance, and 15 years after the second issue of the Double Arc supplementary cancellers. Although such issues were limited mostly to one or two cancellers per year, no discernible pattern of distribution could be found. A lack of such a pattern, therefore, becomes our first clue.

We also need to examine the manner in which cancellers were ordered from the manufacturers. We know that in 1817 the original "*Crown-in-Circle*" letter stamps were produced entirely in Britain, and that each instrument was supplied to the GPO fully engraved and ready to be assigned to a specific post office. Forty years later Colonial records indicate that Double Arc cancellers were still being supplied from Britain, finished and fully engraved (Putzel, 1981). We must assume, therefore, that the same procedure must have applied to the Double Oval date stamps issued from 1853 onwards.

The problem with this system was one of time and distance. During the 1850s, any order from the GPO in Cape Town would have been forwarded to England by mail ship, taking about 42 days to get there. Therefore the shortest turn-around time possible would have been at least 84 days, and this does not take into account the time needed by the manufacturers to fill the order. The design brief from Cape Town would have had to be clear, comprehensive and unambiguous, as any questions or doubts would have added another three months to the times of production and delivery.

The solution, quite clearly, was for the Cape to have a representative in London to liaise with suppliers, make short term decisions, and administer contracts on its behalf. This task fell to the Office of Crown Agents for the Colonies,

an agency established in 1833 to conduct financial transactions on behalf of Britain's growing number of colonies. This included the supervision of Treasury grants, the purchase of supplies, the recruitment of staff and the supervision of specific colonial projects. The design and production of postal adhesives and the purchase of post office supplies would have fallen well within its brief.

Communications with the Post Office's British suppliers were improved marginally on 1 October 1876 when a new Ocean Mail Service came into being, linking the Cape to the United Kingdom in 26 days. Further improvements were made on 27 December 1879 when the Cape was linked telegraphically to Europe through Durban and the East Coast Cable system. Delivery, however, was still limited by the time it took a mail ship to complete its round trip from Europe. Although this was a great improvement on previous arrangements, any further reduction in the Post Office's lead times would have required the relocation of at least part of the canceller manufacturing process to the Cape.

By 1893 at least five firms of stamp makers and engravers were open in Cape Town, and had the GPO decided to import bulk lots of half-completed office dating equipment, the face could have easily been finished off locally. It is possible, therefore, that at some stage the Cape Post Office could have started to import blank office date stamps in bulk lots. These would have been kept in Stores until needed, at which point they would have been sent to a local company for cutting and engraving. There is no archival evidence to suggest that this did indeed take place, but it is useful merely to note that had the GPO decided upon this course of action, then the necessary skills and equipment would have been available locally.

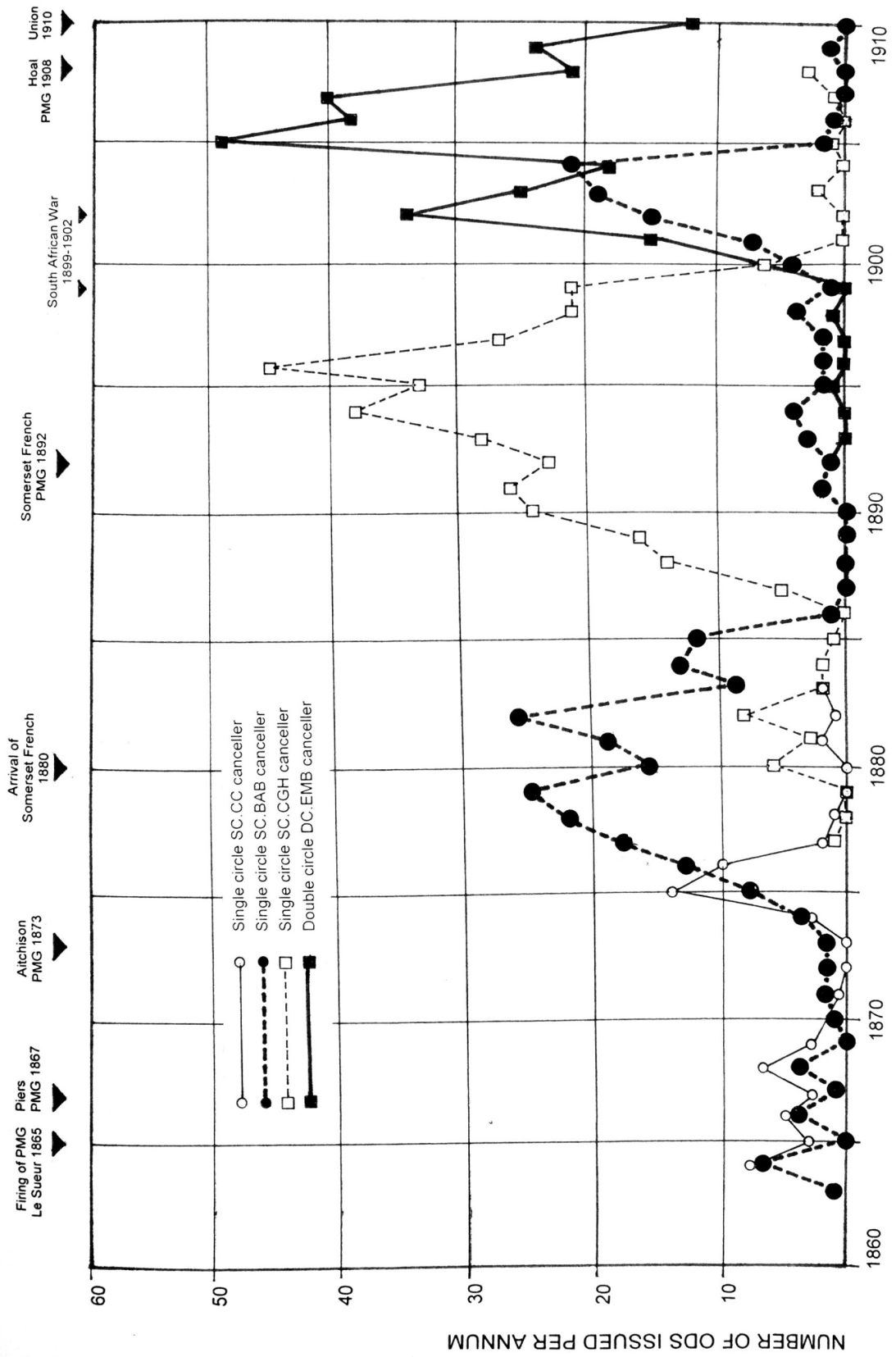
Again I should stress that this is pure supposition and not a statement of fact.

In reality the manufacture of completed postal cancellers is unlikely to have taken place in South Africa until well after 1924, when a Nationalist-Labour coalition came to power and initiated a policy of developing local resources. One outcome of this policy was that the first Union postage stamps to be produced locally were printed in offset litho by the Cape Times Ltd, in Cape Town in February 1925. By 1930 the printing of all South African stamps had been transferred from Britain to the Government Printers in Pretoria. The local manufacture of steel office date stamps probably only began after 1945 when manufacturing industries formerly attached to the war effort began to look for ways of using their new equipment. Given the fact that up to the 1930s some 90% of consumer goods sold in southern Africa were manufactured overseas, it seems probable that, until WWII, the Union Post Office continued importing its equipment wholly from Britain.

Taking all of the above into consideration, the introduction of Double Arc dated town cancellers to

*Postmasters and Postmistresses in the Country Districts.*

Alice, Mr. A. McGilleive	Montagu Bridge, Mr. J. McGregor
Aliwal (Mossel Bay), Mr. de Wet	Middelburg, Mr. Langebach
Aliwal (North), Thos. Butler	Napier, Mr. van der Worm
Berg River, Mr. Thos. Middlecott	Nell's Poort, Mr. J. Molteno
Brede River End, Mr. Hawthorne	Normandie (Gt. Drakenstein), Mr. C. Freislich
Bathurst, Mr. R. Kelby	Oudtshoorn, Mr. F. S. Fischer
Baviaan's River, Mr. G. Aldrich	Paarl, Mr. I. J. de Villiers, J.N.s.
Beaufort, Mr. E. B. Auret	Petrus Vlei, District Colesberg, Mr. Gert Gous
Belvidere, Mr. Duthrie	Piketberg, Mrs. P. J. Truter
Blanco, Mr. Hy. Hooper	Platteklip (Malmesbury), Mr. J. M. Hidding
Bredasdorp, Mr. C. Diack	Plettenberg's-bay, Mr. F. Sewell
Burghersdorp, Mr. C. T. Bird	Plumstead, Mrs. S. Boyes
Caledon, Mr. J. Bourhill	Port Beaufort, Mr. Thos. Barry
Ceres (Div. of Worcester), Mr. G. M. Stewart	Port Elizabeth, Mr. W. C. Hutchons
Clanwilliam, Mr. J. H. Borchers	Port Frances, Miss C. Berrington
Claremont, Mr. Thos. Draper	Prince Albert, Mr. H. T. Elliott
Colesberg, Mr. J. S. Knobel	Queen's Town, Mr. E. R. Bell
Commando Kraal, Mr. C. J. Taylor	Richmond, Mr. A. S. Ford
Craddock, Mr. Thos. Dry	Rivier-zonder-End, Mr. J. W. Smith
Darling Bridge, Mr. W. Furney	Riversdale, Mr. Becker
D'Urban, Mr. G. Bresler	Rondebosch, Mr. T. Randall
East London, Mr. E. E. Balston	Sidbury, Mr. Lake
Eenzaamheid, George, J. F. Taute	Simon's Town, Mrs. Rennick
Eland's Post, Mr. L. H. Meurant	Sir Lowry's Pass, Mr. Heartley
Eerste River, Mr. T. Morris	Smithfield, Mr. A. O'Reilly
Fort Beaufort, Mr. D. Bremner	Somerset (East), Mr. C. Beamisk
Fort Peddie, Mrs. C. Young	Somerset (West), Mr. Langschmidt
Franschhoek, Mr. Voigt	St. Helena Bay, Mr. J. Daly
Gamtoos River, R. Mr. Archibald	Stellenbosch, Mr. C. F. Liesching
George, Mr. H. Drinkwater	Sunday River Pont (Division of Uitenhage), Mr. G. Colling
Graaff-Reinet, Mr. G. Hurford	Swellendam, Mr. H. Jeppe
Graham's Town, Mr. F. H. Cole	Three Cups (Mowbray), Mr. M. Butler
Groenekloof, Rev. C. T. Francke	Tulbagh, Mr. H. A. Zinn
Houwhoek, Mr. G. Stegmann	Uitenhage, Wid. Alcock
Humans Dorp, Mr. G. Hawkins	Van der Walts Poort, District of Beaufort, Mr. Thos. Naylor
Jagersbosch, Mr. H. P. Meeding	Victoria, Mr. Jas. Anderson
Kalkbay, Mrs. Rogers	Villiers Dorp, Mr. C. S. Haylett
Karroospoort, Mr. C. van der Merwe	Wellington, Mr. M. J. Pentz
Knysna (Melville), Mr. C. Fair	Whittlesea, Mr. Dan. Collins
Kowie, Mr. Berrington	Woodside, Mr. Atkinson
Koeberg (Klipvlei), Mr. D. Neeser	Worcester, Mr. P. W. Scholtz
Koopman's River, Mr. J. Wiggins	Wynberg, Mr. W. Moore
Kruis Fontein, Mr. Archibald	Zuurberg Convict Station, Mr. W. H. Coleman
Kuil's River, Mr. T. Burke,	Zuurbron, Mr. W. S. G. Metcherkamp.
Lady Smith (Division of Swellendam) Mr. Van As	
L'Agulhas, Mr. G. Holloway	
Langekloof, Mr. G. W. B. Wehmeyer	
Malagas Kraal, Mr. John Townsend	
Malmesbury, Mr. G. L. Ehlers	
Matjes Fontein, Mr. P. C. van Niekerk	



MAJOR TYPES OF CAPE POSTAL CANCELLERS, 1863-1910

Illustration 6:8

Cape post offices at a time when Double Oval cancellers continued to be available is puzzling to say the least. Common sense would dictate that the introduction of a new type of canceller should have been delayed until stocks of the old were depleted. Instead a small number of Double Oval cancellers continued to be issued annually to post offices for the next 20 years. Despite the fact that their screw-head design must have required regular maintenance, many such instruments remained in service until the mid 1880s and one, at Stanford, was recorded to have been used as late as 22 September 1910.

Which raises an important question. Were country postmasters given a choice as to the type of office date stamp they received or, more specifically, was the canceller issued to the post office or the postmaster? Ordinarily the answer must favour the post office, but then there are a number of additional factors that need to be taken into account. This is an important issue that comes up repeatedly in subsequent chapters.

The modern assumption is that then, as today, postal equipment was the property of the Post Office, and that it was handed out on trust to individual postmasters as part of their working equipment. This may have been true of large urban or divisional establishments, where the successful applicant to a position in the Colonial Civil Service would have had to provide a sizeable security to his would-be employers. However most country offices were small agencies, often linked to either a hotel, or an inn or a trading store, whose postmasters did the work as a service to the local community, or as an adjunct to other commercial activities. Such men and women worked either for nothing or at a nominal salary, usually 10s per month. It is possible that, under such circumstances, postmasters might have been required to purchase their office equipment, the cost of which would have been recoverable, over time, from the commission paid out to agents on the sale of postal adhesives.

In the case of Groote Vlei, for example, the first postmaster Mr DW Whiley, was appointed on 1 June 1869 and rendered his services gratis, but was only issued with a double oval office date stamp on 18 November 1869 once he had made a payment of 6s6d to the Post Office (Cape Archives). It is not known whether this was a refundable deposit or a purchase price, but if country postmasters had to buy their date stamps, then it is perfectly feasible to assume that they could also have been given a choice as to the type of canceller they preferred to use. On 4 November 1873 Whiley once again wrote to Cape Town informing the Postmaster General that henceforth the village of Groote Vlei would be known as Steynsdorp, and requesting that a new date stamp inscribed with this new name be issued to his office. This order was confirmed on 18 December 1873 and was forwarded to Steynsdorp on 19 January 1874 (Steyl 1999), a turn-around time of 76 days.

Another alternative is that country postmasters had to pay a deposit to cover the cost of their date stamps. This may or may not have been refundable, but might have been made necessary by the errant behaviour of some employees. On 20 December 1853 the GPO appointed the Rev CA Nauhaus as the first postmaster at Elim Mission. On 31 December 1853 he was issued with a double oval office date stamp, and a short time thereafter, on 26 January 1854, he wrote to his superiors in Cape Town, informing them that the number of letters originating from his office hardly warranted its existence. Furthermore, he stated, his business was not faring at all well, and he could not afford to take the time off to visit the nearest Justice of the Peace to render account of the meagre number of postage stamps he had managed to sell that month. As a result he had given the canceller, together with his stock of stamps, over to the local people to do with them as they wished (Cape Archives). The evidence provided by the postal record indicates that the GPO never recovered its property, assuming, of course, that the canceller was not Nauhaus' property to dispose of as he wished. This is a question that will be revisited again during the course of the chapters that follow.

None of this, of course, explains satisfactorily why, after an initial period of intensive activity, the distribution pattern of almost every canceller used at the Cape shows a long tailing-off time (Illustration 6: 8). Perhaps, for the purposes of this reconstruction, we should not consider each canceller as a specific type but as the product of a separate tender, or a supply contract. Let us presuppose the following data.

We have already established that the Department of Posts came under the Ministry of the Treasury, and that, for a variety of reasons, its corporate culture should be seen to have had a strong fiscal orientation. This means that the provision of materials to the Post Office could well have been guided by primary factors of price, delivery, and quality control, and not necessarily by outward aesthetics. In other words, to the bureaucratic mindset, a canceller could have been just a canceller, and provided it performed to the required standards, it remained an artifact for cancelling mails, regardless of what it looked like.

Let us now also presuppose the hypothetical tendering procedure that might have been followed. In 1853 the Post Office notified its Master of Stores that by December it would need 80 office date stamps, but that by 1860 it projected that an additional 40 units would be needed. Because of the distances involved, and perhaps not wishing to duplicate unduly its administrative procedures, the Master of Stores chose to publish a tender for the supply and cutting of all 120 cancellers. This was awarded to Blogg & Son who manufactured all 120 units, 80 of which were immediately engraved and forwarded to the Post Office Stores in Cape Town for distribution. The remaining 40

cancellers were left blank and placed into stores in London for future use, as and when called upon by the Master of Stores in Cape Town. Over the next three years another 10 were finished as required and forwarded to the Cape under the old tender conditions.

Then, in 1857, the Post Office informed its Store that due to unprecedented growth, another 100 cancellers would be needed with immediate effect. The new tender was won by Smith & Co, who also held the right to manufacture under license a new and improved kind of canceller. The new date stamps were quite different in appearance from the old model provided by Blogg, and while the Post Office duly went ahead with the distribution of the Smith design, the Master of Stores had no alternative but to continue the distribution of the old model until the Blogg contract had run its course.

Again, this scenario is strictly the result of supposition, and is not supported by archival evidence.

## CONCLUSIONS

The model put forward by previous researchers regarding the allocation of Double Oval and Double Arc cancellers to country post offices has been simple and quietly reassuring. The first instrument was issued in 1853, together with the Cape *triangulars*, the other was issued in 1857 (Jurgens, 1942, Goldblatt, 1982). Their research did not wrestle with the complications posed by post offices which did not exist at the time, with inconvenient dates which precede the chronology of the model, or by numbers of distribution which, taken in the overall context of the Cape Post Office, often make a mockery of common sense.

The only data which should be incontrovertible and beyond question, is that provided by the postal strike itself, and even that, as we have already seen, is not beyond textual and contextual interpretation. Within this world of shifting grounds the best that we can hope for is a set of mediated truths. Yes, 72 Double Oval cancellers were issued between December 1853 and January 1854, but a couple of them appear to have been used before that time, and a whole lot of others were distributed intermittently over the next eighteen years. So, in writing a history we stick to generalities and hope that others will not convert them into hard truths.

Which, of course, is precisely what other non-researchers have done in the past. Catalogue compilers, philatelic exhibitors and auctioneers do not have the time for the *ifs* and *buts* of hard research, but seek out these *facts*, and when they cannot find them, they look for the next best thing, they look for dates. Hard, incontestable, unchanging dates.

This chapter has highlighted this precise problem, and just in case some Readers still believe that this was a passing phase in the history of the Cape Post Office, and

that good, common sense was bound to assert itself sooner rather than later, then please let me reassure you that this is merely the beginning of this madness. Over the next five chapters, this analysis is going to attempt to make sense of the incomprehensible, and to unravel the Gordian knot that the Cape's Colonial Post Office appears to have spun for itself. I am not sure that this will succeed, not because I am a pessimist, but because I have already written those chapters and know so. This chapter, I am afraid, is as good as it gets.

Taken as a whole, it is possible to argue that while the Double Oval and Double Arc cancellers belong to two distinct design types, their issue was part of the same programme, which links the era of hand letter stamps and the cash prepayment of postage to a period when the workings of the post office begin to resemble those of our own times. Given the nature of things, it is possible to argue that it is too much for us to expect these men and women to have put forward policies or procedures that were either sensible or wholly consistent. They were, after all, making things up as they went along, and whereas today we can work with the perfect hindsight of history, they had no such benefit.

So, this chapter has attempted to deconstruct the various social, historical and economic events that surrounded the workings of the Cape Post Office two centuries ago, and if matters still seem to be confusing, then, perhaps, it is not because they were not confusing at the time, but because they were "*just so*", and were accepted as such.



## CHAPTER SEVEN

### THE CANCELLER TRIALS OF 1864 AND 1865

#### INTRODUCTION

From 1864 onwards the Cape Colonial Post Office made use of a succession of postal cancellers, also referred to as *office date stamps* or *dating stamps*, in the form of a single-line circle, within which the name of the post office was inscribed in a clockwise direction at the top of the arc. Inside, and in the centre of the circle, provision was made for the insertion, by means of movable type, of the date, month and year of its use. Later examples also allowed for a time code. In addition to this basic form, the strike could carry other information of a locational or operational nature, such as "*Lawrence Street Port Elizabeth*", or "*East London Parcels Office*".

Their use can probably be linked to the introduction by the Cape Post Office in 1864 of rectangular prepaid postal adhesives, perforated for greater ease of handling. Although the Cape's triangular stamps had rapidly become an iconoclastic symbol of the Colony, their use under field conditions created practical problems for postmasters at larger urban post offices, not the least of which being their need for laborious and time-wasting separation using a pair of scissors. The new type of postal adhesive clearly called for new methods of obliteration, and by the time the first rectangular stamp, the 1s green was sold in January 1864, the Post Office had begun work on a new cancelling policy.

During the 46-odd years of their use, the single circle canceller intended for general distribution to Cape postal agencies underwent a number of changes to their basic design which have allowed us to establish, with a degree of relative accuracy, their periods of issue. Although some postal historians have attempted to attach functional significance to the allocation of specific types (Goldblatt, 1982), subsequent field research has not borne out such a theory. Similarly, no geographical significance could be found for their use in any particular region or division of the Colony. For the purposes of this analysis, the single circle cancellers have been divided into a number of major groups, or types.

- Group 1: The small Single Circle Date Stamp of 1864 with no inscription at base, for limited distribution.
- Group 2: The Single Circle Date Stamp of 1864 with "CAPE COLONY" inscribed at its base.
- Group 3: The medium-sized Single Circle Date Stamp with no inscription at base, for general distribution

Group 4: The Single Circle Date Stamp with a dot or a small device inscribed at 6 o'clock on the face of the canceller.

Group 5: The Single Circle Date Stamp with "CGH" inscribed at its base.

Group 6: The large Single Circle Relief Cancellor.

A large number of other sub-types were also used but, generally speaking, these were either variants of the above, or their use was limited to the main post offices at Cape Town, Port Elizabeth and Kimberley. As such they had a small and specialised distribution and do not warrant their inclusion into this discussion.

#### THE SINGLE CIRCLE OFFICE DATE STAMP OF 1864

This office date stamp, commonly referred to in this book as a single circle bare-at-base canceller (SC.BAB), underwent two separate periods of distribution. The first involved a group of 13 cancellers whose distinct size, only 20mm in diameter, separated them from all subsequent single circle distributions. They are also unique in that, in contrast to all subsequent Cape cancellers, their date of dispatch from the British Post Office in London to the GPO in Cape Town is wholly known.

The first four cancellers in this group, intended for the post offices at Papendorp, Amandelboom, Schieffontein and Zoute Kloof (Illustration 7: 1), were forwarded from London on 22 December 1863, and presumably arrived in Cape Town by mailship 42 days later, on or about 2 February 1864. The last nine cancellers were dispatched on 2 May 1864 (Illustration 7: 2).

Field examples of two cancellers, designated for distribution to Simondium and Spectakel, have never been recorded, either on mail or on a postal adhesive, and it may well be that because both were closed in 1867, they were never issued to the postal agencies concerned. It is also possible that the canceller at Spectakel was somehow lost, stolen or damaged, for the local postmaster, Mr C Sedgwick, who rendered his services for free, was dismissed by the Post Office in 1864 or early in 1865.

This group also included a canceller dispatched on 2 May 1864 whose post office name, Salem, was inscribed horizontally in a straight line across its face. This was unique not only for this group of cancellers, but for all Cape office date stamps as a whole, and this design variant was never repeated.



Illustration 7 1

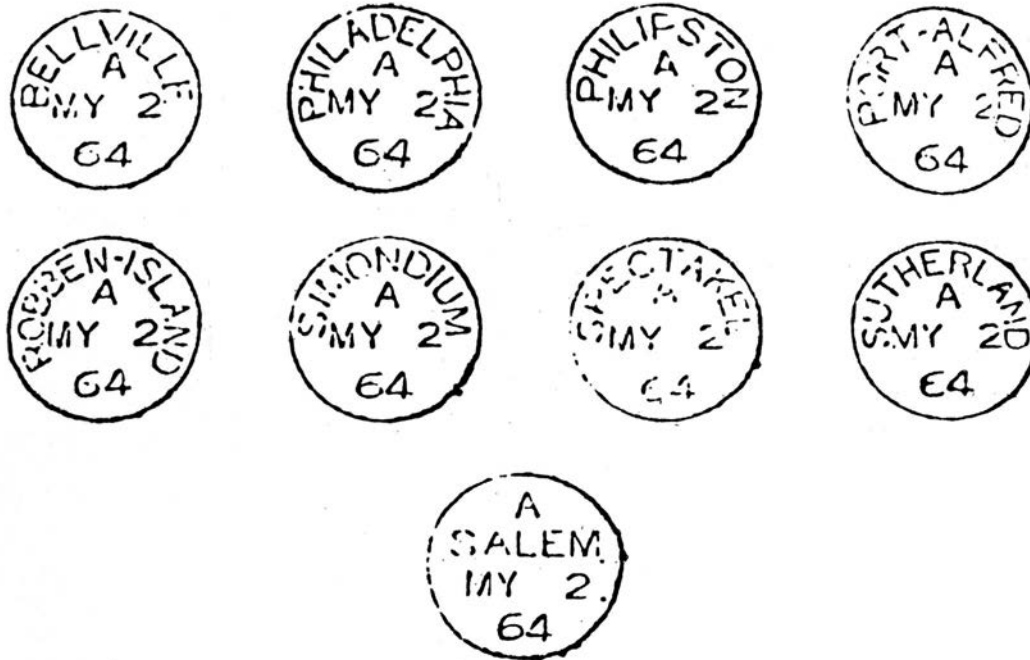


Illustration 7 2



Illustration 7 3

Added to this must be a separate lot of cancellers, 22mm in diameter inscribed CAPE COLONY at its base (SC.CC), to be used at Cape Town, Port Elizabeth and Grahamstown (Illustration 7: 3). The first two are understandable, for they were the Colony's two major ports and urban centres, but Grahamstown was probably added to this list in deference to the Eastern Cape's political aspirations to become a separate territory, with its own Legislative Assembly and a Lieutenant-Governor based in the town. The mailing from London must have included

at least two such instruments for Cape Town and Port Elizabeth respectively, but only one for Grahamstown. This last design appears to have met all of the GPO's specifications as, soon afterwards, similar cancellers were issued to at least another five offices.

The mail delivery from London on 2 May 1864 must have included the following cancellers:

AMANDELBOOM	20mm diameter, inscribed AMANDEL-BOOM, dispatched 22 December 1863	12 JY 1869	29 SP 1876
BELLVILLE	20mm diameter, dispatched 2 May 1864	21 DE 1866	31 AU 1876
CAPE TOWN	22mm diameter, inscribed CAPE COLONY at base, dispatched 2 May 1864, various types recorded	21 SP 1864	2 AU 1896
GRAHAMSTOWN	22mm diameter, inscribed CAPE COLONY at base, dispatched 2 May 1864	11 AU 1865	29 DE 1871
PAPENDORP	20mm diameter, dispatched 22 December 1863	19 SP 1873	18 MR 1878
PHILADELPHIA	20mm diameter, dispatched 2 May 1864	26 FE 1882	5 SP 1910
PHILIPSTOWN	20mm diameter, inscribed PHILIPSTON, dispatched 2 May 1864	27 JY 1866	12 SP 1913
PORT ALFRED	20mm diameter, date at 6 o'clock of the circle, dispatched 2 May 1864	3 JU 1864	14 NO 187*
PORT ELIZABETH	22mm diameter, inscribed CAPE COLONY at base, dispatched 2 May 1864, various types recorded	4 JY 1864	20 MY 1895
ROBBEN ISLAND	20mm diameter, dispatched 2 May 1864	12 OC 1868	23 DE 1907
SALEM	20mm diameter, name placed on horizontal axis, dispatched 2 May 1864	30 JU 1872	** ** 1881
SCHIETFONTEIN	20mm diameter, inscribed SCHIET-FONTEIN dispatched 22 December 1863	12 NO 1868	18 MR 1869
SIMONDIUM	20mm diameter, dispatched 2 May 1864, no examples known		
SPECTAKEL	20mm diameter, dispatched 2 May 1864, no examples known		
SUTHERLAND	20mm diameter, dispatched on 2 May 1864	3 DE 1874	29 OC 1909
ZOUTE KLOOF	20mm diameter, inscribed ZOUTE-KLOOF dispatched 22 December 1863	24 OC 1865	18 JA 1870

The package also included a number of BONC obliterations, already discussed in Chapter Five.

Taken as a group, it becomes evident that the 16 cancellers delivered from London in 1864 constituted a trial run made by the GPO to test out a number of new date stamps under colonial field conditions. This would have included such factors as canceller size and design of the face as well as the manufacturer's ability to service the needs of a client at long distance, bearing in mind that direct telegraphic contact with Europe did not become available in the Cape until 27 December 1879.

At issue would also have been the functioning mechanism of the canceller, ease of maintenance, and its handling under field conditions, including the ergonomic shape of its handle. This latter point is commonly ignored by postal historians, but as any postal worker employed before the 1980s will attest, in later years this became a major cause of wrist arthritis and would have been of direct concern to counter clerks and postal sorters working in a pre-mechanized era.

The hypothesis that this was a *trial* group of cancellers would also be supported by the unique format of the canceller designated for Salem. Quite obviously its design presented problems both in its capacity to cater for longer names, as well as the amount of space allocated to operational information, such as date and time codes. A new SC.CC canceller was probably ordered soon thereafter for Berlin Station, which was opened on 18 July 1864, but it took another ten years before this type of canceller began to be distributed in greater numbers.

### THE RAILWAY CANCELLERS OF 1865

In about 1865 the Cape Post office began to distribute a second group of SC.BAB cancellers, this one delivering a distinctive 28mm diameter strike. At first only six were issued, all of them to railway stations on the Cape Town-Wellington or Cape Town-Wynberg lines. Two more cancellers, with the same design but giving a smaller 24mm diameter strike, were issued to the stations at Stellenbosch and Durban Road, also on the Wellington line (Illustrations 7: 4). These included:



Illustration 7 4

CERES ROAD	open 1875, inscribed CERES-ROAD 24mm diameter	10 JA 1880	21 DE 1905
EERSTE RIVER STATION	open 1865, inscribed EERSTE R.STN 28 mm diameter	8 MY 1869	19 OC 1885
MOWBRAY STATION	open 1868, inscribed MOWBRAY STN. 28mm diameter	4 AP 1871	17 NO 1873
OBSERVATORY ROAD	open 1866, inscribed OBSERVATORY 28mm diameter	6 SP 1871	2 JY 1880
PAARL STATION	open 1868, inscribed PAARL STN 28mm diameter	5 JA 1869	28 MY 1873
RONDEBOSCH STATION	open 1868, inscribed RONDEBOSCH STN. 28mm diameter	27 JY 1870	14 SP 1871
STELLENBOSCH STATION	open 1868, inscribed STELLENBOSCH STN, 24mm diameter,	1 AP 1885	29 AU 1916
WELLINGTON STATION	open 1867, inscribed WELLINGTON STN 28mm diameter	2 OC 1871	15 NO 1873

Given the fact that these cancellers all shared in the same design, were all allocated to railway stations, and all but two were of the same large 28mm format, it may be assumed that this may represent an early attempt on the part of the GPO to link a distinctive canceller type to a specific function, in this case that of a railway station. How far this experiment was ever taken is not recorded. The Cape Town-Wellington line was opened on 4 November 1863, and by the time the railway was sold to the Colonial Government on 1 January 1873, it had stations at Bellville (1862), Eerste River (1865), Stellenbosch (1868), Paarl (1868), and Wellington (1867).

The Cape Town-Wynberg line was opened to traffic on 19 December 1864, and by the time the railway was leased to the Colonial Government on 1 January 1873, it had stations at Salt River (1868), Observatory Road (1866), Mowbray (1868), and Rondebosch (1868). All of these railway offices, were issued with a distinctive date stamp with the exception of Salt River, which already had a workable Double Oval canceller from the time it was still called Montagu Bridge, and Bellville, which was issued with a new 20mm diameter instrument.

## CONCLUSION

Given the benefit of hindsight that history and time can offer, it is easy for us today to consider the evidence available and, having been provided with the solution, exclaim "Of course, how could it have been otherwise!" What appears today to be sensible and self-evident, has not always been so, and often solutions are only found after a long, and seemingly laborious process of trial and error.

Thus, 150 years ago, when faced with the need for a new and more efficient system of processing its mails, the Cape Post Office was not immediately presented with a solution. Coming, as it did, from a history strewn with octagonal stamps, crowned circles, barred triangles and oval date stamps, the answer to its problem could not have been immediately evident, and even after it had settled upon the circle as the most efficient form for its office date stamps, thirty years later it was still experimenting with a range of picturesque and highly impractical squared and octagon circles, compass wheels and hooded circles.

The single circle date stamps issued in 1864 and 1865 represent a break from the oval cancellers of the previous generation, and a simplification of the Double Arc canceller, which had enjoyed a very limited distribution seven years previously. The group represents a veritable pot-pourri of styles, sizes and functions which the Post Office in Cape Town must have found highly confusing, and we can only conclude that the manufacturing company of office date stamps must have gone out of its way to present the GPO with as wide a set of options as was possible.

Despite being separated chronologically by a year, the two projects have a number of overlaps and should be considered as one. The strike and date of issue for Bellville places it firmly within the group sent out in 1864, but its function should move it to the 1865 camp. The strike for Stellenbosch Station places it in 1865, but its size is with neither. The cancellers inscribed CAPE COLONY were issued in 1864, but they are the fore-runners of another canceller type altogether, and the strike for Salem is unique, even for its time. The picture is confusing, to state the obvious.

Added to this was the fact that, throughout this time, the Post Office's management was in a state of disarray. The firing of four members of the senior staff under charges of incompetence and the embezzlement of funds in 1864, the subsequent dismissal of Postmaster-General Le Sueur in 1865, and the rustication of his deputy, George Aitchison to Tulbagh in 1869, had left its management ranks seriously depleted. They were joined in 1867 by Charles Piers, previously Superintendent of Convicts for the Colony, who had no record of previous Post Office experience, and whose sole brief must have been to establish proper accounting and operational procedures in the Department.

For a time this must have left the GPO seriously short of personnel with experience in postal affairs, and it was only after 1873, when Aitchison was recalled from bucolic obscurity, that the Post Office returned to more stable management.

Out of this confusion two major policy decisions were to emerge. For the next thirty years the single-circle canceller in all its variant forms became the work-horse of the Cape Post Office; and the idea that the form of a canceller should be connected to the postal functions of a Department was never seriously explored again.

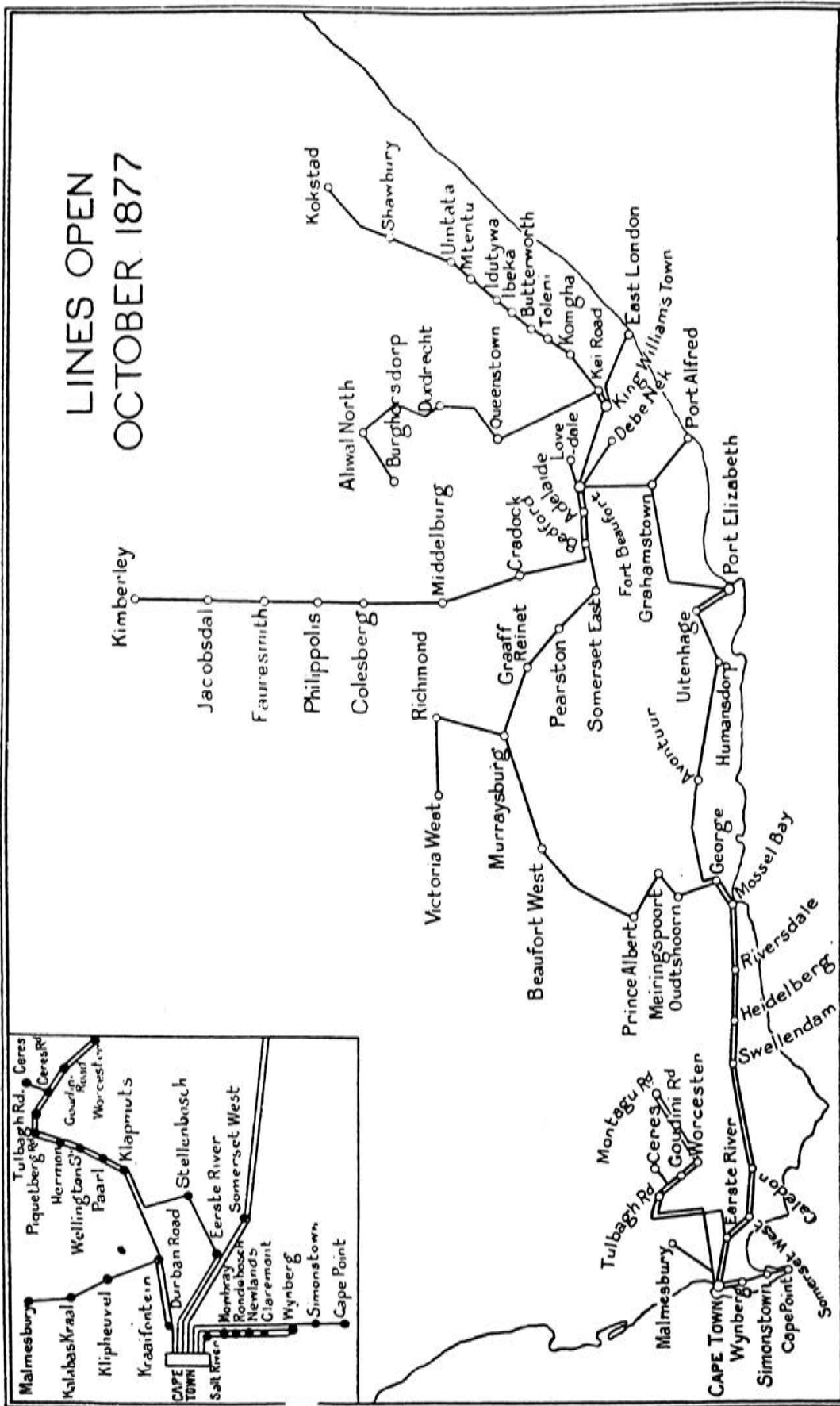


Illustration 8.6 Telegraph Map of the Cape, 1877



## CHAPTER EIGHT

### THE SINGLE CIRCLE OFFICE DATE STAMP

#### INTRODUCTION

During the colonial era at the Cape, postmasters requesting a new or replacement office date stamp for their postal establishments could find themselves at the receiving end of any one of four or five different types of canceller (Frescura 2014). The reasons for such confusion are not clear. This may have been owed to organisational dysfunctions within the Ministry of the Treasury, or an absence of policy direction, or just to the vagaries of an imperfect ordering system involving suppliers located in another hemisphere. Whatever the case, and without access to an archival record, its causes can only be guessed at.

On the other hand, the Post Office Guides, the Instructions to Post Masters, and the monthly Post Office Circulars have survived and contain a wealth of data. Added to this is the postal record supplied by hundreds of envelopes and entires drawn from collectors of postal history, family records and private archives. As a result there exists a body of data which, although clearly incomplete, makes it possible to arrive at a number of conclusions regarding the Cape Post Office and its organisational infrastructure.

The figures reflected in the graphs that follow have been drawn from two main sources: the official dates of opening and closing of individual post offices, drawn from official records, and the evidence provided by postal items sent through the postal system.

#### THE SINGLE CIRCLE CAPE COLONY SC.CC OFFICE DATE STAMP OF 1864

In 1864 the Cape GPO appears to have settled upon the concurrent distribution of two simplified office date stamps. The first type used a noticeably smaller ring 21-23mm in diameter, and featured the words CAPE COLONY inscribed at its base (SC.CC), while the second used a ring 22-24mm in diameter, and left its base free of any words or devices (SC.BAB).

The first single circle office date stamps with CAPE COLONY inscribed at its base, destined for Cape Town, Port Elizabeth and Grahamstown, were dispatched from London on 2 May 1864, and probably reached the Cape on or about 14 June 1864. The two cancellers for Cape Town were placed in service almost immediately, while the cancellers for Port Elizabeth and Grahamstown would have arrived in the Eastern Cape two weeks later. Their first

recorded use was in Port Elizabeth on 4 July 1864. This is one of the few cancellers used in the Cape for which there exists archival evidence of their early distribution (Putzel, 1981).

The two cancellers issued to Cape Town and Port Elizabeth differed minutely in the details of their design, and it is not recorded whether this was done deliberately on order from the client, or was the result of imperfect manufacturing procedures. The packet also included a number of BONC obliterations, numbered 1 for Cape Town, 2 for Port Elizabeth and 3 for Grahamstown respectively. The two instruments, the office date stamp and the barred oval numeral canceller were intended to be used in tandem, one to obliterate the prepaid postal adhesive, and the other to date the letter. The introduction of the first single circle office date stamp and the BONC obliterator are therefore inextricably bound, both chronologically and functionally.

The same packet also contained at least one other instrument destined for Cape Town only, probably on an experimental basis. The BONC Duplex dating and obliterating stamp (BONC.DX1) combined the two functions into one canceller, and although a second one was sent to the GPO subsequently, in about 1872, for reasons that are not known the GPO's senior management never took to this design and it was never distributed to other Cape postal agencies.

#### Distribution

The first SA.CC cancellers were probably received in Cape Town in mid-June, and their earliest recorded use in the Eastern Cape was at Port Elizabeth on 4 July 1864. A fourth canceller may have been issued to Berlin Station when it opened on 18 July 1864, but this has yet to be supported by field data.

Most of the initial SA.CC distribution took place between 1864 and 1869 when 29 cancellers were allocated to various offices. Only two are thought to have been issued in 1870 and 1871, before undergoing a resurgence between 1874 and 1877 when another 29 were sent out. The last SC.CC canceller was probably issued in 1884. This means that over a period of 20 years, only 76 were distributed to 66 establishments, but this does not take into account the number of duplicates that might have been forwarded to larger offices, such as Cape Town and Port Elizabeth. (Illustration 8: 1)

Overall, no pattern of geographical or structural distribution could be found. Of the first 20 post offices to be

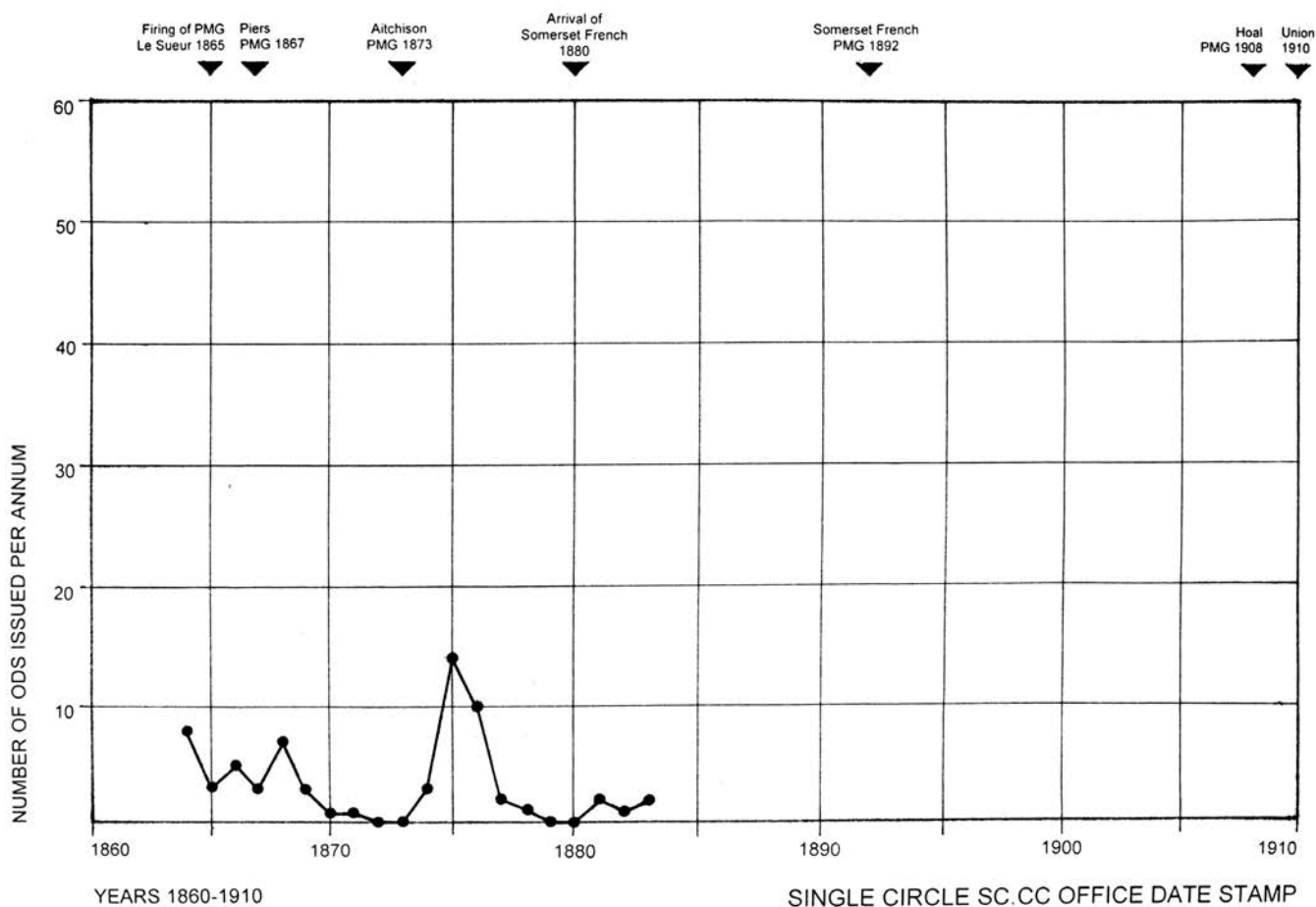


Illustration 8.1

issued with the new SC.CC canceller, 13 were main offices, and 12 were located in the Western Cape. The rest varied in terms of size, location and importance.

The SC.CC office date stamp was introduced at a time when the Cape Post Office was slowly emerging from its pioneering stage, when postal processes were dominated by the twin use of the Barred CGH Triangle (BTO) defacer and the Double Oval or the Double Arc dating stamps, none of which had proven very efficient under colonial conditions. The SC.CC canceller was introduced at a time when the Post Office was looking to replace the iconoclastic, but ultimately inefficient triangular imperforated postal adhesives with the smaller and more functional rectangular stamps depicting "Hope Seated", which was to remain its standard design until 1900.

It is also worth noting that commercially-manufactured envelopes did not become freely available in the Cape until the 1860s, and thus the quality of papers upon which postal markings were struck had yet to become an issue.

**THE SINGLE CIRCLE BARE-AT-BASE SC.BAB OFFICE DATE STAMP**

The distribution of a second single circle type, the SC.BAB, began simultaneously with the SC.CC in about 1864, and although the latter was initially preferred, by 1876-77 the

SC.BAB had taken over as the single most used postal canceller in the Colony. At the same time the distribution of the SC.CC decreased dramatically and probably came to an end a few years later, in about 1884. On the other hand, the annual allocation of the SC.BAB type increased steadily until it reached a peak in the period between 1882 and 1885. Thereafter, in 1886, its distribution fell off dramatically and although it continued to be issued to post offices for the next thirteen years, between 1886 and 1899 its numbers remained negligible. (Illustration 8: 2)

Between 1864 and 1910 a total of 528 office date stamps in the SC.BAB pattern are recorded to have been forwarded to 442 post offices in the Cape. Of these only 234 could be allocated estimated dates of distribution with any degree of confidence. During this time two peaks of activity were noted, during 1876 to 1885, and in 1900 to 1904. The first was typified by the distribution of an instrument about 24mm in diameter using a taller typeface about 2.5-3mm in height, while the second issue was noticeably smaller, with a circle about 22mm in diameter and lettering 1.5-2mm high.

Unfortunately this does not reflect the existence of a number of additional sub-types whose numbers were too small to show as part of this analysis. This would include the early 26mm canceller which was issued to a number

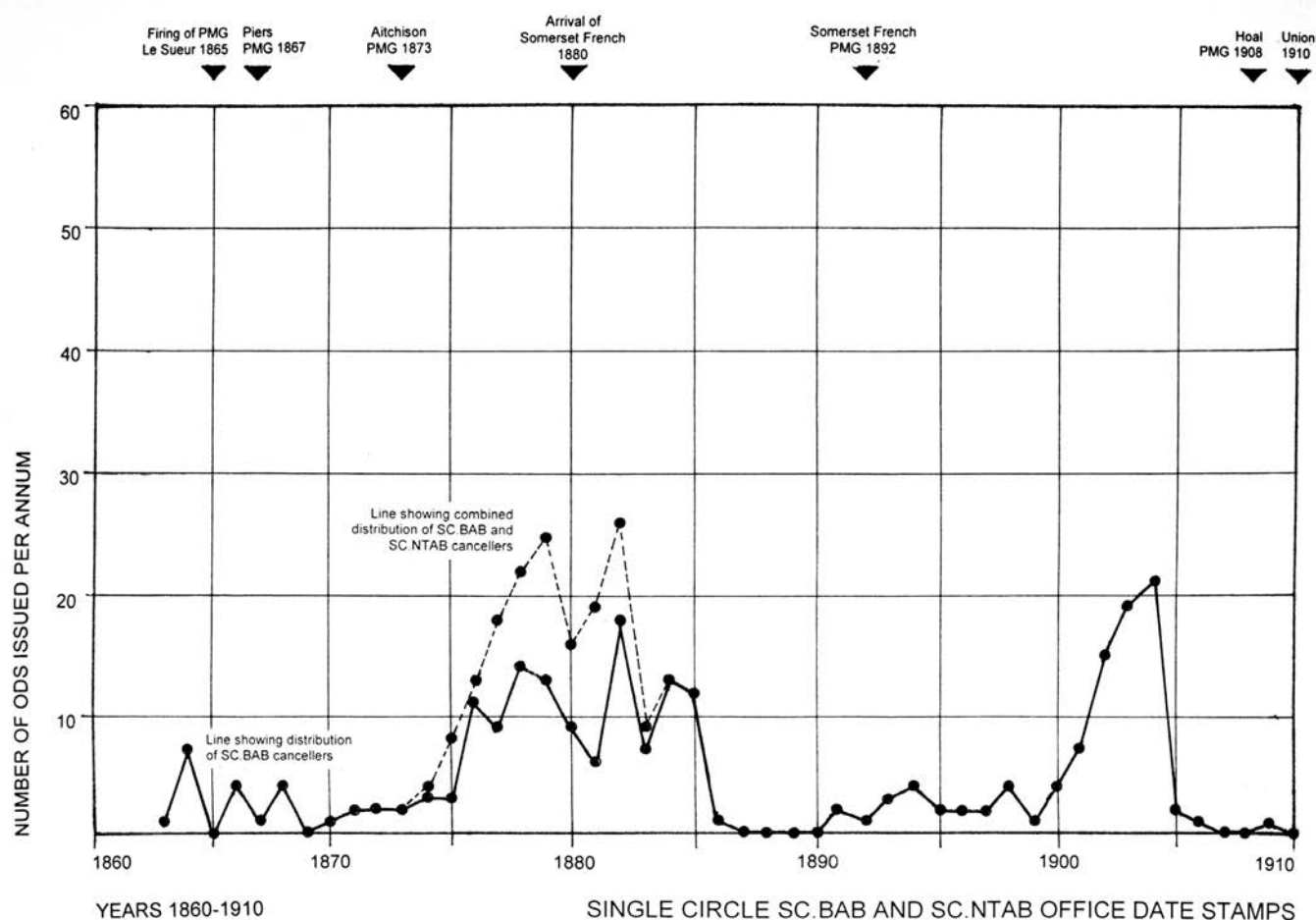


Illustration 8 2

of railway offices before being downsized to a 24mm circle, and then continued to be issued for a number of years to such places as Cape Town RO, Claremont, Fort Cunynghame, Graaff-Reinet, Panmure, Peelton, Port Alfred, Post Retief, Tulbagh, Tsolo, Tsomo, Tulbagh, Tulbagh Road, Uitenhage, Umtata and Zeekoegat, to mention but a few. However, unlike the initial set, very few of them had any relationship to the railway service.

Similarly the "thimble" sized cancellers of 1864 were too few to make an impact on the larger picture. It is probable that careful typological study will reveal the existence of other sub-types, but it is doubtful how relevant such research might prove in the wider context of things.

It might be important to note at this point that the single circle SC.NTAB canceller, which has been discussed below under a separate heading, should not be considered to be a separate typological entity, but is probably a sub-type of the SC.BAB issue. Not only do its recorded dates of issue to post offices from 1870 to 1895, fall squarely within the period of the SC.BAB, but its peak period of use, from 1877 to 1882, coincides exactly with that of the SC.BAB, from 1876 to 1885. In addition both cancellers used the same circle size and letter type.

### THE SINGLE CIRCLE NAME-TOP-AND-BOTTOM SC.NTAB OFFICE DATE STAMP

The SC.NTAB is a canceller whose dates of issue and typefaces are typologically linked to the first issue of the SC.BAB date stamp. They differ only because the post office name has been divided in two segments in the top and bottom arcs of the circle. This format obviously favoured longer names with a natural fault line, such as Keiskamma Hoek or Lang Baken, and found natural use at offices located at a station, a river or a ferry, such as Wellington Station, Bethulie Bridge and Gamtoos River Ferry. On the other hand its use at places such as Sutherland, Wellington and Umzimvubu would have been severely curtailed. It is probably for this reason that it enjoyed only a limited distribution.

The first SC.NTAB canceller may have been issued to Keiskamma Hoek as early as 1870, but its earliest date of postal usage was recorded at Salt River Station on 27 December 1876. Other dates of early usage were noted at Buffel's River, Grahamstown, and King William's Town, all in 1877.

Most distribution took place between 1877 and 1882 when some 57 post offices out of a total of 118 were issued with SC.NTAB office date stamps. The last two were probably issued to Rhenoster Siding in 1903, and Maitland

Station in 1904, both of which were telegraph offices. The dates of allocation for another 58 instruments could not be fixed with any certainty (Illustration 8: 2).

It is interesting to note that this was the canceller type chosen to do service at the temporary post office opened for the *South African and International Exhibition*, held at the Kimberley Public Gardens, opened on 8 September 1892 by Sir Henry Loch, Governor of the Cape Colony and High Commissioner for South Africa. The Exhibition was intended to focus upon the town's economic potential, and with buildings designed by architect DW Greatbatch, it was to act as a showcase for local industry and commerce. Unfortunately the region about Kimberley is notoriously hot, dusty, isolated and especially known for its rugged natural beauty. Thus while it was acclaimed as a grand social event, the Exhibition proved to be a financial disaster and its promoter, Cecil Rhodes, was left to pay off its debts. Afterwards its Art Hall was converted for use as a Drill Hall for the Kimberley Rifles, and during the South African War of 1899-1902 it was used as a typhoid hospital. The canceller was probably issued as a special favour to the Exhibition Committee, and its costs were no doubt underwritten by Rhodes or his mining company. Its fate since then has not been documented. From a postal point of view it probably ranks as a special or temporary date stamp and not as a full office canceller.

### **THE SINGLE CIRCLE SC.DOT DOT-AT-BASE OFFICE DATE STAMP**

The single circle canceller with a dot at its base (SC.DOT) was first issued in about 1870, and between then and 1902 a total of 215 cancellers are recorded to have been forwarded to 206 post offices. For the first eleven years it enjoyed a modest distribution but in 1881 its numbers rose dramatically and for the next six years it became standard issue for most post offices opened during this era, reaching a high of 30 instruments in 1882. Also at this same time another two canceller types also reached distribution highs, 13 cancellers of the SC.NTAB type being issued in 1881 and 18 of the SC.BAB type in 1882. The availability of three types in such numbers is probably one of the most puzzling aspects of canceller distribution during this period. Having reached its peak in 1882, the numbers of SC.DOT distribution fell rapidly over the next six years. The last of this canceller was probably sent out to Strandfontein in 1902. (Illustration 8: 3)

This canceller type is also known to have been used at Johannesburg, Potchefstroom, Standerton and Steynsdorp in the Transvaal Republic, Embekelweni in Swaziland, and Philippolis in the Orange Free State.

### **THE SINGLE CIRCLE CGH OFFICE DATE STAMP**

The single circle office date stamp inscribed CGH at its

base (SC.CGH) is recorded to have been used at Fort Brown as early as 29 March 1877, but its distribution to a small number of offices probably did not begin until about 1880. Then, beginning in 1887, the Post Office began to issue this canceller type to most new country offices, and between 1888 and 1899 distributed 316 cancellers or an average of 26 per annum. Distribution effectively came to an end in 1900 with the introduction of the double circle canceller/obliterator, although a small number continued to be sent out until 1908. During the 31 years of its documented lifespan the GPO distributed a total of at least 609 SC.CGH cancellers to 544 postal establishments, or an average of 19 per annum, making it the single most used postal canceller in the Cape Colony. (Illustration 8: 4)

The SC.CGH office date stamp was probably intended as a general purpose canceller, and its distribution does not appear to have been linked in any way to either the size of a postal establishment or any of its functions. It included offices varying in size from the main offices in Cape Town, Port Elizabeth and Kimberley, to rural agencies such as Blackhill, a family-owned trading store which sold staple goods to the surrounding farming community (Shaan Curtis, pers comm, 1991). Many larger post offices used more than one sub-type concurrently in their daily operations. Port Elizabeth and Kimberley, for example had at least four each, and Graaff-Reinet had three. They had a long functional life, and in some instances, they have been recorded in service well into the Union era, up to the 1920s and 1930s.

Although the canceller was intended for use as a dating stamp, together with the BONC obliterator, it would appear that most country postmasters used it as a single-strike canceller and, contrary to Post Office instructions, ignored the use of an obliterator altogether.

The introduction of a postal canceller which provided both the name of the post office of origin as well as its colonial identity coincides with both the establishment of Self-Government in the Cape in December 1873 as well as the return of George Aitchison to the Post Office as Postmaster-General early the following year. Indeed the two events may not be unconnected and numbers show that under his management the postal service entered a period of extensive growth. (Illustration 8: 5)

It was during his tenure that in 1880 Somerset R French was appointed Secretary and Accountant to the GPO in Cape Town. French was credited with the organisation of postal services in Cyprus and, as a result, he was asked to undertake the re-organisation of postal services in the Cape. He became Postmaster-General of the Cape from 1892 to 1908. A comparative study of the Post Office in both British colonies may well provide valuable clues as to the nature of the management policies he subsequently followed at the Cape.

A third important event during this time took place on

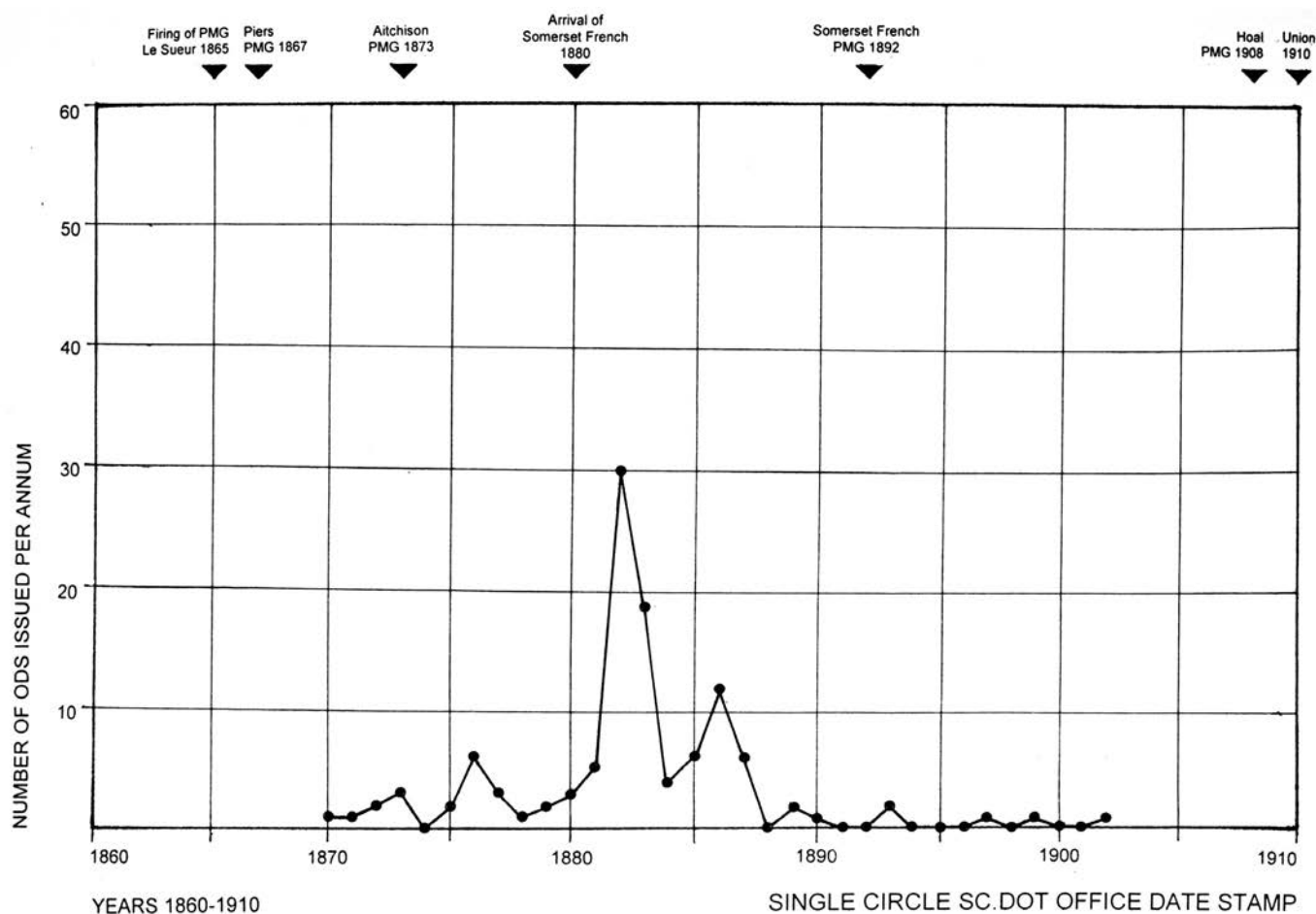


Illustration 8.3

10 October 1882 when the Cape Colony dispensed with the services of Crown Agents and appointed its own Agent-General in London. Henceforth all supplies were purchased directly from the manufacturers or on the most competitive market.

This period also coincided with the establishment, in 1881, of the Zuid-Afrikaansche Republiek, or the ZAR as it was more commonly known. Soon after, its postal administration began to issue office date stamps in a single circle format inscribed ZAR at their base, while the Orange Free State had its own inscribed OVS. It is possible that, as a matter of political identity, the Cape decided to introduce the single circle CGH canceller in order to differentiate its postal cancellers more fully from those of the Dutch Republics.

Although difficult to prove without the necessary documentation, it appears likely that all four factors may have played a role in the deployment of this postal canceller during this era.

The use of a CGH office date stamp may have begun as early as 1877 at Fort Brown and 1878 at Toise River. Other postal agencies that could have qualified for early use includes Buffelsklip, Damslaagte, Seven Weeks Poort and Shaw Park in 1880, but this has yet to be supported by postal evidence.

Of the 544 offices known to have been issued with a SC.CGH canceller, 315 were newly opened between 1888 and 1900. In most cases this is the only instrument they are known to have used. It can be assumed therefore, that they were issued to them upon opening. Given their distribution, it follows that, for a time, the SC.CGH canceller became standard issue for the Post Office as a whole.

Very few SC.CGH cancellers are known to have been used for anything other than postal functions. One such exception was the telegraph agency at Cape Point, where the telegraphist was also the light-house keeper. It would be safe to assume, therefore, that this canceller type was only intended for distribution to postal agencies, and did not find general distribution to telegraph, telephone or railway offices.

A number of instances are also known of post offices which were either closed for a period and then reopened, or were renamed, and were then issued with a new canceller in the SC.CGH format. The post office at Phisantefontein was renamed Loxton in 1902, Verloren Vallei became Redelinghuis in 1907, Damslaagte was closed in 1881 and reopened in August 1888, and Breidbach was closed in 1876 and reopened in January 1896. In each instance they were issued with an office date stamp in the SC.CGH format.

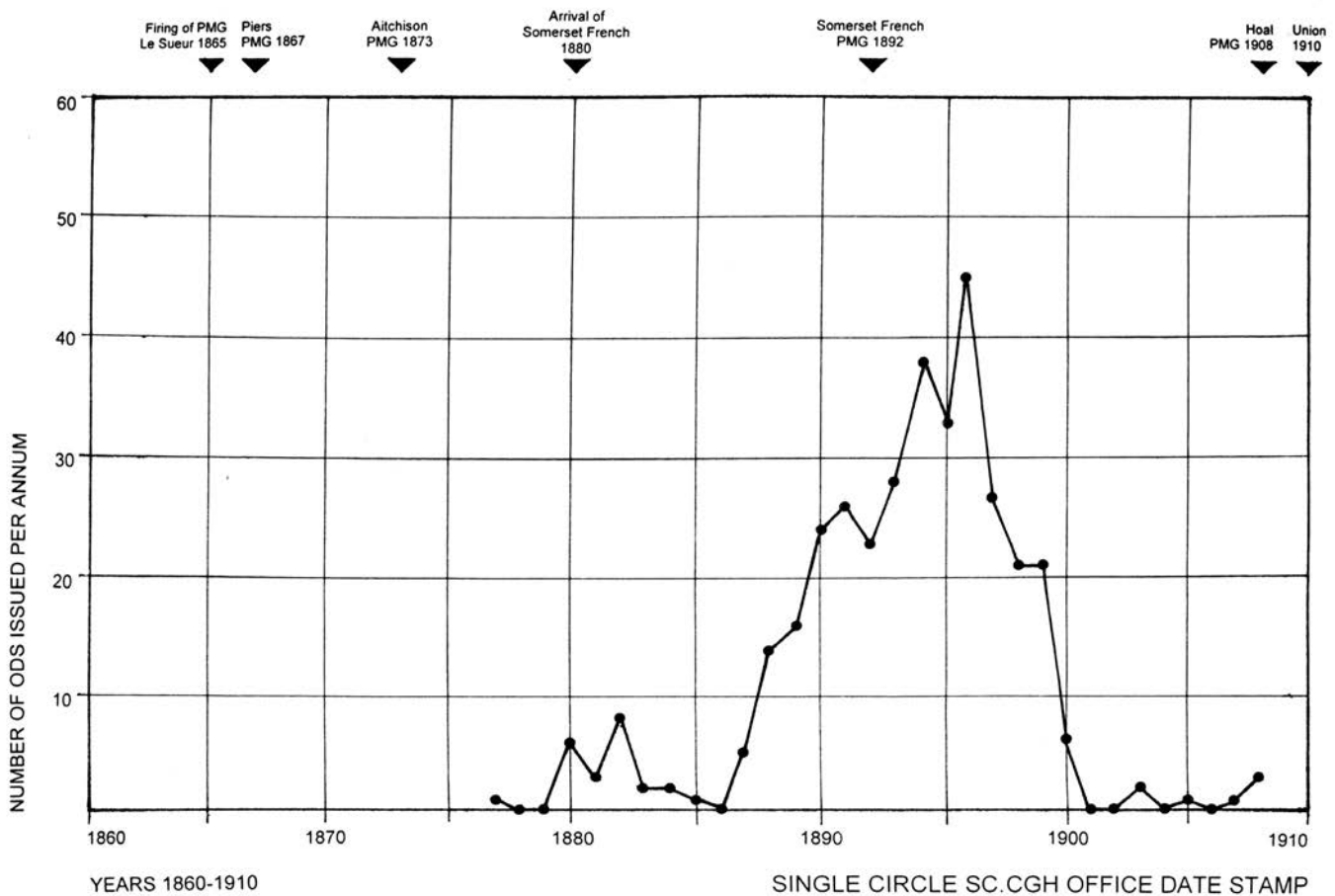


Illustration 8 4

Distribution appears to have come to an end in 1900, possibly as the result of the South African War, or because the GPO was planning to move on to another canceller design. A small number of SC.CGH cancellers may have been issued to new post offices after 1900, including Gans Bay (1901), Mariandale (1903), Gonubie and Deelfontein Station (1904), Biesjesfontein (1905), and Mostert's Hoek Rail (1908), but this was probably attributable to the delayed outcome of planning which took place before 1900.

A number of differences have been noted in the typefaces used on various versions of this canceller, usually in cases where an office has been allocated multiple instruments of the same type (Illustrations 3: 2 and 5). They are also subject to minute variations in their layout, but these can probably be attributed to the design choices made by the die-cutter at the point of manufacture and do not appear to have been the result of official policy decisions. There may be some chronological significance to be found in the use of the various typefaces, but for want of official records, this may be difficult to establish. I am happy to leave such refinements to my colleagues in the field.

**THE TELEGRAPH OFFICE CANCELLER**

The idea that the GPO in Cape Town set aside a specific canceller type for the dedicated use of telegraphic counters

was probably first put forward by Jurgens in 1943 when he grouped two cancellers, the single circle bare-at-base (SC.BAB) and the single circle name-top-and-bottom (SC.NTAB) together with other, more obvious Head Office, telegraph and railway telegraph office date stamps (1943: 86-7). This claim was paraphrased by Goldblatt in 1983 (1983: 127-8). Both authors used the same material to illustrate this section of their research, drawing exclusively from a range of cancellers known to have been used at the Telegraph Section in Cape Town.

Since then, subsequent authors have used the inclusion of an SC.BAB canceller in this group as evidence that all such date stamps were used or intended for use at smaller telegraphic counters elsewhere in the Cape. They have been supported in this assumption by the fact that many of the telegraph forms that have survived destruction usually (but not always) bear a strike of an SC.BAB office date stamp.

Allowing for the fact that this has now been accepted as a *truism* and that, as a general principle, it *might* be correct, I conducted a computer search through the historical records on hand. Sadly, the results were inconclusive, and while a distinct number of cases do exist where the telegraphic counter undoubtedly used an SC.BAB canceller, these were countered by an even



*Period cartoon of Georg Aitchison, Postmaster-General of the Cape, 1882*

#### Illustration 8.5

greater number where no such thing could have been possible. In such places as Albert Junction, Beaufort West Station, and Upper Wynberg, for example, the postal agency was opened at the same time as the telegraph office, and both must have used the same SC.BAB canceller. In other instances though, such as Bolotwa, Ryno and Sydney, the opening of the post office took place before that of their telegraph counter, and in the case of Bolotwa, the recorded postal use of its SC.BAB canceller precedes the opening of its telegraph facilities by 16 years. The two positions are therefore irreconcilable.

I have now come to the conclusion that, in general, this was not the case, and that the SC.BAB office date stamp was not a type designated for telegraphic use only. At some stage it must have been planned to issue telegraphic counters with an office date stamp inscribed TO or RTO, as the case might have been, but only 36 such instruments are known to have been distributed to 32 postal establishments (Appendix J). Another four offices, including Buffalo Nek TO, Draghoender TO, Fort Cunynghame TO, and Simonstown Station TO were issued with SC.BAB cancellers but with the letters TO

included alongside the name, while a fifth was allocated to Maitland Station in an SC.NTAB format. As the total number of telegraph offices in the Cape was numbered in the hundreds, the policy of issuing specially designated telegraph cancellers could not have lasted for too long. (Illustration 8: 6)

The first of these specially inscribed telegraphic office date stamps (SC.TO) were probably issued in 1873, to Grahamstown, West Bank East London, and Cradock, but a total of 18 telegraph offices were opened in 1873, and the remaining 15 must also have been issued with office dating equipment of some other description. The last recorded distribution of a SC.TO canceller was probably made to Molteno and Burghersdorp Station in 1903. Most issues took place between 1883 and 1885 when 16 of the 36 cancellers came into use. During these eleven years a number of other telegraph offices were also opened, but have not been recorded to have used a specially inscribed canceller type. What caused these 36 offices to be singled out above the others is not known.

Unfortunately the number of SC.TO cancellers recorded to date are too small for these findings to be regarded as anything but tentative.

## CONCLUSIONS

This chapter has attempted to make sense of what can only be described as a highly confused picture or, to use farmyard analogy, the irrational behaviour of a headless chicken running amock. Unfortunately, without the support of definitive archival evidence anything I may put forward can only be considered to be pure supposition and the product of a fertile and highly inventive mind. Be it as it may, I believe that some rational explanations based upon known facts are possible.

The era that followed the introduction of rectangular prepaid postal adhesives to the Cape in 1864 is typified by the generic use of single circle office stamps intended only for the dating of letters and, for a time, between 1870 and 1886 the Post Office Stores in Cape Town had four or more designs to choose from. Whether these were intended to differentiate between grades of postal establishment, or to denote a different post office function is not known, nor is it clear from the postal record whether they were issued to different office counters as a matter of internal policy.

We do know that the defacing of postal adhesives should have been carried out by the separate application of an obliterating instrument, either the barred triangle or the BONC canceller, used in conjunction with a separate dating canceller. Given the amount of mail they were being called upon to process, many country postmasters must have clearly felt that this duplication of work was unduly onerous and used only one instead.

For example, in 1879 the small postal agency at Tsolo, in Griqualand East, which served the nearby mission station of St Augustines, sent out a total of 3272 items of mail, or an average of 273 per month. That year it received 5168 items or an average of 431 per month. These figures were inclusive of letters, newspapers and book parcels. The busiest month was October, when the office processed 873 items of mail, or an average of 36 per day. Throughout this time it was using both a BONC 409 obliterator and a SC.BAB office date stamp to cancel its mails, requiring the application of an estimated minimum of 86 strikes of its postal instruments daily. However, based on anecdotal evidence, inclusive of other business this number was probably closer to 150 per day (Mervyn Emms, pers comm, 1991).

In 1879 the work of postmaster was being carried out, at no extra charge, by Mr JP Cumming, Clerk to the Chief Magistrate. If we were to consider the sale of postal adhesives to the general public, the processing of about two book parcels daily, the arrival of the mail cart potentially at all hours of the day or night, and the general administrative duties expected of a postmaster, it will be obvious that the load of postal work expected of Mr Cumming gratis and in addition to his other official clerical work would have been quite onerous. Understandably this was a source of great unhappiness among this class of colonial administrators, and it was eventually abolished.

By the 1890s many country postmasters had placed to one side their obliterating instruments and were carrying out the processing of mail by the use of their dating stamps only. Although this was contrary to Post Office procedures, the GPO found it difficult to exercise its authority over its postal agents in remote rural areas, upon whose goodwill it largely depended and, as a result, was forced to adopt a *lassaire faire* attitude towards the cancellation of its mails.

It was this, I believe, that led to the standardisation of colonial canceller design, resulting in the large-scale distribution of the SC.CGH office date stamps in the era preceding the Anglo-Boer War of 1899-1902, and eventually gave rise to the implementation of a canceller policy that involved the dating and obliteration of mails with a single instrument. For this reason the SC.CGH coincides with the use of a range of Experimental office date stamps that precede the large-scale introduction of the double circle DC.EMB canceller with killer bars at its base.

The chaotic and incomprehensible state of canceller distribution is more difficult to explain. We know from empirical observation that BONC obliterators were ordered in batches of 200 at a time, and that although they all followed a generic design, they did nonetheless differ on minor details of numeral shape and thickness. Possibly this established a pattern of ordering, either through Stores or directly from the manufacturers in London, where the Cape Post Office might hypothetically have requested

*“the delivery of 200 obliterating instruments of the BONC type with numbers from 201 to 400”*. If so, then one can imagine a similar situation whereby the GPO placed an order *“for a number of office dating instruments of a specific generic type to be inscribed with the following office names”*. In other words, the GPO in Cape Town might have known that it was purchasing a batch of generic *“single circle”* date stamps, but might have left the details up to the manufacturer. If, as I suspect, all ordering was done through the Treasury Stores, then such confusion might not have been the product of deliberate design decisions but the outcome of a bureaucratic mindset that saw a postal canceller as no more than a simple postal canceller, regardless of its form.

Although there is a clear possibility that the ordering process was a haphazard affair best left to some minor clerk in the Treasury Stores, personally I do not believe it to have been the case. Instead I think that there exists strong practical reasons to show that the choice of canceller type was done subject to any number of performance criteria, and that these were established as a question of policy. What these criteria might have been is a matter for further research.



## CHAPTER NINE

### EXPERIMENTAL OFFICE DATE STAMPS

#### INTRODUCTION

Much of the discussion arising from the first chapters in this book has focused upon the fact that the late 1860s proved to be a crucial period in the development of dating and obliterating instruments used by the British Post Office. Not only was its senior management under pressure from its regions to introduce a more efficient method of processing mails by hand, but in 1869 the contract for the supply of counter stamps was transferred from the firm of Berri to that of De Lacy. (Mackay, 1980)

The outcome was the development of a series of hand cancellers using a single die that could obliterate the postal adhesive on a letter while providing information as to its place date and time of posting. Commonly known as *dating and obliterating* stamps, they used a wide range of designs which usually incorporated “killer” bars in their format. Inevitably opinions differed as to the most efficient design available, leading the British Post Office to embark upon a series of field experiments whose results can best be described as chaotic, with “almost 4000 individual and distinctive dies of Squared Circle Types (alone!) spread over more than 700 offices”. (Cohen, 1987: 11)

Inevitably some of these experiments spilled over to the colonial postal system where the results were perhaps less spectacular but remained nonetheless confusing.

#### THE USE OF EXPERIMENTAL OFFICE DATE STAMPS AT THE CAPE

In about 1882 the GPO in Cape Town began to issue the first of a series of office date stamps which, at the time, it described as “combined dating and obliterating stamps”, and which were intended to meet the need to date a letter and obliterate its postal adhesive in one action. Between 1882 and 1892 it distributed a total of 98 such instruments to 55 post offices, 41 of them falling into the category of Divisional Head Offices, while eleven others were busy suburban offices primarily located in the Western Cape. Only three could be classed as country postal agencies, namely Ellis’ Post, Maritzani Siding and Thornhill (Appendix K).

The six types used varied greatly in their form, and while most were capable of delivering a strong obliterating strike, at least one was little different from the range of office date stamps then in use at the Cape. By the standards of their time their designs can best be described as being a little idiosyncratic, and they stand in sharp

contrast to the staid single circle cancellers that the GPO was distributing to its country agencies at the same time. Given the confusion that must already have existed, the addition of another six such instruments to the menu of postal cancellers available cannot have furthered the corporate and colonial identity of the Cape Post Office.

The idea that this distribution might also be part of an experimental programme on the part of the Cape Post Office did not arise until 1982 when it was realized that the chronology of the English trials, the issue of these instruments by the GPO and the transfer of Somerset French to the Cape were too serendipitous to be ignored (Frescura, 1983d, Goldblatt 1984).

Initially it was believed that the experiment took place in 1882, and involved the distribution of five canceller types as a whole. Since then the availability of more detailed postal data has made it obvious that while the project began in 1882, it was a staged event that ran through to 1892 and probably involved at least six types of date stamp (Illustration 9: 1).

#### The Squared Circle Office Date Stamp

This design consisted of a central circle with the four corners made up by a series of curved radiating lines with a common central point. An exception to this pattern was discovered at Somerset West where the corners were made up by a series of straight lines at 45° to the horizontal (Illustration 9: 2).

The first distribution probably began on or soon after 8 March 1882, when an office date stamp in a Squared Circle format with CAPE COLONY inscribed at the base (SQC. CC) arrived from England and, almost immediately was placed in service at the Cape Town GPO (Batten, 1981c) (Illustration 9: 3). Another five of the same type arrived soon afterwards and were distributed to Aliwal North, Grahamstown, Kimberley, King William’s Town and Port Elizabeth. Unfortunately this is the only date in this group that can be fixed with any certainty, and all others have been inferred from postal data.

There followed a lapse of about seven or eight years, during which time no further examples of this canceller type were made available until about 1891, when a second Square Circle, this time with the letters CGH at its base (SQC.CG) was distributed. Supply of this type reached its peak between 1896 and 1900 when some 53 additional instruments became available. In all, a total of 79 Square Circle date stamps were issued to 55 post offices, including





















 <p>SQC.CC Square Circle Cape Colony at base (1+3) configuration</p>	 <p>SQC.CC Square Circle Cape Colony at base (1+4) configuration</p>	 <p>SQC.CGH Square Circle CGH at base (1+3) configuration</p>	 <p>SQC.CGH Square Circle CGH at base (1+4) configuration</p>	 <p>SQC.CGH Square Circle CGH at base (2+3) configuration</p>
 <p>SQC.CGH Square Circle CGH at base (2+4) configuration</p>	 <p>SQC.CGH Square Circle CGH at base (3+3) configuration</p>	 <p>SQC.BB Square Circle British Bechuanaland (2+3) configuration</p>	 <p>SQC.NLOC Square Circle Name and location (1+4) configuration</p>	 <p>SQC.NTAB Square Circle Name top and bottom (2+4) configuration</p>
 <p>SQC.NPB Square Circle Newspaper Branch (1+3) configuration</p>	 <p>SQC.NPB Square Circle Newspaper Branch (2+3) configuration</p>			
 <p>SQC.OCT Square Octagon</p>	 <p>HC Hooded Circle</p>	 <p>HC.R Hooded Circle Registered</p>	 <p>TDC Truncated double circle</p>	 <p>TDC.CGH Square Circle Town name + CGH</p>
 <p>CW.CC Compass wheel Cape Colony at base</p>	 <p>CW.CGH Compass wheel CGH at base</p>	 <p>CW.NPB Compass wheel Newspaper Branch</p>		

Illustration 9 1



Illustration 9 2



Illustration 9 3

six sub-types which have no bearing upon this discussion.

Distribution of the Squared Circle probably ceased in about 1900, when the Double Circle office date stamp became standard issue for most new establishments, and by 1910 most of them had been replaced with the new date stamp. In a few cases they continued in service for a number of years. Ellis' Post, for example, used theirs until at least 2 October 1940, and Victoria West until 19 November 1925. Other late users included Kuruman and Knysna in 1921. It seems probable that, in at least two cases, a Squared Circle canceller was issued to newly-established post offices: one to Ellis' Post, opened in July 1900, and to Maritzani Siding, opened in April 1896. Obviously neither establishment would have had a need for a BONC obliterator, and none has ever been recorded at either place.

It should be pointed out that the cutting of the die of many of the squared circle cancellers used in the Cape was not always as accurate as might have been desired. Thus it will be found that, in some cases, the squaring of the circle turned out to be more in the form of a rectangle.

#### The Hooded Circle Office Date Stamp

The Hooded Circle was a canceller type which had been popular with postal officials in the London area during the British Post Office trials in the 1870s, and consisted of a small 19-20mm single line circle with a hood or a crest draped over the top with the name of the post office inscribed within. Two horizontal *killer* bars within the circle separated the date and the time code. The canceller would not have been an efficient obliterator and for that reason probably only had a limited distribution.

Only eleven Hooded Circle cancellers were issued to nine post offices, all of them located in larger urban centres, including Cape Town, Port Elizabeth, East London, Kimberley, Grahamstown, Queenstown, King William's Town, Simonstown and Beaconsfield. Their earliest postal use was recorded at East London on 2 June 1888, and the type was probably distributed as a group to all nine post offices sometime in 1888.

#### The Squared Octagon Office Date Stamp

A second type of experimental office date stamp which was probably also issued in 1888 was the Square Octagon canceller, comprising of a double line octagonal face

finished off at the corners with small triangles to form a square. The only example recorded to have been used in the Cape was sent to Cape Town between 1888 and 1893.

#### The Truncated Double Circle Office Date Stamp

A Truncated Double Circle canceller was only issued to Cape Town and Graaff-Reinet, probably in about 1890, and consisted of two concentric circles about 5mm apart with the name of the post office inscribed within. The bottom arc of the outer ring was cut off leaving a 13 mm gap in the circumference.

#### The Compass Wheel Office Date Stamp

This consisted of a segmented outer ring 1 to 3 mm thick giving rise to a distinctive octagonal Compass Wheel form. Only three such instruments are recorded to have been used, two at Cape Town and one at Oudtshoorn.

#### The Double Circle Office Date Stamp

Although this was not included in the original list of experimental date stamps, the chronology of its initial arrival at the Cape seems to indicate otherwise. The first was probably issued to Cape Town as early as 27 August 1892, followed a while later to Queen Street, Port Elizabeth, whose canceller was first recorded used on 18 September 1895. Thereafter there followed a hiatus of about five years during which time the efficacy of the various experimental cancellers must have been under scrutiny. This is also the time when the distribution of Squared Circle instruments was at its height, and it seems probable that the performance of the two cancellers was being evaluated on a comparative basis. The Double Circle appears to have carried the day, for distribution of the Squared Circle came to an end in 1900, the same year that the Post Office began to distribute the Double Circle to new agencies.

Although it is not immediately evident that the first issue of the Double Circle canceller to Cape Town was of an experimental nature, the chronology of events following its arrival in the Cape indicates otherwise, and that the first instrument must have been used on a trial basis.

## CONCLUSIONS

In 1974 research conducted by William Stitt Dibden from original postal archives was able to show that, during the 1870s and 1880s the British Post Office was undergoing a

period of experimentation involving a number of different types of office date stamps (Stitt Dibden, 1974). The form of some of these experimental cancellers was either identical or very similar to a group of instruments introduced into the Cape from 1882 to 1891, which only enjoyed limited distribution. Considering the close ties existing between the British Post Office and the Colonial Service, it might seem reasonable to assume that some of these experimental cancellers would have found their way to other parts of the British Empire, including amongst them the Cape Colony. The squared circle office date stamp, for example, is also known to have been used in other territories, such as Rhodesia, East Africa, India, Jamaica, the Strait Settlements and South Australia, to mention but a few.

However what is puzzling about the group of cancellers distributed at the Cape is the inclusion of a number of types which, eventually, were given very limited attention. The Hooded Circle did receive some exposure in the Colony's larger post offices, but the remaining three were barely allowed to show a presence. On the other hand after 1888 the Truncated Double Circle and the Squared Octagon office date stamps were widely distributed by the ZAR and Orange Free State to their own agencies (Mathews, 1986). Given the leading role played by the Cape Post Office in the postal affairs of the region, it is not beyond the bounds of credibility that these two instruments might have been used in the Colony as a prelude to their adoption by the Dutch Republics to the north.

Much of this supposition centers about one man, Somerset Richard French, who had been appointed Secretary and Accountant to the Postmaster-General on 1 August 1880. Following the sudden death of George Aitchison on 26 January 1892, French was promoted to that position as well as General Manager of the Cape, Natal and

Basutoland Telegraph Company. By 1897 his management portfolio had been enlarged to include the postal affairs of British Bechuanaland and the Rhodesian telegraphs. In 1897 he was appointed Postmaster General for the Bechuanaland Protectorate; and from 1893 to 1897 he was also the General Manager of the Transvaal Continental Telegraph Company. As a result French personally came to control the greater part of Southern Africa's postal services, a role which gave him a major voice in the formulation of postal policies for the region as a whole and allowed him the scope to realise his vision of a greater Southern African Postal Union. He was responsible for having the Cape Colony admitted to the Universal Postal Union in 1895, and was the major driving force behind the introduction of the Imperial Penny Post on 28 December 1898. He represented the Cape, Natal and Rhodesia at the UPU conference in Washington in 1897, and in Rome in 1906, oversaw the creation of a Southern African Postal Union in 1898, and brought South African postal rates in line with those of the UPU. Thus French was not only an innovator, but also brought to his position a vision of the role being played by the postal service in international affairs.

It seems probable that, with this vision, came the idea of a *regional identity*, and although he did not have a direct hand in the postal affairs of the Dutch republics in the South African interior, his voice in joint postal meetings would have been influential. It seems fairly certain that, following the example of the Cape, both the Orange Free State and the ZAR made use of some experimental canceller forms during the early 1890s: the Square Octagon was distributed widely in the OFS and to some post offices in the ZAR, while the Square and Truncated Circle cancellers found more limited use in the ZAR.



## CHAPTER TEN

### THE LARGE CIRCLE RELIEF OFFICE DATE STAMP

The first distribution of a large 28-29mm diameter single circle canceller came in the early 1890s, at a time when the GPO in Cape Town was conducting field tests for a number of different office date stamps. Thus when postal historians began to document this period, its significance as a relief canceller was not immediately realised. In 1943 Jurgens merely noted its existence as a date stamp, Tom Berry (1966) ignored it, and Bob Goldblatt (1983b) grouped it with other single-circle instruments from the colonial era.

Matters began to change in about 1981 when a growing body of data indicated that such cancellers were seldom used for prolonged periods of time. At that stage we began to keep more detailed records which not only confirmed these initial findings, but also indicated that over a number of these cancellers had seen repeated service at the same post office over some years, but only in brief spells lasting a couple of months each. At Paarl, Stellenbosch and Uitenhage, for example, three separate periods were recorded, while the ones at Mafeking, De Aar and Rondebosch had at least two each. A more detailed documentation of the history of individual post offices would, no doubt, be able to reveal similar patterns, while also showing the reasons why a relief canceller had been requisitioned in the first place. It is also significant that few periods of prolonged use at any post office are known, and it may well be that such cancellers were not designed to take the protracted wear-and-tear of daily use as a counter stamp. (Appendix L)

At about the same time it was realised that a similar date stamp had been used in Britain towards the end of the 19<sup>th</sup> century, and that my colleagues from overseas generally referred to it as a "relief" canceller. Added to this was the fact that a canceller of this type had been issued to the temporary post office attached to the British Association for the Advancement of Science when that learned body had journeyed through Southern Africa in August and September 1895 (Illustration 10: 1). The conclusion was



Illustration 10: 1

glaringly obvious: the large circle canceller was a temporary or relief date stamp which was not pre-engraved with the name of the post office at the point of manufacture in Britain but was sent out to the colonies as a blank die, probably in a kit form with a box of basic type attached. It was probably issued as such by Central Stores, thus allowing each postmaster to make up his or her own canceller as needed, which would account for the number of variants recorded in this type.

These include cancellers used at Beaconsfield whose strike featured a mirrored letter E and possibly a missing S, River Zonder End reading at the base of the circle in a counter-clockwise direction, a carelessly spelt *Omdraaivlei* (sic), and a number of asymmetrical names, such as Genadendal and Mafeking (Illustration 10: 2).

No example of this instrument has been found to date and hence I do not have a detailed knowledge of its workings, but a single strike from Redhouse dated January 1911 (Illustration 10: 3) indicates that its face was divided into sixteen equal slots, each one of which would have accommodated a single lug. These would then have been manipulated into place by hand.



Illustration 10: 3

Finally it was noted that in a number of cases, the canceller delivered the pronounced ghost of a second circle, 34mm in diameter, outside the line of the canceller proper, indicating the possibility that of a lack of quality control was present during its manufacturing process.

#### DISTRIBUTION

The rationale followed by the Cape Post Office in its distribution of relief cancellers is not difficult to imagine. Being blank, they could be ordered from the manufacturer in lots, and retained at Central Stores until required. Their

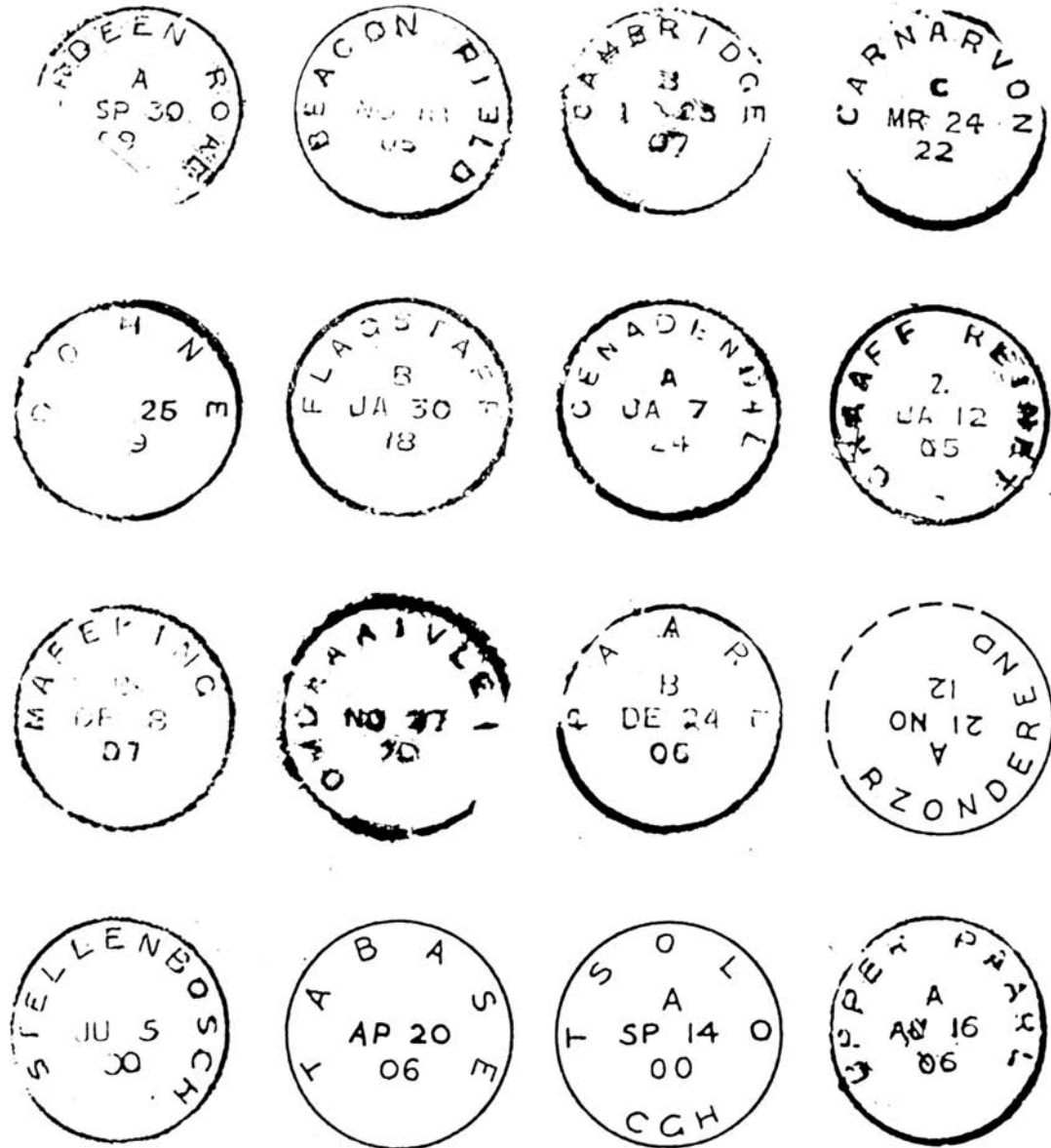


Illustration 10 2

primary function would probably have been to act as short-term replacements for office date stamps undergoing maintenance or repairs. In such cases the Central Stores would have been able to respond rapidly to a requisition for a temporary canceller. Even allowing for the permanent loss or destruction of an ODS, by the 1890s the time taken to order a replacement from London would have been about three weeks, always assuming that the Post Office had a budget for such emergencies.

It was initially believed that once repairs had been made to the permanent date stamp and it had been returned to its home office, the temporary relief canceller would have been returned to Stores for redeployment to another agency. However postal evidence indicates that this was not always the case, and that the

relief was often kept back by the postmaster against future requirements.

The earliest recorded usage of a relief canceller was at Witteputs Siding, in the Division of Herbert, on 2 June 1891, some years before its name was changed to Grange Siding. This was followed about a year later by Retreat, near Cape Town, where a similar canceller was used on 19 May 1892. Both were modest postal establishments serving small communities and there is no reason to suspect that their large-circle cancellers belonged to a batch of experimental instruments being distributed to other offices at about the same time (Illustration 10: 4).

Thereafter there was a hiatus of about five years, after which relief cancellers were issued, to Port Alfred (1898), Ceres and Mafeteng (1899), Tsolo, Moshesh's Ford and

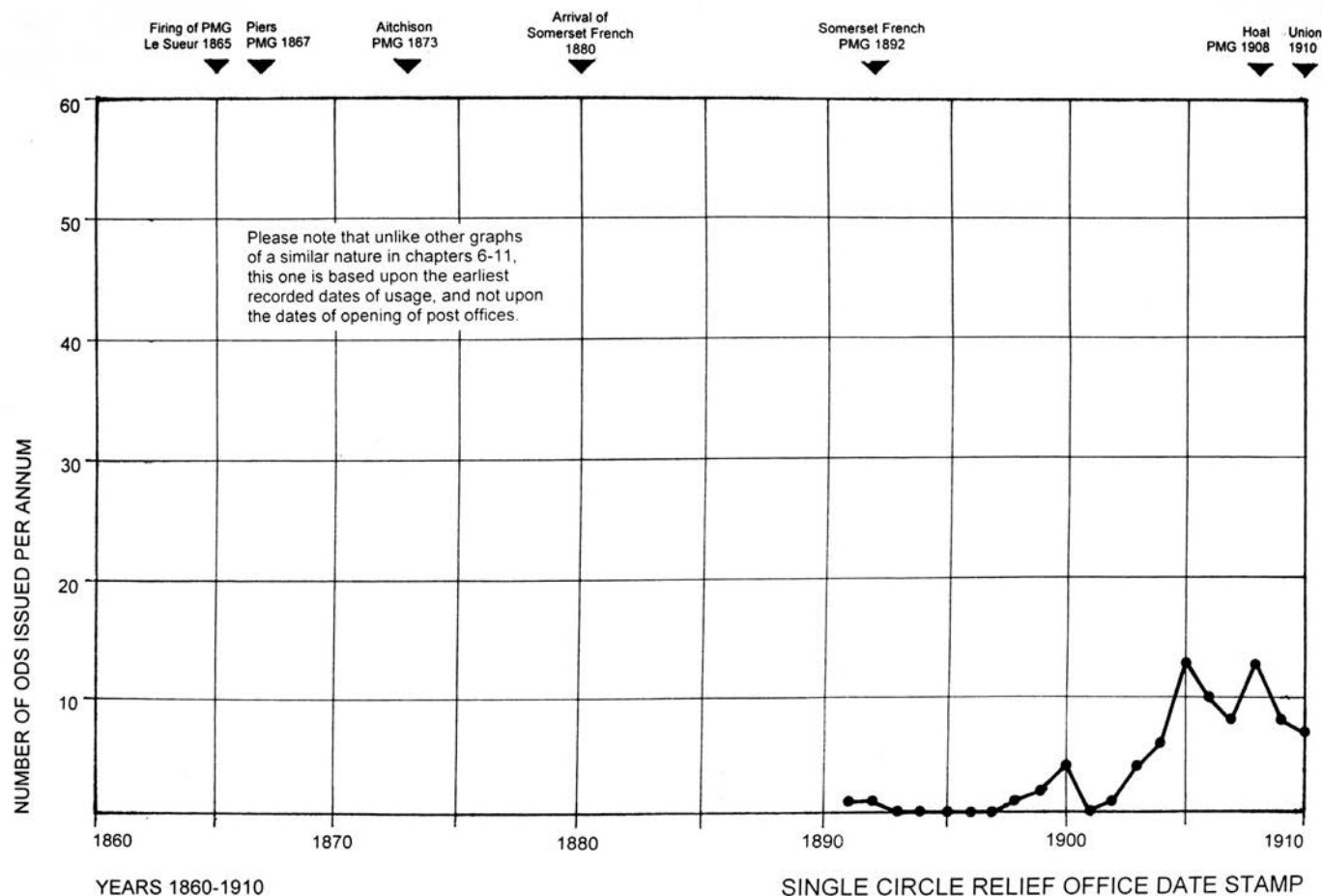


Illustration 4

Stellenbosch (1900), and Matatiele (1901). Given the fact that they were seldom used for long, we can probably accept their earliest recorded date of usage as being a reasonably accurate approximation of their date of issue.

In 1903 the GPO finally appears to have accepted the expediency of using Relief cancellers, and over the next nine years 96 of these instruments were distributed to a variety of postal establishments from the Central Telegraph Office in Cape Town to remote country agencies such as Amalinda Village near East London, Leribe in Basutoland, and Tsolo in Griqualand East. In all, a total of 97 instruments are known to have been distributed to 93 offices. There is no doubt that as research in this field continues, so then more examples will come to light.

By 1910 about 65% of the relief cancellers recorded appear to have been taken out of service, although at least five are reported to have been used well into the 1920s, namely Carnarvon, Hanover, Kimberley, Omdraai's Vlei, and Genadendal, where the last recorded usage for a relief canceller was reported to have taken place on 28 January 1925. We must assume that, originally, all of these were first issued to post offices during the era of Cape postal administration but were never returned to Stores.

The relative rarity of strikes from relief cancellers is perhaps best illustrated by the fact that 48% of these listings are the result of only one sighting, and only a few, like Paarl, Rondebosch, Stellenbosch and Uitenhage have been discovered in any numbers. None were found to have been used as a transitional canceller, or to have been the first canceller to be issued to a newly established post office prior to the arrival of its first standard issue office date stamp.

It is also significant that, despite having been brought into use at the Cape well before 1900, none are recorded to have been used as relief cancellers at one of the post offices vandalised or destroyed by Republican forces during the Anglo-Boer War of 1899-1902.

#### OTHER RELIEF CANCELLERS

It is probable that other office date stamps may have been used from time to time as relief cancellers to meet the needs of a short-term emergency. In Rondebosch, for example, it appears probable that, between 20 June and 28 August 1905 the office date stamp SC.TEX used on the Telephone Exchange counter was seconded internally for use as a general canceller (Illustration 10: 5). In the



Illustration ⑤ 5



Illustration ⑥ 6

early days of the telephone service, calls made from a post office were subject to the same accountancy and payment procedures as those applicable to a telegram, and hence it was perfectly explicable that a Telephone Counter should have had its own dedicated office canceller.

A second and more significant example was the use at Cradock on 28 April 1908 of a canceller subsequently described by postal historians as a "skeleton" or an "Edwardian relief canceller" (Illustration 10: 6). Although

its use was common in the Transvaal from about 1903 onwards (Mathews 1986: 152), this is the only instance recorded of one being used in the Cape prior to 1910. This is important for, if correct, it may have been the first sign of unified action on postal matters bridging the four colonies, soon to be united under one common administration. The use of skeleton relief cancellers became a common occurrence in Southern Africa, after Union in May 1910.



## CHAPTER ELEVEN

### THE DOUBLE CIRCLE OFFICE DATE STAMP

#### INTRODUCTION

The development of a mining industry on the southern African highveld after the 1870s became heavily reliant upon the establishment of a supporting transport and communication infrastructure, linking the country's interior to its main cargo ports at Cape Town, Port Elizabeth, Delagoa Bay and Durban. The building of a railway system in the Cape, which began to gain momentum after 1875, stimulated the parallel development of a telegraph network (Olmesdahl, 1982), and on 1 July 1873 the Colonial Government purchased the *Cape of Good Hope Telegraph Company* for the sum of £41,124. When its management was transferred to the Cape Post Office in 1885, this marked the final step in the integration of rail, telegraph and postal services in the colony. By 1898, when South African Postal Union came into being, the bulk of railway and postal affairs in the region were being controlled from Cape Town, and the initiative in such matters remained with the Cape right up to the declaration of Union on 31 May 1910 (Frescura 2002).

The spread of the postal service as a fast and reliable means of communication was made more accessible to the general public in 1877 by the introduction of a limited colonial "*Penny Post*", and although its provisions at the Cape were only overtaken by the universal "*Imperial Penny Post*" in 1899, it was not long before the postal service began to feel the pressure of dealing with increasing volumes of mail. In addition, immigration from Europe and the establishment of a formal educational infrastructure throughout the Colony also raised the levels of literacy in its rural areas, with a concomitant rise in the use of post office services. Both were to have direct implications for the processing and distribution of mails.

Presented with the fact that they were now expected to process increasing numbers of postal items, it did not take long before rural postmasters began to take liberties with the procedures they were expected to follow and unilaterally began to use their office date stamps to also cancel the postal adhesives. At that time many Cape postal agencies were run from small country stores, hotels and private dwellings as a service to the surrounding community, and most village postmasters rendered this labour either gratis or for a nominal salary. The work was also thankless and subject to erratic hours of postal delivery, and the GPO's management in Cape Town must have realised that, under such conditions, it could not realistically enforce some of its less-popular regulations. For a while it resorted to polite

reminders in its monthly *PO Circulars to Postmasters*, but the practice persisted, and in about 1891 the Post Office must have decided to quietly concede before the inevitable.

Instead it began to investigate the introduction of a new type of ODS, one that would incorporate both cancelling and obliterating functions into one strike. In about 1882 the Cape GPO took delivery of a number of ODSs, which it termed "*cancelling and obliterating stamps*" whose distribution was initially limited to Cape Town, but was eventually extended to at least 92 other postal establishments throughout the country. One canceller in this group was a double circle office date stamp (DC.ODS) whose form incorporated in one strike most of the features necessary to the processing of colonial mails.

#### THE DOUBLE CIRCLE DATING AND OBLITERATING OFFICE STAMP

The first issue of the double circle office date stamp (DC.EMB) delivered a strike about 22-23mm in diameter, which consisted of two concentric circles about 4mm apart, containing the name of the post office running clockwise across the top, a *cross pattee* at 6 o'clock, and two thick obliterating or *killer bars* on either side. Within the inner circle four slots were cut to allow for the insertion of lugs giving the day, month and year of usage, as well as a time code.

After 1900 the overwhelming majority of all double circle office date stamps issued to post offices in the Cape followed the basic DC.EMB pattern. The first cancellers were issued to the GPO in Cape Town, recorded in use on 27 August 1892, and to Queen Street, Port Elizabeth, recorded in use on 18 September 1895. Thereafter there appears to have been a hiatus of about four years, during which time the relative efficacy of these cancellers must have come under field evaluation. By the middle of 1899, the Cape Post Office must have made a decision to adopt the double circle prototype as the standard issue date stamp for all its offices. However, it does not appear to have been in any haste to implement this policy, possibly because, at the time, the Colony was still in a state of war with its northern neighbours. In 1900 only seven new DC.EMB instruments were brought into use: at Burghersdorp, Bamboo Junction RO, Port Elizabeth, Rosebank, Fraserburg, Green Point and De Aar. The following year was also relatively quiet and only 14 post offices were issued with this new canceller. Matters began to accelerate in 1902 when 29 new DC.EMB instruments

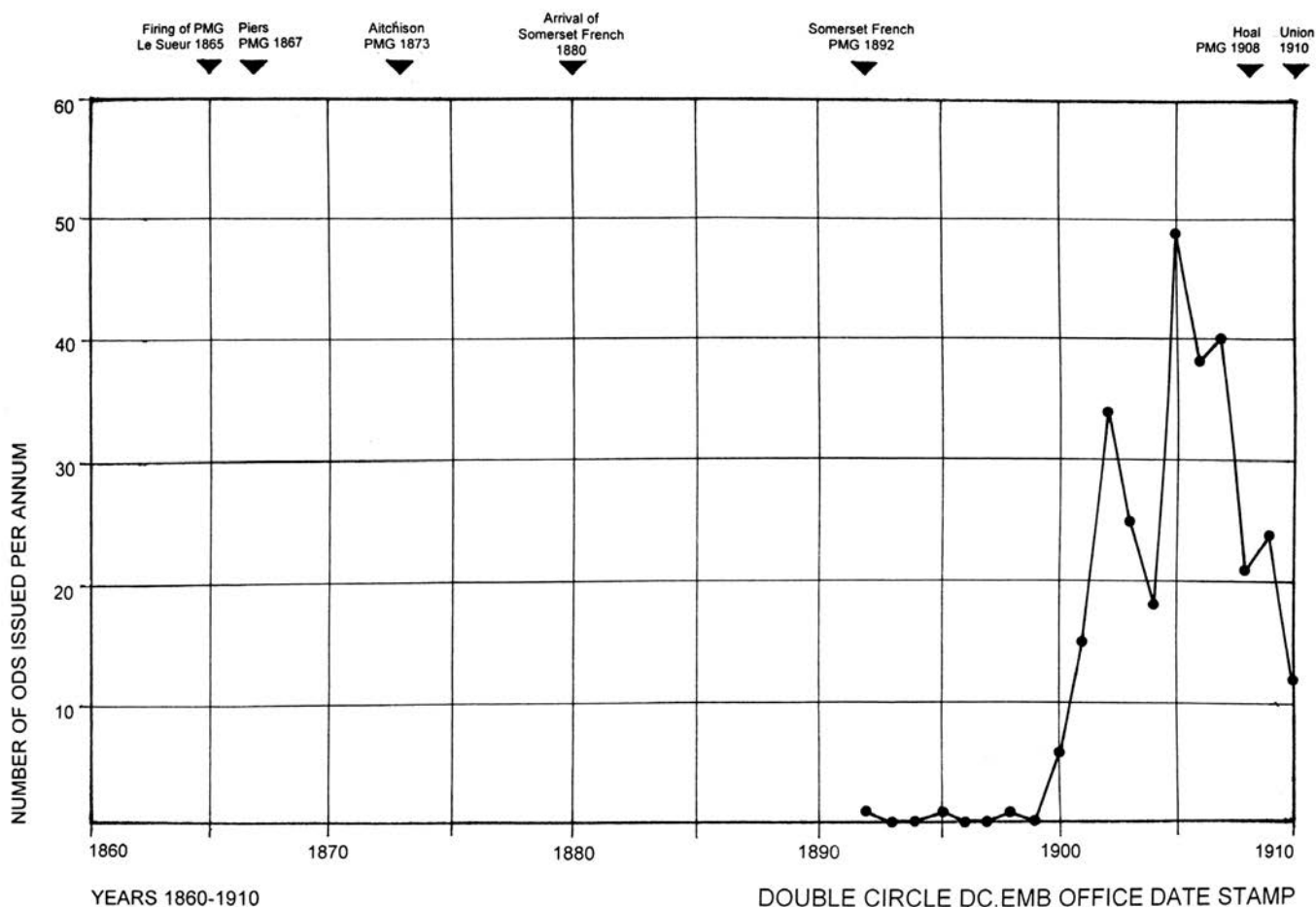


Illustration 11.1

were issued, rising to 35 in 1903, 33 in 1904 and 36 in 1905. Thereafter, between 1906 and 1910, the GPO allocated this canceller to another 255 additional offices, giving a total of 423 recorded to date. Although this number will probably increase in future years as new allocations are discovered, it is likely that, at best, this type of ODS could only have been allocated to another 116 new postal establishments. (Illustration 11: 1)

The wide distribution of a dating and cancelling stamp is also important event in the history of the Cape Post Office as its introduction marks the end of the BONC as an operational post office instrument. This has already been discussed more fully during the course of a previous chapter.

**THE SECOND DISTRIBUTION OF SC.BAB CANCELLERS**

A puzzling feature of Post Office operations from 1900 to 1910 is the parallel distribution, during this decade, of a second and quite different canceller type. Judging from all known data, there is no doubt that, during this era, the DC.EMB canceller became standard GPO issue to most postal establishments at the Cape. However, during this

same period, the GPO also distributed at least 49 single circle cancellers in the SC.BAB configuration, many of them to newly opened agencies. This was a type which had had wide distribution to post offices prior to 1900, and may or may not have been intended for the specific use of telegraph offices. Their allocation to new post offices took place as follows:

- In 1901 it was distributed to eight new post offices, at Jeffrey’s Bay, Elsie’s River Halt, Halseton, Buffalo Nek, Stockdale, Engxogi, Kabeljous River and Camps Bay.
- In 1902 this was issued to 10 new offices, at Airley, West London, Sulenkama, Belgrove, Hawston, Mission Siding, Yzerplaats, Nququ, Putzonderwater and Sydney.
- In 1903 this took place to Salter’s Post, Donnybrook, Loerie River, Miller Station, Ndabeni Location, Calderwood, Rondevallei, Roseglen, Scott’s Bottom, Mist Kraal, New Brighton Location, Brand River, Dingle, Olive Wood, Parow and Molteno Station RTO, giving 16 in all.
- In 1904 to 14 offices, at Big Umgazi, Letts Kraal, Oliphant’s Hoek, Letteskraal, Upper Maitland,

Beaconsfield Location, Dulcie's Nek, Malan Siding, Barends Kraal Siding, Bonnievale, The Poort, Bont Rand, Milnerton and Old Bunting.

In 1905 only one allocation was made, to Mandileni, while none took place in 1906-7 and 1909-10. In 1908 Aurora received an allocation of both single circle and double circle instruments, but given the fact that the post office at this small village did not provide its residents with a telegraph service, this could not be the reason for the duplicate issue of both types of canceller. (Illustration 8: 2)

As a result between 1901 and 1905 a total of 154 DC.EMB and 49 SC.BAB instruments were issued concurrently to new post offices. With the exception of Aurora, no further duplication of canceller types was noted. Distribution of the single circle canceller is believed to have come to an end in about 1905, but the reasons for the concurrent issue of two such divergent design types at a time when the Post Office appeared at long last to have resolved this kind of issue is puzzling to state the least.

The picture is complicated further when a number of individual case studies are taken into account. The office at Draaibosch, for example, was opened in 1880, at which time it was issued with a SC.BAB canceller. For reasons that are not known, it was closed in February 1906, and when it was reopened a year later, in January 1907, it was issued with a DC.EMB instrument. The same sequence took place at Glengarry, which was open from 1881 to May 1893, during which time it also employed the old colonial SC.BAB canceller. Then, when it reopened in January 1903, it was provided with a double circle office date stamp. The postal agency at Uitvlugt Location was allocated an office date stamp in the double circle pattern when it opened in July 1901, but when its name was changed to Ndabeni Location in May 1903, its new canceller was of the SC.BAB type. Quite clearly, if the issue of new office dating stamps had become a matter of GPO policy, no one had informed its Central Stores of the fact.

An answer to this riddle may be provided by the case of Halseton, which was originally opened as a telegraph office in 1899, and was originally issued with a SC.BAB canceller. When it was upgraded to a post office in March 1901, it continued to use the same office date stamp. The converse took place at Lettskraal, which was opened as a post office in February 1904, and having been initially issued with a single circle canceller, it was provided with telegraph facilities in 1909. The same sequence took place, amongst others, at Loerie's River, Malan Siding, Miller Station, Sydney and Upper Maitland.

### OTHER DOUBLE CIRCLE CANCELLERS

A second type of double circle date stamp began to be issued from about 1901 onwards, but its distribution was limited to the Colony's major urban centres. Although

essentially similar to the first issue, the second type replaced the *cross pattee* at its base with a numeral (DC.NUM). The first allocation was made from about 1899 when DC.NUM cancellers numbering 1-34 were issued to GPO counters in Cape Town. In about 1901 East London followed with numbers 1-4; Port Elizabeth received numbers 1-8, probably in about 1905; and late in about 1910 Kimberley began to use numbers 1-4. Two DC.NUM cancellers were also issued to the postal agency at Alfred Docks in about 1904, probably because it was a relatively important urban sub-office located in the heart of Cape Town's maritime service industry.

A number of deviations from the standard DC.EMB pattern have been recorded. In the first the *cross pattee* at base has been replaced with the letters CGH (DC.CGH), but only three such cancellers have been recorded to date, used at Prince Albert, Worcester, and Wynberg. The rest appear to be the result of decisions taken at the point of manufacture when the die cutter found that the name of the post office concerned was too long to accommodate within the standard design. Cancellers used at Wellington Station (DC.NTAB) and West Bank, East London (DC.BAB) respectively, did away with the *cross pattee* and obliterating bars altogether, as did Pier Head, Cape Town, Richmond Hill, Port Elizabeth, Sir Lowry Road, Cape Town, and South End, Port Elizabeth (DC.NLOC). In three other cases, recorded at the Dynamite Factory, Somerset West, Lawrence Street, Port Elizabeth and Hanover Street, Cape Town (DC.NLOC), the die cutter tried to accommodate the design by abbreviating the town name to SW, PE and CT respectively, while retaining the obliterating bars in an abridged form. However, no special significance has been attached to any of these variants.

By the late 1870s the supply of office date stamps to new post offices must have become standard GPO practice and, at some stage its management must have decided to extend the use of office date stamps to other establishments where activities of a partial postal nature were also taking place. Perhaps one of the best documented cases is that of the post office at Rondebosch, whose Telephone Exchange had its own canceller which was used occasionally by its postal section as a temporary relief canceller to process ordinary mails. It is not surprising, therefore, that a number of double circle ODSs were issued to establishments not directly linked to the processing of mails. Examples recorded here include the telegraph offices at Alexandria Rail, Mossel River, and Mossel Bay Station, the railway offices at Assegai Bush and Bamboo Junction, and the Telephone Exchange at Springputs.

A number of double circle ODSs was also allocated to specific post office departments located in the larger urban centres. As a result the Foreign Service (DC.FS), the Cape Government Railways (DC.CGR), the Record Branch (DC.RB), the Returned Letter Office (DC.RETLO), and the

Tax section (DC.T) in Cape Town all had their own double circle canceller, as did the Parcels Office (DC.PAR) in East London, the Overseas Parcels (DC.OSP) in Port Elizabeth, and the Private Box Office (DC.PBO) and the Savings Bank & Money Order Office (DC.MOO) in Grahamstown. Owing to the rarity of such cancels on ordinary mail, this list is probably far from being complete.

## **CONCLUSIONS**

In spite of the fact that the search for a more efficient type of postal canceller was started during the colonial era, the distribution of double circle office date stamps to Cape post offices only began in earnest after 1906, and because of the nature of long term Post Office planning, their issue continued for some time after the declaration of Union in 1910. As a result a number of Union post offices were issued with double circle cancellers originally intended for distribution to the Cape during the colonial era. These included Joubertina, Kweekwa TO, Marchand and Selbourne in 1910, and Alexandra Rail TO, Buffel's Drift, Bush Neck, Friersdale, Hartebeest River Mond, Pofadder and Zak River in 1911. The reason why their type was not

taken up by the Union Post Office, now located in Pretoria, is probably quite simple. The Cape double circle instrument was built along simple lines, required little maintenance, and was designed to meet the harsh conditions of colonial life. By 1910, however, it had been overtaken by changing circumstances. The procedures which the new Union Post Office was looking to implement required the design of a new office date stamp incorporating a rotating wheel mechanism, which was more sophisticated, but had more moving parts and was probably more expensive to produce and difficult to maintain. By 1910 the next generation of cancellers was not long in coming.

The issue of the Double Circle office date stamp marks the final chapter in the postal history of the Cape of Good Hope. It brought to an end an era when the daily mails originating from a small country post office could be counted in single digits, and the failure to deface a single postal adhesive was perceived to be a major threat to the colonial fiscus. Its circular form, arrived at after 50 years of trial-and-error, established the basic design pattern of post office date stamps in South Africa that was to remain virtually unchanged for the next 80 years.



## CHAPTER TWELVE

### JURGENS' HISTORICAL RESEARCH

#### A BRIEF BIOGRAPHY

Very little is known about the private life of Adriaan Albertus Jurgens. His family reputedly arrived at the Cape in 1662, and at some stage was granted a farm, Leeuwenvoet, on the Tamboer's Kloof, immediately above Cape Town. The neighbouring land belonged to the Spengler family, and when the two were united by marriage, it was said that their "joint property stretched across the face of the mountain from Signal Hill and Kloof Nek to the stone wall built by the Van Bredas of Oranje Zigt to prevent their cattle from straying." (Green, 1949: 212)

His grandfather, Adriaan Samuel Jurgens, was born in Worcester in 1840; while Adriaan Albertus was born in Cape Town on 1 April 1887. As was common in his time he was probably named after a family member who had died on 6 January of that same year.

From an early age he appears to have become a dedicated collector of just about everything, and once boasted that "I have collected everything in my time, butterflies, birds' eggs and stuffed birds, snakes, antelope horns, matchboxes, cigarette cards - I learnt something from every hobby". When still a young boy he began a collection of historical documents and by the time he was a teenager he had built up an archive with the signatures of all Dutch Commanders and British Governors at the Cape since 1652 (Green, 1949: 95-96).

Despite such scholarly pursuits, he must have led an active outdoor life, and when he turned 15 he was introduced to rock-climbing. This became a life-time passion, and it is said that for the next 26 years he "never missed a week-end on the heights". One of his achievements was the ascent of the Toverkop's western pinnacle, a peak near Ladismith, whose perpendicular walls of sandstone and polished granite rise 2167m above sea level. In all fairness local residents know that most of this is an easy hike, and only the final 120m require climbers to have expert mountaineering skills.

He must also have had a strong streak of adventure in him for, as a young man, he owned one of the first motor-cycles in Cape Town, and used it to make forays into the Cape countryside where he would search the lofts of farmhouses in his quest for old documents (Green, 1949:96). In 1921 he began his collection of Cape postal history, a field in which he eventually became an acknowledged authority (SESA, 1972).

The way that Jurgens accumulated his extensive

collection of early Cape postal material and official documents is particularly relevant to the subject of this book, and deserves to be quoted in detail. Lawrence Green interviewed him in about 1949 and related the following:

*"In his schooldays during the South African War young Jurgens was in the habit of sitting on the ramparts of the Castle, brooding over past glories. One day he saw a sergeant-major of the Middlesex Regiment in charge of a party carrying sacks to the military incinerator on Woodstock beach. The sacks were filled with old documents, for the Castle offices were being cleared out and this priceless refuse was destined for the bonfire.*

*"Jurgens was twelve, he had been a stamp-collector for four years and he knew the value of the Cape triangular and other stamps that came out of the sacks. At first the sergeant-major would not part with a scrap of paper. Then young Jurgens resorted to bribery. He saved his pocket-money and arrived at the incinerator each week with half a dozen bottles.*

Having drunk his fill, the sergeant major would then invite the young boy to help himself to the contents of the bags.

*"In that way a schoolboy was able to preserve a set of signed envelopes with original seals which it would be impossible to duplicate to-day. The stamps and documents Jurgens found are now worth many thousands of pounds. Yet he estimates that nine-tenths of the 'rubbish' from the Castle was burnt. It would have been different if only he could have bought more beer." (Green, 1949; 95-96)*

He could also be quite unscrupulous in his dealings with fellow collectors. Once he was offered for sale a collection of stamps which, by his rough estimate, was worth in excess of £800 and was prepared to pay his entire savings of £200 for it. To his delight the owner insisted that, being *knowledgeable* in the ways of philately, he would not take a penny less than £5 for his album, and an excited Jurgens was able to ride off on his motor-cycle with his latest find strapped to his pillion (Green, 1949:96). But then, most collectors make it a matter of principle to take advantage of those less knowledgeable than themselves, something that may well explain his actions later on in life.

In 1943 he published his first book, "*The Handstruck Letter Stamps of the Cape of Good Hope*", which was immediately greeted with acclaim by his peers. Dr LB

Goldschmidt, then-President of the Cape Royal Philatelic Society, wrote that Jurgens “has so closely applied himself to his hobby that he now ranks as one of the chief authorities on the stamps of the Cape of Good Hope” (Jurgens 1943:viii).

Gloss was added to the book by the Prime Minister, Field Marshall Jan Christiaan Smuts, who provided it with a glowing introduction. Given the fact that the world was at war at the time and the Prime Minister must have had more pressing matters to worry about, this was no mean achievement and must be read as evidence of the social standing that the Jurgens family must have enjoyed in the Cape’s social hierarchy. The Union Postmaster General, HJ Lenton, for his part, called the book a “remarkable study by my old friend Adrian Jurgens”, stating that:

*“He has, I know, taken the greatest possible pains to check and verify his information, and the records and specimens upon which his work is based were obtained from many different sources and in many interesting ways”. (Jurgens, 1943: ix)*

The book was extensively reviewed in the Journal of the Royal Philatelic Society of London in February 1945, and later that year the Royal awarded Jurgens its highest accolade, the Crawford Medal. In 1946 he published his second book, “*The Bechuanalands: a brief history of the countries and their postal services to 1895*”, which was also favourably reviewed in London. In January 1948 Jurgens was invited by the Federation of South African Philatelists to sign its Roll of Honour, the highest award that could be bestowed by his peers locally. Privately, knowing that he had made so many of his learned colleagues look foolish must have provided him a great deal of personal satisfaction but which particular inner demon was thus appeased is not recorded.

Then, in July 1949, the British Philatelic Association Journal published an article by Douglas Roth pointing out that many of the illustrations used by Jurgens in his Cape book were forgeries. Jurgens replied through the same publication that “he knew all about the faked bisects but that they were the product of an earlier generation and that it was a pity to resuscitate the matter”. At no stage did he explain how they had found their way into his research (Roth, 1976: 33). Then, at the National Philatelic Exhibition held in Cape Town in 1952 a display of Cape postal history by Jurgens was brought into question when Roth, who also sat on the Exhibition Jury, pointed out that the exhibit contained a large number of forged pre-adhesive postmarks applied to genuine old covers. Roth also provided the Exhibition Organisers with documentary proof to substantiate his opinion.

At this stage matters took a serious turn, and the police began to take an interest in events. The Commercial Investigation Department (CID) raided Jurgens’ home

at 26 Woodside Road, Cape Town and took possession of a printing press, line blocks and a variety of printing inks. Following an investigation which lasted over six months, the docket was forwarded to the Public Prosecutor who expressed his intention to proceed with the case. However, nothing further took place, and upon enquiry, Douglas Roth, who had been assisting the police as an expert witness, was informed that the Attorney-General had declined to take the matter further (Roth, 1976: 33). Once his Cape forgeries were exposed, his second book, on “*The Bechuanalands*”, was also subjected to critical examination, and it too was found to contain photographs of forged material. It has been estimated since then that approximately 70% of its contents are fraudulent (Buhrmann, pers comm. 2017).

Adriaan Jurgens did not survive his fall from grace for very long, and died suddenly at his home on 11 July 1953. His death certificate stated that he had suffered a “*coronary thrombosis*”, although his doctor also pointed out that for the past ten years he had been suffering from a heart condition. His employment was given as “*Retired Clerk, Board of Executors*”, and he was buried in the Maitland Cemetery No 1. The only other document in his official file was a hand-written note that stated that “*Documents missing, removed by Department of Interior Affairs. Documents intentionally damaged*”.

In reality Jurgens was not beyond taking advantage of his friends and manipulating his colleagues for his own financial ends. Lawrence Green obviously admired the man and called him “*my friend the philatelist, Mr Adrian Albert Jurgens*” who “*everyone in the South African stamp world knows*”. In 1949 one of his travelogues included a chapter on the Cape Colonial Post Office and, obviously quoting information supplied by Jurgens, he told his readers that:

*“Then there are the bisected triangulars – sixpenny stamps cut in half during the time of the shortage. One postmaster solved the problem that way in 1860, and for years afterwards, whenever supplies ran short in remote post-offices, other postmasters followed the example. No one protested; the Post-Master General approved. Fourpence was the ordinary letter rate at that period. So letter-writers put a penny triangular, and half a sixpenny, on each letter. Covers with examples of this device are well worth collecting”. (Green, 1949; 98)*

Quite apart from a number of obvious untruths that it contains, the paragraph is a thinly-veiled advertisement for Jurgens who, by now, was providing the philatelic market with any number of recently-made rarities “*well worth collecting*”.

By 1951 Adriaan Albertus Jurgen had been exposed as a forger, and all such bisects had been shown to have been the product of his fertile and inventive mind. The

public record is silent on what Prime Minister Jan Smuts, Postmaster General, HJ Lenton, and author Lawrence G Green personally thought of this matter, but most of his close friends and philatelic colleagues must have been left pondering as to the real identity of this man.

Today our legal system is more explicit in such matters and there can be little doubt that his activities would be considered to be criminal. However, the harm that he inflicted upon the study of Cape postal history was not limited to his small circle of friends in Cape Town, but had international repercussions, and for many years the prospect of purchasing one of his clever forgeries hung like an incubus over the collecting fraternity. Eventually it was realised that the damage had also included the loss of important artefacts from our national museum collection. When he published his book on the Cape Post Office in 1943, the Director of the South African Museum, Dr EL Gill, had allowed Jurgens access to the original “Woodblock” printing plates of the 1d and 4d triangular stamps to make colour reprints for inclusion in his text. Despite a considerable lapse in time these were never returned to the Museum and after his forgeries were exposed in 1951, the location of the plates was lost.

Thirty years later they surfaced again, and it was realised that when the CID raided his home in 1951, Jurgens had secreted the plates and, together with a batch of incriminating material, handed them over to a friend, JC Silvie, for safekeeping. After Jurgens’ death in 1953, Silvie had kept the material hidden in a chest until his own death in the mid-1970s, when it was discovered by his family.

What then followed was even more inexplicable. When the location of the plates became known, four of Cape Town’s leading philatelists, including Eliezer Blum, descended upon the widow Silvie and purchased this material from her for R400. They then reduced it to ashes in her fireplace (Rosenthal, 2009: 50-51). While it is understandable that they might want to destroy Jurgens’ forgeries and had the legal right to do so, what gave these men the self-appointed obligation to destroy these stolen plates instead of returning them to the National Museum is not known. The suspicion that Jurgens had not acted alone, and that these four men were destroying incriminating evidence must therefore linger in the mind of any critical thinker (Rowe, Pers comm, September 2015).

In the final analysis therefore, Adriaan Albertus was not only a forger and a fraud, he was also a thief, and may well have been the guiding hand behind a circle of similarly-minded people.

### **JURGENS’ ARCHIVAL RESEARCH**

To this day it is still difficult to conduct a balanced discussion on the subject of Adriaan Jurgens, not only because of the deception he practiced upon his friends and

colleagues, but also because so little is known that might explain his behaviour. As a result time has laid a fog of amnesia over much of his history, and all that now remains is the vague recollection that, yes, he forged a number of postal documents, but that his historical research was essentially sound.

This was the basic premise put forward by Manfred Weinstein in 1976 when he suggested to Robert Goldblatt that he “*undertake a revision and updating of the work of A.A Jurgens*” (Goldblatt, 1984: iii). His publisher, Jack Grutter, was more blunt when he encouraged him to basically paraphrase Jurgens and “*leave out the rubbish*” (Pers com, Johannesburg, 1977). Unfortunately few of us had read Jurgens from cover to cover, and had missed his warning in the Introduction that:

*“... the (Departmental Post Office and other official records) referred to by Mr Allis were already lost or destroyed shortly after Union in 1910, so that available official records were not sufficient to complete this work, the only surviving Post Office records being very incomplete”. (Jurgens 1943: x)*

In case anyone missed this, an additional warning was given by the Union Postmaster General, HJ Lenton in his Introduction to the book when he stated that: “*It has been a matter of regret to me that Post Office official records have been very little able to assist him*” (Jurgens 1943: ix). As has already been told, Jurgens had first-hand knowledge of this matter and was present as a teenager in about 1900 when military details cleared out large parts of the colonial records, then housed in the Castle, and destroyed them in the Military Incinerator on Woodstock Beach (Green, 1949:95).

Forty years later, when Jurgens wrote his history of the Colonial Post Office, he admitted that “*the dates given as to when (the office date stamps) were brought into use have been taken from the earliest examples found*” (1943: x). In other words, many of the dates quoted by Jurgens are approximations.

To be fair to Goldblatt and others, when discussing his historical data later on in his book, Jurgens did adopt a misleadingly *definitive* tone, thus leading many researchers to accept his dates as historically correct. It seems that the words “*it is estimated that*”, “*it is believed*” and “*the approximate date*” did not feature large in his vocabulary but, as a result, the myth that he *only* wanted to *pretty-up* his book has stuck. As most lawyers will tell you, if you want to hide a murder you might have committed, you only need to own up to the robbery.

Matters began to change in 1983 when I began to collate my preliminary results, and it soon became obvious that Jurgens’ chronological date lines made little historical sense (Frescura, 1983d). By the time I had completed my research on “*The Post Offices of the Cape of Good Hope,*

1792-1910" (Frescura 2002), a pattern of ODS usage had begun to emerge that contradicted almost every single date of distribution that Jurgens had provided in his book. Unfortunately at the time I was more concerned with the history of the Colonial Post Office, than the details of its administration, and the final reconciliation of postal data had to wait until I began writing this book.

## REVISING THE JURGENS DATA

One of the objectives of this book has been to establish a credible chronology for the ordering, receipt and distribution of office date stamps to the Cape colonial postal establishment. Because most of the Cape's colonial archive located in the Castle was destroyed by the British military during the Anglo-Boer War, this has necessitated a process of reconstruction involving the following:

1. A history of each post office known to have been opened at the Cape between 1792 and 1910 drawn from official records. This was obtained from Blue Books, Post Office Guides, Post Office circulars and Civil Service Establishment lists.
2. The recording of their dates of opening and closing as well as any changes to their names.
3. The types of postal instruments recorded to have been used there as well as their earliest and latest dates of known usage. These were provided by more than 160 informants and personal archives located throughout the world.
4. The names of postal officials known to have served there and their dates of appointment.
5. Details of any dates and historical events that might be relevant to their history, such as the destruction of postal premises by fire, or flood, or through enemy action.

This information was then collated into a narrative which included over 2600 post offices. In the case of the 120-odd post offices that were of divisional importance, the task of allocating dates of distribution to their numerous office date stamp proved, in most cases, to be almost impossible to achieve and, for the purposes of analysis, they were generally ignored. The bulk of the data used was drawn from approximately 2000 smaller country offices which were seldom issued with more than a single office date stamp.

One such an office might have been the mission village of St Cuthbert's, in Griqualand East, established in June 1899 and open right through to 1910 (Frescura, 2002: 625). To date only one office date stamp, a single circle canceller inscribed CGH at its base (SC.CGH) is recorded to have been used there, from 4 November 1899 to 26 January 1925. This information is entirely consistent with the assumption that a canceller in a SC.CGH format was forwarded to this post office from the Treasury Stores in

Cape Town sometime between June and November 1899.

By reducing this date to a single entry on a time chart, we may then arrive at an idea as to the approximate dates when this canceller type began to be distributed, the years when distribution reached its peak, and for how long its distribution lasted. Thus, by combining these time charts into a continuum, we are able to arrive at a number of important conclusions regarding their overall chronology of distribution as well as the dates when important policy decisions might have been taken by senior management at the GPO.

In effect, this has been a process of reconstruction, which might not have been as precise as having the Colonial Post Office archives at hand, but is still more accurate than the "*process of guess-stimation*" used previously by Jurgens. As a result the findings arrived at in this book differ from Jurgens on a number of key issues and dates.

## The Typology of Postal Markings

The Jurgens typology uses an alpha-numeric system of labelling which follows an approximate chronological ordering. This holds for as long as his discussion focuses upon the use of hand-struck letter stamps, where an archive has been available to guide him. However, it falls hopelessly apart once he reaches the era of prepaid postal adhesives whose archives were wholly destroyed after 1900. Unfortunately conventional philately is concerned almost entirely with the creation of sets and chronologies, and the historical narrative laid out by Jurgens is confused to a degree which makes rational analysis almost impossible.

## The Barred Triangle Obliterator: BTO

No evidence has been found to date, archival or otherwise, to substantiate the claim made by Jurgens that in 1837 the Treasury had introduced a barred triangle obliterator to cancel fiscal stamps (1943: 55), nor is there any evidence to support the assertion that the Stamp Office had ever "*adopted the use of a Date Stamp for the cancellation of Revenue Stamps on documents*" (1943: 60). This assertion is supported by other experts in the field (Amoore, Buhrmann, Matheson, Roché, Wigmore et al, pers comm, 2016).

## The Double Oval Office Date Stamps: DO

While it is true that the bulk of these office date stamps were issued late in 1853 and early in 1854, at least two were issued before that date, one to Simonstown before 19 November 1850, and the second to Hottentots Holland (later Somerset West) before 21 April 1853. For reasons that are not clear the GPO continued to issue this type of canceller to a small number of post offices in the Diamond Fields, most notably Kimberley, De Beers NR, Beaconsfield, Du Toits Pan and Barkly (West) which did not come into

being until the early 1870s, and thus could not possibly have been part of the original order made in 1853. These dates differ substantially from those supplied by Jurgens.

#### **The Double Arc Office Date Stamp: DA**

Distribution of this canceller began early in June 1857 when 20 instruments reached the Cape. Four more followed two weeks later, and an additional order of 22 arrived at Cape Town on about 14 April 1862 (Putzel, 1981: 62-5). Thereafter over the next 21 years another 17 were distributed to post offices in a scattered manner, the last one going to Beaconsfield, probably as late as 1883. Most of this information was not known to Jurgens who, despite some obvious discrepancies, groups it into one distribution, made in 1857.

#### **The Barred Oval Numeral Cancellor: BONC**

The first recorded use of a BONC was in Cape Town on 8 February 1863, where it was probably used in a field trial (Putzel, 1981: 62-5). Thereafter its distribution to country post offices began in June or July 1864. This new obliterator was shaped in the form of a barred oval with a numeral set in a squared box, and was designed to replace worn or lost BTO obliterations. It was probably distributed in eight lots, the last ending in the 1900s, after the Anglo-Boer War of 1899-1902. None of this information was known to Jurgens although most of it would have been available through deductive reasoning and typological study.

In 1936-7 the Union Post Office conducted a country-wide search throughout its archives for an official list of BONC instruments issued by the Cape Colonial Post Office to its offices and agencies. No such document was found, although it could have been reconstructed quite easily from Impressions Books and the correspondence files of the colonial Treasury Department Stores had these been available. Unfortunately it is probable that, by 1936, both sets of records had been destroyed. Even though Jurgens had the ear of both the Union Archivist, Graham Botha, and the Union PMG, HJ Lenton, no details of any such search are present in his writing.

#### **The Single Circle Office Date Stamps: SC**

In 1864 the Cape Post Office began to issue the first of ten different groups of single circle cancellers. These were obviously not intended to supplant the Double Oval (DO) and Double Arc (DA) cancellers already in use, but to extend the ODS programme by introducing a canceller which could be used in conjunction with the new BONC obliterator. It is probable therefore that the first two issues, dispatched from London on 22 December 1863 and 2 May 1864 respectively (Putzel, 1981: 62-5), were probably experimental in nature. Jurgens is silent on these issues, but where he puts forward dates, these are usually unsubstantiated estimations.

#### **The Experimental Office Date Stamps of 1882**

In 1882 the GPO began to issue on an experimental basis a number of ODS described as "*cancelling and obliterating stamps*" designed to replace the separate use of dated office cancellers and obliterations then in current use.

Despite their obvious experimental nature, this group of ODS solicited no comment from Jurgens who does not appear to have known of parallel events in Great Britain. However he did get their date of issue right (1943: 72-3).

#### **The Large Single Circle Relief Cancellor: RLC**

A tenth and final single circle canceller some 27-28mm in diameter was first recorded in use at Witteputs Siding in 1891, and because of its limited distribution and frequent anomalies in its make-up it was concluded that it had been used as a "*relief*" canceller (Frescura, 1984). Jurgens gives its date of issue as 1902 and hazards no guess as to its operational function (1943: 78).

#### **The Double Circle Office Date Stamp: DC.EMB and DC.NUM**

The first use of this canceller was noted in Cape Town on 27 June 1892, followed by a second at Queen Street, Port Elizabeth, on 18 September 1895. Thereafter it was distributed widely, with 659 cancellers being distributed to at least 539 offices. Jurgens gives its date of issue as 1900-01, with a second type being issued in 1902 (1943: 77-8).

### **CONCLUSIONS**

Over the years it has become increasingly difficult to assess the value of Jurgens' research without first trying to separate known fact from his fictions. His forgeries have cast a pall of doubt over his work as a whole and now it is hard to believe that someone who produced so many fake documents could not also be capable of inventing *alternative truths* to support his narrative. His *guess-stimations* might have been accepted as honest attempts at a chronology had he remained only a student of Cape postal history, but Jurgens also dealt in philatelic material and thus had a vested interest in having his narrative accepted as the correct version of events.

Consequently his method of writing "*history by estimation*" has not allowed us to develop any confidence in his few genuine archival findings, and the results tabled in this book differ from his historical dates in almost every significant respect.

This leaves us with one last question. What should be done with his research? Undoubtedly some pearls of wisdom are still to be found in his writings, but these are difficult to extricate from the bog of deception that envelops them, and I wonder that anyone should still want to try. It is 74 years since his first book was published and postal historians have now had ample time to research and revisit most aspects of Cape postal history. There is now a slew of new authors whose research can be quoted with

confidence and without additional reference to Jurgens.

I believe that constant referral to his misdeeds has kept his name alive far longer than those of worthier mettle, and the time has now come to relegate Adriaan Albertus and his two books to some dusty shelf reserved for the mediocre and the idiosyncratic. By refusing to acknowledge his work we remove its power and make his books irrelevant. I make my living in academia, and there are good practical reasons why, in writing this book, I have made reference where reference was due, but henceforth this will no longer be necessary. As scholars we have the power to do this, and by doing so we can relegate this man to the scrapheap of history.

And as of this final sentence I undertake to ignore him now, finally, and forever.

## APPENDIX A

### THE BARRED CGH TRIANGLE OBLITERATOR

ABERDEEN	BTO	** NO 1861	28 AU 1874	BONC 205 recorded used on 7 JY 1883
ADELAIDE	BTO	12 DE 1863	29 FE 1872	BONC 130 recorded used on 25 OC 1876
ALEXANDRIA	BTO	14 AP 1857	16 JA 1861	BONC 405 recorded used on 12 FE 1895
ALICE	BTO	13 MR 1854	3 JY 1894	BONC 665 recorded used on 1 OC 1896
ALI WAL NORTH	BTO	21 JA 1854	12 SP 1859	BONC 38 recorded used on 10 JY 1869
AMALIENSTEIN	BTO	27 FE 1888	14 AP 1902	
AVONTUUR	BTO	14 JA 1869	10 JA 1878	BONC 5 recorded used on 12 JA 1865
BARKLY WEST	BTO	15 MR 1871	2 MR 1872	BDNC 4 recorded used on 7 MY 1874
BAVIAANS DRIFT	BTO	15 MY 1875		BONC 436 recorded used on 27 AP 1891
BEAUFORT WEST	BTO	6 JY 1855	30 MR 1868	BONC 202 recorded used on 26 OC 1874
BEDFORD	BTO	18 AU 1854	21 MR 1870	BONC 7 recorded used on 6 AP 1870
BELL	BTO	4 AU 1894		
BELVIDERE	BTO	10 AP 1863		BONC 345 recorded used on 4 DE 1880
BERLIN STATION	BTO	15 JU 1887		BONC 847 recorded used on 18 DE 1893
BLANCO	BTO	7 OC 1857	1 AP 1900	BONC 291 recorded used on 1 DE 1881
BLINKWATER	BTO	6 FE 1902		
BREAKFAST VLEI	BTO	18 FE 1857	10 NO 1897	no date stamp in 1857
BURGHERSDORP	BTO	3 FE 1854	7 NO 1864	BONC 16 recorded used on 28 MY 1868
CALEDON	BTO	1 MR 1854	20 JU 1881	BONC 250 recorded used on 1 DE 1882
CALITZDORP	BTO	** FE 1877	24 AP 1901	
CALVINIA	BTO	7 JA 1858		BONC 36 recorded used on 23 OC 1868
CAMDEBOO	BTO	8 NO 1861	10 NO 1861	
CAPE TOWN GPO	BTO	14 NO 1853	21 FE 1879	
CERES	BTO	5 MY 1856		BONC 6 recorded used on 29 AP 1875
CLANWILLIAM	BTO	5 MY 1855	21 MY 1867	BONC 10 recorded used in 1868
CLAREMONT STATION	BTO	1 MY 1861	18 OC 1871	BONC 624 recorded used on 3 OC 1889
COLESBERG	BTO	31 MY 1854	10 FE 1890	BONC 23 recorded used on 7 JU 1872
CRADOCK	BTO	14 SP 1853	9 MR 1866	BONC 22 recorded used on 11 JU 1870
DALJOSAPHAT	BTO	29 DE 1863		use probable
DARLING	BTO	27 FE 1861		use probable
DARLING BRIDGE	BTO	17 DE 1853	18 JY 1874	
DE RUST, Oudtshoorn.	BTO	9 JU 1860		
DIEP RIVER	BTO	14 FE 1871	13 JY 1873	BONC 313 recorded used on 23 NO 1886
DURBANVILLE	BTO	**AP 1860		BONC 575 recorded used on 8 AU 1889
EERSTE RIVER STATION	BTO	31 MY 1870	17 AP 1883	BONC 189 recorded used on 9 NO 1875
EGOSO	BTO	24 JY 1880		
ELIM	BTO	11 JU 1858	7 OC 1887	BONC 705 recorded used on 24 FE 1895
FAURE SIDING	BTO	12 MY 1883		
FORT BEAUFORT	BTO	23 FE 1854	1866	BONC 32 recorded used on 17 JU 1870
FRASERBURG	BTO	12 MR 1856	2 MR 1881	BONC 229 recorded used on 17 NO 1881
FRASERBURG ROAD	BTO	1 JA 1881		BONC 367 recorded used on 7 JY 1892
FRENCH HOEK	BTO	8 OC 1858	1 AU 1871	BONC 216 recorded used in 1893
GAMTOOS RIVER FERRY	BTO	26 FE 1854		BONC 254 recorded used on 13 NO 1886
GENADENDAL	BTO	29 JU 1860	6 AU 1871	BONC 401 recorded used on 30 MY 1891
GEORGE	BTO	13 AP 1854	11 AP 1867	BONC 17 recorded used on 17 MR 1868
GLEN LYNDEN	BTO	25 AU 1866	8 OC 1894	
GRAAFF-REINET	BTO	16 MR 1854	1 SP 1872	BONC 18 recorded used on 22 OC 1867
GRABOUW	BTO	3 DE 1868	25 AU 1884	BONC 461 recorded used on 31 OC 1901
GRAHAMSTOWN	BTO	27 DE 1853	24 MR 1863	BONC 3 recorded used on 28 JY 1864
HANKEY	BTO	13 OC 1874	11 FE 1881	
HANOVER	BTO	25 OC 1859	5 NO 1876	BONC 508 recorded used on 14 OC 1884
HEIDELBERG	BTO	2 AP 1864		use probable
HONDEKLIP BAY	BTO	6 MY 1864	14 AU 1864	BONC 108 recorded used on 27 OC 1905
HOPEFIELD	BTO	11 AP 1864		

Postal Cancellers of the Cape

HOPETOWN	BTO	5 MR 1858	29 JA 1864	BONC 19 recorded used on 21 AU 1868
HOUW HOEK	BTO	18 JY 1861	3 JU 1863	
HOWISON'S POORT	BTO	21 NO 1857		
HUGUENOT	BTO	29 JU 1859		BONC 219 recorded used on 15 JA 1879
HUMANSDORP	BTO	29 JU 1859		BONC 37 recorded used on 23 SP 1870
JAGERSBOSCH	BTO	23 JU 1857	16 JU 1877	
JANSENVILLE	BTO	14 MR 1875	** ** 1878	BONC 186 recorded used on 5 SP 1890
KALK BAY	BTO	2 MR 1854		BONC 28 recorded used on 16 JU 1868
KING WILLIAMS TOWN	BTO	19 NO 1855	17 DE 1865	BONC 4 recorded used on 27 SP 1868
KNYSNA	BTO	16 NO 1859	26 SP 1894	BONC 615 possibly used on 10 AU 1898
LADISMITH	BTO	18 NO 1873	11 JA 1883	BONC 594 recorded used on 18 JU 1888
LADY GREY, Aliwal North	BTO	22 JU 1883	29 MR 1889	BONC 696 recorded used on 10 FE 1889
LILY FOUNTAIN	BTO	27 OC 1878	30 NO 1879	
MALAGAS	BTO	6 SP 1862	29 OC 1870	BONC 71 recorded used
MALMESBURY	BTO	30 SP 1857	9 JY 1896	BONC 215 recorded used on 25 JY 1881
MAMRE	BTO	4 NO 1874	6 AP 1901	
MIDDELBURG	BTO	22 OC 1854	20 JY 1858	BONC 184 recorded used on 9 MY 1882
MIDDLEDRIFT	BTO	30 MY 1876	** ** 1896	
MOLEN RIVER	BTO	16 OC 1858	7 AU 1866	BONC 238 recorded used on 16 NO 1878
MONTAGU	BTO	9 DE 1858	1 SP 1884	BONC 653 recorded used on 15 MR 1888
MOSEL BAY	BTO	21 JA 1854	1 DE 1877	BONC 222 recorded used on 24 JU 1881
MOWBRAY	BTO	23 MR 1854	2 FE 1895	BONC 965 recorded used on 8 NO 1895
MOWBRAY STATION	BTO	17 NO 1873		
MURRAYSBURG	BTO	8 SP 1857	24 SP 1884	BONC 196 recorded used on 8 JY 1877
NAPIER	BTO	7 DE 1860	18 FE 1879	
NELSPOORT	BTO	28 AU 1859		BONC 402 recorded used on 27 JU 1882
NORMANDIE	BTO	13 JU 1862		
OUDTSHOORN	BTO	3 JA 1857	23 FE 1867	BONC 20 recorded used on 20 MY 1868
OVER HEX RIVER	BTO	5 OC 1878		
PAARL	BTO	22 FE 1854	3 MY 1866	BONC 39 recorded used on 12 FE 1867
PAARL STATION	BTO	14 AU 1869	21 FE 1870	BONC 372 recorded used on 11 AU 1886
PANMURE	BTO	30 JA 1875	3 JU 1875	
PEARSTON	BTO	13 NO 1861		BONC 640 recorded used on 2 MY 1890
PEDDIE	BTO	18 JY 1854	7 DE 1877	BONC 546 recorded used on 19 JU 1888
PHILIPSTOWN	BTO	26 DE 1880	21 JA 1881	BONC 684 recorded used in 1889
PIQUETBERG	BTO	9 DE 1853	7 FE 1876	BONC 30 recorded used on 22 AU 1867
PLETTENBERG'S BAY	BTO	7 AP 1858	21 OC 1905	
PLUMSTEAD	BTO	30 MY 1861	17 SP 1866	BONC 659 recorded used on 30 NO 1896
PORT BEAUFORT	BTO	23 MR 1854	9 SP 1859	
PORT ELIZABETH	BTO	26 DE 1853	20 MY 1895	BONC 2 recorded used on 3 AU 1864
POST RETIEF	BTO	29 OC 1865	7 AU 1871	BONC 327 recorded used on 15 AP 1899
PRINCE ALBERT	BTO	20 MY 1856	26 OC 1885	BONC 728 recorded used on 8 MY 1890
QUEENSTOWN	BTO	20 DE 1854	15 AP 1864	BONC 11 recorded used on 8 MR 1875
RICHMOND	BTO	9 SP 1854	13 OC 1867	BONC 31 recorded used on 22 OC 1867
RIEBEEK KASTEEL	BTO	23 JA 1902		BONC 1024 recorded used on 29 JA 1902
RIEBEEK WEST	BTO	15 SP 1862	23 JA 1902	BCNC 4 recorded used on 13 MR 1900
RIVERSDALE	BTO	21 FE 1854	9 SP 1870	BONC 26 recorded used on 8 DE 1867
RIVER ZONDER END	BTO	23 NO 1855		BONC 242 recorded used on 16 MR 1885
ROBERTSON	BTO	16 NO 1857	15 JY 1859	BONC 25 recorded used on 18 JA 1870
RONDEBOSCH	BTO	2 JA 1856	24 SP 1862	BONC 35 recorded used on 31 OC 1873
RUIGTE VLEI	BTO	3 FE 1864		
ST HELENA BAY	BTO	8 SP 1856	6 MR 1902	
SALT RIVER	BTO	9 MY 1871	15 NO 1873	BONC 277 recorded used on 3 FE 1880
SARON	BTO	3 JY 1858		BONC 295 recorded used on 30 JY 1896
SEYMOUR	BTO	29 NO 1858	20 JA 1876	BONC 641 recorded used on 30 NO 1888
SIDBURY	BTO	27 JA 1854		use probable
SIMONSTOWN	BTO	** MR 1854	** DE 1861	BONC 27 recorded used on 27 MR 1868
SIR LOWRY'S PASS	BTO	30 OC 1854	1 NO 1866	BONC 583 recorded used on 7 JA 1895
SOMERSET EAST	BTO	23 DE 1853	7 MY 1894	BONC 21 recorded used on 7 AP 1866
SOMERSET WEST	BTO	24 AP 1857	29 OC 1901	BONC 70 recorded used on 24 MY 1875

SPRINGBOKFONTEIN	BTO	10 SP 1864		BONC 24 recorded used in FE 1868
STANFORD	BTO	9 JY 1894	18 DE 1906	
STEINKOPF	BTO	24 OC 1879	18 NO 1889	
STELLENBOSCH	BTO	26 MR 1854	18 FE 1902	BONC 13 recorded used in 1868
STEYNSBURG	BTO	10 SP 1875		
	BTO	17 DE 1897	4 AU 1905	Truncated corners giving unequal hexagon
STORM'S VLEI	BTO	20 JY 1877		BONC 351 recorded used on 15 MR 1901
STUTTERHEIM	BTO	23 FE 1881	21 MY 1886	BONC 356 recorded used on 5 FE 1894
SUTHERLAND	BTO	23 MR 1879	18 AP 1879	BONC 309 recorded used in MR 1883
SWELLEN DAM	BTO	26 DE 1853	12 JU 1866	BONC 12 recorded used in 1867
TARKASTAD	BTO	9 OC 1871	16 SP 1873	BONC 234 recorded used on 4 OC 1877
TULBAGH	BTO	29 JA 1855	19 MR 1891	BONC 816 recorded used on 7 MY 1892
UITENHAGE	BTO	15 MY 1854	JA 1864	BONC 14 recorded used in 1867
UNIONDALE	BTO	8 NO 1860	6 JY 1882	BONC 437 recorded used on 3 MR 1884
VICTORIA WEST	BTO	22 FE 1854	25 AU 1880	BONC 230 recorded used on 8 JU 1883
VILLIERSDORP	BTO	3 MY 1857	11 JU 1868	
VLUGT	BTO	24 FE 1863		use probable
WELLINGTON	BTO	26 DE 1853	15 NO 1873	BONC 34 recorded used on 6 MR 1875
WELLINGTON STATION	BTO	2 OC 1871	10 AU 1891	BONC 1062 recorded used on 27 JY 1898
WESTERN TPO	BTO	29 JA 1902		
WESTFORD	BTO	28 SP 1868		
WHITTLESEA	BTO	14 AP 1859	22 OC 1894	
WILLISTON	BTO	17 AP 1871	16 OC 1891	BONC 1375 recorded used here
WILLOWMORE	BTO	3 AP 1862	28 SP 1871	BONC 66 recorded used in 1882
WILLOW PARK	BTO	8 OC 1876		
WOLVEKRAAL	BTO	2 MR 1858	9 FE 1865	
WOODSTOCK STATION	BTO	18 MR 1878		BONC 498 recorded used on 13 JA 1894
WORCESTER	BTO	4 JA 1854	30 MR 1866	BONC 15 recorded used on 3 DE 1868
WYNBERG	BTO	25 MR 1854	14 AP 1858	BONC 9 recorded used on 13 JY 1872
ZUURBRON	BTO	21 DE 1895		

## APPENDIX B

### ALPHABETICAL LISTING OF CAPE POST OFFICES KNOWN TO HAVE USED THE BARRED OVAL NUMERAL CANCELLER OF 1864

Conflicting reports and areas of doubt have been indicated by means of an asterisk (\*)

ABBOTSDALE	BONC 606 (3.3.3)			in need of confirmation
ABERDEEN	BONC 205 (4.5.4)	7 JY 1883	16 OC 1903	thin bars
ABERDEEN ROAD	BONC use probable			
ACHTER SNEEUWBERG	BONC 586 (3.3.3)	26 MY 1896	26 AU 1907	
ACHTERTANG	BONC use probable			
ADAMS KRAAL	BONC use probable			ex OCKERT'S KRAAL
ADDO	BONC 128 (3.3.3)	22 JY 1895	23 OC 1905	
ADELAIDE	BONC 130 (3.3.3)	25 OC 1876	6 JU 1901	
ADENDORP	BONC 247 (3.3.3)	25 MY 1900	23 DE 1902	
AIRLEY	BONC use probable			ex SPANSMAT RIVER
ALBERT JUNCTION	BONC 784 (3.3.3)	3 NO 1891	15 JA 1899	
ALEXANDRIA	BONC 405 (3.3.3)	12 FE 1895	22 MY 1896	
ALFRED DOCKS	BONC 420 (3.3.3)	2 FE 1886	12 JU 1899	
ALICE	BONC 665 (3.3.3)	1 OC 1896	29 MR 1898	
ALICEDALE	BONC 337 (3.3.3)	4 AP 1878	1 AU 1898	
	BONC 1180 (3.3.3)	14 JY 1908	12 JY 1909	
ALIWAL NORTH	BONC 38 (3.3.3)	10 JY 1869	12 DE 1889	
	BONC 524 (3.3.3)	21 NO 1884	9 MY 1891	
	BONC 868 (3.3.3)	** FE 1892	30 DE 1899	
ALOES	BONC 894 (3.3.3)	5 JY 1904		number 894 probable
AMALINDA VILLAGE	BONC 1219 (3.3.3)	24 JY 1912		
ANDRIES KRAAL	BONC 540 (3.3.3)	13 JU 1900	5 NO 1902	
ANENOUS	BONC 950 (3.3.3)	1 AP 1902	18 AP 1902	not BONC 650
ANNS VILLA	BONC use probable			
ANTELOPE PARK	BONC 147 (3.3.3)	13 NO 1900	11 MR 1902	
	BONC 154*			in need of confirmation
ARMOED	BONC 233 (3.3.3)	1 FE 1902	21 FE 1902	round top to 3
ARUNDEL	BONC use probable			
ASHTON	BONC 658 (3.3.3)	** ** 1887	2 AU 1912	
ASKEATON	BONC use probable			
ASSEGAI BUSH				see TWO STREAMS
ATHERSTONE STATION	BONC 504 (3.3.3)	8 FE 1895		
AURORA	BONC use probable			
AVONTUUR	BONC 5 (3.3.3)	12 JA 1865	8 JU 1900	
BAILEY	BONC 501 (3.3.3)	20 DE 1892	25 MR 1895	
BAILEY BRITH	BONC use probable			
BALFOUR	BONC 949 (3.3.3)	23 MR 1896		
BALMORAL	BONC 615 (3.3.3)	17 FE 1889	9 MY 1902	ex SOUR FLATS
BANKIES	BONC 602 (3.3.3)	9 NO 1891		
BARENDS KRAAL SIDING	BONC use probable			
BARKLY BRIDGE	BONC use probable			
BARKLY EAST	BONC 252 (3.3.3)	25 NO 1881	7 JY 1898	base line to 2 is 1mm thick
BARKLY PASS	BONC use probable			
BARKLY WEST	BONC 232 (3.3.3)	3 DE 1881	28 AU 1899	rounded head to 3
	BONC 654 (3.3.3)	25 MY 1884	3 NO 1887	
BARODA	BONC use probable			
BARRINGTON	BONC 574 (3.3.3)	29 AU 1900	27 FE 1908	
BARROE	BONC 324 (3.3.3)	21 JY 1885	21 JY 1905	
BARRYDALE	BONC 214 (3.3.3)			in need of confirmation

BASHEE	BONC 500 (3.3.3)			in need of confirmation
BATHURST	BONC 310 (3.3.3)	19 FE 1896		
	BONC 684 (3.3.3)			in need of confirmation
BATHURST STATION	BONC use probable			
BAVIAAN'S DRIFT	BONC 436 (3.3.3)	27 AP 1891	10 SP 1891	
BAYVILLE	BONC 960 (3.3.3)	27 DE 1897		
BAZIYA	BONC 783 (3.3.3)	1 FE 1892	6 SP 1912	
BEACONSFIELD	BONC 521 (3.3.3)	10 FE 1894	** JY 1899	
BEACONSFIELD LOC	BONC use probable			
BEAUFORT WEST	BONC 22 (3.3.3)	11 AP 1894	27 OC 1895	
	BONC 202 (4.4.4)	26 OC 1874	17 MR 1885	thin bars
	BONC 386 (3.3.3)	4 MY 1886	19 AU 1897	
	BONC 588 (3.3.3)	10 AU 1886	4 AP 1898	
	BONC 866 (3.3.3)	31 AU 1893	29 NO 1897	
BEAUFORT WEST STA	BONC use probable			
BEDFORD	BONC 7 (3.3.3)	6 AP 1870	12 AP 1889	
	BONC 92 (3.3.3)	17 MY 1890	18 SP 1899	
BEENLEEGTE	BONC use probable			
BEERSHEBA	BONC use probable			
BELGROVE	BONC use probable			
BELL	BONC use probable			
BELLEVUE	BONC use probable			
BELLVILLE	BONC 765 (3.3.3)	17 NO 1893	6 SP 1899	ex DURBAN ROAD
BELMONT	BONC 260 (3.3.3)	14 OC 1893	20 AP 1900	
BELVIDERE	BONC 345 (3.3.3)	4 DE 1880	24 DE 1889	
BENGU	BONC use probable			
BENSONVALE	BONC 341 (3.3.3)	** * 1895		
BERG RIVER	BONC use probable			
BERG RIVER MOUTH	BONC use probable			
BERLIN	BONC 847 (3.3.3)	13 DE 1893	18 DE 1893	
BERRY BANK	BONC use probable			ex WALTHOORN'S KRAAL
BETHESDA ROAD	BONC 1063 (3.3.3)	28 OC 1898	7 AU 1900	
BETHULIE BRIDGE	BONC number unknown			probable use pre-1899
	BONC 1257 (3.3.3)	** * 1901		
BIESJESBULT	BONC use probable			
BIESJESFONTEIN	BONC use probable			
BIESJESPOORT	BONC 993 (3.3.3)	** DE 1900	3 FE 1902	
BIG SPRINGS	BONC use probable			
BIG UMGAZI	BONC use probable			
BITTER PLAAT	BONC use probable			
BIZANA	BONC 249 (3.3.3)	2 AP 1898	13 FE 1902	
BLAAUW KRAAL	BONC use probable			
BLACKHILL	BONC use probable			
BLANCO	BONC 291 (3.3.3)	1 DE 1881	13 FE 1883	
	BONC 1276 (3.3.3)	2 DE 1903	11 JY 1910	
BLAND'S DRIFT	BONC 304 (3.3.3)	15 OC 1882	13 AP 1900	
BLANEY JUNCTION	BONC 216 (3.3.3)	25 MR 1898	** * 1903	
BLAUW VLEY	BONC 1079 (3.3.3)	26 MR 1901	14 JY 1916	
BLETTERMAN	BONC use probable			
BLIGNAUT'S PONT	BONC 694 (3.3.3)	1 JA 1890	16 AP 1890	
BLIKANA	BONC 1050 (3.3.3)	12 SP 1903	23 DE 1903	
BLIKFONTEIN	BONC use probable			
BLINKWATER	BONC illegible	21 NO 1896		
BLOOD RIVER	BONC 1072 (3.3.3)	4 MY 1900	29 JY 1900	
BLUE CLIFF	BONC 352 (3.3.3)	12 JY 1886		
BODIAM	BONC use probable			
BOETSAP	BONC 272 (3.3.3)	5 DE 1900		recorded on POW cover
	BONC 510 (3.3.3)	** * 1901		
BOKFONTEIN	BONC 1156			in need of confirmation
BOKPOORT	BONC use probable			

Postal Cancellers of the Cape

BOK RIVER	BONC use probable				
BOKSPRUIT	BONC 597 (3.3.3)				in need of confirmation
BOLO RESERVE	BONC 421 (3.3.3)	25 SP 1895	6 DE 1901		also known as BOLO
BOLOTWA	BONC 281 (3.3.3))	15 JY 1896	10 DE 1896		
	BONC 522 (3.3.3)	18 MR 1898			
BONAWE	BONC use probable				
BONNIEVALE	BONC use probable				
BONTEBOK FLATS	BONC 24(*)	31 AU 1896			numeral illegible
BONT RAND	BONC use probable				
BOOM RIVER	BONC use probable				
BORDER SIDING	BONC use probable				
BOSMAN'S CROSSING	BONC 1015	27 AP 1897			
BOTERSLEEGTE	BONC 944	19 FE 1900			
BOTHA'S HALT	BONC use probable				
BOVEN LANGVLEI	BONC use probable				
BOVENPLAATS	BONC 880 (3.3.3)				in need of confirmation
BOVEN VALLEI	BONC 1051 (3.3.3)	14 NO 1900	27 DE 1912		
BOWDEN	BONC 457 (3.3.3)	4 AU 1884	23 MY 1906		
BOWESDORP	BONC use probable				
BOWKER'S PARK	BONC use probable				
BRADFORD	BONC use probable				
BRAKFORTEIN, Victoria W	BONC use probable				
BRAKFORTEIN, Robertson					see HOEK-VAN-DE-BERG
BRAKKIES	BONC 798 (3.3.3)	1 MY 1901			
BRAKPOORT SIDING	BONC 570 (3.3.3)	3 DE 1904			
BRANDEWYNKUIL	BONC 293 (3.3.3)				in need of confirmation
BRAND RIVER	BONC use probable				
BRAND SPRUIT	BONC use probable				
BRAND VLEI	BONC 195 (3.3.3)	22 AU 1882	11 NO 1896		
BRANDWACHT	BONC 795 (3.3.3)	12 AU 1897	15 MY 1907		Division of Mossel Bay
BREAKFAST VLEI	BONC use probable				
BREDASDORP	BONC use probable				
BREEDE RIVER STATION	BONC 741 (3.3.3)	8 *E 1892	9 MY 1894		possibly destroyed 24 NO 1900
	BONC 1255 (3.3.3)	25 JU 1901	** ** 1910		
BREE STREET, Cape Town	BONC 235 (3.3.3)	2 AP 1884	7 OC 1885		formerly 43 STRAND STREET
BREIDBACH	BONC use probable				
BRIDGETOWN	BONC 346 (3.3.3)	31 DE 1910			
BRITSTOWN	BONC 230 (3.3.3)	23 JU 1892	2 MY 1901		squared top to 3
BONC 927 (3.3.3)	1 AU 1892				
BROUGHTON	BONC use probable				
BRUINTJES HOOGTE	BONC use probable				
BRUSSELS	BONC use probable				
BUFFALO NEK	BONC use probable				
BUFFELJAGTS RIVER	BONC 1202 (3.3.3)	14 MR 1901	25 SP 1906		BUFFELJAGTS RIVER BRIDGE
BUFFELSFONTEIN	BONC 392 (3.3.3)	12 SP 1893	20 DE 1916		
BUFFELSHOEK	BONC 462 (3.3.3)	13 MR 1900	7 DE 1900		
BUFFELS KLIP	BONC use probable				
BULWATER	BONC use probable				
BUNTINGVILLE	BONC use probable				
BURGHERSDORP	BONC 16 (3.3.3)	28 MY 1868	12 FE 1891		
	BONC 89				in need of confirmation
	BONC 125 (3.3.3)	15 AU 1886	1 OC 1898		
	BONC 226 (3.3.3)	18 AU 1891	30 SP 1901		
	BONC 824 (3.3.3)	28 MY 1892	19 JA 1905		
	BONC 1349* (3.3.3)	14 JU 1903			in need of confirmation
BURGHERSDORP STA	BONC use probable				
BURN'S HILL	BONC use probable				
BUSHMAN'S HOEK	BONC use probable				
BUSHMAN'S RIVER	BONC use probable				
BUTTERWORTH	BONC 268 (3.3.3)	26 MR 1886	24 OC 1901		two types recorded

BUXTON	BONC use probable				
BUY'S POST	BONC 782 (3.3.3)	10 MY 1901	11 NO 1904		
CALA	BONC 482 (3.3.3)	23 MY 1883	5 FE 1895		
CALDERWOOD	BONC use probable				
CALEDON	BONC 250 (3.3.3)	18 AU 1882	6 DE 1893		
	BONC 485 (3.3.3)	15 MR 1893	16 AU 1897		
CALEDON STREET	BONC use probable				Cape Town
CALVINIA	BONC 36 (3.3.3)	23 OC 1868	19 AU 1898		
	BONC 1334 (3.3.3)	3 MY 1901	16 JY 1903		
CAMBRIA	BONC use probable				
CAMBRIDGE	BONC 47 (3.3.3)	4 FE 1892	15 JU 1894		
	BONC 1100 (3.3.3)	4 JA 1902			
CAMERON'S GLEN	BONC 690 (3.3.3)	3 AP 1899	25 DE 1905		
CAMPBELL	BONC 428 (3.3.3)	17 AU 1883	25 AU 1901		listing tentative, possibly 423
CAMPS BAY	BONC use probable				
CANNA	BONC use probable				
CAPE L'AGULHAS	BONC use probable				
CAPE POINT	BONC use probable				
CAPE ST FRANCIS	BONC 398 (3.3.3)	3 AU 1892			
CAPE TOWN	BONC 1 (2.3.2)	28 JA 1892			
	BONC 1 (3.3.3)	8 FE 1863	20 JA 1901		different types recorded
	BONC 1 (3.3.3)				horizontal format, NPB office
	BONC 1 (3.4+4.3)	22 SP 1865	19 MY 1868		alternating thick and thin side bars
	BONC 1 (3.5.3)	8 OC 1877	2 JU 1881		
	BONC 1 (4.5.4)	4 AU 1876	31 MR 1886		flat serif
	BONC 1 (4.5.4)	21 JU 1897			number reversed, flat serif
	BONC 1 (4.5.4)				number reversed, sloping serif
	BONC 1 (3.3.3)	** NO 1949			horizontal format
	BONC 1 (4.5.4)	11 NO 1876	31 MR 1886		thin bars
	BONC 1 (4.5.4)	13 FE 1883			thin bars, number reversed
	BONC 1 (5.6.5)	12 JU 1873	** ** 1880		broken thin bars
	BONC 1 (6.6.6)	6 AU 1873	22 NO 1881		thin bars
	BONC 1 (6.7.6)	12 DE 1877			thin bars
	BONC 1 (5.6.5)	12 JU 1873	17 DE 1874		broken thin bars
	BONC 1 (6.6.6)	17 MR 1873	4 OC 1885		broken thin bars
	BONC 1 (7.7.7)	6 MY 1881			broken thin bars
	BONC.DX 1 (3.3.3)	18 JU 1864	30 NO 1872		thick bars
	BONC.DX 1 (6.6.6)	28 DE 1872	7 OC 1886		broken thin bars
	BONC 5 (3.3.3)	13 JA 1865			
	BONC 62 (3.3.3)	7 MY 1877			
	BONC 258 (3.3.3)				on CGH newspaper wrapper
	BONC 1047 (3.3.3)	17 AP 1926	14 AP 1963		thick bars, service obliterator
	BONC 1348 (3.3.3)	2 DE 1903			
	BONC 1349 (3.3.3)				in need of confirmation
CAPE TOWN NPB	BONC 823 (3.3.3)				Newspaper Branch
CARLISLE BRIDGE	BONC 581 (3.3.3)	21 JA 1899			
CARLTON	BONC use probable				
CARNARVON	BONC 56 (3.3.3)	20 SP 1881			
	BONC 415 (3.3.3)	30 JU 1882	20 DE 1886		
	BONC 490 (3.3.3)	31 DE 1888	9 MY 1909		
	BONC 1142 (3.3.3)	10 SP 1900	28 SP 1900		
CARNARVON FARM	BONC use probable				
CATHCART	BONC 301 (3.3.3)	16 MR 1880	20 JU 1893		
	BONC 1047 (3.3.3)	8 SP 1899	10 DE 1902		thin bars
CEDARVILLE	BONC use probable				
CENTLIVRES	BONC use probable				
CERES	BONC 6 (3.3.3)	29 AP 1875	2 MR 1899		
CERES ROAD	BONC 120 (3.3.3)	15 NO 1880	11 JA 1902		
CLANWILLIAM	BONC 10 (3.3.3)	** ** 1868	7 DE 1893		
CLAREMONT					see CLAREMONT STATION

Postal Cancellers of the Cape

CLAREMONT STATION	BONC 624 (3.3.3)	3 OC 1889	20 MR 1895	
CLARKEBURY	BONC 153 (3.3.3)	20 SP 1882	23 SP 1899	
CLARKSON	BONC 75 (3.3.3)	19 OC 1897	30 DE 1902	
CLEARWATER	BONC illegible (3.3.3)	11 MR 1885		
CLIFFORD	BONC use probable			
CLUMBER				see TRAPPES VALLEY middle numeral indistinct
COEGA	BONC 283* (3.3.3)	24 MY 1886		
COERNEY	BONC 63 (3.3.3)	19 NO 1876	10 MY 1893	
COETZER'S KLOOF	BONC use probable			
COFIMVABA	BONC 1102 (3.3.3)	4 AP 1896		
COGLAN	BONC use probable			
COLCESTER	BONC use probable			
COLESBERG	BONC 23 (3.3.3)	19 JU 1870	11 SP 1888	
	BONC 830 (3.3.3)	4 AU 1892	30 SP 1896	
COLESBERG JUNCTION	BONC use probable			
COMMADAGGA	BONC 330 (3.3.3)	11 JU 1892	** AU 1904	
COMMANDO KRAAL				Alexandria, see ADDO Prince Albert
COMMANDO KRAAL	BONC use probable			
COMMITTEE'S DRIFT	BONC 419 (3.3.3)	20 JY 1905		
	BONC 1345 (3.3.3)			in need of confirmation
CONCORDIA, N	BONC 440 (3.3.3)	12 SP 1892	20 DE 1901	Division of Namaqualand
CONCORDIA, R	BONC 580 (3.3.3)	9 OC 1900	24 DE 1901	Division of Robertson
CONSTABLE	BONC use probable			
CONSTANTIA	BONC 573 (3.3.3)			in need of confirmation
	BONC 648 (3.3.3)	18 DE 1900		
CONSTANTIA VIEW	BONC 1298	9 JA 1896		
CONTAT'S SIDING	BONC 1043 (3.3.3)	** ** 1897	18 NO 1898	
CONWAY STATION	BONC use probable			
COOKHOUSE	BONC 282 (3.3.3)	10 JY 1880	10 JY 1908	
COVERSIDE	BONC use probable			
COVIE	BONC use probable			
CRADOCK	BONC 22 (3.3.3)	11 JU 1870	11 JY 1892	
	BONC 79 (3.3.3)	2 AP 1865	21 MY 1875	
	BONC 226 (3.3.3)	29 JU 1882	2 MR 1899	
	BONC 945 (3.3.3)	7 AP 1896	3 AP 1903	
	BONC 1011 (3.3.3)			in need of confirmation
	BONC 1409			in need of confirmation
CRADOCK STATION	BONC use probable			
CRAIG RENNIE	BONC 736 (3.3.3)			in need of confirmation
CUYLerville	BONC use probable			
CYPHERGAT	BONC 528 (3.3.3)	27 AP 1893		
DAGGABOERSNEK	BONC 173 (3.3.3)	** ** 1876		
DALJOSAPHAT	BONC 439			in need of confirmation
DAMSLAAGTE	BONC use probable			
DANGER POINT	BONC use probable			
DANIEL'S KUIL	BONC use probable			
DARABE	BONC use probable			
DARLING	BONC 1121 (3.3.3)	3 DE 1901	14 FE 1902	
DARLINGTON	BONC 617 (3.3.3)	7 AU 1894	** ** 1898	
DASSIE DEUR	BONC 845 (3.3.3)	12 DE 1897		
DASSIEFONTEIN	BONC use probable			
DASSIE KLIP	BONC 709 (3.3.3)	4 OC 1892		
DE AAR	BONC 60 (3.3.3)	17 SP 1887	11 OC 1898	
DEBE NEK	BONC use probable			
DE DOORNS	BONC 349 (3.3.3)	4 JU 1889	25 SP 1901	ex HEX RIVER EAST recording result of a partial strike
DE DRIFT	BONC illegible	26 JU 1892		(?)22 first numeral indistinct
DEELFONTEIN STATION	BONC 722* (3.3.3)	4 MR 1892		in need of confirmation
DE HOEK	BONC 533 (3.3.3)			
DE HOOP	BONC use probable			
DE KEUR	BONC 476 (3.3.3)	5 MY 1909		

DELPOORTS HOPE	BONC 518 (3.3.3)	15 OC 1900	14 DE 1900	
DE NAAUWTE	BONC use probable			
DE POORTJIE	BONC 469 (3.3.3)	6 OC 1904	7 JU 1906	
DE PUT	BONC 1258 (3.3.3)	14 SP 1903		
DE RUST	BONC use probable			
DESPATCH	BONC 262 (3.3.3)	3 NO 1890	30 JY 1901	
DEVONDALE	BONC use probable			
DE WET	BONC use probable			
DIEPFONTEIN	BONC use probable			
DIEP RIVER	BONC 313 (3.3.3)	23 NO 1886	9 JA 1889	flat head to 3
	BONC 879 (3.3.3)	22 DE 1894	8 JY 1895	
DINGLE	BONC 1301 (3.3.3)			in need of confirmation
DOCK ROAD, Cape Town	BONC 75 (3.3.3)	** ** 1878		
	BONC 220 (3.3.3)	12 DE 1882	20 AU 1883	
DOHNE	BONC 220 (3.3.3)	1 NO 1886		
DONKERHOEK	BONC use probable			Division of Beaufort West
DONKERSHOEK	BONC use probable			Division of Caledon
DONNINGTON	BONC use probable			
DONNYBROOK	BONC 1163 (3.3.3)	19 NO 1907		
DOORNBERGSFONTEIN	BONC 661 (3.3.3)	8 AP 1889		
DOORNBOSCH	BONC use probable			
DOORN DRAAI	BONC 427 (3.3.3)	20 AU 1885	24 JU 1892	
DOORNKLOOF	BONC use probable			
DOORN LAAGTE	BONC use probable			
DOORN NEK SANATORIUM				see ZUURBERG SANATORIUM
DOORN RIVER	BONC 431 (3.3.3)	24 JU 1892	** ** 1893	
DORDRECHT	BONC 82 (3.3.3)	21 JU 1875	22 JU 1896	
DORDRECHT STATION	BONC use probable			
DRAAIBOSCH	BONC 292 (3.3.3)	5 NO 1900	1 AP 1901	
DRAGHOENDER				see MARYDALE
DREW	BONC use probable			
DRIVER'S DRIFT	BONC use probable			
DROSTDY	BONC use probable			
DRY HARTS	BONC 675	20 OC 1888	** ** 1894	
DULCIE'S NEK	BONC use probable			
DUNEDIN	BONC 732 (3.3.3)	11 FE 1901	22 DE 1901	
DURBAN ROAD				see BELLVILLE
DURBANVILLE	BONC 575 (3.3.3)	8 AU 1889	20 SP 1901	
DWAAL	BONC use probable			
DWAALFONTEIN	BONC 631 (3.3.3)	4 FE 1895		
DWARS-IN-DE-WEG	BONC use probable			
DWINGFONTEIN	BONC use probable			
DWYKA	BONC use probable			
DYSSELDORP	BONC use probable			
EAST LONDON	BONC 29 (3.3.3)	27 SP 1873	11 DE 1905	two types recorded
	BONC 1111 (3.3.3)	17 DE 1897	8 JA 1898	
	BONC 1297 (3.3.3)			date illegible
EAST LONDON EAST BANK	BONC use probable			
EAST LONDON LOCATION	BONC use probable			
EAST LONDON STATION	BONC use probable			
EAST RIET RIVER	BONC use probable			
EBENEZER	BONC 744 (3.3.3)			in need of confirmation
EERSTE RIVIER STATION	BONC 189 (3.3.3)	9 NO 1875	4 OC 1894	
ELAND'S DRIFT	BONC use probable			
ELANDSFONTEIN	BONC use probable			
ELAND'S KLOOF	BONC use probable			
ELAND'S VLEI	BONC 519 (3.3.3)			in need of confirmation
ELIM	BONC 705 (3.3.3)	24 FE 1895	15 MY 1904	
ELLESMERE	BONC use probable			
ELLIOT	BONC 266 (3.3.3)	6 JA 1901	18 JA 1901	

Postal Cancellers of the Cape

ELLIOTDALE	BONC use probable				
ELSIE'S RIVER HALT	BONC 1339 (3.3.3)	13 MY 1902			
ELUJILO	BONC 177 (3.3.3)	7 SP 1876			
EMBINZANA	BONC use probable				
EMBOKOTWA	BONC 550 (3.3.3)	7 SP 1895			
	BONC 1129	** ** 1905			in need of confirmation
EMFUNDISWENI	BONC 885 (3.3.3)	5 MR 1895			
EMGWALI	BONC 130 (3.3.3)	29 SP 1876	** NO 1897		
EMJANYANA	BONC 414 (3.3.3)	13 MR 1900			
ENGCOBO	BONC 280 (3.3.3)	17 DE 1882	9 MY 1903		narrow numeral 8
ENON	BONC use probable				
ENTLAMBE	BONC 225 (3.3.3)	MY 1885	** ** 1891		
ESPAG'S DRIFT	BONC use probable				
ESSEX	BONC use probable				
ETEMBENI	BONC 758 (3.3.3)	16 SP 1891	11 JA 1893		
EWANRIGG	BONC use probable				
EXONXA	BONC use probable				
FAIRFIELD	BONC 422 (3.3.3)				ex HANSJES RIVER
FAIRFORD	BONC use probable				
FALLODEN	BONC use probable				
FARVIEW	BONC 112 (3.3.3)	22 SP 1893	17 NO 1903		
FERGUSON'S	BONC 1253 (3.3.3)	2 AU 1904			
FISH RIVER	BONC 182	26 FE 1900	27 FE 1900		
FISH RIVER RANDT	BONC 545 (3.3.3)	2 OC 1900	14 DE 1900		confirmed BONC 545
FISHWATER	BONC 649 (3.3.3)	2 MR 1890	7 NO 1911		
FLAAUWKRAAL	BONC 635 (3.3.3)	17 MY 1897	10 DE 1905		
FLAGSTAFF	BONC 304 (3.3.3)	16 JY 1888	18 MR 1899		
FLORADALE	BONC use probable				
FLOWER'S HALT	BONC use probable				
FONTEIN VLEI	BONC 604 (3.3.3)	21 OC 1886			
FOREST HALL	BONC 333 (3.3.3)	15 MR 1883	2 MR 1909		
FORT BEAUFORT	BONC 32 (3.3.3)	17 JU 1870	9 MY 1899		
FORT BROWN	BONC 365 (3.3.3)	21 JU 1889			
FORT CUNYNGHAME	BONC use probable				
FORT DONALD	BONC use probable				
FORT JACKSON	BONC use probable				
43 STRAND STREET, CT					see BREE STREET, Cape Town
FOURTEEN STREAMS	BONC 740* (3.3.3)	18 AP 1895			BONC 740 probable
FRANKFORT	BONC 434 (3.3.3)	26 JY 1902	7 FE 1920		
FRASERBURG	BONC 229 (3.3.3)	17 NO 1881	1 NO 1897		
FRASERBURG ROAD	BONC 367 (3.3.3)	7 JY 1892	16 JA 1910		
FRENCH HOEK	BONC 216 (3.3.3)	** ** 1893	23 JU 1902		
FULLARTON SIDING	BONC use probable				ex WAAI KRAAL
FUNAH'S KLOOF	BONC use probable				
GAMTOOS RIVER FERRY	BONC 254 (3.3.3)	13 NO 1886	3 MR 1894		
GANS BAY	BONC use probable				
GARDENS, CAPE TOWN					see MILL STREET, GARDENS
GARIES	BONC 238 (3.3.3)	4 JA 1887	22 NO 1903		round head to 3
GARSTLANDS	BONC 762 (3.3.3)	4 NO 1895	23 NO 1903		
GEDULTZ RIVER	BONC use probable				
GEELBEKS VLEI	BONC use probable				
GELUK	BONC 181 (3.3.3)	** JU 1893	14 AP 1905		
GENADENDAL	BONC 401 (3.3.3)	30 MY 1891	30 MY 1900		
GENESA	BONC use probable				
GEORGE	BONC 17 (3.3.3)	17 MR 1868	10 DE 1897		
	BONC 34 (3.3.3)	** ** 1865	22 AP 1890		square head to 3
GLADSTONE	BONC use probable				
GLEN ALMOND	BONC use probable				
GLENCAIRN	BONC 435 (3.3.3)	25 JA 1897	10 DE 1900		
GLEN CONNOR	BONC use probable				

GLEN GARRY	BONC 425* (3.3.3)	26 NO 1889		
GLEN GREY	BONC use probable			
GLEN HARRY	BONC 1070 (3.3.3)	16 JA 1899	27 JA 1908	
GOEDVERWACHT	BONC 958 (3.3.3)	27 OC 1900	9 AU 1902	
GONG GONG	BONC use probable			
GONNA KRAAL	BONC 1069 (3.3.3)	31 MY 1901	22 NO 1912	
GONUBIE	BONC use probable			
GOOD HOPE	BONC use probable			
GORDONS BAY	BONC use probable			
GOSHEN	BONC 1032 (3.3.3)	17 JY 1899	21 AU 1904	
GOUDINI ROAD	BONC 140 (3.3.3)	19 MR 1879	24 OC 1888	
GOURITZ RIVER BRIDGE	BONC 808 (3.3.3)	11 JU 1892	31 MR 1900	
GOUW KAMA	BONC use probable			
GRAAFF-REINET	BONC 18 (3.3.3)	24 JY 1867	15 MY 1877	
	BONC 201 (4.4.4)	8 AU 1883	10 OC 1892	thin bar rounded 3
	BONC 230 (3.3.3)	18 OC 1881	8 JU 1883	
	BONC 612 (3.3.3)	29 NO 1889	16 JY 1890	
	BONC 1152* (3.3.3)	28 NO 1898		in need of confirmation
GRAAFF-REINET STA	BONC use probable			
GRAAFF-WATER	BONC use probable			
GRABOUW	BONC 461 (3.3.3)	31 OC 1901		
GRAHAMSTOWN	BONC 3 (2.5.2)	21 DE 1880		
	BONC 3 (3.3.3)	28 JY 1864	29 DE 1896	dispatched 2 MY 1864
	BONC 3 (3.4.3)	7 JA 1891	14 JA 1891	
	BONC 3 (3.4.3)	11 FE 1895		flat top to 3
	BONC 3 (3.5.3)	22 AP 1880	31 DE 1880	
	BONC 3 (4.4.4)			in need of confirmation
	BONC 3 (4.5.4)	18 MY 1878	18 OC 1881	
	BONC 3 (3.4+4.3)	12 FE 1889	1 JU 1895	alternating thick and thin side bars
	BONC 3 (4.4.4)	7 NO 1873	30 MR 1874	thin bars
	BONC 3 (4.5.4)	18 MY 1878	9 MY 1882	thin bars
	BONC 3 (6.6.6)			thin broken bars
	BONC 230*(3.3.3)	18 FE 1883		see GRAAFF-REINET
	GRAHAMSTOWN STA	BONC use probable		
GRANARD	BONC use probable			
GRANGE SIDING	BONC use probable			ex WITTEPUTS SIDING
GRASKOP	BONC illegible	21 FE 1882		
GREAT BERG RAIL	BONC 1198 (3.3.3)	** OC 1905		
GREAT BRAK RIVER	BONC 271 (3.3.3)	30 JU 1891	30 DE 1905	
GREAT KEI DRIFT	BONC use probable			
GREEFDAL	BONC 709 (3.3.3)	** ** 1896		
GREEN POINT	BONC 287 (3.3.3)	20 AU 1883	1 OC 1898	
GREEN RIVER	BONC use probable			
GREYSTONE	BONC 329* or 829*	10 AU 1892		
GREYTON	BONC 505 (3.3.3)	22 DE 1890	23 AU 1901	
	BONC 567*(3.3.3)			in need of confirmation
GREYTOWN	BONC 1** (3.3.3)	3 SP 1876		BONC illegible
GRIQUATOWN	BONC 529 (3.3.3)	29 DE 1882	29 AU 1905	
GROENFONTEIN	BONC 582 (3.3.3)			in need of confirmation
GROOTBEYERSFONTEIN	BONC use probable			
GROOT CHWAING	BONC 478 (3.3.3)	** ** 1886	** ** 1896	
GROOT DOORN PAN	BONC illegible	** OC 1893		
GROOT DRAKENSTEIN	BONC 1103 (3.3.3)			no date, in need of confirmation
GROOT DRINK	BONC 630 (3.3.3)	7 NO 1892	16 OC 1906	
GROOTE RIVER	BONC 491 (3.3.3)			in need of confirmation
GROOTE VLAKTE	BONC use probable			
GROOTFONTEIN	BONC 241 (3.3.3)	5 MR 1885	23 MR 1885	
GROOT KRAAL	BONC use probable			
GUBENXA	BONC use probable			
GUILDFORD	BONC use probable			

Postal Cancellers of the Cape

HAARLEM	BONC 458 (3.3.3)	20 AU 1893	24 JA 1906	
HAASPOORT	BONC 361	1 MR 1886	** ** 1892	
HACKNEY	BONC 69 (3.3.3)	28 MR 1888	11 FE 1895	
HALESOWEN	BONC 771 (3.3.3)	28 JU 1892	23 SP 1893	
HALFMANSHOF	BONC 190 (3.3.3)	13 NO 1882		
HALSETON	BONC use probable			
HAMBURG	BONC use probable			
HAMMAN'S HOF	BONC use probable			
HANKEY	BONC use probable			
HANOVER	BONC 508 (3.3.3)	14 OC 1884	4 JU 1903	
HANOVER ROAD	BONC 514 (3.3.3)	6 MR 1897		
HANOVER STREET, CT	BONC use probable			
HARTEBEESTE PAN	BONC 340 (3.3.3)	22 OC 1893	17 DE 1893	
HARTEBEEST KUIL	BONC 639 (3.3.3)	27 NO 1890		
HARTENBOSCH	BONC 215 (3.3.3)	3 JY 1892	31 OC 1893	
HARTFONTEIN	BONC use probable			
HAWSTON	BONC use probable			
HAZENJACHT	BONC 850 (3.3.3)	1 DE 1900	31 MY 1923	
HEALDTOWN	BONC 735 (3.3.3)	17 SP 1900	2 AP 1913	
HEBRON				see WINDSORTON
HEIDELBERG	BONC 307 (3.3.3)	11 NO 1881	25 NO 1909	
HELDERBERG	BONC use probable			
HELL POORT	BONC use probable			
HENDERSON	BONC 1047 (3.3.3)	25 AP 1900		provisional allocation
HENNING	BONC use probable			
HERBERTSDALE	BONC 283 (3.3.3)	25 JY 1892	27 JY 1892	
HERMANUS	BONC 241 (3.3.3)	3 AU 1897	5 JU 1900	
HERMON	BONC use probable			
HERSCHEL	BONC 64 (3.3.3)	1 AP 1881	23 JY 1899	
HERTZOG	BONC 465 (3.3.3)	9 MR 1893	12 JU 1904	
HEUVEL KRAAL	BONC 1395 (3.3.3)	3 JA 1905	29 MY 1906	
HEX RIVER	BONC 217 (3.3.3)	18 MY 1900	17 MR 1902	
HEX RIVER EAST				see DE DOORNS
HEYDON	BONC use probable			
HIGHLANDS	BONC 269* (3.3.3)	7 AP 1888		2(6 or 8)(5 or 9)
	BONC 1226 (3.3.3)	8 MY 1905		
HOEK-VAN-DE-BERG	BONC 448 (3.3.3)	23 AU 1901		formerly BRAK FONTEIN
HOLPAN	BONC 805 (3.3.3)	14 JA 1895		
HONDEKLIP BAY	BONC 108 (3.3.3)	27 OC 1905		
HONEYNEST KLOOF	BONC 842 (3.3.3)	27 DE 1893		Correction, not BONC 748
	BONC 1134 (3.3.3)	22 SP 1900		
HOOG KRAAL	BONC 139*			evidence inconclusive
HOPEFIELD	BONC use probable			
HOPETOWN	BONC 19 (3.3.3)	21 AU 1868	10 JA 1898	
HOPEWELL	BONC use probable			
HOTTENTOTS HOLLAND				see SOMERSET WEST
HOTTENTOTS KLOOF	BONC 118 (3.3.3)	22 AU 1914		
HOUSES OF PARLIAMENT	BONC 576 (3.3.3)	8 JY 1889	** ** 1906	
HOUT BAY	BONC 753 (3.3.3)	21 AU 1894	** AP 1898	
HOUT KRAAL	BONC 321 (3.3.3)	** ** 1891		
HOUW HOEK	BONC use probable			
HUGUENOT	BONC 219 (3.3.3)	15 JA 1879	16 JA 1901	ex LADY GREY BRIDGE
HUMANSDORP	BONC 37 (3.3.3)	23 SP 1870	15 OC 1901	
HUTCHINSON	BONC 470 (3.3.3)	** ** 1889	13 NO 1899	ex VICTORIA WEST ROAD
IBEKA	BONC 570*			in need of confirmation
IBISI	BONC 500			in need of confirmation
IDUTYWA	BONC 328 (3.3.3)	24 JY 1884	11 SP 1901	
IMVANI	BONC 636 (3.3.3)	1 AP 1887	5 AP 1887	
INDWE	BONC 655 (3.3.3)	19 MY 1894	23 JU 1898	
INXU	BONC 314 (4.5.4)	3 JU 1901	8 JU 1901	thin bars

IQUIBICA	BONC use probable			
ISIDENGE	BONC use probable			
IZELI	BONC 669/699 (3.3.3)	1 JY 1892	12 MY 1907	
JACKAL'S KUILEN	BONC use probable			
JAGERSBOSCH	BONC use probable			
JAHO	BONC use probable			
JAMESTOWN	BONC 150 (3.3.3)	25 OC 1892	23 NO 1895	
	BONC 1096	27 DE 1901	6 JA 1902	
JAN FOURIE'S KRAAL	BONC 310 (3.3.3)	15 DE 1883	24 JY 1912	
JANSENVILLE	BONC 186 (3.3.3)	5 SP 1890	10 OC 1895	
JEFFEREY'S BAY	BONC 1336 (3.3.3)	3 JA 1908	6 MY 1909	
JUNCTION R&M RIVERS				see MODDER RIVER
KAAL HOEK	BONC use probable			
KABELJOUS RIVER	BONC 1126 (3.3.3)			in need of confirmation
KAFFIR KUILS	BONC use probable			KAFFIR KUILS RIVER MOUTH
KAIMANSGAT	BONC use probable			
KAKAMAS	BONC 309* (3.3.3)	28 OC 1904		last numeral not clear
KALABAS KRAAL	BONC 382 (3.3.3)	4 SP 1890	1 OC 1902	
KALK BAY	BONC 28 (3.3.3)	16 JU 1868	23 MR 1904	
	BONC 447 (3.3.3)	20 AU 1890	3 AU 1904	
KAMASTONE	BONC illegible (3.3.3)	15 MR 1889		
KAMNASSIE	BONC use probable			
KARIEGA MOUTH	BONC use probable			
KARIEGA STATION	BONC use probable			
KARNMELKSPRUIT	BONC use probable			
KARNMELK'S RIVER	BONC use probable			
KARREE KLOOF	BONC 712 (3.3.3)	8 AU 1894	14 DE 1898	
KARREE KOP	BONC use probable			
KARROO POORT	BONC use probable			
KATBERG	BONC 363 (3.3.3)	11 JY 1880	3 JA 1897	
KATKOP	BONC use probable			
KEI BRIDGE	BONC 647 (3.3.3)	17 AU 1887	26 SP 1904	
	BONC 1402 (3.3.3)	17 AP 1910	30 AU 1911	
KEILANDS	BONC use probable			
KEIMOES	BONC 995 (3.3.3)	18 NO 1896	11 OC 1902	
KEI ROAD	BONC 248 (3.3.3)	** ** 1884	11 FE 1890	
KEISKAMMAHOEK	BONC 299 (3.3.3)	** ** 1891	25 AP 1898	
KENDREW STATION	BONC 371 (3.3.3)	21 JA 1889	6 AP 1893	
	BONC 464 (3.3.3)	1 AP 1884	7 AP 1884	
KENEGHA DRIFT	BONC 772 (3.3.3)	30 JU 1891	10 JY 1897	ex TSHISA
KENHARDT	BONC 53 (3.3.3)	18 AP 1882		
	BONC 72 (3.3.3)	** ** 1886	11 AP 1905	
	BONC 421 (3.3.3)	24 JY 1883		
KENILWORTH, Cape Town	BONC 460 (3.3.3)	25 FE 1885	27 JA 1897	
KENILWORTH, Kimberley	BONC 207 (4.5.4)	6 JU 1894	22 OC 1898	thin bars
KENTANI	BONC 456 (3.3.3)	17 OC 1887	16 MR 1897	
KERSEFONTEIN	BONC use probable			
KETTING SIDING	BONC use probable			
KEURBOOMS RIVER	BONC 909 (3.3.3)	7 AU 1907	2 AU 1911	
KIMBERLEY	BONC 227 (3.3.3)	22 AP 1891	11 AP 1903	two types recorded
	BONC 227 (4.5.4)	22 OC 1881		thinner bars
	BONC 227 (5.6.5)	19 FE 1883	22 SP 1900	thin bars
	BONC 227 (6.6.6)	20 JA 1882	29 JY 1892	thin bars
	BONC 227 (2.5.2)	horizontal format, on newspaper wrapper		
KIMBERLEY STATION	BONC 1112 (3.3.3)	9 AU 1890	10 MR 1903	
KING WILLIAMS TOWN	BONC 4 (2.3.2)	10 JY 1876	26 AU 1876	
	BONC 4 (2.5.2)	9 MY 1886	27 AP 1894	
	BONC 4 (3.3.3)	27 SP 1868	27 AP 1894	
	BONC 4 (3.4.3)	2 AU 1884	6 MY 1886	
	BONC 4 (3.5.3)	7 AU 1884	6 MY 1886	

Postal Cancellers of the Cape

	BONC 4 (4.5.4)	20 OC 1880	3 SP 1889	thicker bars
	BONC 4 (4.5.4)	6 MR 1878	29 AP 1878	thin bars
KING WMS TOWN STA	BONC use probable			
KINKELBOSCH	BONC use probable			
KLAARFONTEIN	BONC use probable			
KLAARSTROOM	BONC 946 (3.3.3)	24 NO 1896	25 AU 1897	
KLAAS VOOGTS RIVER	BONC 267 (3.3.3)	7 OC 1891		
KLAPMUTS	BONC 471 (3.3.3)	** ** 1890		
KLEIN BERG RIVER	BONC 438 (3.3.3)			in need of confirmation
KLEIN BOETSAP	BONC 510 (3.3.3)	** ** 1901		probably used at BOETSAP
	BONC 1176 (3.3.3)	24 OC 1900	10 DE 1900	
KLEIN DOORN	BONC use probable			
KLEIN DRAKENSTEIN	BONC use probable			
KLEINEMONDE	BONC use probable			
KLEIN POORT	BONC 175* (3.3.3)	26 JU 1894		may be BONC 575
KLEIN RIVERS KLOOF	BONC use probable			
KLEIN ZWARTBERG	BONC 790 (3.3.3)	13 SP 1893	11 MR 1901	
KLIPBAKKEN	BONC 908 (3.3.3)	7 JU 1895	17 MY 1900	ex RATELDRAAI
KLIPDAM (No 1)	BONC 799 (3.3.3)	29 JU 1891	30 NO 1902	
KLIPDAM No 2	BONC 805 (3.3.3)	31 DE 1891		Klipdam renamed Holpan in 1894
KLIPDOORN RIVER	BONC use probable			
KLIPFONTEIN	BONK 602* (3.3.3)	5 NO 1902		may be 662, ex ASSEGAIBOSCH
KLIPHEUVEL	BONC 294 (3.3.3)	16 AP 1884	24 SP 1903	
KLIPKOLK	BONC 970 (3.3.3)	10 SP 1902		
KLIP KRAAL	BONC 79 (3.3.3)	2 MY 1899	20 MR 1900	
KLIPPLAAT	BONC 308 (3.3.3)	4 NO 1891	4 FE 1901	
	BONC 1094 (3.3.3)	6 FE 1905	20 DE 1907	
KLIPSPRUIT NEK	BONC 357* (3.3.3)			35(?) last numeral indistinct
KLOOF STREET	BONC 968 (3.3.3)	8 JA 1893	21 OC 1896	KLOOF STREET, GARDENS
KNAPDAAR	BONC 848 (3.3.3)	7 AU 1897	19 OC 1898	
KNIGHT'S FARM	BONC use probable			ex FARM NO 83
KNYSNA	BONC 615 (3.3.3)	10 AU 1898		evidence inconclusive
KOEGAS	BONC use probable			
KOELENHOF	BONC use probable			
KOKSTAD	BONC 107 (3.3.3)	30 JY 1878	19 FE 1907	
KOMAGGAS	BONC 557 (3.3.3)	10 AP 1888	24 FE 1912	
KOMGHA	BONC 49 (3.3.3)	5 MY 1875	3 JU 1902	
KOONAP	BONC 544 (3.3.3)	2 JU 1894	23 JU 1895	ex WINDSOR
KOOPMANSFONTEIN	BONC use probable			
KORSTEN	BONC 1385	** ** 1904		
KOWIE WEST	BONC use probable			
KRAAIFONTEIN STATION	BONC 142* (3.3.3)	20 AP 1878		may have been BONC 182
	BONC 182 (3.3.3)	17 JA 1877	13 NO 1878	
	BONC 689 (3.3.3)	23 JU 1904		
KRAAIPAN	BONC use probable			
KRAAL DOORNS	BONC use probable			
KRAKEEL RIVER	BONC 575 (3.3.3)	11 FE 1891	29 MY 1901	
KRAN KUIL	BONC 554 (3.3.3)	8 MR 1896		
KROMME POORT	BONC use probable			
KROM RIVER	BONC use probable			
KRUIS RIVER	BONC illegible (3.3.3)	5 FE 1900		
KUBUSIE	BONC 233 (3.3.3)	12 DE 1885	1 FE 1902	square top to 3
KUILS RIVER	BONC use probable			
KUKU	BONC 499 (3.3.3)	30 AU 1901	7 JY 1908	
KURUMAN	BONC 534 (3.3.3)	28 MY 1886	6 NO 1899	
KWELEGHA	BONC 636 (3.3.3)	11 AP 1905		
LADISMITH	BONC 594 (3.3.3)	28 FE 1888	30 NO 1903	
LADY FRERE	BONC 279 (3.3.3)	7 DE 1881	4 DE 1893	
LADY GREY, Aliwal North	BONC 591 (3.3.3)	13 NO 1903	19 DE 1903	
	BONC 696 (3.3.3)	10 FE 1889	26 DE 1899	well rounded numerals

LADY GREY, Robertson	BONC 1338 (3.3.3)	26 JY 1889	18 SP 1903	see McGREGOR
LADY GREY BRIDGE				see HUGUENOT
LAFUTA	BONC use probable			
LAINGSBURG	BONC 270 (3.3.3)	21 FE 1891	26 OC 1901	numerals 9mm wide
LAMBERT'S BAY	BONC 566	** ** 1890		
LANGEBAAN	BONC use probable			
LANGEBERGSFONTEIN	BONC use probable			
LANG KUIL	BONC 713	** ** 1901		in need of confirmation
LANG VALLEY	BONC illegible	20 MR 1901		
LANGVERWACHT	BONC illegible			
LATEGAAN'S VLEI	BONC 507 (3.3.3)	** ** 1901	5 JA 1905	
LAWRENCE STREET, PE	BONC 331 (3.3.3)	16 JA 1883	** ** 1897	
LEENDERT'S PLAATS	BONC use probable			
LEEUWBERG	BONC 625 (3.3.3)	** ** 1900		
LEHMAN'S DRIFT	BONC use probable			
LEMOENFONTEIN	BONC 565* (3.3.3)	26 AU 1890		565 probable, 665 possible
LERIBE	BONC 317 (3.3.3)	19 JU 1881	28 FE 1885	Basutoland
LESSEYTON	BONC use probable			
LETJESBOSCH	BONC 162 (3.3.3)	23 MY 1901	14 AP 1902	
LETTSKRAAL	BONC use probable			
LIBODI	BONC use probable			
LIEBENBERG'S DAM	BONC use probable			
LINTON	BONC 691	25 MR 1890		
LITTLE BRAK RIVER	BONC use probable			
LOERIE RIVER	BONC use probable			
LOERIESFONTEIN	BONC use probable			
LONGDENS	BONC 611	6 FE 1897		
LONGHOPE SIDING	BONC 831 (3.3.3)	10 AP 1900	15 MY 1900	
LONGLANDS	BONC 565 (3.3.3)	7 NO 1900		
LOVEDALE	BONC 955 (3.3.3)	21 OC 1899		
LOWER PAARL	BONC use probable			
LOWER TYUMIE	BONC 660 (3.3.3)	5 DE 1890	3 DE 1897	
LOXTON	BONC 52 (3.3.3)	** ** 1877	12 JA 1883	used at Phisantfontein
	BONC 1026 (3.3.3)			in need of confirmation
LUDLOW	BONC use probable			
LUSHINGTON	BONC 659 (3.3.3)	22 FE 1904	26 NO 1906	
LUSIKISIKI	BONC 969 (3.3.3)	24 FE 1898	16 MR 1908	compact typeface
LYNEDOCH	BONC 335 (3.3.3)	25 DE 1893	2 MR 1897	
MACIBINI	BONC 750* (3.3.3)	18 JA 1892		
MACKINNON'S POST	BONC use probable			
MACLEANTOWN	BONC use probable			
MACLEAR	BONC 315 (3.3.3)	23 SP 1887	7 NO 1901	
MAFEKING	BONC 638 (3.3.3)	1 DE 1885	13 NO 1896	
	BONC 890 (3.3.3)	13 MY 1894		
	BONC 1045 (3.3.3)	27 JU 1900		
MAFETENG	BONC 156 (3.3.3)	21 JY 1876	15 OC 1901	
MAFUBE	BONC 58 (3.3.3)	31 MR 1897	25 JY 1904	
MAIN	BONC 526 (3.3.3)	28 AU 1886	31 OC 1896	
MAITLAND	BONC use probable			
MAKOMERIN	BONC use probable			
MALAGAS	BONC 71 (3.3.3)			in need of confirmation
MALAN SIDING	BONC 1368	9 MR 1905		
MALMESBURY	BONC 215 (3.3.3)	21 JY 1881	2 NO 1897	
MALMESBURY STATION	BONC 235 (3.3.3)	31 MY 1881	24 MY 1894	flat head to 3
MANDILENI	BONC use probable			
MANHAARSPOORT	BONC use probable			
MANUBIE	BONC use probable			
MARAISBURG	BONC 204 (4.5.4)	20 FE 1886	16 MY 1901	thin bars
	BONC 502 (3.3.3)			in need of confirmation

Postal Cancellers of the Cape

MARAIS SIDING	BONC 319 (3.3.3)	12 JA 1895			
MARIA'S DAL	BONC use probable				
MARIBOGO	BONC 209 (4.4.4)	** OC 1887	25 AU 1895	thin bars	
	BONC 891 (3.3.3)	18 NO 1894	3 DE 1894	possibly by favour	
MARIENDALE	BONC use probable				
MARKET SQUARE	BONC 461				Grahamstown, needs confirmation
MARSHALL'S KRAAL	BONC use probable				
MARTINDALE	BONC 275 (3.3.3)	14 OC 1900			
MARYDALE	BONC 381 (3.3.3)	2 NO 1890	21 MY 1898	ex DRAGHOENDER	
	BONC 1098 (3.3.3)	31 JA 1903	10 JA 1904		
MASERU	BONC 281 (3.3.3)	11 SP 1881	22 SP 1900		
MATATIELE	BONC 407 (3.3.3)	2 OC 1883	10 AP 1902		
	BONC 956 (3.3.3)	18 MR 1896	4 AP 1899		
	BONC 1027 (3.3.3)				in need of confirmation
MATIES FARM	BONC use probable				
MATJESFONTEIN	BONC 244 (3.3.3)	** ** 1878	5 JU 1898		
MATJES KLOOF	BONC use probable				
MATJES RIVER	BONC use probable				
MAYFORD	BONC 648 (3.3.3)				in need of confirmation
MBULU	BONC use probable				
McGREGOR	BONC 517 (3.3.3)	11 JY 1900	16 OC 1901	ex LADY GREY	
MELKHOUTBOOM	BONC use probable				
MERWEVILLE	BONC 785 (3.3.3)	2 NO 1900	4 OC 1901	ex VANDERBYLS KRAAL	
MIDDELBOSESVELD	BONC 1194 (3.3.3)	27 DE 1907			
MIDDELBURG	BONC 184 (3.3.3)	13 NO 1870	12 SP 1895		
	BONC 997 (3.3.3)	31 AU 1896	27 AP 1901		
MIDDELBURG ROAD					see ROSMEAD
MIDDLECOURT	BONC use probable				
MIDDLE KRAAL	BONC use probable				
MIDDLE POST	BONC 219 (3.3.3)	28 JA 1885	3 AP 1901		
MIDDLETON	BONC use probable				
MIDDLE VALLEY	BONC use probable				
MIDDLE WATER	BONC use probable				
MIER	BONC 938 (3.3.3)	11 DE 1901	15 JY 1905	withdrawn by 26 JY 1906	
MILLER	BONC use probable				
MILL STREET, GARDENS	BONC 701 (3.3.3)	21 JA 1891	29 NO 1899	ex GARDENS, CAPE TOWN	
	BONC 1294 (3.3.3)	19 JU 1901	13 JY 1901		
MILLWOOD	BONC 563 (3.3.3)	12 JA 1890	21 NO 1906		
MILNERTON	BONC use probable				
MIMOSA	BONC use probable				
MINARD	BONC 596 (3.3.3)	2 JA 1886	24 JA 1902		
MISGUND	BONC use probable				
MISSION SIDING	BONC 1266 (3.3.3)	27 MR 1903	1 AU 1905		
MIST KRAAL	BONC use probable				
MKAPUSI	BONC use probable				
MLENGANA	BONC 243* (3.3.3)	24 MR 1896	** ** 1899	may be 1241	
	BONC 948 (3.3.3)	21 AP 1899			
MODDERFONTEIN	BONC 432 (3.3.3)	** ** 1900			
MODDER RIVER	BONC 252 (3.3.3)	30 JA 1884	** ** 1900	base line to 2 is 0.5mm thick	
	BONC 1136 (3.3.3)	26 MY 1900	24 JY 1901		
MOHALESHOEK	BONC 210 (4.5.4)	28 MY 1880	18 AP 1915	thin bars, used before 1880	
MOLEN RIVER	BONC 238 (3.3.3)	16 NO 1878		flat top to numeral 3,	
MOLTENO	BONC 530 (3.3.3)	8 OC 1876	6 FE 1896		
	BONC 589* (3.3.3)	18 DE 1897		may be 530	
MOLTENO STATION	BONC use probable				
MONTAGU	BONC 653 (3.3.3)	30 AP 1883	19 JA 1898		
MOOI PLAATS	BONC 680 (3.3.3)	8 DE 1903			
MOORREESBURG	BONC use probable				
MORIJA	BONC 277 (3.3.3)	25 JU 1885	22 JA 1899	Basutoland, numerals 6mm high	
MOROKWEN	BONC 933			in need of confirmation	

MORTIMER	BONC 259 (3.3.3)	14 JU 1897	15 DE 1897	
MOSHESH'S FORD	BONC 244 (3.3.3)	20 AP 1894	4 JU 1898	
MOSITA	BONC use probable			
MOSSEL BAY	BONC 222 (3.3.3)	6 SP 1878	2 DE 1895	
MOSTERD'S BAY				see SOMERSET STRAND
MOSTERT'S HOEK RAIL	BONC use probable			
MOTITO	BONC 1206 (3.3.3)	17 OC 1907	11 AU 1910	
MOUNT ARTHUR	BONC use probable			
MOUNT AYLIFF	BONC 430 (3.3.3)	13 JA 1889	25 NO 1898	
MOUNT COKE	BONC use probable			
MOUNT FLETCHER	BONC 451 (3.3.3)	16 MY 1883	7 DE 1887	
MOUNT FRERE	BONC 373 (3.3.3)	29 MY 1889	20 SP 1903	
MOUNT PLEASANT	BONC use probable			
MOUNT STEWART	BONC use probable			
MOWBRAY	BONC 965 (3.3.3)	6 SP 1872	20 JU 1900	
MOWBRAY STATION	BONC use probable			
MPOTULA	BONC 1038 (3.3.3)	29 MR 1902		
MQANDULI	BONC 1071 (3.3.3)	8 AU 1900		
MTENTU				see QUNU
MUIS KRAAL	BONC use probable			
MUIZENBERG	BONC 396 (3.3.3)	14 FE 1884	18 NO 1899	
MULDER'S VLEI	BONC use probable			
MURRAYSBURG	BONC 196 (3.3.3)	8 JY 1877	28 AP 1884	
	BONC 806 (3.3.3)	8 JY 1892	10 JU 1900	
	BONC 1157 (3.3.3)	5 SP 1900	23 MY 1901	
MYNFOnteIN	BONC 1067 (3.3.3)	29 JA 1900		
NAAUWPOORT	BONC 564 (3.3.3)	12 DE 1892	19 NO 1898	
NAMABEEP	BONC 1005 (3.3.3)	5 DE 1904	16 DE 1904	
NAMROEP	BONC 503 (3.3.3)	21 DE 1886		
NANAGA	BONC use probable			
NAPIER	BONC use probable			
NAUDESBERG	BONC 207 (4.5.4)	7 JA 1892		thin bars
NCORA	BONC 472 (3.3.3)	7 OC 1903	** ** 1914	
NDABAKAZI	BONC 94 (3.3.3)	21 FE 1899	19 AU 1906	ex TOLENI
NDABENI LOCATION	BONC 1296 (3.3.3)	1 MY 1905	21 DE 1905	ex UITVLUGHT
NEETHLINGS	BONC 813 (3.3.3)	25 AP 1895	** ** 1907	
NEK	BONC use probable			
NELSPoort	BONC 402 (3.3.3)	27 JU 1882	10 JU 1901	
NEW AMALFI I				see UMZIMVUBU
NEW AMALFI II	BONC 707 (3.3.3)	18 OC 1889	29 AU 1894	
NEW BETHESDA	BONC 115* (3.3.3)	26 JU 1886		evidence not conclusive
NEW BRIGHTON LOC	BONC 1352 (3.3.3)	11 JA 1907		
NEW EISLEBEN	BONC 1084 (3.3.3)	29 AU 1901		
NEW HANTAM	BONC 265 (3.3.3)	21 AU 1894		
NEWLANDS	BONC 288 (3.3.3)	6 AP 1887	16 NO 1897	numeral 8 is 3.5mm wide
NEWMARKET	BONC 105 (3.3.3)	8 MY 1898	12 FE 1901	
NGQELENI	BONC 876 (3.3.3)	31 AU 1895	10 DE 1898	
NIEKERK'S HOPE	BONC use probable			Division of Alexandria
NIEKERK'S HOPE	BONC use probable			Division of Hay
NIEKERKS RUSH	BONC 413 (3.3.3)	9 DE 1896		
NIEUWE RUST	BONC 789 (3.3.3)	8 SP 1900		
NIEUWOUDTville	BONC 781 (3.3.3)	21 AP 1900		
NOORDHOEK	BONC illegible	** ** 1902		
NORTH END	BONC 76 (3.3.3)	10 JU 1895	** ** 1901	
NORVAL'S PONT	BONC 714 (3.3.3)	24 OC 1890	8 AU 1899	
	BONC 1137 (3.3.3)	7 MY 1900	21 MY 1900	
NQAMAKWE	BONC 312 (3.3.3)	19 SP 1896	16 AU 1898	
NQUQU	BONC use probable			
NUY STATION	BONC 687 (3.3.3)	10 JY 1894	16 AP 1901	numerals 8mm high
OATLANDS	BONC 248 (3.3.3)	21 AP 1884	29 JY 1901	

Postal Cancellers of the Cape

OBSERVATORY ROAD	BONC 391 (3.3.3)	23 SP 1883	27 AU 1890	
	BONC 922 (3.3.3)	23 AP 1895	6 AU 1897	
OCKERTS KRAAL				see ADAMS KRAAL
ODENDAALSTROOM	BONC 901 (3.3.3)	** ** 1900	30 MR 1901	
OLD BUNTING	BONC use probable			
OLD MORLEY	BONC 577 (3.3.3)	9 MR 1898		
OLIPHANTS HOEK	BONC 1289 (3.3.3)	23 OC 1904	29 NO 1905	
OLIPHANTS KRAAL	BONC illegible (3.3.3)	8 OC 1896		may be BONC 1092
OLIVE WOOD	BONC 1250 (3.3.3)	12 AU 1910		
OLYVENBOSCH KRAAL	BONC use probable			
OLYVENHOUT'S DRIFT	BONC 687 (3.3.3)	1 FE 1889	6 AU 1890	numerals 9mm high may be BONC 996
	BONC 990* (3.3.3)			
OMDRAAI'S VLEI	BONC 558 (3.3.3)	19 FE 1889	29 MY 1893	
ONDERSTE DOORNS	BONC use probable			
ONGELUKSNEK	BONC 165 (3.3.3)	22 MR 1896	24 MR 1896	
ONVERWACHT	BONC use probable			
O'OKIEP	BONC 200 (3.3.3)	14 MY 1881	26 MY 1900	
ORANGE GROVE	BONC use probable			ex CATHCART VALE
ORANGE RIVER	BONC 525 (3.3.3)	5 JA 1885	13 NO 1899	
OUDEBERG	BONC use probable			
OUDEDAG	BONC use probable			
OUDEKRAAL	BONC 1259 (3.3.3)	20 MY 1901		
OUDEPLAATS	BONC 1044 (3.3.3)	22 AU 1902		
OUDEPOST	BONC use probable			
OUDTSHOORN	BONC 20 (3.3.3)	20 MY 1868	25 DE 1880	
	BONC 284 (3.3.3)	8 OC 1882	17 NO 1890	
	BONC 791 (3.3.3)	30 DE 1898		
OUTSPAN RESERVE	BONC 683 (3.3.3)			in need of confirmation
OXTON	BONC use probable			
PAARDENBERG	BONC 1264 (3.3.3)	8 MR 1905	27 DE 1910	
PAARL	BONC 39 (3.3.3)	12 FE 1867	24 JY 1877	rounded top to 3
	BONC 39 (3.3.3)	12 JA 1883	30 SP 1891	squared top to 3
	BONC 39 (3.3.3)	15 MR 1882	20 FE 1895	"chunky" numerals
	BONC 751 (3.3.3)	12 MR 1890	25 SP 1895	
PAARL STATION	BONC 372 (3.3.3)	11 AU 1886	28 DE 1900	
PAAUW PAN	BONC 761 (3.3.3)	28 JU 1906		
PACALTSORP	BONC 538 (3.3.3)	17 DE 1897		
PADDAFONTEIN	BONC use probable			
PAKHUIS	BONC use probable			
PALING KLOOF	BONC use probable			
PALMERTON	BONC 83 (3.3.3)	4 JA 1900		may be BONC 88 or 323
	BONC 1323 (3.3.3)	6 JA 1908	20 FE 1908	
PALMIETFONTEIN	BONC 239 (3.3.3)	18 AU 1881	12 AU 1902	rounded top to 3
PAMPOENPOORT	BONC use probable			
PANMURE	BONC 111 (3.3.3)	21 JY 1877	29 NO 1905	
PAPKUIL	BONC use probable			
PARK AVENUE, EL,	BONC use probable			East London
PAROW	BONC use probable			
PATATAS RIVER	BONC use probable			
PATENTIE	BONC 727 (3.3.3)	26 JY 1901	16 AP 1902	
PATERNOSTER	BONC 905 (3.3.3)	29 SP 1892	24 AU 1895	
PATRIOT'S KLIP	BONC 527 (3.3.3)	14 DE 1904		
PEARSTON	BONC 640 (3.3.3)	2 MY 1890	12 SP 1900	
PEAR TREES	BONC use probable			
PEDDIE	BONC 546 (3.3.3)	19 JU 1888	19 AU 1898	
PEELTON	BONC 359 (3.3.3)	2 NO 1885	17 JU 1893	
PELLA	BONC 305 (3.3.3)	27 SP 1894	3 OC 1907	
PETERSBURG	BONC use probable			
PETRUSVILLE	BONC 280 (3.3.3)	19 JA 1892	24 JU 1901	rounded numeral 8
PHILADELPHIA	BONC 273 (3.3.3)	** SP 1901	2 OC 1901	two types recorded

PHILIPPI	BONC use probable			
PHILIPSTOWN	BONC 684 (3.3.3)	** ** 1889	16 MR 1898	
PHILIPTON	BONC use probable			
PHISANTFONTEIN				see LOXTON
PHOKWANI SIDING	BONC use probable			
PIER HEAD, Cape Town	BONC 1125 (3.3.3)			in need of confirmation
PIQUETBERG	BONC 30 (3.3.3)	22 AU 1867	15 AP 1893	
	BONC 1113 (3.3.3)	8 JY 1900	25 AP 1901	
PIQUETBERG ROAD				see PORTERVILLE ROAD
PIRIE	BONC use probable			
PLAATJES RIVER	BONC use probable			
PLEIN STREET, Cape Town				see STAL STREET, Cape Town
PLETTENBERG'S BAY	BONC 113 (3.3.3)	19 SP 1908		
PLUMSTEAD	BONC 659 (3.3.3)	30 NO 1896		
	BONC 681 (3.3.3)			in need of confirmation
POKWANI	BONC use probable			
POORTJE	BONC 54 (3.3.3)	** ** 1908		
POPLAR GROVE	BONC 1172 (3.3.3)	7 NO 1902		
PORT ELIZABETH	BONC 2 (3.3.3)	2 AU 1864	30 MY 1901	dispatched 2 MY 1864
	BONC 2 (3.4.3)	30 MY 1901		
	BONC 2 (3.4+4.3)	16 MY 1868		alternating thick and thin side bars
	BONC 2 (3.5.3)	17 NO 1879	24 NO 1894	curved tail to 2
	BONC 2 (3.5.3)	1 JU 1891	1 SP 1893	flat tail to 2
	BONC 2 (4.4.4)	4 DE 1873	7 JA 1874	
	BONC 2 (4.5.4)	7 MR 1871	30 MY 1901	thin bars, generic
	BONC 2 (4.5.4)	17 NO 1879	2 NO 1894	thin bars, curved tail to 2
	BONC 2 (4.5.4)	1 JU 1891	1 SP 1893	thin bars, flat tail to 2
	BONC 2 (4.6.4)	4 AU 1875	18 OC 1890	
	BONC 2 (4.4.4)	18 AU 1875		thin bars
	BONC 2 (4.5.4)	13 MR 1871	24 NO 1894	thin bars
	BONC 2 (4.6.4)	9 FE 1874	12 AP 1894	thin bars
	BONC 2 (5.6.5)	29 DE 1874		thin bars
	BONC 238* (3.3.3)	1 AU 1882		proof not conclusive
PORTERVILLE	BONC 157 (3.3.3)	27 JU 1889	6 AP 1900	
PORTERVILLE ROAD	BONC 103 (3.3.3)	2 NO 1875	19 FE 1907	ex PIQUETBERG ROAD
PORT NOLLOTH	BONC 67 (3.3.3)	25 JU 1878	3 MR 1910	
PORT ST JOHNS	BONC 320 (3.3.3)	28 JU 1890	7 AU 1896	ex ST JOHNS RIVER
	BONC 633 (3.3.3)	24 JU 1897	21 OC 1897	
POSTMASBURG	BONC 610 (3.3.3)	24 FE 1898		
POST RETIEF	BONC 327 (3.3.3)	15 AP 1899	9 NO 1901	
POTFONTEIN	BONC 477 (3.3.3)	22 OC 1890	1 JY 1901	
PRIESKA	BONC 366 (3.3.3)	16 DE 1889	6 AP 1900	
PRINCE ALBERT	BONC 728 (3.3.3)	8 MY 1890	13 MR 1900	
PRINCE ALBERT ROAD	BONC 237 (3.3.3)	** ** 1882	24 OC 1893	
PRINCE ALFREDS HAMLET	BONC 593 (3.3.3)	3 OC 1900	21 NO 1900	
PUTFONTEIN	BONC 480 (3.3.3)	25 SP 1884		
PUTTERS KRAAL	BONC use probable			
PUTZONDERWATER	BONC use probable			
QACHA'S NEK	BONC use probable			
QOQODALA	BONC use probable			
QUAGGA	BONC 1009 (3.3.3)	7 AU 1900	9 AP 1902	
QUEENSTOWN	BONC 11 (3.3.3)	1 FE 1868	16 JY 1894	
	BONC 145 (3.3.3)	31 DE 1875	15 AP 1887	
	BONC 145 (4.5.4)	11 AU 1882		
	BONC 632 (3.3.3)	14 JY 1887	23 JA 1888	
QUEEN STREET, PE	BONC 740 (3.3.3)			Port Elizabeth, needs confirmation
QUMBU	BONC 264 (3.3.3)	17 JA 1895	22 AP 1902	two types recorded
QUNU	BONC 326 (3.3.3)	** ** 1889		ex MTENTU
QUTHING	BONC 135 (3.3.3)	19 DE 1888	24 AP 1908	
RABULA	BONC use probable			

RATELDRAAI					see KLIPBAKKEN
RAVENSFELL	BONC 306 (3.3.3)	26 JY 1895			
RAWSONVILLE	BONC 232 (3.3.3)	25 AP 1884	27 AP 1888		
RAYNER	BONC use probable				
REDELINGHUIS	BONC use probable				
REDHILLS	BONC use probable				
REDHOUSE	BONC 221 (3.3.3)	12 DE 1893	11 JY 1895		
REQUEST	BONC use probable				
RETREAT	BONC 496 (3.3.3)	13 MR 1891	4 JA 1893		
RHENOSTERKOP	BONC use probable				
RHENOSTERKOP SIDING	BONC use probable				
RHODES	BONC 1064 (3.3.3)	14 OC 1893			
RICHMOND	BONC 31 (3.3.3)	22 OC 1867	28 DE 1881		round head to 3
	BONC 31 (3.3.3)	25 MR 1887	18 MR 1891		flat head to 3
	BONC 442 (3.3.3)	27 DE 1883	20 FE 1901		
RICHMOND HILL	BONC use probable				
RICHMOND ROAD	BONC 512 (3.3.3)	** ** 1885	25 MR 1900		
RIEBEEK EAST	BONC 445 (3.3.3)	3 JU 1896	3 MY 1902		
RIEBEEK KASTEEL	BONC 1024 (3.3.3)	29 JA 1902			
RIETBRON	BONC use probable				
RIET FONTEIN	BONC 231 (3.3.3)	20 MR 1901	16 AP 1902		listing unconfirmed
	BONC 739 (3.3.3)	28 MR 1901	28 AU 1901		
RIET KUIL	BONC use probable				
RIET SIDING	BONC use probable				
RIET VLEI	BONC 276 (3.3.3)	29 AP 1901	19 OC 1901		
RIET VLEI, VOGEL RIVER	BONC use probable				
RIPON	BONC use probable				
RIVERSDALE	BONC 26 (2.3.2)	7 MR 1901			
	BONC 26 (3.3.3)	4 DE 1867	30 SP 1900		two types recorded
RIVERSIDE	BONC 1040 (3.3.3)	17 FE 1904			
RIVERTJE	BONC use probable				
RIVERTON	BONC use probable				
RIVERTON ROAD	BONC 493 (3.3.3)	26 AU 1894			
	BONC 1133 (3.3.3)	26 JU 1900	2* OC 1901		
RIVER ZONDER END	BONC 242 (3.3.3)	16 MR 1885	14 AP 1902		
ROBBEN ISLAND	BONC 158 (3.3.3)	7 OC 1879	23 DE 1907		
ROBERTSON	BONC 25 (2.3.2)	8 JY 1892	20 JU 1900		
	BONC 25 (3.3.3)	18 JA 1870	25 JU 1900		
	BONC 448	** ** 1901			in need of confirmation
	BONC 756 (3.3.3)	14 MR 1891	4 AP 1891		
ROCKFORD	BONC 149 (3.3.3)	5 OC 1896	25 JU 1900		
ROCKEY PARK	BONC use probable				
RONDEBOSCH	BONC 35 (3.3.3)	31 OC 1873	17 JA 1896		rounded top to 3
	BONC 35 (3.3.3)	2 DE 1892	19 SP 1895		squared top to 3
	BONC 922	10 NO 1895			
RONDEBOSCH STATION	BONC use probable				
RONDEVALLEI	BONC use probable				
ROUDEHOOGTE	BONC use probable				
ROUDE KRANTZ	BONC use probable				
ROUDE NEK	BONC use probable				
ROOI RIVER	BONC use probable				
ROSEBANK	BONC 106 (3.3.3)	1 MY 1887	1 MY 1887		
	BONC 822 (3.3.3)	30 SP 1892	15 SP 1899		
ROSEGLEN	BONC use probable				
ROSMEAD	BONC 467 (3.3.3)	30 SP 1892	18 MY 1896		ex MIDDELBURG ROAD
	BONC 1091 (3.3.3)	5 JY 1898	7 JA 1901		
RUIGTE POORT	BONC 486 (3.3.3)	12 SP 1898			
RUTLAND	BONC use probable				
RUYTERS BOSCH	BONC 194 (3.3.3)	2 MY 1892	25 MY 1900		
ST CUTHBERTS	BONC 973 (3.3.3)	4 NO 1899	27 MR 1900		

ST GEORGES STREET, CT	BONC use probable			Cape Town
ST HELENA FONTEIN	BONC use probable			
ST LUKES	BONC 1006 (3.3.3)	4 OC 1897	29 JU 1898	
ST MARKS	BONC 145 (4.5.4)	31 DE 1875	1 AU 1887	
	BONC 206 (4.5.4)	10 JY 1890	3 JU 1897	thin bars
ST MATTHEWS	BONC 251 (3.3.3)	16 NO 1889	29 AU 1891	
SALTAIRE	BONC use probable			
SALTER'S POST	BONC use probable			
SALT RIVER	BONC 277 (3.3.3)	3 FE 1880	24 SP 1895	numerals 7.5mm high
SANDDRIFT	BONC use probable			
SAND FLATS	BONC 119 (3.3.3)	6 SP 1894	13 DE 1894	
SAREPTA	BONC use probable			
SARON	BONC 295 (3.3.3)	30 JY 1896	14 JU 1899	
SCHMIDT'S DRIFT	BONC 428 (3.3.3)	7 AU 1883	25 AU 1901	
SCHOEMANSHOEK	BONC use probable			
SCHOOMBIE	BONC 820			in need of confirmation
SCHOONGEZICHT	BONC 266 (3.3.3)	21 AP 1890		
SEA POINT	BONC 78 (3.3.3)	2 AU 1882	20 OC 1896	
	BONC 1025 (3.3.3)	25 FE 1897	30 JY 1908	
SETLAGOLI	BONC 590 (3.3.3)	7 JY 1886	6 JY 1902	
SEVEN FOUNTAINS	BONC 167 (3.3.3)	30 JA 1889	31 JY 1890	
SEVEN WEEKS POORT	BONC 773 (3.3.3)			in need of confirmation
SEYMOUR	BONC 641 (3.3.3)	30 NO 1888	25 FE 1900	
SHAW PARK	BONC use probable			
SHELDON	BONC use probable			
SHERBORNE	BONC 706 (3.3.3)	8 DE 1892	24 AP 1899	
SHILOH	BONC 1087 (3.3.3)	25 NO 1897	6 MR 1911	
SIBERIA	BONC use probable			
SIDBURY	BONC use probable			
SILVERVALE	BONC use probable			
SIMONDIUM	BONC 378 (3.3.3)	29 MR 1889	** OC 1901	
SIMONSTOWN	BONC 27 (3.3.3)	24 MR 1868	30 AU 1901	
SIMONSTOWN STATION	BONC use probable			
SINKSA BRIDGE	BONC 332 (3.3.3)	3 JU 1894		
SIR LOWRY ROAD	BONC 134 (3.3.3)			in need of confirmation
	BONC 656 (3.3.3)	18 FE 1888	30 MR 1898	
SIR LOWRY'S PASS	BONC 583 (3.3.3)	7 JA 1895	2 AU 1897	
SLANGFONTEIN	BONC 403 (3.3.3)	27 JA 1901	25 JA 1903	
SLANGHOEK	BONC use probable			
SMALHOEK	BONC use probable			
SMITH'S MINE	BONC use probable			
SMITHVALE	BONC 225 (3.3.3)	** JA 1901		
SNEEZEWOOD	BONC use probable			
SOMERSET EAST	BONC 21 (3.3.3)	7 AP 1866	2 DE 1886	
	BONC 385* (3.3.3)	12 MR 1890	21 NO 1895	needs confirmation
	BONC 556 (3.3.3)	7 JY 1890	17 DE 1894	
SOMERSET STRAND	BONC 70 (3.3.3)	** ** 1882	30 NO 1897	ex MOSTERD'S BAY
SOMERSET WEST	BONC 70 (3.3.3)	24 MY 1875		ex HOTTENTOTS HOLLAND
	BONC 385 (3.3.3)			in need of confirmation
	BONC 572 (3.3.3)	** ** 1889	25 AU 1898	
SOUR FLATS	BONC 615 (3.3.3)	17 FE 1889	10 AU 1898	see BALMORAL
SOUTH END	BONC use probable			
SOUTHEYVILLE	BONC use probable			
SOUTH MIDDELVELD	BONC use probable			
SOUTHWELL	BONC use probable			
SPANSMAT RIVER				see AIRLEY
SPECTAKEL	BONC 44 (3.3.3)	** ** 1874	7 OC 1892	
SPIONKOP	BONC use probable			
SPITZKOP, Barkly West	BONC 179			in need of confirmation
SPITZKOP, Calvinia	BONC 263 (3.3.3)	13 DE 1882		two types recorded

Postal Cancellers of the Cape

SPITZKOP VLEI	BONC use probable				
SPREEUWVONTEIN	BONC 786 (3.3.3)	** ** 1892			
SPRINGBOKVONTEIN	BONC 24 (3.3.3)	14 MR 1868	25 JA 1886		
	BONC 213 (3.3.3)	28 JA 1882	6 JA 1902		
SPRINGBOK VLAKTE	BONC use probable				
SPRING MOUNT	BONC use probable				
SPRING VALLEY	BONC use probable				
SPYTVONTEIN	BONC use probable				
SPYTVONTOORT	BONC use probable				
STAL STREET, Cape Town	BONC 297 (3.3.3)	25 SP 1883	8 DE 1901	ex PLEIN STREET	
STANLEY	BONC use probable				
STEENKAMPVONTOORT	BONC 545 (3.3.3)	** ** 1888			
STEINKOPF	BONC use probable				
STELLENBOSCH	BONC 13 (3.3.3)	** ** 1868	3 SP 1895	rounded 3	
	BONC 13 (3.3.3)	19 NO 1885	31 DE 1889	flat top and bottom to squared 3	
STELLENBOSCH STATION	BONC 116 (3.3.3)	10 OC 1885	16 DE 1891		
STERKSPRUIT	BONC 1108 (3.3.3)	16 MY 1900	25 MR 1902		
STERKSTROOM	BONC 276 (3.3.3)	22 MR 1895	3 NO 1900	numerals 8mm high	
STERKSTROOM STATION	BONC use probable				
STETTYN	BONC use probable				
STEYNSBURG	BONC use probable				
STEYTLERVILLE	BONC 218 (3.3.3)	13 FE 1892	24 MR 1902		
STOCKDALE	BONC use probable				
STOLSVLAKTE	BONC use probable				
STORMBERG JUNCTION	BONC 777 (3.3.3)	15 AP 1896	4 AP 1898		
STORMS RIVER	BONC 663 (3.3.3)	31 OC 1889	28 NO 1889		
STORMS VLEI	BONC 351 (3.3.3)	15 MR 1901			
STRANDVONTEIN	BONC use probable				
STRYDENBURG	BONC 466 (3.3.3)	21 AU 1895	5 SP 1904		
STRYDFVONTEIN	BONC use probable				
STUDTIS	BONC 838 (3.3.3)	19 JY 1895	1 MY 1903		
STUTTERHEIM	BONC 356 (3.3.3)	5 FE 1894	23 SP 1901		
SUGARBUSH	BONC use probable				
SULENKAMA	BONC use probable				
SUNDWANA	BONC use probable				
SURBITON	BONC use probable				
SUTHERLAND	BONC 309 (3.3.3)	1 MR 1883	24 AU 1899		
SWANEPOEL'S VONTOORT	BONC use probable				
SWELLENDAM	BONC 12 (3.3.3)	** ** 1867	25 AP 1895		
SWELLENDAM STATION	BONC 1033	5 JA 1901			
SYDNEY	BONC use possible				
TAAIBOSCH	BONC use probable				
TABANKULU	BONC 84 (3.3.3)	22 JA 1895	16 AP 1908		
TABASE	BONC 916 (3.3.3)	21 JU 1896	6 OC 1911		
TABLE MOUNTAIN, CT	BONC use probable				
TAFELBERG	BONC 57 (3.3.3)	2 MR 1895	15 MR 1900		
	BONC 102* (3.3.3)	** OC 1905		in need of confirmation	
TAMACHA	BONC use probable				
TAMBOERSVONTEIN	BONC 672* (3.3.3)	13 OC 1892	24 NO 1892	in need of confirmation	
	BONC 905* (3.3.3)	29 SP 1892		in need of confirmation	
TARKASTAD	BONC 234 (3.3.3)	4 OC 1877	9 OC 1899	flat head to 3, two types recorded	
	BONC 276 (3.3.3)	** ** 1881		numerals 6.5mm high	
TAUNGS	BONC 554 (3.3.3)	** DE 1885	9 DE 1891		
	BONC 637 (3.3.3)	31 DE 1887	11 DE 1894		
	BONC 813			in need of confirmation	
	BONC 1148 (3.3.3)	27 OC 1901			
TAUNGS STATION	BONC 172 (3.3.3)	** ** 1891	15 NO 1895		
	BONC 1154 (3.3.3)	8 AU 1900			
T'BOOP	BONC use probable				
TEYATEYANENG	BONC 688 (3.3.3)	15 DE 1892	5 AP 1900	Basutoland	

THE BEACH	BONC 1111 (3.3.3)	17 DE 1897	8 JA 1898	East London
THEBUS	BONC use probable			
THE FOUNTAIN	BONC use probable			
THE PINES	BONC use probable			
THE POORT	BONC use probable			
THE REST	BONC use probable			
THE WILLOWS	BONC use probable			
THLOTSE HEIGHTS				see LERIBE, Basutoland
THOMAS RIVER	BONC 263 (3.3.3)	2 DE 1890	3 AU 1897	flat top to 3
THOMPSON'S FARM	BONC use probable			ex FARM NO 53
THORNGROVE	BONC 511 (3.3.3)	25 AP 1894	1 SP 1897	
THORNHILL, Herbert	BONC 801 (3.3.3)	10 FE 1896		
THORNHILL, Uitenhage	BONC use probable			
THREE ANCHOR BAY	BONC use probable			
THREE SISTERS	BONC 939 (3.3.3)	3 DE 1904		in need of confirmation
TIDBURY'S TOLL	BONC use probable			
TOISE RIVER	BONC 374* (3.3.3)	18 JA 1894		
TOLENI				see NDABAKAZI
TONG VALLEY	BONC use probable			
TOOTABI	BONC 841 (3.3.3)	23 NO 1903	26 MY 1906	
TOUWS RIVER	BONC 81 (3.3.3)	11 OC 1883	15 AP 1901	ex MONTAGU ROAD
TRAKA	BONC use probable			
TRANSVAAL ROAD	BONC use probable			
TRAPPES VALLEY	BONC 354 (3.3.3)	9 DE 1899	3 JA 1901	ex CLUMBER
TRIANGLE	BONC 426 (3.3.3)	9 SP 1892	21 NO 1901	
TRUMPETER'S DRIFT	BONC use probable			
TSHISA				see KENEGHA DRIFT
TSOLO	BONC 409 (3.3.3)	19 JU 1897	** ** 1905	
TSOMO	BONC 334 (3.3.3)	20 OC 1884	16 NO 1898	
TULBAGH	BONC 816 (3.3.3)	7 MY 1892	15 NO 1901	
TULBAGH ROAD STATION	BONC 136 (3.3.3)	24 JA 1880		
	BONC 278 (3.3.3)	30 AP 1883	21 DE 1897	
	BONC 1412 (3.3.3)			in need of confirmation
TURVEY'S POST	BONC 757 (3.3.3)	18 JA 1907		
TUTURA	BONC 1008* (3.3.3)	15 JY 1897	4 JU 1898	possibly BONC 1000
TWEEFONTEIN	BONC use probable			
TWEE RIVIEREN	BONC use probable			
TWIST KRAAL	BONC use probable			
TWO STREAMS	BONC 257 (3.3.3)	18 )C 1886		
	BONC 651 (3.3.3)	26 JU 1895	29 AP 1901	ex ASSEGAIBOSCH
TWO WATERS	BONC 174 (3.3.3)	1 MY 1879	3 NO 1888	
TYGERSFONTEIN	BONC 444 (3.3.3)	16 NO 1898		
TYLDEN	BONC 387* (3.3.3)	9 AU 1881	22 JU 1886	may be 287 or 387
UGIE	BONC use probable			
UITENHAGE	BONC 14 (3.3.3)	** ** 1867	** ** 1896	
	BONC 416 (3.3.3)	4 DE 1882	22 AU 1892	
UITENHAGE STATION	BONC use probable			
UITKOMST	BONC 240 (3.3.3)	3 DE 1895	28 NO 1900	
UITKYK	BONC 549 (3.3.3)	22 NO 1901	2 DE 1901	
UMTATA	BONC 55 (3.3.3)	9 MR 1876	14 JU 1898	
UMZIMKULU	BONC 305 (3.3.3)	5 MR 1889	10 NO 1903	
UMZIMVUBU	BONC 538	13 AP 1888		
UMZINHLANGA	BONC 601 (3.3.3)			in need of confirmation
UNIONDALE	BONC 437 (3.3.3)	3 MR 1884	23 OC 1893	
UPINGTON	BONC 53 (3.3.3)	15 AP 1882	18 AP 1882	
	BONC 429 (3.3.3)	15 AU 1884	26 OC 1893	
	BONC 966 (3.3.3)	8 DE 1897	23 MY 1900	or BONC 996
UPLANDS	BONC 165 (3.3.3)	11 DE 1900	20 MR 1901	
UPPER BLINKWATER	BONC 441	21 NO 1896		
UPPER MAITLAND	BONC 1232 (3.3.3)	22 MR 1904	5 SP 1906	

Postal Cancellers of the Cape

UPPER PAARL	BONC use probable				
UPPER WYNBERG	BONC use probable				
UPPER ZWART KEI	BONC illegible				
UPSAL	BONC 1227 (3.3.3)	20 MR 1913			
VAALFONTEIN	BONC use probable				
VAAL VLEY	BONC 160* (3.3.3)	22 AP 1905			
VAN DER BYLS KRAAL					see MERWEVILLE
VAN PUTTEN'S VLEI	BONC 811 (3.3.3)	23 JA 1902	21 MR 1910		
VANRHYNSDORP	BONC 253 (3.3.3)	10 NO 1886	8 AU 1900		flat top to 3
	BONC 253 (3.3.3)	29 SP 1877	23 SP 1901		rounded top to 3
VANWYKSDORP	BONC 1122 (3.3.3)	30 DE 1905			
VAN WYK'S VLEI	BONC 449 (3.3.3)	17 JU 1888	25 JY 1900		
VEEREN KRAAL	BONC use probable				
VELD DRIFT	BONC use probable				
VENTERSTAD	BONC 245 (3.3.3)	23 JA 1886	** ** 1899		
	BONC 270 (3.3.3)	15 JA 1883	2 AU 1893		numerals 12mm wide
	BONC 450 (3.3.3)	1 AU 1894	9 JA 1907		
VERMAAK	BONC 208 (4.5.4)	18 DE 1893	4 SP 1894		thin bars
	BONC 8** (3.3.3)	4 SP 1894			numbers illegible, possibly 844
VERMAAKLIKHEID	BONC 998 (3.3.3)	19 MY 1902			rounded numeral 8
VICTORIA ROAD					see HUTCHINSON
VICTORIA WEST	BONC 13 (3.3.3)	18 OC 1869	24 JA 1890		tall 3, no curls
	BONC 121 (3.3.3)	23 FE 1887	19 NO 1887		
	BONC 230* (3.3.3)	8 JU 1883			see also Graaff-Reinet
	BONC 393 (3.3.3)	15 JU 1888	18 FE 1901		
VICTORIA WEST ROAD					see HUTCHINSON
VILLIERSDORP	BONC use probable				
VLAKLAAGTE	BONC 835 (3.3.3)	9 FE 1894			
VLAKTEPLAATS	BONC use probable				
VLEDERMUISPOORT	BONC use probable				
VLEY RIVER	BONC 999 (3.3.3)	30 JY 1901			
VLOTTENBERG	BONC use probable				
VLUGT	BONC use probable				
VOGEL RIVER	BONC use probable				
VOGELSTRUISLEEGTE	BONC use probable				
VOGELSTRUIS NEK	BONC 288 (3.3.3)	20 DE 1905			
VOGELVLEI	BONC 746 (3.3.3)	27 AU 1901			
VONDELING	BONC use probable				
VOOR ATTAQUAS KLOOF	BONC use probable				
VOORZORG	BONC use probable				
VOSBURG	BONC 99 (3.3.3)				in need of confirmation
	BONC 1118 (3.3.3)	** ** 1903	29 FE 1904		
VRAAI PLAATS	BONC 469	15 FE 1906			
VREDENBURG	BONC 141 (3.3.3)				requires confirmation
VREDENDAL	BONC 488* (3.3.3)				BONC 480 also possible
VRYBURG	BONC 555 (3.3.3)	** DE 1885	20 AU 1894		
VRYBURG STATION	BONC use probable				
WAGENAAR'S KRAAL	BONC use probable				
WAKU STATION	BONC 217 (3.3.3)	31 MR 1901			
WALDECK'S PLANT	BONC 412 (3.3.3)	** ** 1888			
WALFISH BAY	BONC 300 (3.3.3)	27 SP 1889	4 MR 1899		lost in fire 23 JU 1909
WALLE KRAAL	BONC illegible	14 JY 1901			
WALMER	BONC use probable				
WALTHOORNS KRAAL					see BERRY BANK
WARRENDALE	BONC 271	13 NO 1906			
WARRENTON	BONC 404 (3.3.3)	** ** 1888	22 AP 1895		
WARRENTON STATION	BONC 796	** ** 1891			
WAR TRAIL	BONC 770 (3.3.3)	** ** 1893	6 JY 1897		
WATERFORD, Jansenville	BONC 143 (3.3.3)				in need of confirmation
WAVERLEY SIDING	BONC use probable				ex KLEIN HAASFONTEIN

WELBEDACHT, Oudtshoorn	BONC use probable			
WELCOME WOOD	BONC use probable			
WELGEVONDEN	BONC 297 (3.3.3)			in need of confirmation
WELLFOUND	BONC 257*			in need of confirmation
WELLINGTON	BONC 34 (3.3.3)	27 AU 1868	** ** 1899	rounded head to 3
WELLINGTON STATION	BONC 1062 (3.3.3)	27 JY 1898	27 JU 1900	
WESLEY	BONC use probable			
WESSELTON	BONC 737 (3.3.3)	25 FE 1901		
WEST BANK, East London	BONC 370 (3.3.3)	8 FE 1882	24 AP 1902	
WEST LONDON	BONC use probable			
WHEATLANDS	BONC 257 (3.3.3)	11 FE 1894		
WILDFONTEIN	BONC use probable			
WILLISTON	BONC 1375			in need of confirmation
WILLOWMORE	BONC 66 (3.3.3)	** ** 1882	21 MR 1896	
WILLOWVALE	BONC 614 (3.3.3)	11 SP 1895		
WINDMILL	BONC 766 (3.3.3)			in need of confirmation
WINDSOR				see KOONAP
WINDSORTON	BONC 433 (3.3.3)	17 OC 1891	17 OC 1895	ex HEBRON
WINDSORTON ROAD	BONC use probable			
WINTERBERG	BONC use probable			
WITKOP	BONC use probable			
WITMOSS STATION	BONC 302 (3.3.3)	14 DE 1883	8 OC 1897	
WITTEDRIFT	BONC 1016 (3.3.3)	25 JY 1908	25 MR 1909	
WITTE ELS BOSCH	BONC use probable			
WITTEKLEIBOSCH	BONC 1105	26 OC 1899	14 JY 1904	
WITTEKLIP	BONC use probable			
WITTEWATER	BONC 224 (3.3.3)	13 JA 1900		
WOLFHUIS	BONC use probable			
WOLVEFONTEIN STA	BONC 218 (3.3.3)	14 MY 1880	15 MY 1900	
WOLVEKLOOF	BONC 780 (3.3.3)	22 MR 1901		
WOODSTOCK (Village)	BONC use probable			
WOODSTOCK STATION	BONC 498 (3.3.3)	13 JA 1894	24 SP 1897	
WOOLDRIDGE	BONC use probable			
WORCESTER	BONC 15 (3.3.3)	10 AU 1868	26 NO 1902	two types recorded
WORCESTER STATION	BONC 344 (3.3.3)	13 AP 1877	3 SP 1883	
WUPPERTHAL	BONC use probable			
WYDER'S RIVER	BONC 666/999 (3.3.3)	3 AP 1899	4 NO 1901	
WYNANDS RIVER	BONC 485 (3.3.3)	26 SP 1885		
WYNBERG	BONC 9 (3.3.3)	13 JY 1872	29 DE 1896	also used at PLUMSTEAD
WYNBERG CAMP	BONC 662 (3.3.3)	28 NO 1888	31 OC 1908	
XALANGA	BONC use probable			
XUKA DRIFT	BONC 717 (3.3.3)	26 AU 1904		
YELLOWWOOD TREES	BONC 298 (3.3.3)	** ** 1892	22 SP 1903	
YOREVALE	BONC use probable			
YZERPLAATS	BONC use probable			
ZANDFONTEIN	BONC 255 (3.3.3)	14 JU 1901	21 NO 1904	
ZEEKOEGAT	BONC 45 (3.3.3)	14 NO 1892	27 JA 1901	
ZETLAND	BONC 882 (3.3.3)	** ** 1901		
ZOETENDAL'S VLEI	BONC use probable			
ZOUTE KLOOF, Worcester	BONC use probable			
ZOUT KLOOF, Piquetberg	BONC use probable			
ZUURBERG SANATORIUM	BONC 923 (3.3.3)	19 DE 1895	** ** 1897	ex DOORNEK SANATORIUM
ZUURBRAAK	BONC 236 (3.3.3)	** ** 1890	20 JA 1902	round head to 3
ZUURBRON	BONC use probable			
ZUURFONTEIN	BONC use probable			
ZUURPOORT	BONC use probable			
ZWAGER'S HOEK	BONC use probable			
ZWARTBERG	BONC use probable			
ZWARTKOPS STATION	BONC 159 (3.3.3)	7 AU 1896	13 JA 1897	
ZWART MODDER	BONC 394 (3.3.3)	26 SP 1894	24 AP 1896	
ZWART WATER	BONC use probable			

## APPENDIX C

### NUMERICAL LISTING OF CAPE POST OFFICES KNOWN TO HAVE USED THE BARRED OVAL NUMERAL CANCELLER OF 1864

Conflicting reports and areas of doubt have been indicated by means of an asterisk (\*)

BONC 1 (2.3.2)	CAPE TOWN	28 JA 1892		
BONC 1 (3.3.3)	CAPE TOWN	8 FE 1863	20 JA 1901	different types recorded
BONC 1 (3.3.3)	CAPE TOWN	NO 1949		horizontal format
BONC 1 (3.3.3)	CAPE TOWN			horizontal format, NPB
BONC 1 (3.4+4.3)	CAPE TOWN	22 SP 1865	19 MY 1868	alternating thick & thin side bars
BONC 1 (3.5.3)	CAPE TOWN	8 OC 1877	2 JU 1881	
BONC 1 (4.5.4)	CAPE TOWN	4 AU 1876	31 MR 1886	flat serif
BONC 1 (4.5.4)	CAPE TOWN	21 JU 1897		number reversed, flat serif
BONC 1 (4.5.4)	CAPE TOWN			number reversed, sloping serif
BONC 1 (4.5.4)	CAPE TOWN	11 NO 1876	31 MR 1886	thin bars
BONC 1 (4.5.4)	CAPE TOWN	13 FE 1883		thin bars, number reversed
BONC 1 (5.6.5)	CAPE TOWN	16 AU 1873	22 OC 1878	thin bars
BONC 1 (6.6.6)	CAPE TOWN	6 AU 1873	22 NO 1881	thin bars
BONC 1 (6.7.6)	CAPE TOWN	12 DE 1877		thin bars
BONC 1 (5.6.5)	CAPE TOWN	12 JU 1873	** ** 1880	broken thin bars
BONC 1 (6.6.6)	CAPE TOWN	17 MR 1873	4 OC 1885	broken thin bars
BONC 1 (7.7.7)	CAPE TOWN	6 MY 1881		broken thin bars
BONC.DX1 (3.3.3)	CAPE TOWN	18 JU 1864	30 NO 1872	thick bars
BONC.DX1 (6.6.6)	CAPE TOWN	28 DE 1872	7 OC 1886	broken thin bars
BONC 2 (3.3.3)	PORT ELIZABETH	2 AU 1864	30 MY 1901	dispatched 2 MY 1864
BONC 2 (3.4.3)	PORT ELIZABETH	30 MY 1901		
BONC 2 (3.4+4.3)	PORT ELIZABETH	16 MY 1868		alternating thick & thin side bars
BONC 2 (3.5.3)	PORT ELIZABETH	17 NO 1879	24 NO 1894	curved tail to 2
BONC 2 (3.5.3)	PORT ELIZABETH	1 JU 1891	1 SP 1893	flat tail to 2
BONC 2 (4.4.4)	PORT ELIZABETH	4 DE 1873	7 JA 1874	
BONC 2 (4.5.4)	PORT ELIZABETH	30 MR 1871	30 MY 1901	
BONC 2 (4.6.4)	PORT ELIZABETH	4 AU 1875	18 OC 1890	
BONC 2 (4.4.4)	PORT ELIZABETH	18 AU 1875		thin bars
BONC 2 (4.5.4)	PORT ELIZABETH	13 MR 1871	24 NO 1894	thin bars different types recorded
BONC 2 (4.6.4)	PORT ELIZABETH	9 FE 1874	12 AP 1894	thin bars
BONC 2 (5.6.5)	PORT ELIZABETH	29 DE 1874		
BONC 3 (2.5.2)	GRAHAMSTOWN	21 DE 1880		
BONC 3 (3.3.3)	GRAHAMSTOWN	28 JY 1864	29 DE 1896	dispatched 2 MY 1864
BONC 3 (3.4.3)	GRAHAMSTOWN	11 FE 1895		flat top to 3
BONC 3 (3.5.3)	GRAHAMSTOWN	22 AP 1880	31 DE 1880	
BONC 3 (4.4.4)	GRAHAMSTOWN			
BONC 3 (4.5.4)	GRAHAMSTOWN	18 MY 1878	18 OC 1881	
BONC 3 (3.4+4.3)	GRAHAMSTOWN	12 FE 1889	1 JU 1895	alternating thick & thin side bars
BONC 3 (4.4.4)	GRAHAMSTOWN	7 NO 1873	30 MR 1874	thin bars
BONC 3 (4.5.4)	GRAHAMSTOWN	18 MY 1878	9 MY 1882	thin bars
BONC 3 (6.6.6)	GRAHAMSTOWN			thin broken bars
BONC 4 (2.3.2)	KING WILLIAMS TOWN	10 JY 1876	26 AU 1876	
BONC 4 (2.5.2)	KING WILLIAMS TOWN	9 MY 1886	27 AP 1894	
BONC 4 (3.3.3)	KING WILLIAMS TOWN	27 SP 1868	27 AP 1894	
BONC 4 (3.4.3)	KING WILLIAMS TOWN	2 AU 1884	6 MY 1886	
BONC 4 (3.5.3)	KING WILLIAMS TOWN	7 AU 1884	6 MY 1886	
BONC 4 (4.5.4)	KING WILLIAMS TOWN	20 OC 1880	3 SP 1889	thicker bars
BONC 4 (4.5.4)	KING WILLIAMS TOWN	6 MR 1878	29 AP 1878	thin bars
BONC 5 (3.3.3)	AVONTUUR	12 JA 1865	8 JU 1900	
BONC 5 (3.3.3)	CAPE TOWN	13 JA 1865		

BONC 6 (3.3.3)	CERES	29 AP 1875	2 MR 1899	
BONC 7 (3.3.3)	BEDFORD	6 AP 1870	12 AP 1889	
BONC 8 (3.3.3)	Cape of Good Hope			in need of confirmation
BONC 9 (3.3.3)	WYNBERG	13 JY 1872	29 DE 1896	also used at PLUMSTEAD
BONC 10 (3.3.3)	CLANWILLIAM	** ** 1868	7 DE 1893	
BONC 11 (3.3.3)	QUEENSTOWN	1 FE 1868	16 JY 1894	
BONC 12 (3.3.3)	SWELLENDAM	** ** 1867	25 AP 1895	
BONC 13 (3.3.3)	STELLENBOSCH	** ** 1868	3 SP 1895	rounded 3
BONC 13 (3.3.3)	STELLENBOSCH	19 NO 1885	31 DE 1889	flat top and bottom to squared 3
BONC 13 (3.3.3)	VICTORIA WEST	18 OC 1869	24 JA 1890	tall 3, no curls
BONC 14 (3.3.3)	UITENHAGE	** ** 1867	1896	
BONC 15 (3.3.3)	WORCESTER	10 AU 1868	26 NO 1902	two types recorded
BONC 16 (3.3.3)	BURGHERSDORP	28 MY 1868	15 FE 1891	
BONC 17 (3.3.3)	GEORGE	17 MR 1868	10 DE 1897	
BONC 18 (3.3.3)	GRAAFF-REINET	24 JY 1867	15 MY 1877	
BONC 19 (3.3.3)	HOPETOWN	21 AU 1868	10 JA 1898	
BONC 20 (3.3.3)	OUDTSHOORN	20 MY 1868	25 DE 1880	
BONC 21 (3.3.3)	SOMERSET EAST	7 AP 1866	2 DE 1886	
BONC 22 (3.3.3)	CRADOCK	11 JU 1870	11 JY 1892	
BONC 22 (3.3.3)	BEAUFORT WEST	11 AP 1894	27 OC 1895	
BONC 23 (3.3.3)	COLESBERG	19 JU 1870	11 SP 1888	
BONC 24 (3.3.3)	SPRINGBOKFONTEIN	14 MR 1868	25 JA 1886	
BONC 25 (2.3.2)	ROBERTSON	8 JY 1892	20 JU 1900	
BONC 25 (3.3.3)	ROBERTSON	18 JA 1870	25 JU 1900	
BONC 26 (2.3.2)	RIVERSDALE	7 MR 1901		
BONC 26 (3.3.3)	RIVERSDALE	4 DE 1867	30 SP 1900	two types recorded
BONC 27 (3.3.3)	SIMONSTOWN	24 MR 1868	30 AU 1901	
BONC 28 (3.3.3)	KALK BAY	16 JU 1868	23 MR 1904	
BONC 29 (3.3.3)	EAST LONDON	27 SP 1873	11 DE 1905	two types recorded
BONC 30 (3.3.3)	PIQUETBERG	22 AU 1867	15 AP 1893	
BONC 31 (3.3.3)	RICHMOND	22 OC 1867	28 DE 1881	round head to 3
BONC 31 (3.3.3)	RICHMOND	25 MR 1887	18 MR 1891	flat head to 3
BONC 32 (3.3.3)	FORT BEAUFORT	17 JU 1870	8 MY 1899	
BONC 33	Not recorded			
BONC 34 (3.3.3)	GEORGE	** ** 1865	22 AP 1890	square head to 3
BONC 34 (3.3.3)	WELLINGTON	27 AU 1868	** ** 1899	rounded head to 3
BONC 35 (3.3.3)	RONDEBOSCH	31 OC 1873	17 JA 1896	rounded top to 3
BONC 35 (3.3.3)	RONDEBOSCH	2 DE 1892	19 SP 1895	squared top to 3
BONC 36 (3.3.3)	CALVINIA	23 OC 1868	19 AU 1898	
BONC 37 (3.3.3)	HUMANSDORP	23 SP 1870	15 OC 1901	
BONC 38 (3.3.3)	ALIWAL NORTH	10 JY 1869	12 DE 1889	
BONC 39 (3.3.3)	PAARL	12 FE 1867	24 JY 1877	rounded top to 3
BONC 39 (3.3.3)	PAARL	12 JA 1883	30 SP 1891	squared top to 3
BONC 39 (3.3.3)	PAARL	15 MR 1882	20 FE 1895	"chunky" numerals
BONC 40 (3.3.3)	Cape of Good Hope			
BONC 41 (3.3.3)	Cape of Good Hope			
BONC 42 (3.3.3)	Cape of Good Hope			
BONC 43 (3.3.3)	Cape of Good Hope			
BONC 44 (3.3.3)	SPECTAKEL	** ** 1874	7 OC 1892	
BONC 45 (3.3.3)	ZEEKOEGAT	14 NO 1892	27 JA 1901	
BONC 46	Not recorded			
BONC 47 (3.3.3)	CAMBRIDGE	4 FE 1892	15 JU 1894	
BONC 48 (3.3.3)	Cape of Good Hope			
BONC 49 (3.3.3)	KOMGHA	5 MY 1875	3 JU 1902	
BONC 50 (3.3.3)	Cape of Good Hope			
BONC 51 (3.3.3)	Cape of Good Hope			
BONC 52 (3.3.3)	LOXTON	** ** 1877	12 JA 1883	formerly PHISANTFONTEIN
BONC 53 (3.3.3)	UPINGTON	15 AP 1882	18 AP 1882	used with Kenhardt ODS
BONC 54 (3.3.3)	POORTJE	** ** 1908		
BONC 55 (3.3.3)	UMTATA	9 MR 1876	14 JU 1898	

Postal Cancellers of the Cape

BONC 56 (3.3.3)	CARNARVON	20 SP 1881		
BONC 57 (3.3.3)	TAFELBERG	2 MR 1895	15 MR 1900	
BONC 58 (3.3.3)	MAFUBE	31 MR 1897	25 JY 1904	
BONC 59 (3.3.3)	Cape of Good Hope			
BONC 60 (3.3.3)	DE AAR	17 SP 1887	11 OC 1898	
BONC 61	Not recorded			
BONC 62 (3.3.3)	CAPE TOWN	7 MY 1877		
BONC 63 (3.3.3)	COERNEY	19 NO 1876	10 MY 1893	
BONC 64 (3.3.3)	HERSCHEL	1 AP 1881	23 JY 1899	
BONC 65 (3.3.3)	Cape of Good Hope			
BONC 66 (3.3.3)	WILLOWMORE	** ** 1882	21 MR 1896	
BONC 67 (3.3.3)	PORT NOLLOTH	25 JU 1878	3 MR 1910	
BONC 68 (3.3.3)	Cape of Good Hope			
BONC 69 (3.3.3)	HACKNEY	28 MR 1888	11 FE 1895	
BONC 70 (3.3.3)	SOMERSET STRAND	** ** 1882	30 NO 1897	ex MOSTERD'S BAY
BONC 70 (3.3.3)	SOMERSET WEST	24 MY 1875		ex HOTTENTOTS HOLLAND
BONC 71 (3.3.3)	MALAGAS			
BONC 72 (3.3.3)	KENHARDT	** ** 1886	11 AP 1905	
BONC 73 (3.3.3)	Cape of Good Hope			
BONC 74 (3.3.3)	Cape of Good Hope			
BONC 75 (3.3.3)	DOCK ROAD, Cape Town	** ** 1878		
BONC 75 (3.3.3)	CLARKSON	19 OC 1897	30 DE 1902	
BONC 76 (3.3.3)	NORTH END	10 JU 1895	** ** 1901	
BONC 77	Not recorded			
BONC 78 (3.3.3)	SEA POINT	2 AU 1882	20 OC 1896	
BONC 79 (3.3.3)	CRADOCK	2 AP 1865	21 MY 1875	
BONC 79 (3.3.3)	KLIP KRAAL	2 MY 1899	20 MR 1900	
BONC 80 (3.3.3)	Cape of Good Hope			
BONC 81 (3.3.3)	TOUWS RIVER	11 OC 1883	15 AP 1901	
BONC 82 (3.3.3)	DORDRECHT	21 JU 1875	22 JU 1896	
BONC 83 (3.3.3)	PALMERTON	4 JA 1900		may be BONC 88 or 323
BONC 84 (3.3.3)	TABANKULU	22 JA 1895	16 AP 1908	
BONC 85 (3.3.3)	Cape of Good Hope			
BONC 86 (3.3.3)	Cape of Good Hope			
BONC 87 (3.3.3)	Cape of Good Hope			
BONC 88 (3.3.3)	Cape of Good Hope			
BONC 89	BURGHERSDORP			
BONC 90 (3.3.3)	Cape of Good Hope			
BONC 91 (3.3.3)	Cape of Good Hope			
BONC 92 (3.3.3)	BEDFORD	17 MY 1890	18 SP 1899	
BONC 93	Not recorded			
BONC 94 (3.3.3)	NDABAKAZI	21 FE 1899	19 AU 1906	ex TOLENI
BONC 95 (3.3.3)	Cape of Good Hope			
BONC 95 (3.3.3)	FRANCISTOWN	18 AP 1899	26 JU 1900	Bechuanaland Protectorate
BONC 96 (3.3.3)	Cape of Good Hope			
BONC 97 (3.3.3)	Cape of Good Hope			
BONC 98 (3.3.3)	Cape of Good Hope			
BONC 99 (3.3.3)	VOSBURG			in need of confirmation
BONC 100 (3.3.3)	Cape of Good Hope			
BONC 101 (3.3.3)	Cape of Good Hope			
BONC 102* (3.3.3)	TAFELBERG	OC 1905		in need of confirmation
BONC 103 (3.3.3)	PORTERVILLE ROAD	2 NO 1875	19 FE 1907	ex PIQUETBERG ROAD
BONC 104	Not recorded			
BONC 105 (3.3.3)	NEWMARKET	8 MY 1898	12 FE 1901	
BONC 106 (3.3.3)	ROSEBANK	1 MY 1877	1 MY 1887	
BONC 107 (3.3.3)	KOKSTAD	30 JY 1878	19 FE 1907	
BONC 108 (3.3.3)	HONDEKLIP BAY	27 OC 1905		
BONC 109 (3.3.3)	Cape of Good Hope			
BONC 110 (3.3.3)	Cape of Good Hope			
BONC 111 (3.3.3)	PANMURE	21 JY 1877	29 NO 1905	

BONC 112 (3.3.3)	FARVIEW	22 SP 1893	17 NO 1903	
BONC 113 (3.3.3)	PLETTENBERG'S BAY	19 SP 1908		
BONC 114 (3.3.3)	Cape of Good Hope			
BONC 115* (3.3.3)	NEW BETHESDA	26 JU 1886		evidence not conclusive
BONC 116 (3.3.3)	STELLENBOSCH STATION	10 OC 1885	16 DE 1891	
BONC 117 (3.3.3)	Cape of Good Hope			
BONC 118 (3.3.3)	HOTTENTOTS KLOOF	22 AU 1914		
BONC 119 (3.3.3)	SAND FLATS	6 SP 1894	13 DE 1894	
BONC 120 (3.3.3)	CERES ROAD	15 NO 1880	11 JA 1902	
BONC 121 (3.3.3)	VICTORIA WEST	23 FE 1887	19 NO 1887	
BONC 122	Not recorded			
BONC 123 (3.3.3)	Cape of Good Hope			
BONC 124 (3.3.3)	Cape of Good Hope			
BONC 125 (3.3.3)	BURGHERSDORP	15 AU 1886	1 OC 1898	
BONC 126 (3.3.3)	Cape of Good Hope			
BONC 127 (2.3.2)	Cape of Good Hope			
BONC 127 (3.3.3)	Cape of Good Hope			
BONC 128 (3.3.3)	ADDO	22 JY 1895	23 OC 1905	
BONC 129 (3.3.3)	Cape of Good Hope			
BONC 130 (3.3.3)	ADELAIDE	25 OC 1876	6 JU 1901	
BONC 130 (3.3.3)	EMGWALI	29 SP 1876	** NO 1897	
BONC 131 (3.3.3)	Cape of Good Hope			
BONC 132 (3.3.3)	Cape of Good Hope			
BONC 133	Not recorded			
BONC 134 (3.3.3)	SIR LOWRY ROAD			in need of confirmation
BONC 135 (3.3.3)	QUTHING	19 DE 1888	24 AP 1908	Basutoland
BONC 136 (3.3.3)	TULBAGH ROAD STATION	24 JA 1880		
BONC 137 (3.3.3)	Cape of Good Hope			
BONC 138	Not recorded			
BONC 139*	HOOGE KRAAL			evidence inconclusive
BONC 140 (3.3.3)	GOUDINI ROAD	19 MR 1879	24 OC 1888	
BONC 141 (3.3.3)	VREDENBURG			requires confirmation
BONC 142* (3.3.3)	KRAAIFONTEIN STATION	20 AP 1878		may be BONC 182
BONC 143 (3.3.3)	WATERFORD, Jansenville			in need of confirmation
BONC 144	Not recorded			
BONC 145 (3.3.3)	QUEENSTOWN	31 DE 1875	15 AP 1887	
BONC 145 (4.5.4)	QUEENSTOWN	11 AU 1882		
BONC 145 (4.5.4)	ST MARKS	31 DE 1875	1 AU 1887	
BONC 146	Not recorded			
BONC 147 (3.3.3)	ANTELOPE PARK	13 NO 1900	11 MR 1902	
BONC 148	Not recorded			
BONC 149 (3.3.3)	ROCKFORD	5 OC 1896	25 JU 1900	
BONC 150 (3.3.3)	JAMESTOWN	25 OC 1892	23 NO 1895	
BONC 151 (3.3.3)	Cape of Good Hope			
BONC 152	Not recorded			
BONC 153 (3.3.3)	CLARKEBURY	20 SP 1882	23 SP 1899	
BONC 154*	ANTELOPE PARK			in need of confirmation
BONC 155 (3.3.3)	Cape of Good Hope			
BONC 156 (3.3.3)	MAFETENG	21 JY 1876	15 OC 1901	
BONC 157 (3.3.3)	PORTERVILLE	27 JU 1889	6 AP 1900	
BONC 158 (3.3.3)	ROBBEN ISLAND	7 OC 1879	23 DE 1907	
BONC 159 (3.3.3)	ZWARTKOPS STATION	7 AU 1896	13 JA 1897	
BONC 160* (3.3.3)	VAAL VLEY	22 AP 1905		
BONC 161 (3.3.3)	Cape of Good Hope			
BONC 162 (3.3.3)	LETJESBOSCH	23 MY 1901	14 AP 1902	
BONC 163 (3.3.3)	Cape of Good Hope			
BONC 164 (3.3.3)	Cape of Good Hope			
BONC 165 (3.3.3)	ONGELUKSNEK	22 MR 1896	24 MR 1896	
BONC 165 (3.3.3)	UPLANDS	11 DE 1900	20 MR 1901	
BONC 166 (3.3.3)	Cape of Good Hope			

Postal Cancellers of the Cape

BONC 167 (3.3.3)	SEVEN FOUNTAINS	30 JA 1889	31 JY 1890	
BONC 168	Not recorded			
BONC 169	Not recorded			
BONC 170 (3.3.3)	Cape of Good Hope			
BONC 171	Not recorded			
BONC 172 (3.3.3)	TAUNGS STATION	** ** 1891	15 NO 1895	
BONC 173 (3.3.3)	DAGGABOERSNEK	** ** 1876		
BONC 174 (3.3.3)	TWO WATERS	1 MY 1879	3 NO 1888	
BONC 175* (3.3.3)	KLEIN POORT	26 JU 1894		may be BONC 575
BONC 176 (3.3.3)	Cape of Good Hope			
BONC 177 (3.3.3)	ELUJILO	7 SP 1876		
BONC 178	Not recorded			
BONC 179	SPITZKOP, Barkly West			in need of confirmation
BONC 180 (3.3.3)	Cape of Good Hope			
BONC 181 (3.3.3)	GELUK	** JU 1893	5 AP 1907	
BONC 182	FISH RIVER	26 FE 1900	27 FE 1900	
BONC 182 (3.3.3)	KRAAIFONTEIN STATION	17 JA 1877	13 NO 1878	
BONC 183 (3.3.3)	Cape of Good Hope			
BONC 184 (3.3.3)	MIDDELBURG	13 NO 1870	12 SP 1895	
BONC 185 (3.3.3)	Cape of Good Hope			
BONC 186 (3.3.3)	JANSENVILLE	5 SP 1890	10 OC 1895	
BONC 187	Not recorded			
BONC 188 (3.3.3)	Cape of Good Hope			
BONC 189 (3.3.3)	EERSTE RIVIER STATION	9 NO 1875	4 OC 1894	
BONC 190 (3.3.3)	HALFMANSHOF	13 NO 1882		
BONC 191 (3.3.3)	Cape of Good Hope			
BONC 192	Not recorded			
BONC 193 (3.3.3)	Cape of Good Hope			
BONC 194 (3.3.3)	RUYTERSBOSSCH	2 MY 1892	25 MY 1900	
BONC 195 (3.3.3)	BRAND VLEI	22 AU 1882	11 NO 1896	
BONC 196 (3.3.3)	MURRAYSBURG	8 JY 1877	28 AP 1884	
BONC 197	Not recorded			
BONC 198 (3.3.3)	Cape of Good Hope			
BONC 199	Not recorded			
BONC 200 (3.3.3)	O'OKIEP	14 MY 1881	26 MY 1900	
BONC 201 (4.4.4)	GRAAFF-REINET	8 AU 1883	10 OC 1892	thicker thin bars
BONC 202 (4.4.4)	BEAUFORT WEST	26 OC 1874	17 MR 1885	thin bars
BONC 203	Not recorded			
BONC 204 (4.5.4)	MARAISBURG	20 FE 1886	16 MY 1901	thin bars
BONC 205 (4.5.4)	ABERDEEN	7 JY 1883	16 OC 1903	thin bars
BONC 206 (4.5.4)	ST MARKS	10 JY 1890	3 JU 1897	thin bars
BONC 207 (4.5.4)	KENILWORTH, Kimberley	6 JU 1894	22 OC 1898	thin bars
BONC 207 (4.5.4)	NAUDESBERG	7 JA 1892		thin bars
BONC 208 (4.5.4)	VERMAAK	18 DE 1893	4 SP 1894	thin bars
BONC 209 (4.4.4)	MARIBOGO	** OC 1887	25 AU 1895	thin bars
BONC 210 (4.4.4)	Cape of Good Hope			
BONC 210 (4.5.4)	MOHALESHOEK	28 MY 1880	18 AP 1915	thin bars, used before 1880 (Knight & Mitchell, 1984)
BONC 210 (3.3.3)	BSA Co			
BONC 211 (3.3.3)	Cape of Good Hope			
BONC 212 (3.3.3)	Cape of Good Hope			
BONC 213 (3.3.3)	SPRINGBOKFONTEIN	28 JA 1882	6 JA 1902	
BONC 214 (3.3.3)	BARRYDALE			in need of confirmation
BONC 215 (3.3.3)	HARTENBOSCH	3 JY 1892	31 OC 1893	
BONC 215 (3.3.3)	MALMESBURY	21 JY 1881	2 NO 1897	
BONC 216 (3.3.3)	BLANEY JUNCTION	25 MR 1898	** ** 1903	
BONC 216 (3.3.3)	FRENCH HOEK	** ** 1893	23 JU 1902	
BONC 217 (3.3.3)	HEX RIVER	18 MY 1900	17 MR 1902	
BONC 217 (3.3.3)	WAKU STATION	31 MR 1901		
BONC 218 (3.3.3)	STEYTLERVILLE	13 FE 1892	24 MR 1902	
BONC 218 (3.3.3)	WOLVEFONTEIN STATION	14 MY 1880	15 MY 1900	

BONC 219 (3.3.3)	HUGUENOT	15 JA 1879	16 JA 1901	ex LADY GREY BRIDGE
BONC 219 (3.3.3)	MIDDLE POST	28 JA 1885	3 AP 1901	
BONC 220 (3.3.3)	DOCK ROAD, Cape Town	12 DE 1882	20 AU 1883	
BONC 220 (3.3.3)	DOHNE	1 NO 1886		
BONC 221 (3.3.3)	REDHOUSE	12 DE 1893	11 JY 1895	
BONC 222 (3.3.3)	MOSSEL BAY	6 SP 1878	2 DE 1895	
BONC 223 (3.3.3)	Cape of Good Hope			
BONC 224 (3.3.3)	WITTEWATER	13 JA 1900		
BONC 225 (3.3.3)	ENTLAMBE	19 MY 1885	** ** 1891	
BONC 225 (3.3.3)	SMITHVALE	** JA 1901		
BONC 226 (3.3.3)	BURGHERSDORP	18 AU 1891	30 SP 1901	
BONC 226 (3.3.3)	CRADOCK	29 JU 1882	2 MR 1899	
BONC 226 (3.4.3)	Cape of Good Hope			
BONC 227 (2.5.2)	KIMBERLEY	27 FE 1899		horizontal format, probable NPB
BONC 227 (3.3.3)	KIMBERLEY	22 AP 1891	11 AP 1903	two types recorded
BONC 227 (5.6.5)	KIMBERLEY	19 FE 1883	22 SP 1900	thin bars
BONC 227 (6.6.6)	KIMBERLEY	20 JA 1882	29 JY 1892	thin bars
BONC 228 (3.3.3)	Cape of Good Hope			
BONC 229 (3.3.3)	FRASERBURG	17 NO 1881	1 NO 1897	
BONC 230 (3.3.3)	BRITSTOWN	23 JU 1892	2 MY 1901	squared top to 3
BONC 230 (3.3.3)	GRAAFF-REINET	18 OC 1881	8 JU 1883	rounded 3
BONC 230* (3.3.3)	GRAHAMSTOWN	18 FE 1883		see GRAAFF-REINET
BONC 230 (3.3.3)	VICTORIA WEST	8 JU 1883		see GRAAFF-REINET
BONC 231 (3.3.3)	RIETFONTEIN	20 MR 1901	16 AP 1902	listing unconfirmed
BONC 232 (3.3.3)	BARKLY WEST	3 DE 1881	28 AU 1899	rounded head to 3
BONC 232 (3.3.3)	RAWSONVILLE	25 AP 1884	27 AP 1888	
BONC 233 (3.3.3)	ARMOED	1 FE 1902	21 FE 1902	round top to 3
BONC 233 (3.3.3)	KUBUSIE	12 DE 1885	1 FE 1902	square top to 3
BONC 234 (3.3.3)	TARKASTAD	4 OC 1877	9 OC 1899	flat head to 3 two types recorded
BONC 235 (3.3.3)	BREE STREET Cape Town	2 AP 1884	7 OC 1885	ex 43 STRAND STREET
BONC 235 (3.3.3)	MALMESBURY STATION	31 MY 1881	24 MY 1894	flat head to 3
BONC 236 (3.3.3)	ZUURBRAAK	** ** 1890	20 JA 1902	round head to 3
BONC 237 (3.3.3)	PRINCE ALBERT ROAD	** ** 1882	24 OC 1893	
BONC 238 (3.3.3)	GARIES	4 JA 1887	22 NO 1903	round head to 3
BONC 238 (3.3.3)	MOLEN RIVER	16 NO 1878		flat top to numeral 3
BONC 238* (3.3.3)	PORT ELIZABETH	1 AU 1882		proof not conclusive
BONC 239 (3.3.3)	PALMIETFONTEIN	18 AU 1881	12 AU 1902	rounded top to 3
BONC 240 (3.3.3)	UITKOMST	3 DE 1895	28 NO 1900	
BONC 241 (3.3.3)	GROOTFONTEIN	5 MR 1885	23 MR 1885	
BONC 241 (3.3.3)	HERMANUS	3 AU 1897	5 JU 1900	
BONC 242 (3.3.3)	RIVER ZONDER END	16 MR 1885	14 AP 1902	
BONC 243* (3.3.3)	MLENGANA	24 MR 1896	** ** 1899	may be 1241
BONC 244 (3.3.3)	MOSHESH'S FORD	20 AP 1894	4 JU 1898	
BONC 244 (3.3.3)	MATJESFONTEIN	** ** 1878	5 JU 1898	
BONC 245 (3.3.3)	VENTERSTAD	23 JA 1886	** ** 1899	
BONC 246 (3.3.3)	LESAPI			Southern Rhodesia (Barry 1998)
BONC 247 (3.3.3)	ADENDORP	25 MY 1900	23 DE 1902	
BONC 248 (3.3.3)	KEI ROAD	** ** 1884	11 FE 1890	
BONC 248 (3.3.3)	OATLANDS	21 AP 1884	29 JY 1901	
BONC 249 (3.3.3)	BIZANA	2 AP 1898	13 FE 1902	
BONC 250 (3.3.3)	CALEDON	18 AU 1882	6 DE 1893	
BONC 251 (3.3.3)	ST MATTHEWS	16 NO 1889	29 AU 1891	
BONC 252 (3.3.3)	BARKLY EAST	25 NO 1881	7 JY 1898	base line to 2 is 1mm thick
BONC 252 (3.3.3)	MODDER RIVER	30 JA 1884	** ** 1900	base line to 2 is 0.5mm thick
BONC 253 (3.3.3)	VANRHYNSDORP	29 SP 1877	23 SP 1901	rounded top to 3
BONC 253 (3.3.3)	VANRHYNSDORP	10 NO 1886	8 AU 1900	flat top to 3
BONC 254 (3.3.3)	GAMTOOS RIVER FERRY	13 NO 1886	3 MR 1894	
BONC 255 (3.3.3)	ZANDFONTEIN	14 JU 1901	21 NO 1904	
BONC 256 (3.3.3)	Cape of Good Hope			
BONC 257*	WELLFOUND			in need of confirmation

Postal Cancellers of the Cape

BONC 257 (3.3.3)	WHEATLANDS	11 FE 1894		
BONC 258 (3.3.3)	CAPE TOWN NPB	27 JA 1902		on CGH newspaper wrapper
BONC 259 (3.3.3)	MORTIMER	14 JU 1897	15 DE 1897	
BONC 259 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 260 (3.3.3)	BELMONT	14 OC 1893	20 AP 1900	
BONC 261	Not recorded			
BONC 262 (3.3.3)	DESPATCH	3 NO 1890	30 JY 1901	
BONC 263 (3.3.3)	SPITZKOP, Calvinia	13 DE 1882		two types recorded
BONC 263 (3.3.3)	THOMAS RIVER	2 DE 1890	3 AU 1897	flat top to 3
BONC 264 (3.3.3)	QUMBU	17 JA 1895	22 AP 1902	two types recorded
BONC 265 (3.3.3)	NEW HANTAM	21 AU 1894		
BONC 266 (3.3.3)	ELLIOT	16 JA 1901	18 JA 1901	
BONC 266 (3.3.3)	SCHOONGEZICHT	21 AP 1890		
BONC 267 (3.3.3)	KLAAS VOOGTS RIVER	7 OC 1891		
BONC 268 (3.3.3)	BUTTERWORTH	26 MR 1886	24 OC 1901	two types recorded
BONC 269* (3.3.3)	HIGHLANDS	7 AP 1888		2(6 or 8)(5 or 9)
BONC 270 (3.3.3)	LAINGSBURG	21 FE 1891	26 OC 1901	numerals 9mm wide
BONC 270 (3.3.3)	VENTERSTAD	15 JA 1883	2 AU 1893	numerals 12mm wide
BONC 271 (3.3.3)	GREAT BRAK RIVER	30 JU 1891	30 DE 1905	
BONC 271 (3.3.3)	WARRENDALE	13 NO 1906		
BONC 272 (3.3.3)	BOETSAP	5 DE 1900		recorded on POW cover
BONC 273 (3.3.3)	PHILADELPHIA	** SP 1901	2 OC 1901	two types recorded
BONC 274 (3.3.3)	Cape of Good Hope			
BONC 274 (3.3.3)	CHARTER	4 JU 1899	27 OC 1900	Southern Rhodesia (Barry 1998)
BONC 275 (3.3.3)	MARTINDALE	14 OC 1900		
BONC 276 (3.3.3)	RIET VLEI	29 AP 1901	19 OC 1901	
BONC 276 (3.3.3)	STERKSTROOM	22 MR 1895	3 NO 1900	numerals 8mm high
BONC 276 (3.3.3)	TARKASTAD	** ** 1881		numerals 6.5mm high
BONC 277 (3.3.3)	SALT RIVER	3 FE 1880	24 SP 1895	numerals 7.5mm high
BONC 277 (3.3.3)	MORIJA	25 JU 1885	22 JA 1899	numerals 6mm high
BONC 277 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 278 (3.3.3)	TULBAGH ROAD STATION	30 AP 1883	21 DE 1897	
BONC 279 (3.3.3)	LADY FRERE	7 DE 1881	4 DE 1893	
BONC 280 (3.3.3)	ENGCOBO	17 DE 1882	9 MY 1903	narrow numeral 8
BONC 280 (3.3.3)	PETRUSVILLE	19 JA 1892	24 JU 1901	rounded numeral 8
BONC 281 (3.3.3))	BOLOTWA	15 JY 1896	10 DE 1896	
BONC 281 (3.3.3)	MASERU	11 SP 1881	22 SP 1900	
BONC 282 (3.3.3)	COOKHOUSE	10 JY 1880	10 JY 1908	
BONC 283* (3.3.3)	COEGA	24 MY 1886		middle numeral indistinct
BONC 283 (3.3.3)	HERBERTSDALE	25 JY 1892	27 JY 1892	
BONC 284 (3.3.3)	OUDTSHOORN	8 OC 1882	17 NO 1890	
BONC 285	Not recorded			
BONC 286 (3.3.3)	Cape of Good Hope			
BONC 287 (3.3.3)	GREEN POINT	20 AU 1883	1 OC 1898	
BONC 288 (2.3.2)	NEWLANDS	24 JY 1895	13 SP 1897	
BONC 288 (3.3.3)	NEWLANDS	6 AP 1887	16 NO 1897	numeral 8 is 3.5mm wide
BONC 288 (3.3.3)	VOGELSTRUIS NEK	20 DE 1905		
BONC 290 (3.3.3)	Cape of Good Hope			
BONC 291 (3.3.3)	BLANCO	1 AP 1881	13 FE 1883	
BONC 292 (3.3.3)	DRAAIBOSCH	5 NO 1900	1 AP 1901	
BONC 293 (3.3.3)	BRANDEWYNKUIL			in need of confirmation
BONC 294 (3.3.3)	KLIPHEUVEL	16 AP 1884	24 SP 1903	
BONC 295 (3.3.3)	SARON	30 JY 1896	14 JU 1899	
BONC 296 (3.3.3)	Cape of Good Hope			
BONC 297 (3.3.3)	STAL STREET Cape Town	25 SP 1883	8 DE 1901	ex PLEIN STREET
BONC 297 (3.3.3)	WELGEVONDEN			in need of confirmation
BONC 298 (3.3.3)	YELLOWWOOD TREES	** ** 1892	22 SP 1903	
BONC 299 (3.3.3)	KEISKAMMAHOEK	** ** 1891	25 AP 1898	
BONC 300 (3.3.3)	WALFISH BAY	27 SP 1889	4 MR 1899	lost in fire 23 JU 1909
BONC 300 (3.3.3)	GUTU	27 SP 1893		Southern Rhodesia

BONC 301 (3.3.3)	CATHCART	16 MR 1880	20 JU 1893	
BONC 302 (3.3.3)	WITMOSS STATION	14 DE 1883	8 OC 1897	
BONC 303	Not recorded			
BONC 304 (3.3.3)	BLAND'S DRIFT	15 OC 1882	13 AP 1900	
BONC 304 (3.3.3)	FLAGSTAFF	16 JY 1888	18 MR 1899	
BONC 305 (3.3.3)	PELLA	27 SP 1894	3 OC 1907	
BONC 305 (3.3.3)	UMZIMKULU	5 MR 1889	10 NO 1903	
BONC 306 (3.3.3)	RAVENSFELL	26 JY 1895		
BONC 306 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 307 (3.3.3)	HEIDELBERG	11 NO 1881	25 NO 1909	
BONC 308 (3.3.3)	KLIPPLAAT	4 NO 1891	4 FE 1901	
BONC 309* (3.3.3)	KAKAMAS	28 OC 1904		last numeral not clear
BONC 309 (3.3.3)	SUTHERLAND	1 MR 1883	24 AU 1899	
BONC 310 (3.3.3)	BATHURST	19 FE 1896		
BONC 310 (3.3.3)	JAN FOURIE'S KRAAL	15 DE 1883	24 JY 1912	
BONC 311 (3.3.3)	(unknown) DRIFT			
BONC 311 (4.5.4)	Cape of Good Hope			probably BONC 314
BONC 312 (3.3.3)	NQAMAKWE	19 SP 1896	16 AU 1898	
BONC 312 (3.3.3)	IRON MINE HILL	1 MR 1896		Southern Rhodesia (Barry 1998)
BONC 313 (3.3.3)	DIEP RIVER	23 NO 1886	9 JA 1889	flat head to 3
BONC 314 (4.5.4)	INXU	3 JU 1901	8 JU 1901	thin bars
BONC 315 (3.3.3)	MACLEAR	23 SP 1887	7 NO 1901	
BONC 316 (3.3.3)	Cape of Good Hope			
BONC 317 (3.3.3)	LERIBE	19 JU 1881	28 FE 1885	Basutoland
BONC 318 (3.3.3)	Cape of Good Hope			
BONC 319 (3.3.3)	MARAIS SIDING	12 JA 1895		
BONC 320 (3.3.3)	PORT ST JOHNS	28 JU 1890	7 AU 1896	ex ST JOHN'S RIVER
BONC 321 (3.3.3)	HOUT KRAAL	** ** 1891		
BONC 322 (3.3.3)	Cape of Good Hope			
BONC 323 (3.3.3)	Cape of Good Hope			
BONC 324 (3.3.3)	BARROE	21 JY 1885	21 JY 1905	
BONC 325	Not recorded			
BONC 326 (3.3.3)	QUNU	** ** 1889		ex MTENTU
BONC 327 (3.3.3)	POST RETIEF	15 AP 1899	9 NO 1901	
BONC 328 (3.3.3)	IDUTYWA	24 JY 1884	11 SP 1901	
BONC 329*	GREYSTONE	10 AU 1892		possibly BONC 829
BONC 330 (3.3.3)	COMMADAGGA	11 JU 1892	** AU 1904	
BONC 331 (3.3.3)	LAWRENCE STREET, PE	16 JA 1883	** ** 1897	Port Elizabeth
BONC 332 (3.3.3)	SINKSA BRIDGE	3 JU 1894		
BONC 333 (3.3.3)	FOREST HALL	15 MR 1883	2 MR 1909	
BONC 334 (3.3.3)	TSOMO	20 OC 1884	16 NO 1898	
BONC 335 (3.3.3)	LYNEDOCH	25 DE 1893	2 MR 1897	
BONC 336 (3.3.3)	Cape of Good Hope			
BONC 337 (3.3.3)	ALICEDALE	4 AP 1878	1 AU 1898	
BONC 338 (3.3.3)	Cape of Good Hope			
BONC 339 (3.3.3)	Cape of Good Hope			
BONC 340 (3.3.3)	HARTEBEESTE PAN	22 OC 1893	17 DE 1893	
BONC 341 (3.3.3)	BENSONVALE	** ** 1895		
BONC 342 (3.3.3)	Cape of Good Hope			
BONC 343 (3.3.3)	Cape of Good Hope			
BONC 344 (3.3.3)	WORCESTER STATION	13 AP 1877	3 SP 1883	
BONC 345 (3.3.3)	BELVIDERE	4 DE 1880	24 DE 1889	
BONC 346 (3.3.3)	BRIDGE TOWN	31 DE 1910		
BONC 347	Not recorded			
BONC 348 (3.3.3)	Cape of Good Hope			
BONC 349 (3.3.3)	DE DOORNS	4 JU 1889	25 SP 1901	ex HEX RIVER EAST
BONC 350 (3.3.3)	Cape of Good Hope			
BONC 350 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 351 (3.3.3)	STORMS VLEI	15 MR 1901		
BONC 352 (3.3.3)	BLUE CLIFF	12 JY 1886		

Postal Cancellers of the Cape

BONC 353 (3.3.3)	Cape of Good Hope				
BONC 354 (3.3.3)	TRAPPES VALLEY	9 DE 1899	3 JA 1901	ex CLUMBER	
BONC 355 (3.3.3)	Cape of Good Hope				
BONC 356 (3.3.3)	STUTTERHEIM	5 FE 1894	23 SP 1901		
BONC 357* (3.3.3)	KLIPSPRUIT NEK				35(?) last numeral indistinct
BONC 358 (3.3.3)	Cape of Good Hope				
BONC 359 (3.3.3)	PEELTON	2 NO 1885	17 JU 1893		
BONC 360	Not recorded				
BONC 361	HAASPOORT	1 MR 1886	** ** 1892		
BONC 362 (3.3.3)	Cape of Good Hope				
BONC 363 (3.3.3)	KATBERG	11 JY 1880	3 JA 1897		
BONC 364 (3.3.3)	Cape of Good Hope				
BONC 365 (3.3.3)	FORT BROWN	21 JU 1889			
BONC 366 (3.3.3)	PRIESKA	16 DE 1889	6 AP 1900		
BONC 367 (3.3.3)	FRASERBURG ROAD	7 JY 1892	16 JA 1910		
BONC 368 (3.3.3)	Cape of Good Hope				
BONC 369 (3.3.3)	Cape of Good Hope				
BONC 370 (3.3.3)	WEST BANK, East London	8 FE 1882	24 AP 1902		
BONC 371 (3.3.3)	KENDREW STATION	21 JA 1889	6 AP 1893		
BONC 372 (3.3.3)	PAARL STATION	11 AU 1886	28 DE 1900		
BONC 373 (3.3.3)	MOUNT FRERE	29 MY 1889	20 SP 1903		
BONC 374* (3.3.3)	TOISE RIVER	18 JA 1894			
BONC 375 (3.3.3)	Cape of Good Hope				
BONC 376	Not recorded				
BONC 377 (3.3.3)	Cape of Good Hope				
BONC 378 (3.3.3)	SIMONDIUM	29 MR 1889	** OC 1901		
BONC 379 (3.3.3)	Cape of Good Hope				
BONC 380 (3.3.3)	Cape of Good Hope				
BONC 381 (3.3.3)	MARYDALE	2 NO 1890	21 MY 1898	ex DRAGHOENDER	
BONC 382 (3.3.3)	KALABAS KRAAL	4 SP 1890	1 OC 1902		
BONC 383	Not recorded				
BONC 384 (3.3.3)	Cape of Good Hope				
BONC 385* (3.3.3)	SOMERSET EAST	12 MR 1890	21 NO 1895	needs confirmation	
BONC 385 (3.3.3)	SOMERSET WEST				
BONC 386 (3.3.3)	BEAUFORT WEST	4 MY 1886	19 AU 1897		
BONC 387* (3.3.3)	TYLDEN	9 AU 1881	22 JU 1886	may be BONC 287 or 387	
BONC 388 (3.3.3)	Cape of Good Hope				
BONC 389 (3.3.3)	Cape of Good Hope				
BONC 390 (3.3.3)	MOCHUDI	12 DE 1894	1 SP 1899	Bechuanaland Protectorate	
BONC 391 (3.3.3)	OBSERVATORY ROAD	23 SP 1883	27 AU 1890		
BONC 392 (3.3.3)	BUFFELSFONTEIN	12 SP 1893	20 DE 1916		
BONC 393 (3.3.3)	VICTORIA WEST	15 JU 1888	18 FE 1901		
BONC 394 (3.3.3)	ZWART MODDER	26 SP 1894	24 AP 1896		
BONC 395	Not recorded				
BONC 396 (3.3.3)	MUIZENBERG	14 FE 1884	18 NO 1899		
BONC 397 (3.3.3)	Cape of Good Hope				
BONC 398 (3.3.3)	CAPE ST FRANCIS	3 AU 1892			
BONC 399 (3.3.3)	Cape of Good Hope				
BONC 400 (3.3.3)	Cape of Good Hope				
BONC 401 (3.3.3)	GENADENDAL	30 MY 1891	30 MY 1900		
BONC 402 (3.3.3)	NELSPOORT	27 JU 1882	10 JU 1901		
BONC 403 (3.3.3)	SLANGFONTEIN	27 JA 1901	25 JA 1903		
BONC 404 (3.3.3)	WARRENTON	** ** 1888	22 AP 1895		
BONC 405 (3.3.3)	ALEXANDRIA	12 FE 1895	22 MY 1896		
BONC 406 (3.3.3)	Cape of Good Hope				
BONC 407 (3.3.3)	MATATIELE	2 OC 1883	10 AP 1902		
BONC 408 (3.3.3)	Cape of Good Hope				
BONC 409 (3.3.3)	TSOLO	19 JU 1897	** ** 1905		
BONC 410 (3.3.3)	Cape of Good Hope				
BONC 411 (3.3.3)	Cape of Good Hope				

BONC 412 (3.3.3)	WALDECK'S PLANT	** ** 1888			
BONC 413 (3.3.3)	NIEKERKS RUSH	9 DE 1896			
BONC 414 (3.3.3)	EMJANYANA	13 MR 1900			
BONC 415 (3.3.3)	CARNARVON	30 JU 1882	20 DE 1886		
BONC 416 (3.3.3)	UITENHAGE	4 DE 1882	22 AU 1892		
BONC 417 (3.3.3)	Cape of Good Hope				
BONC 418 (3.3.3)	Cape of Good Hope				
BONC 419 (3.3.3)	COMMITTEE'S DRIFT	20 JY 1905			
BONC 420 (3.3.3)	ALFRED DOCKS	2 FE 1886	12 JU 1899		
BONC 421 (3.3.3)	BOLO RESERVE	25 SP 1895	6 DE 1901		also known as BOLO
BONC 421 (3.3.3)	KENHARDT	24 JY 1883			
BONC 422 (3.3.3)	FAIRFIELD				ex HANSJES RIVER
BONC 423* (3.3.3)	CAMPBELL	17 AU 1883	25 AU 1901		listing tentative, possibly 423
BONC 424 (3.3.3)	Cape of Good Hope				
BONC 425* (3.3.3)	GLEN GARRY	26 NO 1889			
BONC 426 (3.3.3)	TRIANGLE	9 SP 1892	21 SP 1901		
BONC 427 (3.3.3)	DOORN DRAAI	20 AU 1885	24 JU 1892		
BONC 428 (3.3.3)	SCHMIDT'S DRIFT	15 NO 1894	22 NO 1894		
BONC 429 (3.3.3)	UPINGTON	15 AU 1884	26 OC 1893		
BONC 430 (3.3.3)	MOUNT AYLIFF	13 JA 1889	25 NO 1898		
BONC 431 (3.3.3)	DOORN RIVER	24 JU 1892	** ** 1893		
BONC 432 (3.3.3)	MODDERFONTEIN	** ** 1900			
BONC 433 (3.3.3)	WINDSORTON	17 OC 1891	17 OC 1895		ex HEBRON
BONC 434 (3.3.3)	FRANKFORT	26 JY 1902	7 FE 1920		
BONC 435 (3.3.3)	GLENCAIRN	25 JA 1897	10 DE 1900		
BONC 436 (3.3.3)	BAVIAAN'S DRIFT	27 AP 1891	10 SP 1891		
BONC 437 (3.3.3)	UNIONDALE	3 MR 1884	23 OC 1893		
BONC 438 (3.3.3)	KLEIN BERG RIVER				in need of confirmation
BONC 439	DALJOSAPHAT				in need of confirmation
BONC 440 (3.3.3)	CONCORDIA, Namaqualand	12 SP 1892	20 DE 1901		
BONC 441 (3.3.3)	UPPER BLINKWATER	21 NO 1896			
BONC 442 (3.3.3)	RICHMOND	27 DE 1883	20 FE 1901		
BONC 443 (3.3.3)	Cape of Good Hope				
BONC 444 (3.3.3)	TYGERSFONTEIN	16 NO 1898			
BONC 445 (3.3.3)	RIEBEEK EAST	3 JU 1896	3 MY 1902		
BONC 446 (3.3.3)	Cape of Good Hope				
BONC 447 (3.3.3)	KALK BAY	20 AU 1890	3 AU 1904		
BONC 448 (3.3.3)	HOEK-VAN-DE-BERG	23 AU 1901			formerly BRAKFONTEIN
BONC 448	ROBERTSON	** ** 1901			in need of confirmation
BONC 449 (3.3.3)	VAN WYK'S VLEI	17 JU 1888	25 JY 1900		
BONC 450 (3.3.3)	VENTERSTAD	1 AU 1894	9 JA 1907		
BONC 451 (3.3.3)	MOUNT FLETCHER	16 MY 1883	7 DE 1887		
BONC 452 (3.3.3)	Cape of Good Hope				
BONC 453 (3.3.3)	Cape of Good Hope				
BONC 454 (3.3.3)	Cape of Good Hope				
BONC 455 (3.3.3)	Cape of Good Hope				
BONC 456 (3.3.3)	KENTANI	17 OC 1887	16 MR 1897		
BONC 457 (3.3.3)	BOWDEN	4 AU 1884	23 MY 1906		
BONC 458 (3.3.3)	HAARLEM	20 AU 1893	24 JA 1906		
BONC 459 (3.3.3)	Cape of Good Hope				
BONC 460 (3.3.3)	KENILWORTH Cape Town	25 FE 1885	27 JA 1897		
BONC 461 (3.3.3)	GRABOUW	31 OC 1901			
BONC 461	MARKET SQUARE				Grahamstown
BONC 462 (3.3.3)	BUFFELSHOEK	13 MR 1900	7 DE 1900		
BONC 463 (3.3.3)	Cape of Good Hope				
BONC 464 (3.3.3)	KENDREW STATION	1 AP 1884	7 AP 1884		
BONC 465 (3.3.3)	HERTZOG	9 MR 1893	12 JU 1904		
BONC 466 (3.3.3)	STRYDENBURG	5 SP 1904			
BONC 467 (3.3.3)	ROSMEAD	30 SP 1892	18 MY 1896		ex MIDDELBURG ROAD
BONC 468 (3.3.3)	Cape of Good Hope				

Postal Cancellers of the Cape

BONC 469 (3.3.3)	DE POORTJIE	6 OC 1904	7 JU 1906	
BONC 469 (3.3.3)	VRAAI PLAATS	15 FE 1906		
BONC 470 (3.3.3)	HUTCHINSON	** ** 1889	13 NO 1899	ex VICTORIA WEST ROAD
BONC 471 (3.3.3)	KLAPMUTS	** ** 1890		
BONC 472 (3.3.3)	NCORA	7 OC 1903	** ** 1914	
BONC 473 (3.3.3)	Cape of Good Hope			
BONC 474	Not recorded			
BONC 475 (3.3.3)	Cape of Good Hope			
BONC 476 (3.3.3)	DE KEUR	5 MY 1909		
BONC 477 (3.3.3)	POTFONTEIN	22 OC 1890	1 JY 1901	
BONC 478 (3.3.3)	GROOT CHWAING	** ** 1886	** ** 1896	
BONC 479	Not recorded			
BONC 480 (3.3.3)	PUTFONTEIN	25 SP 1884		
BONC 481 (3.3.3)	Cape of Good Hope			
BONC 482 (3.3.3)	CALA	23 MY 1883	5 FE 1895	
BONC 483 (3.3.3)	Cape of Good Hope			
BONC 484 (3.3.3)	Cape of Good Hope			
BONC 485 (2.3.2)	CALEDON	21 AU 1893	16 AU 1897	
BONC 485 (3.3.3)	CALEDON	15 MR 1893	7 DE 1896	
BONC 485 (3.3.3)	WYNANDS RIVER	26 SP 1885		
BONC 486 (3.3.3)	RUIGTE POORT	12 SP 1898		
BONC 487 (3.3.3)	Cape of Good Hope			
BONC 488* (3.3.3)	VREDENDAL			BONC 480 also possible
BONC 489 (3.3.3)	Cape of Good Hope			
BONC 490 (3.3.3)	CARNARVON	31 DE 1888	9 MY 1909	
BONC 491 (3.3.3)	GROOTE RIVER			in need of confirmation
BONC 492 (3.3.3)	Cape of Good Hope			
BONC 493 (3.3.3)	RIVERTON ROAD	26 AU 1894		
BONC 494 (3.3.3)	Cape of Good Hope			
BONC 495 (3.3.3)	Cape of Good Hope			
BONC 496 (3.3.3)	RETREAT	13 MR 1891	4 JA 1893	
BONC 497 (3.3.3)	Cape of Good Hope			
BONC 498 (3.3.3)	WOODSTOCK STATION	13 JA 1894	24 SP 1897	
BONC 499 (3.3.3)	KUKU	30 AU 1901	7 JY 1908	
BONC 500 (3.3.3)	BASHEE			in need of confirmation
BONC 500	IBISI			in need of confirmation
BONC 501 (3.3.3)	BAILEY	20 DE 1892	25 MR 1895	
BONC 502 (3.5.3)	MARAISBURG			in need of confirmation
BONC 503 (3.3.3)	NAMROEP	21 DE 1886		
BONC 504 (3.3.3)	ATHERSTONE STATION	8 FE 1895		
BONC 505 (3.3.3)	GREYTON	22 DE 1890	23 AU 1901	
BONC 506 (3.3.3)	Cape of Good Hope			
BONC 507 (3.3.3)	LATEGAAN'S VLEI	** ** 1901	5 JA 1905	
BONC 508 (3.3.3)	HANOVER	14 OC 1884	4 JU 1903	
BONC 509 (3.3.3)	Cape of Good Hope			
BONC 510 (3.3.3)	BOETSAP	** ** 1901		transferred to KLEIN BOETSAP
BONC 510 (3.3.3)	KLEIN BOETSAP	** ** 1901		probably used at BOETSAP
BONC 511 (3.3.3)	THORNGROVE	25 AP 1894	1 SP 1897	
BONC 512 (3.3.3)	RICHMOND ROAD	** ** 1885	25 MR 1900	
BONC 513 (3.3.3)	Cape of Good Hope			
BONC 514 (3.3.3)	HANOVER ROAD	6 MR 1897		
BONC 515 (3.3.3)	Cape of Good Hope			
BONC 516 (3.3.3)	Cape of Good Hope			
BONC 517 (3.3.3)	MCGREGOR	11 JY 1900	16 OC 1901	ex LADY GREY
BONC 518 (3.3.3)	DELPOORTS HOPE	15 OC 1900	14 DE 1900	
BONC 519 (3.3.3)	ELAND'S VLEI			in need of confirmation
BONC 520 (3.3.3)	Cape of Good Hope			
BONC 521 (3.3.3)	BEACONSFIELD	10 FE 1894	** JY 1899	
BONC 522 (3.3.3)	BOLOTWA	18 MR 1898		
BONC 523 (3.3.3)	Cape of Good Hope			

BONC 524 (3.3.3)	ALIWAL NORTH	21 NO 1884	9 MY 1891	
BONC 525 (3.3.3)	ORANGE RIVER	5 JA 1885	13 NO 1899	
BONC 526 (3.3.3)	MAIN	28 AU 1886	31 OC 1896	
BONC 527 (3.3.3)	PATRIOT'S KLIP	14 DE 1904		
BONC 528 (3.3.3)	CYPHERGAT	27 AP 1893		
BONC 529 (3.3.3)	GRIQUATOWN	29 DE 1882	29 AU 1905	
BONC 530 (3.3.3)	MOLTENO	8 OC 1876	6 FE 1896	
BONC 531	Not recorded			
BONC 532 (3.3.3)	Cape of Good Hope			
BONC 533 (3.3.3)	DE HOEK			in need of confirmation
BONC 534 (3.3.3)	KURUMAN	28 MY 1886	6 NO 1899	
BONC 535	Not recorded			
BONC 536	Not recorded			
BONC 537 (3.3.3)	Cape of Good Hope			
BONC 538 (3.3.3)	PACALTS DORP	17 DE 1897		
BONC 538	UMZIMVUBU	13 AP 1888		
BONC 539	Not recorded			
BONC 540 (3.3.3)	ANDRIES KRAAL	13 JU 1900	5 NO 1902	
BONC 541 (3.3.3)	Cape of Good Hope			
BONC 542 (3.3.3)	Cape of Good Hope			
BONC 543	Not recorded			
BONC 544 (3.3.3)	KOONAP	2 JU 1894	23 JU 1895	ex WINDSOR
BONC 545 (3.3.3)	STEENKAMPSPOORT	** ** 1888		
BONC 545 (3.3.3)	FISH RIVER RANDT	2 OC 1900	14 DE 1900	confirmed BONC 545
BONC 546 (3.3.3)	PEDDIE	19 JU 1888	19 AU 1898	
BONC 547 (3.3.3)	Cape of Good Hope			
BONC 548 (3.3.3)	Cape of Good Hope			
BONC 549 (3.3.3)	UITKYK	22 NO 1901	2 DE 1901	
BONC 550 (3.3.3)	EMBOKOTWA	7 SP 1895		
BONC 551 (3.3.3)	Cape of Good Hope			
BONC 552 (3.3.3)	Cape of Good Hope			
BONC 553 (3.3.3)	Cape of Good Hope			
BONC 554 (3.3.3)	KRAN KUIL	8 MR 1896		
BONC 554 (3.3.3)	TAUNGS	** DE 1885	9 DE 1891	
BONC 555 (3.3.3)	VRYBURG	** DE 1885	20 AU 1894	
BONC 556 (3.3.3)	SOMERSET EAST	7 JY 1890	17 DE 1894	
BONC 557 (3.3.3)	KOMAGGAS	10 AP 1888	24 FE 1912	
BONC 557 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 558 (3.3.3)	OMDRAAI'S VLEI	19 FE 1889	29 MY 1893	
BONC 559	Not recorded			
BONC 560	Not recorded			
BONC 561 (3.3.3)	Cape of Good Hope			
BONC 562 (3.3.3)	Cape of Good Hope			
BONC 563 (3.3.3)	MILLWOOD	12 JA 1890	21 NO 1906	
BONC 564 (3.3.3)	NAAUWPOORT	12 DE 1892	19 NO 1898	
BONC 565* (3.3.3)	LEMOENFONTEIN	26 AU 1890		BONC 565 probable, 665 maybe
BONC 565 (3.3.3)	LONGLANDS	7 NO 1900		
BONC 566	LAMBERT'S BAY	** ** 1890		
BONC 567* (3.3.3)	GREYTON			in need of confirmation
BONC 568 (3.3.3)	GABERONES	** DE 1890	24 AU 1895	Bechuanaland Protectorate
BONC 569	Not recorded			
BONC 570 (3.3.3)	BRAKPOORT SIDING	3 DE 1904		
BONC 570*	IBEKA			in need of confirmation
BONC 571 (3.3.3)	Cape of Good Hope			
BONC 572 (3.3.3)	SOMERSET WEST	** ** 1889	25 AU 1898	
BONC 573 (3.3.3)	CONSTANTIA			in need of confirmation
BONC 574 (3.3.3)	BARRINGTON	29 AU 1900	27 FE 1908	
BONC 575 (3.3.3)	DURBANVILLE	8 AU 1889	20 SP 1901	
BONC 575 (3.3.3)	KRAKEEL RIVER	11 FE 1891	29 MY 1901	
BONC 576 (3.3.3)	HOUSES OF PARLIAMENT	8 JY 1889	** ** 1906	

BONC 577 (3.3.3)	OLD MORLEY	9 MR 1898		
BONC 578 (3.3.3)	Cape of Good Hope			
BONC 579 (3.3.3)	Cape of Good Hope			
BONC 579 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 580 (3.3.3)	CONCORDIA, Robertson	9 OC 1900	24 DE 1901	
BONC 581 (3.3.3)	CARLISLE BRIDGE	21 JA 1899		
BONC 582 (3.3.3)	GROENFONTEIN			in need of confirmation
BONC 583 (3.3.3)	SIR LOWRY'S PASS	7 JA 1895	2 AU 1897	
BONC 584 (3.3.3)	Cape of Good Hope			
BONC 585 (3.3.3)	Cape of Good Hope			
BONC 586 (3.3.3)	ACHTER SNEEUWBERG	26 MY 1896	26 AU 1907	
BONC 587 (3.3.3)	Cape of Good Hope			
BONC 588 (3.3.3)	BEAUFORT WEST	10 AU 1886	4 AP 1898	
BONC 589* (3.3.3)	MOLTENO	18 DE 1897		may be BONC 530
BONC 590 (3.3.3)	SETLAGOLI	7 JY 1886	6 JY 1902	
BONC 591 (3.3.3)	LADY GREY, Aliwal North	13 NO 1903	19 DE 1903	
BONC 592 (3.3.3)	Cape of Good Hope			
BONC 593 (3.3.3)	PRINCE ALFREDS HAMLET	3 OC 1900	21 NO 1900	
BONC 594 (3.3.3)	LADISMITH	28 FE 1888	30 NO 1903	
BONC 595 (3.3.3)	Cape of Good Hope			
BONC 596 (3.3.3)	MINARD	2 JA 1886	24 JA 1902	
BONC 597 (3.3.3)	BOKSPRUIT			in need of confirmation
BONC 598	Not recorded			
BONC 599 (3.3.3)	Cape of Good Hope			
BONC 600	Not recorded			
BONC 601 (3.3.3)	UMZINHLANGA			in need of confirmation
BONC 602 (3.3.3)	BANKIES	9 NO 1891		
BONK 602* (3.3.3)	KLIPFONTEIN	5 NO 1902		may be 662
BONC 603 (3.3.3)	Cape of Good Hope			
BONC 604 (3.3.3)	FONTEIN VLEI	21 OC 1886		
BONC 605 (3.3.3)	Cape of Good Hope			
BONC 606 (3.3.3)	ABBOTSDALE			in need of confirmation
BONC 607	Not recorded			
BONC 608 (3.3.3)	Cape of Good Hope			
BONC 608 (3.3.3)	MELSETTER	23 FE 1894	3 AP 1894	Southern Rhodesia (Barry 1998)
BONC 609 (3.3.3)	Cape of Good Hope			
BONC 610 (3.3.3)	POSTMASBURG	24 FE 1898		
BONC 611	LONGDENS	6 FE 1897		
BONC 612 (3.3.3)	GRAAFF-REINET	29 NO 1889	16 JY 1890	
BONC 613 (3.3.3)	Cape of Good Hope			
BONC 614 (3.3.3)	WILLOWVALE	11 SP 1895		
BONC 615 (3.3.3)	SOUR FLATS	17 FE 1889	10 AU 1898	see BALMORAL
BONC 615 (3.3.3)	BALMORAL	26 JU 1901	9 MY 1902	see SOUR FLATS
BONC 615 (3.3.3)	KNYSNA	10 AU 1898		evidence inconclusive
BONC 616 (3.3.3)	Cape of Good Hope			
BONC 617 (3.3.3)	DARLINGTON	7 AU 1894	** ** 1898	
BONC 618 (3.3.3)	Cape of Good Hope			
BONC 619	Not recorded			
BONC 620	Not recorded			
BONC 621	Not recorded			
BONC 622 (3.3.3)	Cape of Good Hope			
BONC 623 (3.3.3)	Cape of Good Hope			
BONC 624 (3.3.3)	CLAREMONT STATION	3 OC 1889	20 MR 1895	
BONC 625 (3.3.3)	LEEUEWBERG	** ** 1900		
BONC 626 (3.3.3)	Cape of Good Hope			
BONC 627	Not recorded			
BONC 628 (3.3.3)	DARKTON	18 SP 1891		Swaziland, tentative allocation
BONC 629 (3.3.3)	Cape of Good Hope			
BONC 630 (3.3.3)	GROOT DRINK	7 NO 1892	16 OC 1906	
BONC 631 (3.3.3)	DWAALFONTEIN	4 FE 1895		

BONC 632 (3.3.3)	QUEENSTOWN	14 JY 1887	23 JA 1888	
BONC 633 (3.3.3)	PORT ST JOHNS	24 JU 1897	21 OC 1897	ex ST JOHN'S RIVER
BONC 634 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 635 (3.3.3)	FLAAUWKRAAL	17 MY 1897	10 DE 1905	
BONC 636 (3.3.3)	IMVANI	1 AP 1887	5 AP 1887	
BONC 636 (3.3.3)	KWELEGHA	11 AP 1905		
BONC 637 (3.3.3)	TAUNGS	31 DE 1887	11 DE 1894	
BONC 638 (3.3.3)	MAFEKING	1 DE 1885	13 NO 1896	
BONC 639 (3.3.3)	HARTEBEEST KUIL	27 NO 1890		
BONC 640 (3.3.3)	PEARSTON	2 MY 1890	12 SP 1900	
BONC 641 (3.3.3)	SEYMOUR	30 NO 1888	25 FE 1900	
BONC 642 (3.3.3)	Cape of Good Hope			
BONC 643 (3.3.3)	Cape of Good Hope			
BONC 644	Not recorded			
BONC 645 (3.3.3)	Cape of Good Hope			
BONC 646 (3.3.3)	Cape of Good Hope			
BONC 647 (3.3.3)	KEI BRIDGE	17 AU 1887	26 SP 1904	
BONC 648 (3.3.3)	CONSTANTIA	18 DE 1900		
BONC 648 (3.3.3)	MAYFORD			in need of confirmation
BONC 649 (3.3.3)	FISHWATER	2 MR 1890	7 NO 1911	
BONC 650	Not recorded			
BONC 651 (3.3.3)	TWO STREAMS	26 JU 1895	29 AP 1901	ex ASSEGAIBOSCH
BONC 652 (3.3.3)	Cape of Good Hope			
BONC 653 (3.3.3)	MONTAGU	30 AP 1883	19 JA 1898	
BONC 654 (3.3.3)	BARKLY WEST	25 MY 1884	3 NO 1887	
BONC 655 (3.3.3)	INDWE	19 MY 1894	23 JU 1898	
BONC 656 (3.3.3)	SIR LOWRY ROAD	18 FE 1888	30 MR 1898	
BONC 657 (3.3.3)	Cape of Good Hope			
BONC 658 (3.3.3)	ASHTON	** ** 1887	2 AU 1912	
BONC 659 (3.3.3)	PLUMSTEAD	30 NO 1896		
BONC 659 (3.3.3)	LUSHINGTON	22 FE 1904	26 NO 1906	
BONC 660 (3.3.3)	LOWER TYUMIE	5 DE 1890	3 DE 1897	
BONC 661 (3.3.3)	DOORNBERGSFONTEIN	8 AP 1889		
BONC 662 (3.3.3)	KLIPFONTEIN	5 NO 1902		ex ASSEGAIBOSCH
BONC 662 (3.3.3)	WYNBERG CAMP	28 NO 1888	31 OC 1908	
BONC 663 (3.3.3)	STORMS RIVER	31 OC 1889	28 NO 1889	
BONC 664 (3.3.3)	Cape of Good Hope			
BONC 665 (3.3.3)	ALICE	1 OC 1896	29 MR 1898	
BONC 666/999 (3.3.3)	WYDER'S RIVER	3 AP 1899	4 NO 1901	
BONC 667 (3.3.3)	Cape of Good Hope			
BONC 668 (3.3.3)	Cape of Good Hope			
BONC 669/699 (3.3.3)	IZELI	1 JY 1892	12 MY 1907	
BONC 670 (3.3.3)	Cape of Good Hope			
BONC 671 (3.3.3)	Cape of Good Hope			
BONC 672* (3.3.3)	TAMBOERSFONTEIN	13 OC 1892	24 NO 1892	in need of confirmation
BONC 673 (3.3.3)	Cape of Good Hope			
BONC 674 (3.3.3)	MOLEPOLOLE	31 DE 1888	1 MR 1921	Bechuanaland Protectorate
BONC 675	DRY HARTS	20 OC 1888	** ** 1894	
BONC 676 (3.3.3)	Cape of Good Hope			
BONC 676 (3.3.3)	SHOSHONG	12 OC 1888		Bechuanaland Protectorate
BONC 676 (3.3.3)	PALAPYE	14 AP 1891	22 DE 1897	Bechuanaland Protectorate
BONC 676 (3.3.3)	PALACHWE Khamas Town	28 JY 1894	11 SP 1897	Bechuanaland Protectorate
BONC 677 (3.3.3)	KANYE	31 DE 1888	22 FE 1909	Bechuanaland Protectorate
BONC 678 (3.3.3)	Cape of Good Hope			
BONC 678 (3.3.3)	GUBULAWAYO	10 NO 1888	21 AU 1898	Southern Rhodesia (Barry 1998)
BONC 678 (3.3.3)	BULAWAYO	22 MR 1895	24 DE 1895	Southern Rhodesia (Barry 1998)
BONC 679 (3.3.3)	Cape of Good Hope			
BONC 679 (3.3.3)	FRANCISTOWN	31 JY 1897		Bechuanaland Protectorate
BONC 679 (3.3.3)	TATI	16 JU 1890	31 JY 1897	Southern Rhodesia (Barry 1998)
BONC 680 (3.3.3)	MOOI PLAATS	8 DE 1903		

Postal Cancellers of the Cape

BONC 681 (3.3.3)	PLUMSTEAD				in need of confirmation
BONC 682 (3.3.3)	Cape of Good Hope				
BONC 683 (3.3.3)	OUTSPAN RESERVE				in need of confirmation
BONC 684 (3.3.3)	BATHURST				in need of confirmation
BONC 684 (3.3.3)	PHILIPSTOWN	** ** 1889	16 MR 1898		
BONC 685 (3.3.3)	Cape of Good Hope				
BONC 686 (3.3.3)	Cape of Good Hope				
BONC 687 (3.3.3)	NUY STATION	10 JY 1894	16 AP 1901		numerals 8mm high
BONC 687 (3.3.3)	OLYVENHOUT'S DRIFT	1 FE 1889	6 AU 1890		numerals 9mm high
BONC 688 (3.3.3)	TEYATEYANENG	15 DE 1892	5 AP 1900		Basutoland
BONC 689 (3.3.3)	KRAAIFONTEIN STATION	23 JU 1904			
BONC 690 (3.3.3)	CAMERON'S GLEN	3 AP 1899	25 DE 1905		
BONC 691	LINTON	25 MR 1890			
BONC 692 (3.3.3)	Cape of Good Hope				
BONC 693 (3.3.3)	Cape of Good Hope				
BONC 694 (3.3.3)	BLIGNAUT'S PONT	1 JA 1890	16 AP 1890		
BONC 695 (3.3.3)	Cape of Good Hope				numerals 6.5mm high
BONC 696 (3.3.3)	LADY GREY, Aliwal North	10 FE 1889	26 DE 1899		well rounded numerals
BONC 697	Not recorded				
BONC 698 (3.3.3)	Cape of Good Hope				
BONC 699 (3.3.3)	SANDPITS	15 DE 1895	24 JY 1896		Bechuanaland Protectorate
BONC 700 (3.3.3)	Cape of Good Hope				
BONC 701 (3.3.3)	MILL STREET, GARDENS	21 JA 1891	29 NO 1899		ex GARDENS, CAPE TOWN
BONC 702 (3.3.3)	Cape of Good Hope				
BONC 703 (3.3.3)	Cape of Good Hope				
BONC 704 (3.3.3)	Cape of Good Hope				
BONC 705 (3.3.3)	ELIM	24 FE 1895	15 MY 1904		
BONC 706 (3.3.3)	SHERBORNE	8 DE 1892	24 AP 1899		
BONC 707 (3.3.3)	NEW AMALFI II	18 OC 1889	29 AU 1894		later UMZIMVUBU
BONC 708 (3.3.3)	Cape of Good Hope				
BONC 709 (3.3.3)	DASSIE KLIP	4 OC 1892			
BONC 709 (3.3.3)	GREEFDAL	** ** 1896			
BONC 710 (3.3.3)	Cape of Good Hope				
BONC 711 (3.3.3)	Cape of Good Hope				
BONC 712 (3.3.3)	KARREE KLOOF	8 AU 1894	14 DE 1898		
BONC 713	LANG KUIL	** ** 1901			in need of confirmation
BONC 714 (3.3.3)	NORVAL'S PONT	24 OC 1890	8 AU 1899		
BONC 715 (3.3.3)	Cape of Good Hope				
BONC 716 (3.3.3)	Cape of Good Hope				
BONC 717 (3.3.3)	XUKA DRIFT	26 AU 1904			
BONC 718 (3.3.3)	EMBEKELWENI	20 JA 1890	24 MY 1893		Swaziland
BONC 719 (3.3.3)	Cape of Good Hope				
BONC 720 (3.3.3)	Cape of Good Hope				
BONC 721 (3.3.3)	Cape of Good Hope				
BONC 722* (3.3.3)	DEELFONTEIN STATION	4 MR 1892			(?)22 first numeral indistinct
BONC 723 (3.3.3)	Cape of Good Hope				
BONC 724	Not recorded				
BONC 725 (3.3.3)	Cape of Good Hope				
BONC 726 (3.3.3)	Cape of Good Hope				
BONC 727 (3.3.3)	PATENTIE	26 JY 1901	16 AP 1902		
BONC 728 (3.3.3)	PRINCE ALBERT	8 MY 1890	13 MR 1900		
BONC 729 (3.3.3)	Cape of Good Hope				
BONC 730 (3.3.3)	Cape of Good Hope				
BONC 731 (3.3.3)	Cape of Good Hope				
BONC 732 (3.3.3)	DUNEDIN	11 FE 1901	22 DE 1901		
BONC 733	Not recorded				
BONC 734 (3.3.3)	Cape of Good Hope				
BONC 735 (3.3.3)	HEALDTOWN	17 SP 1900	2 AP 1913		
BONC 736 (3.3.3)	CRAIG RENNIE	** ** **			date illegible
BONC 737 (3.3.3)	WESSELTON	25 FE 1901			

BONC 738 (3.3.3)	Cape of Good Hope				
BONC 739 (3.3.3)	RIETFontein	28 MR 1901	28 AU 1901		
BONC 740 (3.3.3)	FOURTEEN STREAMS	18 AP 1895			BONC 740 probable
BONC 740 (3.3.3)	QUEEN STREET, PE				in need of confirmation
BONC 741 (3.3.3)	BREEDE RIVER STATION	8 *E 1892	9 MY 1894		possibly destroyed 24 NO 1900
BONC 742 (3.3.3)	Cape of Good Hope				
BONC 743 (3.3.3)	Cape of Good Hope				
BONC 744 (3.3.3)	EBENEZER				in need of confirmation
BONC 745 (3.3.3)	Cape of Good Hope				
BONC 746 (3.3.3)	VOGELVLEI	27 AU 1901			
BONC 747 (3.3.3)	Cape of Good Hope				
BONC 748 (	Not recorded				
BONC 749	Not recorded				
BONC 750* (3.3.3)	MACIBINI	18 JA 1892			
BONC 751 (3.3.3)	PAARL	12 MR 1890	25 SP 1895		
BONC 752 (3.3.3)	Cape of Good Hope				
BONC 753 (3.3.3)	HOUT BAY	21 AU 1894	** AP 1898		
BONC 754 (3.3.3)	Cape of Good Hope				
BONC 755 (3.3.3)	Cape of Good Hope				
BONC 756 (3.3.3)	ROBERTSON	14 MR 1891	4 AP 1891		
BONC 757 (3.3.3)	TURVEY'S POST	18 JA 1907			
BONC 758 (3.3.3)	ETEMBENI	16 SP 1891	11 JA 1893		
BONC 758 (3.3.3)	PALLA	5 JU 1895	14 JU 1896		Bechuanaland Protectorate
BONC 759 (3.3.3)	Cape of Good Hope				
BONC 760 (3.3.3)	Cape of Good Hope				
BONC 761 (3.3.3)	PAAUW PAN	28 JU 1906			
BONC 762 (3.3.3)	GARSTLANDS	4 NO 1895	23 NO 1903		
BONC 763 (3.3.3)	Cape of Good Hope				
BONC 764 (3.3.3)	Cape of Good Hope				
BONC 765 (3.3.3)	BELLVILLE	17 NO 1893	6 SP 1899		ex DURBAN ROAD
BONC 766 (3.3.3)	WINDMILL				in need of confirmation
BONC 767	Not recorded				
BONC 768	Not recorded				
BONC 769 (3.3.3)	Cape of Good Hope				
BONC 770 (3.3.3)	WAR TRAIL	** ** 1893	6 JY 1897		
BONC 771 (3.3.3)	HALESOWEN	28 JU 1892	23 SP 1893		
BONC 772 (3.3.3)	KENEGHA DRIFT	30 JU 1891	10 JY 1897		ex TSHISA
BONC 773 (3.3.3)	SEVEN WEEKS POORT				in need of confirmation
BONC 774 (3.3.3)	Cape of Good Hope				
BONC 775	Not recorded				
BONC 776 (3.3.3)	Cape of Good Hope				
BONC 777 (3.3.3)	STORMBERG JUNCTION	15 AP 1896	4 AP 1898		
BONC 778	Not recorded				
BONC 779 (3.3.3)	Cape of Good Hope				
BONC 780 (3.3.3)	WOLVEKLOOF	22 MR 1901			
BONC 781 (3.3.3)	NIEUWOUDTVILLE	21 AP 1900			
BONC 782 (3.3.3)	BUY'S POST	10 MY 1901	11 NO 1904		
BONC 783 (3.3.3)	BAZIYA	1 FE 1892	6 SP 1912		
BONC 784 (3.3.3)	ALBERT JUNCTION	3 NO 1891	15 JA 1899		
BONC 785 (3.3.3)	MERWEVILLE	2 NO 1900	4 OC 1901		ex VANDERBYLS KRAAL
BONC 786 (3.3.3)	SPREEUWFontein	** ** 1892			
BONC 787 (3.3.3)	Cape of Good Hope				
BONC 788 (3.3.3)	Cape of Good Hope				
BONC 789 (3.3.3)	NIEUWE RUST	8 SP 1900			
BONC 790 (3.3.3)	KLEIN ZWARTBERG	13 SP 1893	11 MR 1901		
BONC 791 (3.3.3)	OUDTSHOORN	30 DE 1898			
BONC 792	Not recorded				
BONC 793 (3.3.3)	Cape of Good Hope				
BONC 794 (3.3.3)	Cape of Good Hope				
BONC 795 (3.3.3)	BRANDWACHT	12 AU 1897	15 MY 1907		

Postal Cancellers of the Cape

BONC 796	WARRENTON STATION	** ** 1891		
BONC 797 (3.3.3)	Cape of Good Hope			
BONC 798 (3.3.3)	BRAKKIES	1 MY 1901		
BONC 799 (3.3.3)	KLIPDAM (No 1)	29 JU 1891	30 NO 1902	
BONC 800 (3.3.3)	Cape of Good Hope			
BONC 801 (3.3.3)	THORNHILL, Herbert	10 FE 1896		
BONC 802 (3.3.3)	Cape of Good Hope			
BONC 803	Not recorded			
BONC 804 (3.3.3)	Cape of Good Hope			
BONC 805 (3.3.3)	KLIPDAM No 2	31 DE 1891		renamed Holpan in 1894
BONC 805 (3.3.3)	HOLPAN	14 JA 1895		
BONC 806 (3.3.3)	MURRAYSBURG	8 JY 1892	6 JU 1901	
BONC 807	Not recorded			
BONC 808 (3.3.3)	GOURITZ RIVER BRIDGE	11 JU 1892	31 MR 1900	
BONC 809 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 810 (3.3.3)	Cape of Good Hope			
BONC 811 (3.3.3)	VAN PUTTEN'S VLEI	23 JA 1902	21 MR 1910	
BONC 812	Not recorded			
BONC 813 (3.3.3)	NEETHLINGS	25 AP 1895	** ** 1907	
BONC 813	TAUNGS			in need of confirmation
BONC 814	Not recorded			
BONC 815 (3.3.3)	Cape of Good Hope			on newspaper wrapper
BONC 816 (3.3.3)	TULBAGH	7 MY 1892	15 NO 1901	
BONC 816 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 817	Not recorded			
BONC 818 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 819 (3.3.3)	Cape of Good Hope			
BONC 820	SCHOOMBIE			in need of confirmation
BONC 821 (3.3.3)	Cape of Good Hope			
BONC 822 (3.3.3)	ROSEBANK	30 SP 1892	15 SP 1899	
BONC 822 (3.3.3)	TULI			Southern Rhodesia (Barry 1998)
BONC 823 (3.3.3)	CAPE TOWN NPB			Newspaper Branch
BONC 824 (3.3.3)	BURGHERSDORP	28 MY 1892	19 JA 1905	
BONC 825 (3.3.3)	Cape of Good Hope			
BONC 825 (3.3.3)	TULI	12 MY 1894		Southern Rhodesia (Barry 1998)
BONC 826 (3.3.3)	VICTORIA	7 JA 1895		Southern Rhodesia (Barry 1998)
BONC 826 (3.3.3)	FORT VICTORIA	15 MR 1895	6 NO 1896	Southern Rhodesia (Barry 1998)
BONC 827 (3.3.3)	SALISBURY	19 JU 1892	22 MY 1898	Southern Rhodesia (Barry 1998)
BONC 828 (3.3.3)	UMTALI	30 MR 1892	21 OC 1900	Southern Rhodesia (Barry 1998)
BONC 829 (3.3.3)	Cape of Good Hope			
BONC 829 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 830 (3.3.3)	COLESBERG	4 AU 1892	30 SP 1896	
BONC 831 (3.3.3)	LONGHOPE SIDING	10 AP 1900	15 MY 1900	
BONC 832	Not recorded			
BONC 833 (3.3.3)	Cape of Good Hope			
BONC 834 (3.3.3)	Cape of Good Hope			
BONC 835 (3.3.3)	VLAKLAAGTE	9 FE 1894		
BONC 836 (3.3.3)	Cape of Good Hope			
BONC 836 (3.3.3)	RAMOUTSA	31 DE 1891	17 JA 1895	Bechuanaland Protectorate
BONC 837 (3.3.3)	Cape of Good Hope			
BONC 838 (3.3.3)	STUDTIS	19 JY 1895	1 MY 1903	
BONC 839 (3.3.3)	Cape of Good Hope			
BONC 840 (3.3.3)	Cape of Good Hope			
BONC 841 (3.3.3)	TOOTABI	23 NO 1903	26 MY 1906	
BONC 842 (3.3.3)	HONEYNEST KLOOF	27 DE 1893		Correction, not BONC 748
BONC 843 (3.3.3)	Cape of Good Hope			
BONC 844 (3.3.3)	Cape of Good Hope			
BONC 845 (3.3.3)	DASSIE DEUR	12 DE 1897		
BONC 846 (3.3.3)	Cape of Good Hope			
BONC 847 (3.3.3)	BERLIN	13 DE 1893	18 DE 1893	

BONC 848 (3.3.3)	KNAPDAAR	7 AU 1897	19 OC 1898	
BONC 849 (3.3.3)	Cape of Good Hope			
BONC 850 (3.3.3)	HAZENJACHT	1 DE 1900	31 MY 1923	
BONC 851 (3.3.3)	TSHIROMO	28 MR 1894	15 OC 1894	British Central Africa
BONC 852 (3.3.3)	PORT HERALD	** ** 1993	12 NO 1894	British Central Africa
BONC 852	Not recorded			
BONC 853 (3.3.3)	Cape of Good Hope			
BONC 854 (3.3.3)	BLANTYRE	22 SP 1893	19 MR 1894	British Central Africa
BONC 855 (3.3.3)	FORT JOHNSTON	9 JY 1894	12 AU 1898	British Central Africa
BONC 856	Not recorded			
BONC 857 (3.3.3)	UPPER SHIRE	15 OC 1895	10 OC 1896	British Central Africa
BONC 858 (3.3.3)	Cape of Good Hope			
BONC 858 (3.3.3)	KARONGA	16 NO 1895		British Central Africa
BONC 859 (3.3.3)	FORT ROSEBERY	20 MR 1900	12 NO 1910	British Central Africa
BONC 860 (3.3.3)	Cape of Good Hope			
BONC 861 (3.3.3)	Cape of Good Hope			
BONC 861 (3.3.3)	FORT LISTER	12 AP 1895	24 MY 1895	British Central Africa
BONC 862	Not recorded			
BONC 863 (3.3.3)	ZOMBA	26 JY 1894	6 AU 1897	British Central Africa
BONC 864 (3.3.3)	Cape of Good Hope			
BONC 865 (3.3.3)	Cape of Good Hope			
BONC 865 (3.3.3)	ZOMBA	25 OC 1894		British Central Africa
BONC 866 (3.3.3)	BEAUFORT WEST	31 AU 1893	29 NO 1897	
BONC 867	Not recorded			
BONC 868 (3.3.3)	ALIWAL NORTH	** FE 1892	30 DE 1899	
BONC 868 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 869 (3.3.3)	Cape of Good Hope			
BONC 870	Not recorded			
BONC 871 (3.3.3)	ABERCORN	19 NO 1894	1 MY 1900	British Central Africa
BONC 872	Not recorded			
BONC 873	Not recorded			
BONC 874	Not recorded			
BONC 875 (3.3.3)	Cape of Good Hope			
BONC 875 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 876 (3.3.3)	NGQELENI	31 AU 1895	10 DE 1898	
BONC 877 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 878 (3.3.3)	Cape of Good Hope			
BONC 878 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 879 (3.3.3)	DIEP RIVER	22 DE 1894	8 JY 1895	
BONC 880 (3.3.3)	BOVENPLAATS			in need of confirmation
BONC 881 (3.3.3)	Cape of Good Hope			
BONC 882 (3.3.3)	ZETLAND	** ** 1901		
BONC 883 (3.3.3)	Cape of Good Hope			
BONC 884 (3.3.3)	Cape of Good Hope			
BONC 885 (3.3.3)	EMFUNDISWENI	5 MR 1895		
BONC 886 (3.3.3)	Cape of Good Hope			
BONC 887 (3.3.3)	Cape of Good Hope			
BONC 888 (3.3.3)	Cape of Good Hope			
BONC 889 (3.3.3)	Cape of Good Hope			
BONC 890 (3.3.3)	MAFEKING	13 MY 1894		
BONC 891 (3.3.3)	MARIBOGO	18 NO 1894	3 DE 1894	
BONC 892 (3.3.3)	Cape of Good Hope			
BONC 893 (3.3.3)	Cape of Good Hope			
BONC 894 (3.3.3)	ALOES	5 JY 1904		BONC 894 probable
BONC 895 (3.3.3)	Cape of Good Hope			
BONC 896 (3.3.3)	Cape of Good Hope			
BONC 896 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 897 (3.3.3)	Cape of Good Hope			
BONC 898 (3.3.3)	Cape of Good Hope			
BONC 899 (3.3.3)	Cape of Good Hope			

Postal Cancellers of the Cape

BONC 900 (3.3.3)	Cape of Good Hope				
BONC 901 (3.3.3)	ODENDAALSTROOM	** ** 1900	30 MR 1901		
BONC 902 (3.3.3)	Cape of Good Hope				
BONC 903 (3.3.3)	Cape of Good Hope				
BONC 904 (3.3.3)	Cape of Good Hope				
BONC 905 (3.3.3)	PATERNOSTER	29 SP 1892	24 AU 1895		
BONC 905* (3.3.3)	TAMBOERSFONTEIN	29 SP 1892			requires ratification
BONC 906	Not recorded				
BONC 907 (3.3.3)	Cape of Good Hope				
BONC 908 (3.3.3)	KLIPBAKKEN	7 JU 1895	17 MY 1900		ex RATELDRAAI
BONC 909 (3.3.3)	KEURBOOMS RIVER	7 AU 1907	2 AU 1911		
BONC 910	Not recorded				
BONC 911 (3.3.3)	Cape of Good Hope				
BONC 912 (3.3.3)	Cape of Good Hope				
BONC 913 (3.3.3)	Cape of Good Hope				
BONC 914 (3.3.3)	SELUKWE	8 JA 1895	28 AU 1899		Southern Rhodesia (Barry 1998)
BONC 915 (3.3.3)	Cape of Good Hope				
BONC 915 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 916 (3.3.3)	TABASE	21 JU 1896	6 OC 1911		
BONC 917	Not recorded				
BONC 918 (3.3.3)	Cape of Good Hope				
BONC 919	Not recorded				
BONC 920 (3.3.3)	Cape of Good Hope				
BONC 920 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 921 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 922 (3.3.3)	OBSERVATORY ROAD	23 AP 1895	6 AU 1897		
BONC 922	RONDEBOSCH	10 NO 1895			
BONC 923 (3.3.3)	ZUURBERG SANATORIUM	19 DE 1895	** ** 1897		ex DOORNEK SANATORIUM
BONC 924 (3.3.3)	Cape of Good Hope				
BONC 924 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 925	Not recorded				
BONC 926	Not recorded				
BONC 927 (3.3.3)	BRITSTOWN	1 AU 1892			
BONC 928 (3.3.3)	Cape of Good Hope				
BONC 929 (3.3.3)	Cape of Good Hope				
BONC 930 (3.3.3)	Cape of Good Hope				
BONC 931	Not recorded				
BONC 932 (3.3.3)	Cape of Good Hope				
BONC 933	MOROKWEN				in need of confirmation
BONC 934	Not recorded				
BONC 935	Not recorded				
BONC 936	Not recorded				
BONC 937	Not recorded				
BONC 938 (3.3.3)	MIER	11 DE 1901	15 JY 1905		withdrawn by 26 JY 1906
BONC 939 (3.3.3)	THREE SISTERS	3 DE 1904			in need of confirmation
BONC 940	Not recorded				
BONC 941 (3.3.3)	SALISBURY	** AP 1924			Southern Rhodesia (Barry 1998)
BONC 942 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 943 (3.3.3)	Cape of Good Hope				
BONC 944	BOTERSLEEGTE	19 FE 1900			
BONC 945 (3.3.3)	CRADOCK	7 AP 1896	3 AP 1903		
BONC 946 (3.3.3)	KLAARSTROOM	24 NO 1896	25 AU 1897		
BONC 947 (3.3.3)	Cape of Good Hope				
BONC 948 (3.3.3)	MLENGANA	21 AP 1899			
BONC 949 (3.3.3)	BALFOUR	23 MR 1896			
BONC 950 (3.3.3)	ANENOUS	1 AP 1902	18 AP 1902		not BONC 650
BONC 951 (3.3.3)	Cape of Good Hope				
BONC 951 (3.3.3)	GWELO	12 MY 1896	20 AP 1899		Southern Rhodesia (Barry 1998)
BONC 952 (3.3.3)	BSA Co				(Knight & Mitchell, 1984)
BONC 953 (3.3.3)	GWELO	** SP 1898			Southern Rhodesia (Barry 1998)

BONC 954	Not recorded			
BONC 955 (3.3.3)	LOVEDALE	21 OC 1899		
BONC 956 (3.3.3)	MATATIELE	18 MR 1896	4 AP 1899	
BONC 957 (3.3.3)	SEBANGA POORT	31 AU 1895		Southern Rhodesia (Barry 1998)
BONC 958 (3.3.3)	GOEDVERWACHT	27 OC 1900	9 AU 1902	
BONC 959 (3.3.3)	Cape of Good Hope			
BONC 960 (3.3.3)	BAYVILLE	27 DE 1897		
BONC 961 (3.3.3)	Cape of Good Hope			
BONC 962 (3.3.3)	Cape of Good Hope			
BONC 963 (3.3.3)	BSA Co			(Knight & Mitchell, 1984)
BONC 964	Not recorded			
BONC 965 (3.3.3)	MOWBRAY	6 SP 1872	20 JU 1900	
BONC 966 (3.3.3)	UPINGTON	8 DE 1897	23 MY 1900	or BONC 996
BONC 967 (3.3.3)	Cape of Good Hope			
BONC 968 (3.3.3)	KLOOF STREET	8 JA 1893	21 OC 1896	
BONC 968 (3.3.3)	MACLOUTSI	31 DE 1891	15 MR 1897	Bechuanaland Protectorate
BONC 969 (3.3.3)	LUSIKISIKI	24 FE 1898	16 MR 1908	compact typeface
BONC 970 (3.3.3)	KLIPKOLK	10 SP 1902		
BONC 971 (3.3.3)	Cape of Good Hope			
BONC 972 (3.3.3)	Cape of Good Hope			
BONC 973 (3.3.3)	ST CUTHBERTS	4 NO 1899	27 MR 1900	
BONC 974 (3.3.3)	Cape of Good Hope			
BONC 975 (3.3.3)	Cape of Good Hope			
BONC 976	Not recorded			
BONC 977 (3.3.3)	Cape of Good Hope			
BONC 978	Not recorded			
BONC 979	Not recorded			
BONC 980 (3.3.3)	Cape of Good Hope			
BONC 981 (3.3.3)	Cape of Good Hope			
BONC 982 (3.3.3)	Cape of Good Hope			
BONC 983	Not recorded			
BONC 984	Not recorded			
BONC 985	Not recorded			
BONC 986	Not recorded			
BONC 987	Not recorded			
BONC 988 (3.3.3)	Cape of Good Hope			
BONC 989 (3.3.3)	Cape of Good Hope			
BONC 990* (3.3.3)	OLYVENHOUT'S DRIFT			may be BONC 996
BONC 991 (3.3.3)	Cape of Good Hope			
BONC 992 (3.3.3)	Cape of Good Hope			
BONC 993 (3.3.3)	BIESJESPOORT	** DE 1900	3 FE 1902	
BONC 994 (3.3.3)	Cape of Good Hope			
BONC 995 (3.3.3)	KEIMOES	18 NO 1896	11 OC 1902	
BONC 996	Not recorded			
BONC 997 (3.3.3)	MIDDELBURG	31 AU 1896	27 AP 1901	
BONC 998 (3.3.3)	VERMAAKLIKHEID	19 MY 1902		rounded numeral 8
BONC 999 (3.3.3)	VLEY RIVER	30 JY 1901		
BONC 1000 (3.3.3)	Cape of Good Hope			
BONC 1000 (3.3.3)	GABERONES STATION	23 SP 1904		Bechuanaland Protectorate
BONC 1001 (3.3.3)	Cape of Good Hope			
BONC 1002 (3.3.3)	Cape of Good Hope			
BONC 1003 (3.3.3)	LOBATSI	21 AU 1896	29 SP 1899	Bechuanaland Protectorate
BONC 1004 (3.3.3)	Cape of Good Hope			
BONC 1005 (3.3.3)	NAMABEEP	5 DE 1904	16 DE 1904	
BONC 1006 (3.3.3)	ST LUKES	4 OC 1897	29 JU 1898	
BONC 1007	Not recorded			
BONC 1008* (3.3.3)	TUTURA	15 JY 1897	4 JU 1898	may be BONC 1000
BONC 1009 (3.3.3)	QUAGGA	7 AU 1900	9 AP 1902	
BONC 1010	Not recorded			
BONC 1011 (3.3.3)	CRADOCK			in need of confirmation

Postal Cancellers of the Cape

BONC 1012 (3.3.3)	Cape of Good Hope				
BONC 1013	Not recorded				
BONC 1014 (3.3.3)	PITSANI	10 SP 1898	15 OC 1908	Bechuanaland Protectorate	
BONC 1015	BOSMAN'S CROSSING	27 AP 1897			
BONC 1016 (3.3.3)	WITTEDRIFT	25 JY 1908	25 MR 1909		
BONC 1017 (3.3.3)	Cape of Good Hope				
BONC 1018 (3.3.3)	Cape of Good Hope				
BONC 1019 (3.3.3)	Cape of Good Hope				
BONC 1020 (3.3.3)	Cape of Good Hope				
BONC 1021 (3.3.3)	Cape of Good Hope				
BONC 1022 (3.3.3)	Cape of Good Hope				
BONC 1023 (3.3.3)	Cape of Good Hope				
BONC 1024 (3.3.3)	RIEBEEK KASTEEL	29 JA 1902			
BONC 1025 (3.3.3)	SEA POINT	25 FE 1897	30 JY 1908		
BONC 1026 (3.3.3)	LOXTON				in need of confirmation
BONC 1027 (3.3.3)	MATATIELE				in need of confirmation
BONC 1028 (3.3.3)	Cape of Good Hope				
BONC 1029	Not recorded				
BONC 1030 (3.3.3)	Cape of Good Hope				
BONC 1031	Not recorded				
BONC 1032 (3.3.3)	GOSHEN	17 JY 1899	21 AU 1904		
BONC 1033	SWELLENDAM STATION	5 JA 1901			
BONC 1034 (3.3.3)	Cape of Good Hope				
BONC 1035 (3.3.3)	Cape of Good Hope				
BONC 1036 (3.3.3)	Cape of Good Hope				
BONC 1037	Not recorded				
BONC 1038 (3.3.3)	MPOTULA	29 MR 1902			
BONC 1039	Not recorded				
BONC 1040 (3.3.3)	RIVERSIDE	17 FE 1904			
BONC 1041 (3.3.3)	Cape of Good Hope				
BONC 1042 (3.3.3)	Cape of Good Hope				
BONC 1043 (3.3.3)	CONTAT'S SIDING	** ** 1897	18 NO 1898		
BONC 1044 (3.3.3)	OUDEPLAATS	22 AU 1902			
BONC 1045 (3.3.3)	MAFEKING	27 JU 1900			
BONC 1046 (3.3.3)	Cape of Good Hope				
BONC 1047 (3.3.3)	CAPE TOWN	17 AP 1926	14 AP 1963		thick bars, service obliterator
BONC 1047 (3.3.3)	CATHCART	8 SP 1899	10 DE 1902		thin bars
BONC 1047 (3.3.3)	HENDERSON	25 AP 1900			provisional allocation
BONC 1048 (3.3.3)	Cape of Good Hope				
BONC 1049 (3.3.3)	Cape of Good Hope				
BONC 1050 (3.3.3)	BLIKANA	12 SP 1903	23 DE 1903		
BONC 1051 (3.3.3)	BOVEN VALLEI	14 NO 1900	27 DE 1912		
BONC 1052 (3.3.3)	PALAPYE STATION	24 JA 1897	24 JY 1897	Bechuanaland Protectorate	
BONC 1053 (3.3.3)	Cape of Good Hope				
BONC 1054 (3.3.3)	Bechuanaland Protectorate				
BONC 1055	Not recorded				
BONC 1056 (3.3.3)	Cape of Good Hope				
BONC 1057 (3.3.3)	Cape of Good Hope				
BONC 1058	Not recorded				
BONC 1059 (3.3.3)	Cape of Good Hope				
BONC 1060	Not recorded				
BONC 1061 (3.3.3)	Bechuanaland Protectorate				
BONC 1062 (3.3.3)	WELLINGTON STATION	27 JY 1898	27 JU 1900		
BONC 1063 (3.3.3)	BETHESDA ROAD	28 OC 1898	7 AU 1900		
BONC 1064 (3.3.3)	RHODES	14 OC 1893			
BONC 1065 (3.3.3)	Cape of Good Hope				
BONC 1066 (3.3.3)	Cape of Good Hope				
BONC 1067 (3.3.3)	MYNFORTEIN	29 JA 1900			
BONC 1068	Not recorded				
BONC 1069 (3.3.3)	GONNA KRAAL	31 MY 1901	22 NO 1912		

BONC 1070 (3.3.3)	GLEN HARRY	16 JA 1899	27 JA 1908	
BONC 1071 (3.3.3)	MQANDULI	8 AU 1900		
BONC 1072 (3.3.3)	BLOOD RIVER	4 MY 1900	29 JY 1900	
BONC 1073	Not recorded			
BONC 1074 (3.3.3)	Cape of Good Hope			
BONC 1075	Not recorded			
BONC 1076 (3.3.3)	Cape of Good Hope			
BONC 1077 (3.3.3)	Cape of Good Hope			
BONC 1078 (3.3.3)	Cape of Good Hope			
BONC 1079 (3.3.3)	BLAUW VLEY	26 MR 1901	14 JY 1916	
BONC 1080	Not recorded			
BONC 1081 (3.3.3)	Cape of Good Hope			
BONC 1082 (3.3.3)	Cape of Good Hope			
BONC 1083 (3.3.3)	Cape of Good Hope			
BONC 1084 (3.3.3)	NEW EISLEBEN	29 AU 1901		
BONC 1085 (3.3.3)	Cape of Good Hope			
BONC 1086 (3.3.3)	Cape of Good Hope			
BONC 1087 (3.3.3)	SHILOH	25 NO 1897	6 MR 1911	
BONC 1088	Not recorded			
BONC 1089 (3.3.3)	Cape of Good Hope			
BONC 1090 (3.3.3)	Cape of Good Hope			
BONC 1091 (3.3.3)	ROSMEAD	5 JY 1898	7 JA 1901	
BONC 1092	Not recorded			
BONC 1093 (3.3.3)	Orange River Colony			
BONC 1094 (3.3.3)	KLIPPLAAT	6 FE 1905	20 DE 1907	
BONC 1095 (3.3.3)	Cape of Good Hope			
BONC 1096 (3.3.3)	JAMESTOWN	27 DE 1901	6 JA 1902	
BONC 1097 (3.3.3)	Cape of Good Hope			
BONC 1098 (3.3.3)	MARYDALE	31 JA 1903	10 JA 1894	
BONC 1099 (3.3.3)	Cape of Good Hope			
BONC 1099 (3.3.3)	Bechuanaland Protectorate			
BONC 1100 (3.3.3)	CAMBRIDGE	4 JA 1902		
BONC 1101	Not recorded			
BONC 1102 (3.3.3)	COFIMVABA	4 AP 1896		
BONC 1103 (3.3.3)	GROOT DRAKENSTEIN			in need of confirmation
BONC 1105	WITTEKLEIBOSCH	26 OC 1899	14 JY 1904	
BONC 1106 (3.3.3)	Cape of Good Hope			
BONC 1107 (3.3.3)	Cape of Good Hope			
BONC 1108 (3.3.3)	STERKSPRUIT	16 MY 1900	25 MR 1902	
BONC 1110 (3.3.3)	Cape of Good Hope			
BONC 1111 (3.3.3)	THE BEACH	17 DE 1897	8 JA 1898	East London
BONC 1112 (3.3.3)	KIMBERLEY STATION	9 AU 1890	10 MR 1903	
BONC 1113 (3.3.3)	PIQUETBERG	8 JY 1900	25 AP 1901	
BONC 1114 (3.3.3)	Cape of Good Hope			
BONC 1115 (3.3.3)	Cape of Good Hope			
BONC 1117 (3.3.3)	Cape of Good Hope			
BONC 1118 (3.3.3)	VOSBURG	** ** 1903	29 FE 1904	
BONC 1119 (3.3.3)	Cape of Good Hope			
BONC 1120 (3.3.3)	Cape of Good Hope			
BONC 1121 (3.3.3)	DARLING	3 DE 1901	14 FE 1902	
BONC 1122 (3.3.3)	VANWYKSDORP	30 DE 1905		
BONC 1123 (3.3.3)	Cape of Good Hope			
BONC 1125 (2.3.2)	Cape of Good Hope			
BONC 1125 (3.3.3)	PIER HEAD, Cape Town			in need of confirmation
BONC 1126 (3.3.3)	KABELJOUS RIVER			in need of confirmation
BONC 1127 (3.3.3)	Cape of Good Hope			
BONC 1129	EMBOKOTWA	** ** 1905		
BONC 1130 (3.3.3)	Cape of Good Hope			
BONC 1131 (3.3.3)	Cape of Good Hope			
BONC 1132 (3.3.3)	Cape of Good Hope			

Postal Cancellers of the Cape

BONC 1132 (3.3.3)	Orange River Colony			
BONC 1133 (3.3.3)	RIVERTON ROAD	26 JU 1900	2* OC 1901	
BONC 1134 (3.3.3)	HONEYNEST KLOOF	22 SP 1900		
BONC 1135 (3.3.3)	Cape of Good Hope			
BONC 1136 (3.3.3)	MODDER RIVER	26 MY 1900	24 JY 1901	
BONC 1137 (3.3.3)	NORVAL'S PONT	7 MY 1900	21 MY 1900	
BONC 1138 (3.3.3)	Cape of Good Hope			
BONC 1139 (3.3.3)	Cape of Good Hope			
BONC 1140 (3.3.3)	Cape of Good Hope			
BONC 1141 (3.3.3)	Cape of Good Hope			
BONC 1142 (3.3.3)	CARNARVON	10 SP 1900	28 SP 1900	
BONC 1144 (3.3.3)	Cape of Good Hope			
BONC 1145 (3.3.3)	GABERONES VILLAGE	15 MY 1921		Bechuanaland Protectorate
BONC 1146 (3.3.3)	Cape of Good Hope			
BONC 1147 (3.3.3)	Cape of Good Hope			
BONC 1148 (3.3.3)	TAUNGS	27 OC 1901		
BONC 1151 (3.3.3)	Cape of Good Hope			
BONC 1152* (3.3.3)	GRAAFF-REINET	28 NO 1898		in need of confirmation
BONC 1153 (3.3.3)	Cape of Good Hope			
BONC 1154 (3.3.3)	TAUNGS STATION	8 AU 1900		
BONC 1156	BOKFONTEIN			in need of confirmation
BONC 1157 (3.3.3)	MURRAYSBURG	5 SP 1900	23 MY 1901	
BONC 1158 (3.3.3)	Cape of Good Hope			
BONC 1159 (3.3.3)	LOBATSI	23 OC 1900	15 SP 1901	Bechuanaland Protectorate
BONC 1163 (3.3.3)	DONNYBROOK	19 NO 1907		
BONC 1169 (3.3.3)	Cape of Good Hope			
BONC 1170 (3.3.3)	Cape of Good Hope			
BONC 1172 (3.3.3)	POPLAR GROVE	7 NO 1902		
BONC 1176 (3.3.3)	KLEIN BOETSAP	24 OC 1900	10 DE 1900	
BONC 1178 (3.3.3)	Cape of Good Hope			
BONC 1179 (3.3.3)	Cape of Good Hope			
BONC 1180 (3.3.3)	ALICEDALE	14 JY 1908	12 JY 1909	
BONC 1182 (3.3.3)	Cape of Good Hope			
BONC 1183 (3.3.3)	Cape of Good Hope			
BONC 1183 (3.3.3)	Orange River Colony			
BONC 1193 (3.3.3)	Bechuanaland Protectorate			
BONC 1194 (3.3.3)	MIDDELBOSJESVELD	27 DE 1907		
BONC 1194 (3.3.3)	Orange River Colony			
BONC 1195 (3.3.3)	Orange River Colony			
BONC 1198 (3.3.3)	GREAT BERG RAIL	** OC 1905		
BONC 1202 (3.3.3)	BUFFELSJAGTS	14 MR 1901	25 SP 1906	BUFFELSJAGTS RIVER BRIDGE
BONC 1204 (3.3.3)	Cape of Good Hope			
BONC 1206 (3.3.3)	MOTITO	17 OC 1907	11 AU 1910	
BONC 1209 (3.3.3)	Cape of Good Hope			
BONC 1213 (3.3.3)	Cape of Good Hope			
BONC 1216 (3.3.3)	Cape of Good Hope			
BONC 1217 (3.3.3)	Orange River Colony			
BONC 1219 (3.3.3)	AMALINDA VILLAGE	24 JY 1912		
BONC 1226 (3.3.3)	HIGHLANDS	8 MY 1905		
BONC 1227 (3.3.3)	UPSAL	20 MR 1913		
BONC 1228 (3.3.3)	Cape of Good Hope			
BONC 1232 (3.3.3)	UPPER MAITLAND	22 MR 1904	5 SP 1906	
BONC 1233 (3.3.3)	Cape of Good Hope			
BONC 1236 (3.3.3)	Cape of Good Hope			
BONC 1237 (3.3.3)	Cape of Good Hope			
BONC 1250 (3.3.3)	OLIVE WOOD	12 AU 1910		
BONC 1251 (3.3.3)	Cape of Good Hope			
BONC 1253 (3.3.3)	FERGUSON'S	2 AU 1904		
BONC 1254 (3.3.3)	Cape of Good Hope			
BONC 1255 (3.3.3)	BREEDE RIVER STA	25 JU 1901	** ** 1910	

BONC 1257 (3.3.3)	BETHULIE BRIDGE	** ** 1901			
BONC 1258 (3.3.3)	DE PUT	14 SP 1903			
BONC 1259 (3.3.3)	OUDEKRAAL	20 MY 1901			
BONC 1264 (3.3.3)	PAARDENBERG	8 MR 1905		27 DE 1910	
BONC 1266 (3.3.3)	MISSION SIDING	27 MR 1903		1 AU 1905	
BONC 1267 (3.3.3)	Cape of Good Hope				
BONC 1268 (3.3.3)	Cape of Good Hope				
BONC 1269 (3.3.3)	Cape of Good Hope				
BONC 1270 (3.3.3)	Orange River Colony				
BONC 1271 (3.3.3)	Orange River Colony				
BONC 1275 (3.3.3)	Orange River Colony				
BONC 1276 (3.3.3)	BLANCO	2 DE 1903		11 JY 1910	
BONC 1276 (3.3.3)	Orange River Colony				
BONC 1277 (3.3.3)	Cape of Good Hope				
BONC 1278 (3.3.3)	Orange River Colony				
BONC 1279 (3.3.3)	Orange River Colony				
BONC 1282 (3.3.3)	Cape of Good Hope				
BONC 1289 (3.3.3)	OLIPHANT'S HOEK	23 OC 1904		29 NO 1905	
BONC 1291 (3.3.3)	Cape of Good Hope				
BONC 1294 (3.3.3)	MILL STREET, GARDENS	19 JU 1901		13 JY 1901	
BONC 1295 (3.3.3)	Cape of Good Hope				
BONC 1296 (3.3.3)	NDABENI LOCATION	1 MY 1905		21 DE 1905	ex UITVLUGHT
BONC 1297 (3.3.3)	EAST LONDON	** ** ****			date illegible
BONC 1298	CONSTANTIA VIEW	9 JA 1906			
BONC 1301 (3.3.3)	DINGLE				in need of confirmation
BONC 1302 (3.3.3)	Orange River Colony				
BONC 1303 (3.3.3)	Cape of Good Hope				
BONC 1303 (3.3.3)	BLOEMFONTEIN	c1904			Orange River Colony
BONC 1305 (3.3.3)	Orange River Colony				
BONC 1306 (3.3.3)	Orange River Colony				
BONC 1310 (3.3.3)	Cape of Good Hope				
BONC 1311 (3.3.3)	Orange River Colony				
BONC 1312 (3.3.3)	KROONSTAD	** JA 1906			Orange River Colony
BONC 1314 (3.3.3)	Cape of Good Hope				
BONC 1316 (3.3.3)	DAGGAFONTEIN	** JU 1904		** SP 1904	Orange River Colony
BONC 1316 (3.3.3)	TEMPE	** FE 1906			Orange River Colony
BONC 1317 (3.3.3)	Cape of Good Hope				
BONC 1321 (3.3.3)	Cape of Good Hope				
BONC 1322 (3.3.3)	WINKEL POST	** JU 1904		** SP 1904	Orange River Colony
BONC 1323 (3.3.3)	PALMERTON	6 JA 1908		20 FE 1908	
BONC 1324 (3.3.3)	Cape of Good Hope				
BONC 1325 (3.3.3)	Cape of Good Hope				
BONC 1327 (3.3.3)	Cape of Good Hope				
BONC 1329 (3.3.3)	Cape of Good Hope				
BONC 1331 (3.3.3)	Cape of Good Hope				
BONC 1332 (3.3.3)	Cape of Good Hope				
BONC 1334 (3.3.3)	CALVINIA	3 MY 1901		16 JY 1903	
BONC 1336 (3.3.3)	JEFFEREY'S BAY	3 JA 1908		6 MY 1909	
BONC 1338 (3.3.3)	LADY GREY, Aliwal North	26 JY 1889		18 SP 1903	
BONC 1339 (3.3.3)	ELSIE'S RIVER HALT	13 MY 1902			
BONC 1340 (3.3.3)	Cape of Good Hope				
BONC 1341 (3.3.3)	Cape of Good Hope				
BONC 1342 (3.3.3)	Cape of Good Hope				
BONC 1343 (3.3.3)	Cape of Good Hope				
BONC 1344 (3.3.3)	Cape of Good Hope				
BONC 1345 (3.3.3)	COMMITTEE'S DRIFT				in need of confirmation
BONC 1346 (3.3.3)	Cape of Good Hope				
BONC 1347 (3.3.3)	Cape of Good Hope				
BONC 1348 (3.3.3)	CAPE TOWN	2 DE 1903			
BONC 1349* (3.3.3)	BURGHERSDORP	14 JU 1903			in need of confirmation

BONC 1349 (3.3.3)	CAPE TOWN			
BONC 1352 (3.3.3)	NEW BRIGHTON LOCATION	11 JA 1907		
BONC 1355 (3.3.3)	LOMBARD'S DRIFT	** JU 1904	** SP 1904	Orange River Colony
BONC 1357 (3.3.3)	Cape of Good Hope			
BONC 1358 (3.3.3)	Cape of Good Hope			
BONC 1362 (3.3.3)	Orange River Colony			
BONC 1368	MALAN SIDING	9 MR 1905		
BONC 1373 (3.3.3)	Cape of Good Hope			
BONC 1375	WILLISTON			in need of confirmation
BONC 1381 (3.3.3)	Orange River Colony			
BONC 1382 (3.3.3)	Orange River Colony			
BONC 1385	KORSTEN	** ** 1904		
BONC 1387 (3.3.3)	GOTTENBURG	** JY 1904	** SP 1904	Orange River Colony
BONC 1389 (3.3.3)	Cape of Good Hope			
BONC 1392 (3.3.3)	Cape of Good Hope			
BONC 1392 (3.3.3)	VAAL SPRUIT	** JU 1904	** SP 1904	Orange River Colony
BONC 1392 (3.3.3)	BLOEMFONTEIN	** NO 1905		Orange River Colony
BONC 1393 (3.3.3)	Cape of Good Hope			
BONC 1395 (3.3.3)	HEUVEL KRAAL	3 JA 1905	29 MY 1906	
BONC 1395 (3.3.3)	Orange River Colony			
BONC 1396 (3.3.3)	Cape of Good Hope			
BONC 1396 (3.3.3)	TEVREDENHEID	1 JY 1904	** SP 1904	Orange River Colony
BONC 1396 (3.3.3)	BLOEMFONTEIN	** NO 1905		Orange River Colony
BONC 1397 (3.3.3)	Cape of Good Hope			
BONC 1402 (3.3.3)	KEI BRIDGE	17 AP 1910	30 AU 1911	
BONC 1408 (3.3.3)	Cape of Good Hope			
BONC 1409	CRADOCK			found in Cradock
BONC 1412 (3.3.3)	TULBAGH ROAD STATION			in need of confirmation
BONC 1418 (3.3.3)	Orange River Colony			
BONC 1503 (3.3.3)	KROONSTAD	** JA 1906		Orange River Colony
BONC 1540 (3.3.3)	Cape of Good Hope			
BONC 2001 (3.3.3)	Cape of Good Hope			
BONC 2001 (3.3.3)	Bechuanaland Protectorate			

**BONC NUMBERS RECORDED BUT ILLEGIBLE**

BONC unknown	BETHULIE BRIDGE			probably used pre-1899
BONC illegible	BLINKWATER	21 NO 1896		
BONC 24(*)	BONTEBOK FLATS	31 AU 1896		last numeral illegible
BONC illegible (3.3.3)	CLEARWATER	11 MR 1885		numerals illegible
BONC illegible	DE DRIFT	26 JY 1892		recording is the result of a partial strike
BONC (?)22* (3.3.3)	DEELFONTEIN STATION	4 MR 1892		may be BONC 722, first numeral indistinct
BONC illegible	GRASKOP	21 FE 1882		
BONC (?)29	GREYSTONE	10 AU 1892		BONC 329 or 829, first numeral difficult to decipher
BONC 1** (3.3.3) illegible	GREYTOWN			
BONC illegible	GROOT DOORN PAN	** OC 1893		
BONC 2(?)(?)* (3.3.3)	HIGHLANDS	7 AP 1888		may be BONC 269, 2(6 or 8)(5 or 9)
BONC illegible (3.3.3)	KAMASTONE	15 MR 1889		
BONC 35(?)* (3.3.3)	KLIPSPRUIT NEK			may be BONC 357, but last numeral indistinct
BONC illegible (3.3.3)	KRUIS RIVER	5 FE 1900		
BONC illegible	LANG VALLEY	20 MR 1901		
BONC illegible	LANGVERWACHT			
BONC 565* (3.3.3)	LEMOENFONTEIN	26 AU 1890		BONC 565 probable, 665 possible
BONC 243* (3.3.3)	MLENGANA	24 MR 1896		may be BONC 1241
BONC illegible	NOORDHOEK	** ** 1902		
BONC illegible (3.3.3)	OLIPHANTS KRAAL	8 OC 1896		may be BONC 1092
BONC 387* (3.3.3)	TYLDEN	9 AU 1881		may be BONC 287 or 387
BONC illegible	UPPER ZWART KEI			
BONC 8** (3.3.3)	VERMAAK	4 SP 1894		numbers illegible, may possibly be BONC 844
BONC illegible	WALLE KRAAL	14 JY 1901		

## NOTES

- BONC 1. A barred oval numeral canceller in a 3.3.3 bar configuration inscribed with the numeral 1 was forwarded by the British Post Office in London to the Post Master General in Cape Town on about 2 May 1864. Postal evidence indicates that this was not the first such canceller to be sent, as a BONC with a similar configuration is known to have been used on 8 February 1863, and possibly earlier. This, or a similar instrument, is currently in the holding of the Post Office Museum in Pretoria.
- BONC.DX1. A barred oval duplex numeral canceller in a 3.3.3 bar configuration inscribed with the numeral 1 was forwarded by the British Post Office in London to the Post Master General in Cape Town on about 2 May 1864.
- BONC 2. On about 2 May 1864 a BONC in a 3.3.3 bar configuration inscribed with the numeral 2 was dispatched by the British Post Office in London to the Postmaster General in Cape Town. Assuming that it was forwarded to Port Elizabeth immediately after its receipt, it would have arrived in the Eastern Cape about five days later. Contrary to some sources (Jurgens, 1943, 70), the existence of a BONC.DX2 canceller has yet to be recorded in use in Port Elizabeth.
- BONC 3. On about 2 May 1864 a BONC in a 3.3.3 bar configuration inscribed with the numeral 3 was dispatched by the British Post Office in London to the Post Master General in Cape Town.
- BONC 13. Two types of BONC 13 appear to have found service in Stellenbosch. In the first the numeral “3” was of a more rounded and conventional nature, while in the second the same character was distinctly “chunky” and squared-off, with the number “3” flattened at the top and bottom and its ends curled tightly inward.
- BONC 17. The following loss was reported in the Cape of Good Hope Post Office Circular No 106 of 1 October 1890: *“Item 12: Lost Obliterating Stamp. An oval Defacing Stamp, bearing the No. 17 has been lost from the post office, George. It is believed to have been dropped into one of the mail bags dispatched from the office. Should it have found its way to any other office in the Colony, it must at once be sent back to the postmaster of George.”* It seems probable that this instrument was recovered and returned to use in George by 18 September 1891, if not earlier.
- BONC 25. It is not clear from the examples inspected whether BONC 25 in a 2.3.2 configuration was not, in fact, a late usage of the 3.3.3 instrument with its top and bottom bars worn down. This is less obvious on the bottom bar, which gives the strike a 2.3.3 appearance.
- BONC 26. Two types of BONC 26 in a 3.3.3 configuration have been recorded. In the first the numeral 2 had a well-rounded head, while in the second this has a more “chunky” appearance.
- BONC 34. The allocation of two BONC instruments to George, at a time when their distribution had just begun, is difficult to explain. Given the fact that the use of BONC 34 at George precedes that of BONC 17 by about three years, and that a different BONC 34 instrument was used subsequently at Wellington, it seems probable that BONC 34 was originally issued to George in about 1865 and, for reasons unknown, was withdrawn from service some time thereafter, necessitating its replacement with BONC 17. BONC 34 was then either returned to Stores and re-engraved, or was replaced by a new instrument, which was then allocated to Wellington.
- BONC 35. Two types of BONC 35 in a 3.3.3 bar configuration appear to have been used at Rondebosch. In the first issue the numeral 3 was conventional and well-rounded, while in the second this had a squared or a flat head.
- BONC 39. Three types of BONC 39 in a 3.3.3 bar configuration were used at Paarl. The first had numerals 6mm high with a rounded head to the 3; the numerals of the second were 6.5mm high and the 3 had a squared or flat head; the last instrument used numerals of an unusual typography, being 6mm high and of a chunky or squared configuration. It could be argued that such ungainly letters were the result of wear and tear to the first instrument. However the thickness of the boxing line and of the numerals themselves suggests that their form is the direct result of engraving and not of metal fatigue.
- BONC 115. The use of BONC 115 at New Bethesda has not been substantiated to date. One cover originating from there, cancelled with a blurred BONC strike and dated 26 June 1886, was recorded in the Esterhuysen collection. Unfortunately this was not distinct enough to provide positive identification, the numerals 115 being one possibility. However the number 261 was considered to be highly unlikely.
- BONC 145. Two types of BONC 145 were used at the Cape. The first employed a 3.3.3 bar configuration and was used at Queenstown, whilst the second, in a 4.5.4 bar configuration, found service in the village of St Marks, in nearby Tembuland. Initially the post office of St Marks fell under the supervision of Queenstown and its mails were probably channeled through there. Other postal matters, such as the regional distribution of BONC instruments, were also conducted through main post offices. It would appear, therefore, that BONC 145 was sent to Queenstown with the intention that it should be forwarded onto St Marks. For whatever reasons, this instruction was not implemented immediately, and BONC 145 was put into use at the Queenstown office instead. At the same time a request would have been made to the Main Stores in Cape Town for a replacement for St Marks. When this arrived it was seen that although the BONC had the same numeral as that already in use at Queenstown, its form was sufficiently different for it to be issued to St Marks.
- BONC 150. It seems likely that the Jamestown office date stamp in a SC.CC configuration and BONC 150 were lost during the South African War.
- BONC 167. In 1936 BONC 167 was discovered at the Grahamstown post office. It is now housed in the canceller collection of the South African Cultural History Museum in Pretoria.
- BONC 179 and 263. In view of the fact that two offices called Spitzkop were open concurrently in the Cape between 1882 and 1891, it seems probable that each of them was allocated a separate BONC. It is assumed therefore that BONC 179 was used

- at Spitzkop (Barkly West), which was opened in 1881, while BONC 263 was employed at Spitzkop (Calvinia), which was opened later, in 1882.
- BONC 227. Two types of BONC 227 of a 3.3.3 bar configuration appear to have been used at Kimberley. They vary only slightly in that their numerals are of different overall heights, being 5.3mm and 6.8mm respectively.
- BONC 230. Research conducted by David Mordant indicates that the postmaster at Graaff-Reinet was in the habit of applying his office defacer, BONC 230, to incoming as well as outgoing mail. It is believed that much of the confusion arising out of the use of this canceller at Grahamstown and Victoria West is the result of such improper usage.
- BONC 252. Two types of BONC 252 of a 3.3.3 bar configuration appear to have been issued by the Cape GPO. In the first, used at Modder River, the bottom line to the numeral "2" was 0.5mm thick, while in the second, used at Barkly East, this was 1mm.
- BONC 261. The use of BONC 261 at New Bethesda has not been substantiated to date. One cover originating from there, cancelled with a blurred BONC strike and dated 26 June 1886, was recorded in the Esterhuysen collection. Unfortunately this was not distinct enough to provide positive identification, the numerals 115 being one possibility. However the number 261 was considered to be highly unlikely.
- BONC 270. Two types of BONC 270 with a 3.3.3 bar configuration appear to have been issued by the Cape GPO. Although both sets of numerals were of the same height, those of the first instrument, used at Laingsberg, were approximately 9mm wide, whilst those of the second, used at Venterstad, were somewhat broader, being nearly 12mm across.
- BONC 276. Two types of BONC 276, in a 3.3.3 bar configuration, were issued by the Cape GPO. The numerals of the first, used at Tarkastad, were 6.5mm high whilst those of the second, used at Sterkstroom, were closer to 8mm.
- BONC 277. Two types of BONC 277 with a 3.3.3 bar configuration were issued by the Cape GPO. The numerals of the first, used at Salt River, were 7.5mm high whilst those of the second, used at Morija, were closer to 6mm.
- BONC 288. Two types of BONC 288, in a 3.3.3 bar configuration, were issued by the Cape GPO. In the first, used at Newlands, the numeral 8 was 3.5mm wide, while in the second, used at Vogelstruisnek, this was 4mm wide. Although this difference might appear to be marginal, when the two are compared visually the instrument used at Vogelstruisnek is noticeably broader.
- BONC 314. Two types of BONC 314 were issued by the Cape GPO. The first, used at Koonap, had a 3.3.3 configuration, while the second, used at Inxu, had a 4.5.4 configuration with small cramped numerals.
- BONC 430. The allocation of BONC 430 had previously been made to Mount Ayliff on a provisional basis, probably because some evidence also indicated that it could have been used at Kokstad instead. However this issue has been clarified by a CGH telegraph form formerly in the Nethersole collection. The partial form, dated in manuscript 8 January 1895, states that the telegram had been handed in at Kokstad and the top right-hand corner, where the "*Dated Stamp of Delivering Office*" would normally have been applied, bears a strike of BONC 430. Thus although the form fails to give a clear indication as to the name of the office of receipt, it also shows quite clearly that BONC 430 could not have been used at Kokstad.
- BONC 493. It seems probable that both BONC 493 and the Riverton Road office date stamp were destroyed by fire during the course of the Republican occupation.
- BONC 510 and 1176. Two different BONC instruments were used at Klein Boetsap, numbered 510 and 1176 respectively. However this office never enjoyed high operational status in the Cape's Postal Establishment, and it seems unlikely that it was issued with two BONCs in its own right. It is probable therefore that at least one of these, probably BONC 510, was originally issued to Boetsap, and that together with other fittings, it was transferred to Klein Boetsap when the former was closed down during the course of the South African War. BONC 1176, on the other hand, was issued to Klein Boetsap.
- BONC 576. When the cancellers of the old colonial Post Office began to be withdrawn from general service, probably soon after Union in 1910, those used at the Houses of Parliament appear to have been overlooked. BONC 576 was only rediscovered in or about 12 March 1937 when the postmaster forwarded it to the SA Cultural History Museum in Pretoria in whose collection it currently resides.
- BONC 696 and 969. Two types of BONC 696 (or 969) of a 3.3.3 bar configuration, were issued by the Cape GPO. The first, recorded to have been used at Lady Grey, had numerals in a full and well-rounded typeface typical of those issued in the pre-800 BONC range, while the second, recorded to have been used at Lusikisiki, had numerals in a smaller, more compact and vertical typeface, similar to those belonging to the post-800 BONC series. For these reasons it has been assumed that BONC 696 was used at Lady Grey while BONC 969 was used at Lusikisiki.
- BONC 741. This was probably destroyed in the fire which engulfed the buildings at Breede River Station on 24 November 1900.
- BONC 777. It appears probable that BONC 777 was removed from Stormberg Junction when the village was evacuated by British troops on about 3 November 1899. It was subsequently forwarded to Springfontein, in the Orange River Colony, where it has been recorded in use between 27 April and 7 May 1900.
- BONC 795. The use of a cork canceller to obliterate postal adhesives on three letters posted at Brandwacht on 13 February 1900, 2 July 1903 and 2 July 1905 would indicate that either BONC 795 was undergoing repairs at the time or that, contrary to current postal regulations, this was done as a favour for a local collector.
- BONC 850. The use of BONC 850 at Hazenjacht in 1923 is extremely late and should not be seen to reflect the wider practice of processing mails in post-colonial South Africa.
- BONC 905. The use of BONC 905 alongside an impression of the Tamboersfontein office date stamp, dated 29 September 1892, has been recorded on a cover addressed to Swellendam. The envelope also carried transit markings from Touws River and Fraserburg Road, as well as a Swellendam arrival strike, all of them dated on 30 September 1892. It is possible, however, that this item originated from Riet Vlei, where BONC 905 was applied, and that the Tamboersfontein cancellation was

- merely applied in transit.
- BONC 1126. This was discovered at the Cape post office of Kabeljousrivier on 7 April 1938. It is now housed in the canceller collection of the Post Office Museum in Pretoria.
- BONC 1180. During the course of current research numerous instances have been recorded where BONC 1180 was used in conjunction with the Alicedale double circle office date stamp (DC.EMB). This is an unusual combination which runs counter to the normal pattern of postal usage in the Cape. BONCs were normally employed to obliterate postal adhesives, and it seems illogical for it to be used in tandem with a dating and obliterating instrument. It is possible that these items are of philatelic origin.
- BONC 1257. Before the South African War of 1899-1902 Bethulie Bridge was probably issued with a BONC, number unknown. This was probably destroyed during the war, and then replaced with BONC 1257 on or about 1901.
- BONC 1301. This was discovered at the Dingle post office in 1939 and on 20 October 1948 it was transferred to the post office Museum in Pretoria.

## APPENDIX D

### COMBINED LISTING OF EARLY OFFICE DATE STAMPS, 1853-1862

ABERDEEN	DO ABERDEEN small typeface	10 NO 1861	3 JY 1866
	DO ABERDEEN tall typeface	9 AU 1872	28 AU 1874
ADDO DRIFT	DO TUNBRIDGE'S	16 FE 1860	
ADELAIDE	DA ADELAIDE dispatched 3 March 1862	12 DE 1863	3 MR 1878
ALEXANDRIA	DO ALEXANDRIA	21 OC 1856	** NO 1881
ALICE	DO ALICE	23 DE 1853	1 FE 1880
ALIWAL	See MOSSEL BAY		
ALIWAL NORTH	DO ALIWAL-NORTH	26 JU 1856	15 MR 1888
	DA ALIWAL NORTH	30 MR 1874	** SP 1879
AMALIENSTEIN	DO AMALIENSTEIN	23 JY 1860	27 FE 1888
AVONTUUR	DO AVONTUUR	14 JA 1869	10 JA 1878
BALFOUR	DA BALFOUR code at base, narrow spaced arcs	4 AU 1869	22 OC 1886
BARKLY WEST	DO DIAMOND FIELDS	15 MR 1871	17 SP 1873
	DA BARKLY	7 MY 1874	29 ** 1877
BATHURST	DO BATHURST received 22 December 1853	22 DE 1853	13 MY 1869
BEACONSFIELD	DO DU TOITS PAN serif typeface	29 FE 1872	14 OC 1880
	DO DU TOITS PAN san-serif typeface	2 MR 1873	27 JU 1879
	DA BEACONSFIELD		
BEAUFORT WEST	DO BEAUFORT	13 JA 1854	3 DE 1877
	DO BEAUFORT WEST	11 JA 1879	11 JA 1889
BEDFORD	DO BEDFORD	10 AU 1855	28 DE 1877
BELVIDERE	DO BELVIDERE	30 OC 1860	29 JA 1866
BENNETTSVILLE	See KLAPMUTS		
BLANCO	DO BLANCO	29 SP 1857	20 NO 1886
BLINKWATER	DA BLINKWATER dispatched 3 March 1862	3 OC 1866	6 FE 1902
BLOOD RIVER	DO BLOED RIVER	22 JY 1875	
BRAKFORTEIN	DO BRAKFORTEIN	15 DE 1871	11 MR 1902
BREAKFAST VLEY	DO BREAKFAST VLEY	10 JY 1870	7 JA 1879
	DA LINE-DRIFT dispatched 22 April 1857		
BREDASDORP	DO BREDAS-DORP	6 JA 1854	21 AU 1874
BRIDGETOWN	DO	2 MR 1879	9 MR 1879
BURGHERSDORP	DO BURGERS-DORP received 6 January 1854	6 JA 1854	18 NO 1876
CALEDON	DO CALEDON	1 MR 1854	3 AP 1887
CALITZDORP	DA CALITZDORP dispatched 3 March 1862	** FE 1877	22 NO 1884
CALVINIA	DO CALVINIA	1 JU 1857	18 JY 1898
CAPE L'AGULHAS,	DA L'AGULHAS dispatched 22 April 1857		
CAPE TOWN	DO CAPE TOWN various instruments recorded	7 DE 1853	14 NO 1871
CERES	DO CERES	5 MY 1856	27 NO 1875
CLANWILLIAM	DO CLAN-WILLIAM received 19 December 1853	19 DE 1853	2 JU 1888
CLAREMONT	DO CLAREMONT received 16 December 1853	16 DE 1853	2 MY 1868
COLESBERG	DO COLESBERG received 21 December 1853	21 DE 1853	8 AP 1865
	DA COLESBERG	** ** 1859	2 FE 1878
CRADOCK	DO CRADOCK received 23 December 1853	23 DE 1853	MY 1888
DAGGABOERSNEK	DA DAGGABOERS-NEK dispatched 3 March 1862	14 JU 1862	13 FE 1919
DALJOSAPHAT	DA DAL-JOSAPHAT dispatched 3 March 1862	29 DE 1863	
DARLING	DA DARLING dispatched 22 April 1857	27 FE 1861	30 AP 1882
DARLING BRIDGE	DA DARLING-BRIDGE dispatched 22 April 1857	6 JY 1861	18 JY 1874
DE BEERS N.R	See KIMBERLEY		
DE RUST	DO MEIRINGS POORT	12 MY 1860	2 MY 1874
DIAMOND FIELDS	See BARKLY WEST		
DOORN RIVER	DO	21 DE 1871	9 OC 1880
DORDRECHT	DO DORDRECHT	1 DE 1867	** NO 1877
DOUGLAS	DO.WGL concentric double oval inscribed WGL at base	24 OC 1872	
D'URBAN	See DURBANVILLE		

DURBANVILLE	DA D'URBAN dispatched 22 April 1857	** AP 1860	** DE 1874
DU TOITS PAN	See BEACONSFIELD		
EBENEZER	DO EBENEZER	27 MY 1861	3 JA 1923
ELAND'S POST	See SEYMOUR		
ELIM	DO ELIM	31 DE 1853	26 JA 1854
	DA ELIM year slugs up, dispatched 22 April 1857	13 NO 1857	10 OC 1859
	DA ELIM year slugs down, dispatched 3 March 1862	5 MY 1875	7 OC 1887
EERSTE RIVER	DA EERSTE RIVER dispatched 3 March 1862	9 OC 1874	12 MY 1883
FORT BEAUFORT	DO FORT-BEAUFORT	23 DE 1853	18 AU 1878
	DA	26 JU 1874	5 MR 1878
FORT-PEDDIE	See PEDDIE		
FRASERBURG	DO FRASERBURG	12 MR 1856	8 AP 1880
FRENCH HOEK	DO FRENCH-HOEK received 21 December 1853	19 DE 1853	9 NO 1877
GAMTOOS RIVER FERRY	DO GAMTOOS-RIVER received 18 December 1853	18 DE 1853	3 MY 1858
	DA GAMTOOS-RIVER dispatched 3 March 1862		
GENADENDAL	DO GENADENDAL	29 JU 1860	5 JA 1876
GEORGE	DO GEORGE	22 DE 1853	3 SP 1875
GLEN LYNDEN	DO GLEN LYNDEN	21 AU 1860	7 DE 1880
GOURITZ RIVER	DO GOURITZ RIVER	6 JY 1872	
GRAAFF-REINET	DO GRAAFF-REINETT received 21 December 1853	21 DE 1853	14 NO 1878
GRABOUW	DA GRABOUW dispatched 3 March 1862	19 JA 1863	3 DE 1868
GRAHAMSTOWN	DO GRAHAMS-TOWN	27 DE 1853	15 JY 1865
GREEN POINT	DA GREEN POINT dispatched 3 March 1862	20 AU 1883	28 AU 1883
	DA GREEN POINT at Somerset Road		
	DA GREEN POINT at Sea Point	3 AU 1871	16 AU 1879
	DA GREEN POINT at Green Point	20 AU 1883	28 AU 1883
GREEN POINT	See SEA POINT		
GREENPOINT	See SOMERSET ROAD		
GREYTOWN,	DA GREY TOWN	2 JY 1872	27 OC 1877
GROOTE VLEI	See STEYNSBURG		
HANKEY	DO HANKEY	13 OC 1874	11 FE 1881
HANOVER	DA HANOVER dispatched 22 April 1857	25 OC 1859	5 NO 1876
HEIDELBERG	DA HEIDLEBERG dispatched 22 April 1857	31 JA 1858	5 JU 1872
HENDRIKS KRAAL	DO JAGERSBOSCH	5 AU 1856	22 AP 1859
	DO HENDRIKS KRAAL	16 JU 1877	6 JY 1878
HERSCHEL	DA HERSCHEL	6 SP 1879	
HONDEKLIP BAY	DO HVNDE-KLIP-BAY	6 MY 1864	12 AU 1864
	DO HONDEKLIP-BAY	17 NO 1865	
	DA HONDEKLIPBAY	17 AP 1874	
HOPEDALE	See UNIONDALE		
HOPEFIELD,	DO	7 JY 1856	19 JU 1880
HOPETOWN	DA HOPE-TOWN dispatched 22 April 1857	18 SP 1857	10 JY 1874
HOTTENTOTS HOLLAND	See SOMERSET WEST		
HOTTENTOT'S KLOOF	See KAROO-POORT		
HOUW HOEK	DO HOUW HOCK	18 JY 1861	3 JU 1863
HUGUENOT	DA LADY GREY BRIDGE	23 OC 1900	
HUMANSDORP	DO HUMANS-DORP received 20 December 1853	20 DE 1853	11 AU 1878
JAGERSBOSCH	see HENDRIKS KRAAL		
JANSENVILLE	DO	25 OC 1866	10 SP 1880
JUNCTION R&M	See MODDER RIVER		
KALK BAY	DO KALK-BAY received 16 December 1853	16 DE 1853	27 JA 1862
KARROO POORT	DA KAROO-POORT dispatched 3 March 1862	14 MR 1878	18 JU 1884
KENHARDT	DA KENHARDT	3 MY 1876	18 AP 1882
KIMBERLEY	DA DE BEERS N.R narrow arc	5 MR 1872	30 NO 1873
	DA DE BEERS N.R wide arc	18 MY 1873	27 NO 1877
	DA KIMBERLEY narrow arc	22 NO 1873	4 MY 1881
	DA KIMBERLEY wide arc	9 OC 1873	9 MR 1885
KING WILLIAMS TOWN	DO KING-WILLIAMS-TOWN	** FE 1860	31 MY 1874
	DA KING WILLIAMS TOWN	13 JA 1872	30 JU 1876
KLAARSTROOM	DA KLAAS-STROOM dispatched 3 MR 1862	27 JY 1872	

*Postal Cancellers of the Cape*

KLAPMUTS	DA BENNETTS-VILLE dispatched 3 March 1862	31 MR 1871	20 SP 1878
KLIPSPRUIT NEK	DO KLIPSPRUIT	24 AP 1870	6 JY 1875
KNYSNA	DO KNYSNA	8 FE 1854	14 JY 1880
KOMGHA	DA KOMGHA	20 AU 1877	
KOOPMAN'S RIVIER	DO KOOPMAN'S RIVER	12 FE 1863	24 AU 1874
KOWIE WEST	DO PORT FRANCIS	18 JU 1857	8 NO 1857
KUILS RIVER	DO KUILS-RIVER	10 AU 1857	27 SP 1866
LADISMITH	DO LADY-SMITH	31 JA 1854	13 DE 1883
LADY GREY	DA LADY-GREY-A dispatched 3 March 1862	27 DE 1868	19 SP 1869
LADY-GREY-R	See McGREGOR		
LADY GREY BRIDGE	See HUGUENOT		
L'AGULHAS	See CAPE L'AGULHAS		
LAMBERTS-BAY	See VAN PUTTEN'S VLEI		
LANGFORD	DA LANGFORD	4 JU 1878	31 JA 1882
LILY FOUNTAIN	DO LILY-FOUNTAIN	2 JU 1860	30 JY 1893
LINE-DRIFT	See BREAKFAST VLEY		
MALAGAS	DO MALAGAS	18 DE 1853	10 DE 1881
MALMESBURY	DO MALMESBURY	17 DE 1853	14 JU 1881
MAMRE	DA MAMRE dispatched 22 April 1857	23 FE 1869	2 AU 1888
McGREGOR	DA LADY-GREY-R dispatched 3 March 1862	21 NO 1888	10 OC 1901
MEIRINGS POORT	See DE RUST		
MIDDELBURG	DO MIDDELBURG	22 OC 1854	5 OC 1866
MIDDLEDRIFT	DA	30 MY 1876	
MILL-RIVER	See MOLEN RIVER		
MODDER RIVER	DA JUNCTION R&M name top and bottom	5 FE 1874	19 FE 1874
MOLEN RIVER	DA MILL-RIVER dispatched 22 April 1857	16 OC 1858	16 NO 1878
MONTAGU	DO MONTAGU	27 AU 1856	14 OC 1880
MONTAGU BRIDGE	See SALT RIVER		
MOSEL BAY	DO ALIWAL	17 DE 1853	5 JA 1866
MOWBRAY	DO MOWBRAY	23 MR 1854	12 JU 1866
MURRAYSBURG	DA MURRAYSBURG dispatched 22 April 1857	8 SP 1857	12 DE 1884
NAPIER	DO NAPIER	22 DE 1853	18 FE 1887
NAZAAR	See SEVEN FOUNTAINS		
NELSPOORT	DA NELLS-POORT dispatched 22 April 1857	19 JU 1859	9 SP 1860
NORMANDIE	DO NORMANDIE	3 JY 1860	17 JA 1871
OUDTSHOORN	DO OUDSTHOORN	15 MY 1854	23 OC 1884
PAARL	DO PAARL	22 FE 1854	12 MY 1868
PAPENDORP	See WOODSTOCK STATION		
PEARSTON	DO PEARSTON	** FE 1860	22 NO 1873
PEDDIE	DO FORT-PEDDIE	18 JU 1854	25 NO 1878
PIQUETBERG	DO PIQUETBERG received 19 December 1853	19 DE 1853	20 FE 1879
PLETTENBERG'S BAY	DO PLETTENBERGS BAY single line received 19 December 1853	20 DE 1853	18 JY 1868
	DO PLETTENBERGS BAY double line	2 JA 1871	17 MR 1883
PLUMSTEAD	DO PLUMSTEAD	28 JY 1857	17 NO 1866
PORT ALFRED	DO PORT ALFRED	9 MY 1872	9 DE 1877
PORT BEAUFORT	DO PORT BEAUFORT	23 MR 1854	31 JA 1885
	DA PORT BEAUFORT dispatched 5 May 1857		
PORT ELIZABETH	DO dispatched from Cape Town 6 December 1853	26 DE 1853	5 DE 1865
	DA	18 OC 1873	21 FE 1882
PORT NOLLOTH	DA PORT-NOLLOTH dispatched 22 April 1857	7 MY 1874	25 OC 1883
PORT FRANCIS	See KOWIE WEST		
POST RETIEF	DO	10 *E 1855	18 OC 1882
PRINCE ALBERT	DO PRINCE-ALBERT received 22 December 1853	22 DE 1853	29 NO 1878
QUEENSTOWN	DO QUEENS-TOWN	25 JU 1856	27 JU 1865
RICHMOND	DO RICHMOND received 22 December 1853	22 DE 1853	12 AP 1891
RIEBEEK WEST	DA RIEBECK-WEST dispatched 3 March 1862	15 SP 1862	19 DE 1900
RIET VLEI	DO RIET-VALLEY	26 FE 1860	10 MR 1868
RIVERSDALE	DO RIVERSDALE received 17 December 1853	17 DE 1853	3 FE 1878
RIVER ZONDER END	DO RIVER-ZONDER-END	23 NO 1855	17 MY 1872

ROBERTSON	DO ROBERTSON	27 NO 1856	8 OC 1874
RONDEBOSCH	DO RONDEBOSCH	2 JA 1856	2 JA 1866
	DA dispatched 22 April 1857	30 AP 1864	25 SP 1867
RUIGTE VLEI	DO	3 FE 1864	
ST HELENA BAY	DO ST HELENA	8 SP 1856	
	DO ST HELENA-BAY	3 MR 1862	6 NO 1873
SALT RIVER	DO MONTAGU BRIDGE	5 JY 1867	3 NO 1875
SARON	DO SARON received 19 December 1853	19 DE 1853	12 NO 1891
	DA SARON dispatched 5 May 1857	22 AP 1857	15 MR 1886
SEA POINT	DA GREEN POINT	3 AU 1871	16 AU 1879
	DA GREEN POINT at Somerset Road		
	DA GREEN POINT at Sea Point	3 AU 1871	16 AU 1879
	DA GREEN POINT at Green Point	20 AU 1883	28 AU 1883
SEVEN FOUNTAINS	DO NAZAAR	31 DE 1873	
SEYMOUR	DO EILAND'S POST	13 OC 1856	9 JY 1896
SIDBURY	DO SIDBURY	20 DE 1853	** SP 1888
SIMONSTOWN	DO SIMONS-TOWN	19 NO 1850	27 MR 1868
SIR LOWRY'S PASS	DO SIR-LOURYS-PASS	20 SP 1854	1 AP 1867
SOMERSET EAST	DO SOMERSET EAST	22 DE 1853	20 DE 1879
SOMERSET ROAD	DA GREENPOINT dispatched 3 March 1862		
	DA GREENPOINT at Somerset Road		
	DA GREENPOINT at Sea Point	3 AU 1871	16 AU 1879
	DA GREENPOINT at Green Point	20 AU 1883	28 AU 1883
SOMERSET WEST	DO HOTTENTOTS HOLLAND	21 AP 1853	4 JY 1876
SPECTAKEL	DA SPECTAKEL reopened 1 July 1873	2 OC 1880	27 JY 1898
SPRINGBOKFONTEIN	DA SPRINGBOK-FONTEIN dispatched 22 April 1857	5 NO 1857	** ** 1868
	DA SPRINGBOK FONTEIN no hyphen	13 OC 1883	
STANFORD	DA STANFORD dispatched 3 March 1862	14 MR 1867	22 SP 1910
STEINKOPF	DA STEINKOPF dispatched 3 March 1862		
STELLENBOSCH	DO STELLENBOSCH	15 DE 1853	10 MR 1868
STEYNSBURG	DO GROOTE VLEI dispatched 18 November 1869	18 NO 1869	9 DE 1873
	DA STEYNSBURG dispatched 19 January 1874	10 SP 1875	27 AP 1879
STORM'S VLEI	DO STORMS VLEY	28 OC 1868	24 OC 1877
STUTTERHEIM	DA STUTTERHEIM	23 FE 1881	5 FE 1894
SUNDAY'S RIVER FERRY	DA SUNDAY-RIVER-(FERRY) dispatched 22 April 1857		
SWELLENDAM	DO SWELLENDAM	26 DE 1853	** DE 1877
TARKASTAD	DO TARKA STAD san-serif typeface	13 SP 1873	16 MY 1875
TULBAGH	DO TULBAGH		
	postmaster's correspondence 23 December 1853	19 DE 1853	13 OC 1880
TUNBRIDGE'S	See ADDO DRIFT		
UITENHAGE	DO UITENHAGE received 20 December 1853	20 DE 1853	18 JU 1875
UMTATA	DA UMTATA	29 OC 1874	
UNIONDALE	DO HOPEDALE	23 FE 1860	17 JA 1876
VAN PUTTEN'S VLEI	DA LAMBERTS-BAY dispatched 3 March 1862		
VICTORIA WEST	DO VICTORIA	1 MR 1854	4 FE 1871
	DO VICTORIA WEST	8 AP 1871	25 AU 1880
VILLIERSDORP	DO VILLIERS-DORP	22 FE 1857	13 NO 1891
VLUGT	DA WELGELEGEN dispatched 3 March 1862	21 AU 1862	3 MR 1863
WELGELEGEN	See VLUGT		
WELLINGTON	DO received on 21 December 1853	21 DE 1853	30 AP 1867
WESTFORD	DO WESTFORD	28 SP 1868	
WHEATLANDS	DA WHEATLANDS	29 AP 1876	2 MR 1877
WHITTLESEA	DO WHITTLESEA	14 AP 1859	13 DE 1880
WILLOWMORE	DA WILLOW dispatched 3 March 1862	3 AP 1862	22 AU 1873
WILLOW PARK	DO	8 OC 1876	8 AP 1877
WITTEKLIP	DA WITTE-KLIP dispatched 22 April 1857	14 SP 1857	19 OC 1857
WOLVEKRAAL	DO WOLVE-KRAAL	18 SP 1856	30 MR 1871
WOODSTOCK STATION	DA PAPENDORP dispatched 22 April 1857		
WORCESTER	DO WORCESTER received 25 December 1853	2 DE 1853	20 OC 1871
	DA WORCESTER	3 FE 1860	20 JA 1879

WYNBERG	DO WYNBERG	5 OC 1853	15 SP 1864
	DA WYNBERG	13 AP 1875	5 DE 1880
ZUURBRON	DO	21 DE 1895	13 OC 1902

**THE DOUBLE OVAL OFFICE DATE STAMP**

ABERDEEN	DO ABERDEEN small typeface	10 NO 1861	3 JY 1866
	DO ABERDEEN tall typeface	9 AU 1872	28 AU 1874
ADDO DRIFT	DO TUNBRIDGE'S	16 FE 1860	
ALEXANDRIA	DO ALEXANDRIA	21 OC 1856	** NO 1881
ALICE	DO ALICE	23 DE 1853	1 FE 1880
ALIWAL NORTH	DO ALIWAL-NORTH	26 JU 1856	15 MR 1888
AMALIENSTEIN	DO AMALIENSTEIN	23 JY 1860	27 FE 1888
AVONTUUR	DO AVONTUUR	14 JA 1869	10 JA 1878
BARKLY WEST	DO DIAMOND FIELDS	15 MR 1871	17 SP 1873
BATHURST	DO BATHURST received 22 December 1853	22 DE 1853	13 MY 1869
BEACONSFIELD	DO DU TOITS PAN serif typeface	29 FE 1872	14 OC 1880
	DO DU TOITS PAN san-serif typeface	2 MR 1873	27 JU 1879
BEAUFORT WEST	DO BEAUFORT	13 JA 1854	3 DE 1877
	DO BEAUFORT WEST	11 JA 1879	11 JA 1889
BEDFORD	DO BEDFORD	10 AU 1855	28 DE 1877
BELVIDERE	DO BELVIDERE	30 OC 1860	29 JA 1866
BLANCO	DO BLANCO	29 SP 1857	20 NO 1886
BLOOD RIVER	DO BLOED RIVER	22 JY 1875	
BRAKFORTEIN	DO BRAKFORTEIN	15 DE 1871	11 MR 1902
BREAKFAST VLEY	DO BREAKFAST VLEY	10 JY 1870	7 JA 1879
BREDASDORP	DO BREDAS-DORP	6 JA 1854	21 AU 1874
BRIDGETOWN	DO	2 MR 1879	9 MR 1879
BURGHERSDORP	DO BURGERS-DORP received 6 January 1854	6 JA 1854	18 NO 1876
CALEDON	DO CALEDON	1 MR 1854	3 AP 1887
CALVINIA	DO CALVINIA	1 JU 1857	18 JY 1898
CAPE TOWN	DO CAPE TOWN various instruments recorded	7 DE 1853	14 NO 1871
CERES	DO CERES	5 MY 1856	27 NO 1875
CLANWILLIAM	DO CLAN-WILLIAM received 19 December 1853	19 DE 1853	2 JU 1888
CLAREMONT	DO CLAREMONT received 16 December 1853	16 DE 1853	2 MY 1868
COLESBERG	DO COLESBERG received 21 December 1853	21 DE 1853	8 AP 1865
CRADOCK	DO CRADOCK received 23 December 1853	23 DE 1853	MY 1888
DE RUST	DO MEIRINGS POORT	12 MY 1860	2 MY 1874
DOORN RIVER	DO	21 DE 1871	9 OC 1880
DORDRECHT	DO DORDRECHT	1 DE 1867	** NO 1877
DOUGLAS	DO.WGL concentric double oval inscribed WGL at base	24 OC 1872	
EBENEZER	DO EBENEZER	27 MY 1861	3 JA 1923
ELIM	DO ELIM	31 DE 1853	26 JA 1854
FORT BEAUFORT	DO FORT-BEAUFORT	23 DE 1853	18 AU 1878
FRASERBURG	DO FRASERBURG	12 MR 1856	8 AP 1880
FRENCH HOEK	DO FRENCH-HOEK received 21 December 1853	19 DE 1853	9 NO 1877
GAMTOOS RIVER FERRY	DO GAMTOOS-RIVER received 18 December 1853	18 DE 1853	3 MY 1858
GENADENDAL	DO GENADENDAL	29 JU 1860	5 JA 1876
GEORGE	DO GEORGE	22 DE 1853	3 SP 1875
GLEN LYNDEN	DO GLEN LYNDEN	21 AU 1860	7 DE 1880
GOURITZ RIVER	DO GOURITZ RIVER	6 JY 1872	
GRAAFF-REINET	DO GRAAFF-REINETT received 21 December 1853	21 DE 1853	14 NO 1878
GRAHAMSTOWN	DO GRAHAMS-TOWN	27 DE 1853	15 JY 1865
HANKEY	DO HANKEY	13 OC 1874	11 FE 1881
HONDEKLIP BAY	DO HVNDE-KLIP-BAY	6 MY 1864	12 AU 1864
	DO HONDEKLIP-BAY	17 NO 1865	
HOPEFIELD,	DO HOPEFIELD	7 JY 1856	19 JU 1880
HOUW HOEK	DO HOUW HOCK	18 JY 1861	3 JU 1863
HUMANSDORP	DO HUMANS-DORP received 20 December 1853	20 DE 1853	11 AU 1878
JAGERSBOSCH	DO JAGERSBOSCH	5 AU 1856	22 AP 1859
	DO HENDRIKS KRAAL	16 JU 1877	6 JY 1878

JANSENVILLE	DO JANSENVILLE	25 OC 1866	10 SP 1880
KALK BAY	DO KALK-BAY received 16 December 1853	16 DE 1853	27 JA 1862
KING WILLIAMS TOWN	DO KING WILLIAMS-TOWN	** FE 1860	31 MY 1874
KLIPSPRUIT NEK	DO KLIPSPRUIT	24 AP 1870	6 JY 1875
KNYSNA	DO KNYSNA	8 FE 1854	14 JY 1880
KOOPMAN'S RIVIER	DO KOOPMAN'S RIVER	12 FE 1863	24 AU 1874
KOWIE WEST	DO PORT FRANCIS	18 JU 1857	8 NO 1857
KUILS RIVER	DO KUILS-RIVER	10 AU 1857	27 SP 1866
LADISMITH	DO LADY-SMITH	3 FE 1854	13 DE 1883
LILY FOUNTAIN	DO LILY-FOUNTAIN	2 JU 1860	30 JY 1893
MALAGAS	DO MALAGAS	18 DE 1853	10 DE 1881
MALMESBURY	DO MALMESBURY	17 DE 1853	14 JU 1881
MIDDELBURG	DO MIDDELBURG	22 OC 1854	5 OC 1866
MONTAGU	DO MONTAGU	27 AU 1856	14 OC 1880
MOSSEL BAY	DO ALIWAL	17 DE 1853	5 JA 1866
MOWBRAY	DO MOWBRAY	23 MR 1854	12 JU 1866
NAPIER	DO NAPIER	22 DE 1853	18 FE 1887
NORMANDIE	DO NORMANDIE	3 JY 1860	17 JA 1871
OUDSTHOORN	DO OUDTSHOORN	15 MY 1854	23 OC 1884
PAARL	DO PAARL	22 FE 1854	12 MY 1868
PEARSTON	DO PEARSTON	** FE 1860	22 NO 1873
PEDDIE	DO FORT-PEDDIE	18 JU 1854	25 NO 1878
PIQUETBERG	DO PIQUETBERG received 19 December 1853	19 DE 1853	20 FE 1879
PLETTENBERG'S BAY	DO PLETTENBERGS BAY single line received 19 December 1853	20 DE 1853	18 JY 1868
	DO PLETTENBERGS BAY double line	2 JA 1871	17 MR 1883
PLUMSTEAD	DO PLUMSTEAD	28 JY 1857	17 NO 1866
PORT ALFRED	DO PORT FRANCES serif typeface DO PORT ALFRED	12 AU 1858 9 MY 1872	9 DE 1877
PORT BEAUFORT	DO PORT BEAUFORT	23 MR 1854	31 JA 1885
PORT ELIZABETH	DO dispatched from Cape Town 6 December 1853	26 DE 1853	5 DE 1865
POST RETIEF	DO	10 *E 1855	18 OC 1882
PRINCE ALBERT	DO PRINCE-ALBERT received 22 December 1853	22 DE 1853	29 NO 1878
QUEENSTOWN	DO QUEENS-TOWN	25 JU 1856	27 JU 1865
RICHMOND	DO RICHMOND received 22 December 1853	22 DE 1853	12 AP 1891
RIET VLEI	DO RIET-VALLEY	26 FE 1860	10 MR 1868
RIVERSDALE	DO RIVERSDALE received 17 December 1853	17 DE 1853	3 FE 1878
RIVER ZONDER END	DO RIVER-ZONDER-END	23 NO 1855	17 MY 1872
ROBERTSON	DO ROBERTSON	27 NO 1856	8 OC 1874
RONDEBOSCH	DO RONDEBOSCH	2 JA 1856	2 JA 1866
RUIGTE VLEI	DO	3 FE 1864	
ST HELENA BAY	DO ST HELENA DO ST HELENA-BAY	8 SP 1856 3 MR 1862	6 NO 1873
SALT RIVER	DO MONTAGU BRIDGE	5 JY 1867	3 NO 1875
SARON	DO SARON received 19 December 1853	19 DE 1853	12 NO 1891
SEVEN FOUNTAINS	DO NAZAAR	31 DE 1873	
SEYMOUR	DO EILAND'S POST	13 OC 1856	9 JY 1896
SIDBURY	DO SIDBURY	20 DE 1853	** SP 1888
SIMONSTOWN	DO SIMONS-TOWN	19 NO 1850	27 MR 1868
SIR LOWRY'S PASS	DO SIR-LOURYS-PASS	20 SP 1854	1 AP 1867
SOMERSET EAST	DO SOMERSET EAST	22 DE 1853	20 DE 1879
SOMERSET WEST	DO HOTTENTOTS HOLLAND	21 AP 1853	4 JY 1876
STELLENBOSCH	DO STELLENBOSCH	15 DE 1853	10 MR 1868
STEYNSBURG	DO GROOTE VLEI dispatched 18 November 1869	18 NO 1869	9 DE 1873
STORM'S VLEI	DO STORMS VLEY	28 OC 1868	24 OC 1877
SWELLENDAM	DO SWELLENDAM	26 DE 1853	** DE 1877
TARKASTAD	DO TARKASTAD san-serif typeface	13 SP 1873	16 MY 1875
TULBAGH	DO.TULBAGH postmaster's correspondence 23 December 1853	19 DE 1853	13 OC 1880
UITENHAGE	DO UITENHAGE received 20 December 1853	20 DE 1853	18 JU 1875

UNIONDALE	DO HOPEDALE	23 FE 1860	17 JA 1876
VICTORIA WEST	DO VICTORIA	1 MR 1854	4 FE 1871
	DO VICTORIA WEST	8 AP 1871	25 AU 1880
VILLIERSDORP	DO VILLIERS-DORP	3 MY 1857	13 NO 1891
WELLINGTON	DO WELLINGTON received on 21 December 1853	21 DE 1853	30 AP 1867
WESTFORD	DO WESTFORD	28 SP 1868	
WHITTLESEA	DO WHITTLESEA	14 AP 1859	13 DE 1880
WILLOW PARK	DO WILLOW PARK	8 OC 1876	8 AP 1877
WOLVEKRAAL	DO WOLVE-KRAAL	18 SP 1856	30 MR 1871
WORCESTER	DO WORCESTER received 25 December 1853	2 DE 1853	20 OC 1871
WYNBERG	DO WYNBERG	5 OC 1853	15 SP 1864
ZUURBRON	DO	21 DE 1895	13 OC 1902

### THE DOUBLE ARC CANCELLER

ADELAIDE	DA ADELAIDE dispatched 3 March 1862	12 DE 1863	3 MR 1878
ALIWAL NORTH	DA ALIWAL NORTH	30 MR 1874	** SP 1879
BALFOUR	DA BALFOUR code at base	4 AU 1869	22 OC 1886
BARKLY WEST	DA BARKLY	7 MY 1874	29 ** 1877
BEACONSFIELD	DA BEACONSFIELD		
BLINKWATER	DA dispatched 3 March 1862	3 OC 1866	6 FE 1902
BREAKFAST VLEY	DA LINE-DRIFT dispatched 22 April 1857		
CALITZDORP	DA CALITZDORP dispatched 3 March 1862	** FE 1877	22 NO 1884
CAPE L'AGULHAS,	DA L'AGULHAS dispatched 22 April 1857		
COLESBERG	DA COLESBERG	** ** 1859	2 FE 1878
DAGGABOERSNEK	DA DAGGABOERS-NEK dispatched 3 March 1862	14 JU 1862	13 FE 1919
DALJOSAPHAT	DA DAL-JOSAPHAT dispatched 3 March 1862	29 DE 1863	
DARLING	DA DARLING dispatched 22 April 1857	27 FE 1861	30 AP 1882
DARLING BRIDGE	DA DARLING-BRIDGE dispatched 22 April 1857	6 JY 1861	18 JY 1874
DURBANVILLE	DA D'URBAN dispatched 22 April 1857	AP 1860	** DE 1874
ELIM	DA ELIM year slugs up, dispatched 22 April 1857	13 NO 1857	10 OC 1859
	DA ELIM year slugs down, dispatched 3 March 1862	5 MY 1875	7 OC 1887
EERSTE RIVER	DA EERSTE RIVER dispatched 3 March 1862	9 OC 1874	12 MY 1883
FORT BEAUFORT	DA FORT BEAUFORT	26 JU 1874	5 MR 1878
GAMTOOS RIVER FERRY	DA GAMTOOS-RIVER dispatched 3 March 1862		
GRABOUW	DA GRABOUW dispatched 3 March 1862	19 JA 1863	3 DE 1868
GREEN POINT	DA GREEN POINT dispatched 3 March 1862	20 AU 1883	28 AU 1883
GREYTOWN,	DA	2 JY 1872	27 OC 1877
HANOVER	DA HANOVER dispatched 22 April 1857	25 OC 1859	5 NO 1876
HEIDELBERG	DA HEIDLEBERG dispatched 22 April 1857	31 JA 1858	5 JU 1872
HERSCHEL	DA HERSCHEL	6 SP 1879	
HONDEKLIP BAY	DA HONDEKLIPBAY	17 AP 1874	
HOPETOWN	DA HOPE-TOWN dispatched 22 April 1857	18 SP 1857	10 JY 1874
HOTTENTOT'S KLOOF	DA KAROO-POORT dispatched 3 March 1862	14 MR 1878	18 JU 1884
HUGUENOT	DA LADY GREY BRIDGE	23 OC 1900	
KARROO POORT	DA KAROO-POORT dispatched 3 March 1862	14 MR 1878	18 JU 1884
KENHARDT	DA	3 MY 1876	18 AP 1882
KIMBERLEY	DA DE BEERS N.R narrow arc	5 MR 1872	30 NO 1873
	DA DE BEERS N.R wide arc	18 MY 1873	27 NO 1877
	DA KIMBERLEY narrow arc	22 NO 1873	4 MY 1881
	DA KIMBERLEY wide arc	9 OC 1873	9 MR 1885
KING WILLIAMS TOWN	DA KING WILLIAMS TOWN	13 JA 1872	30 JU 1876
KLAARSTROOM	DA KLAAS-STROOM dispatched 3 MR 1862	27 JY 1872	
KLAPMUTS	DA BENNETTS-VILLE dispatched 3 March 1862	31 MR 1871	20 SP 1878
KOMGHA	DA	20 AU 1877	
LADY GREY	DA LADY-GREY-A dispatched 3 March 1862	27 DE 1868	19 SP 1869
LAMBERT'S BAY	DA LAMBERTS-BAY		
LANGFORD	DA	4 JU 1878	31 JA 1882
MAMRE	DA MAMRE dispatched 22 April 1857	23 FE 1869	2 AU 1888
McGREGOR	DA LADY-GREY-R dispatched 3 March 1862	21 NO 1888	10 OC 1901
MIDDLEDRIFT	DA	30 MY 1876	

MODDER RIVER	DA JUNCTION R&M name top and bottom	5 FE 1874	19 FE 1874
MOLEN RIVER	DA MILL-RIVER dispatched 22 April 1857	16 OC 1858	16 NO 1878
MURRAYSBURG	DA dispatched 22 April 1857	8 SP 1857	12 DE 1884
NELSPOORT	DA NELLS-POORT dispatched 22 April 1857	19 JU 1859	9 SP 1860
PORT BEAUFORT	DA PORT BEAUFORT dispatched 5 May 1857		
PORT ELIZABETH	DA	18 OC 1873	21 FE 1882
PORT NOLLOTH	DA PORT-NOLLOTH dispatched 22 April 1857	7 MY 1874	25 OC 1883
RIEBEEK WEST	DA RIEBECK-WEST dispatched 3 March 1862	15 SP 1862	19 DE 1900
RONDEBOSCH	DA RONDEBOSCH dispatched 22 April 1857	30 AP 1864	25 SP 1867
SARON	DA SARON dispatched 5 May 1857	22 AP 1857	15 MR 1886
SEA POINT	DA GREENPOINT used at Sea Point	3 AU 1871	16 AU 1879
SOMERSET ROAD	DA GREENPOINT used at Somerset Road		
SPECTAKEL	DA SPECTAKEL	2 OC 1880	27 JY 1898
SPRINGBOKFONTEIN	DA SPRINGBOK-FONTEIN dispatched 22 April 1857	5 NO 1857	25 JA 1888
STANFORD	DA STANFORD dispatched 3 March 1862	14 MR 1867	22 SP 1910
STEINKOPF	DA STEINKOPF dispatched 3 March 1862		
STEYNSBURG	DA STEYNSBURG dispatched 19 January 1874	10 SP 1875	27 AP 1879
STUTTERHEIM	DA STUTTERHEIM	23 FE 1881	5 FE 1894
SUNDAY'S RIVER FERRY	DA SUNDAY-RIVER-(FERRY) dispatched 22 April 1857		
UMTATA	DA UMTATA	29 OC 1874	
VAN PUTTEN'S VLEI	DA LAMBERTS-BAY dispatched 3 March 1862		
VLUGT	DA WELGELEGEN dispatched 3 March 1862	21 AU 1862	3 MR 1863
WHEATLANDS	DA WHEATLANDS	29 AP 1876	2 MR 1877
WILLOWMORE	DA WILLOW dispatched 3 March 1862	3 AP 1862	22 AU 1873
WITTEKLIP	DA WITTE-KLIP dispatched 22 April 1857	14 SP 1857	19 OC 1857
WOODSTOCK STATION	DA PAPENDORP dispatched 22 April 1857		
WORCESTER	DA WORCESTER	3 FE 1860	20 JA 1879
WYNBERG	DA WYNBERG	13 AP 1875	5 DE 1880

## APPENDIX E

### POST OFFICES USING THE SC.CC OFFICE DATE STAMP

ABERDEEN	SC.CC (CC)	9 JU 1891	29 SP 1896
ADELAIDE	SC.CC (.CC.)	19 JY 1892	10 JY 1902
ANN'S VILLA	SC.CC (CC) WEBSTER'S ZUURBERG	4 OC 1879	21 DE 1895
BERLIN STATION	SC.CC (CC) BERLIN	15 JU 1887	14 JA 1914
BUTTERWORTH	SC.CC (CC) BUTTERWORTH CAPE COLONY	8 MY 1888	27 FE 1902
	SC.CC BUTTERWORTH CAPE OF GOOD HOPE	26 MY 1901	
CAMBRIDGE	SC.CC (CC) CAMBRIDGE	30 JU 1876	9 JU 1906
CAPE TOWN GPO	SC.CC (CC) CAPE TOWN	24 OC 1864	24 JU 1895
	SC.CC (.CC.) CAPE TOWN	5 MY 1892	10 FE 1897
	SC.CC (C.C) or (C-C) various types recorded	21 SP 1864	2 AU 1896
	SC.CC serif typeface, probably experimental	30 DE 1881	6 JA 1882
	SC.CC (.CC.) CAPE TOWN GPO	31 DE 1894	16 OC 1896
CARNARVON	SC.CC (CC) CARNARVON	22 DE 1878	21 DE 1904
CATHCART	SC.CC (CC) CATHCART	2 AP 1886	23 SP 1898
CERES ROAD	SC.CC (CC) CERES ROAD	11 JU 1885	28 AP 1897
CLAREMONT STATION	SC.CC (C.C) CLAREMONT	18 OC 1871	3 JA 1895
COEGA	SC.CC (CC)	24 MY 1886	8 AP 1910
COERNEY	SC.CC (CC)	9 SP 1878	1 AU 1912
DEBE NEK	SC.CC (CC)	8 JY 1904	10 JY 1909
EAST LONDON	SC.CC (C.C)	12 AU 1869	4 JY 1876
EERSTE RIVER STATION	SC.CC (C.C) EERSTE RIVER STA	9 NO 1875	28 AU 1909
ELUJILO	SC.CC (CC) ELIJILO	7 SP 1876	
EMGWALI	SC.CC (CC)	9 NO 1877	20 JY 1920
GEORGE	SC.CC (CC)	6 OC 1875	25 DE 1902
GOUDINI ROAD	SC.CC (CC) GOUDINI ROAD	27 AP 1888	11 AP 1923
GRAHAMSTOWN	SC.CC (C.C)	11 AU 1865	29 DE 1871
GREEN RIVER	SC.CC (CC)	** FE 1898	13 MR 1905
HALFMANSHOF	SC.CC (CC)	13 NO 1882	24 MR 1910
HEX RIVER	SC.CC (CC)	5 FE 1891	17 JU 1922
IDUTYWA	SC.CC (CC)	1 MY 1883	20 JU 1901
IQUIBICA	SC.CC (CC)	1 MR 1906	13 AP 1908
JAMESTOWN	SC.CC (CC)	26 MY 1891	2 DE 1898
KALK BAY	SC.CC (C.C) KALK-BAY	16 OC 1868	28 JA 1903
KATBERG	SC.CC (CC)	11 JY 1880	26 JY 1903
KRAAIFONTEIN STATION	SC.CC (CC) KRAAIFONTEIN STA	1 MY 1878	3 NO 1914
LADISMITH	SC.CC (CC) LADISMITH rounded typeface	4 OC 1883	13 AP 1889
	SC.CC (.CC.) LADISMITH	19 NO 1891	1 DE 1911
LANGEBAAN	SC.CC (CC) LANGEBAAN	1 MR 1892	27 DE 1908
MIDDELBURG	SC.CC (CC)	5 AP 1870	6 AU 1897
MOSSEL BAY	SC.CC (C.C) MOSSEL-BAY	10 SP 1867	30 JY 1882
MOWBRAY	SC.CC (C.C)	17 MR 1869	9 JA 1879
MURRAYSBURG	SC.CC (C.C)	27 AU 1865	21 JY 1894
NAAUWPOORT	SC.CC (CC)	7 SP 1883	12 DE 1892
NDABAKAZI	SC.CC (CC) TOLENI	6 FE 1891	29 MY 1907
NEWLANDS	SC.CC (C.C)	3 JA 1870	16 NO 1897
O'OKIEP	SC.CC (CC)	23 MY 1878	4 JA 1892
OUDTSHOORN	SC.CC (CC) OUDTSHOORN	26 NO 1878	3 JY 1890
PAARL	SC.CC (C.C) CAPE-COLONY	9 DE 1868	11 MY 1880
PIQUETBERG	SC.CC (CC)	2 NO 1875	4 MR 1879
PLUMSTEAD	SC.CC (C.C) PLUMSTEAD	16 MR 1869	15 JY 1903
PORT ELIZABETH	SC.CC (CC) PORT ELIZABETH small circle	4 JY 1864	20 MY 1895
	SC.CC (C.C) PORT.ELIZABETH small circle	15 AU 1864	4 MY 1895
	SC.CC (CC) medium circle	17 AP 1882	20 AP 1882
	SC.CC (CC) larger circle	14 SP 1890	1 MR 1891

PORTERVILLE	SC.CC (CC) PORTERVILLE	1 NO 1876	31 MR 1903
PORTERVILLE ROAD	SC.CC (CC) PIQUETBERG RD	2 NO 1875	2 AP 1880
QUEENSTOWN	SC.CC (C.C)	26 SP 1866	11 NO 1877
RIEBEEK KASTEEL	SC.CC (CC)	23 NO 1897	3 FE 1922
RONDEBOSCH	SC.CC (C.C)	23 JY 1869	17 JA 1896
SALT RIVER	SC.CC (CC) SALT RIVER	23 AP 1877	30 ** 1877
SANDFLATS	SC.CC (CC)	4 MY 1880	7 MY 1906
SIMONSTOWN	SC.CC (CC) SIMONS TOWN	20 SP 1871	2 FE 1903
SIR LOWRY ROAD	SC.CC (CT) SIR LOWRY ROAD CAPE TOWN	2 AP 1900	27 MY 1905
STEINKOPF	SC.CC (CC)	24 OC 1879	19 SP 1914
STELLENBOSCH	SC.CC (CC)	31 MY 1869	4 NO 1891
SWELLENDAM	SC.CC (CC)	16 FE 1870	6 AP 1899
TARKASTAD	SC.CC (C.C)	23 OC 1866	23 NO 1878
TULBAGH ROAD STATION	SC.CC	24 JA 1880	26 JA 1880
TYLDEN	SC.CC (CC)	15 MR 1876	2 MY 1896
UITENHAGE	SC.CC (CC) symmetrical face	1 JY 1878	12 JY 1886
	SC.CC (CC) asymmetrical face	29 SP 1893	6 SP 1903
UITENHAGE STATION	SC.CC (CC) use probable, see Uitenhage above		
UNIONDALE	SC.CC (CC) UNIONDALE	28 AP 1878	30 MR 1912
WAGENAAR'S KRAAL	SC.CC (CC) WAGENAARS KRAAL	22 FE 1889	8 NO 1907
WELLINGTON	SC.CC (C.C)	27 FE 1869	15 JA 1898
WILLOWMORE	SC.CC (CC) WILLOWMORE	20 NO 1877	30 MR 1909

## NOTES

<b>ABERDEEN.</b>	No estimate possible because of disparity of dates, introduced between 25 July 1973 and 9 June 1891, probably closer to 1883 because of BONC dates.
<b>ADELAIDE.</b>	No estimate possible because of disparity of dates, introduced between 23 March 1878 and 19 July 1892.
<b>BERLIN STATION.</b>	Post office opened on 18 July 1864
<b>BUTTERWORTH.</b>	Post office opened on 1 December 1976
<b>CAMBRIDGE.</b>	No estimate possible because of disparity of dates, introduced between 1 July 1862 and 30 June 1876
<b>CAPE TOWN GPO.</b>	Estimated arrival at the Cape 14 June 1864, used on 24 October 1864
<b>CARNARVON.</b>	Post office opened on 15 February 1875
<b>CATHCART.</b>	Post office opened on 1 December 1876
<b>CERES ROAD.</b>	Post office opened on 1 November 1875
<b>CLAREMONT STATION.</b>	Introduced between 2 May 1868 and 18 October 1871
<b>COEGA.</b>	Post office opened on 1 September 1875
<b>COERNEY.</b>	Post office opened on 1 March 1876
<b>DEBE NEK.</b>	Post office opened on 1 January 1867
<b>EAST LONDON.</b>	Earliest recorded postal use 12 August 1869
<b>EERSTE RIVER STATION.</b>	No estimate possible because of overlapping dates, first recorded use 9 November 1875
<b>ELUJILO.</b>	Post office opened on 1 October 1875
<b>EMGWALI.</b>	Post office opened on 1 October 1875
<b>GEORGE.</b>	Introduced between 3 September 1875 and 6 October 1875
<b>GOUDINI ROAD.</b>	No estimate possible because of overlapping dates, first recorded use 27 April 1888
<b>GRAHAMSTOWN.</b>	Estimated arrival in Grahamstown 28 June 1864, first recorded used on 11 August 1865
<b>GREEN RIVER.</b>	Post office opened on 1 January 1867
<b>HALFMANSHOF.</b>	Post office opened on 1 July 1875
<b>HEX RIVER.</b>	Post office opened on 1 November 1877
<b>IDUTYWA.</b>	Post office opened on 1 December 1876
<b>IQUIBICA.</b>	Post office opened in 1882
<b>JAMESTOWN.</b>	Post office opened on 1 October 1875. It seems likely that both the Jamestown office date stamp in a SC.CC configuration and its BONC 150 were lost during the South African War.
<b>KALK BAY.</b>	Introduced between 27 January 1862 and 16 October 1868
<b>KATBERG.</b>	Post office opened on 25 March 1862, but may have used initially a barred triangle CGH obliterator. SC.CC stamp probably issued when WH Stanton was appointed postmaster on 1 January 1879
<b>KRAAIFONTEIN STATION.</b>	Post office opened on 16 June 1876
<b>LADISMITH.</b>	Earliest recorded postal use on October 1883
<b>LANGEBAAN.</b>	Post office opened on 1874

<b>MIDDELBURG.</b>	Introduced between 5 October 1866 and 5 April 1870
<b>MOSSEL BAY.</b>	Introduced between 5 January 1866 and 10 September 1867
<b>MOWBRAY.</b>	Introduced between 12 June 1866 and 17 March 1869
<b>MURRAYSBURG.</b>	No exact estimate possible because of overlapping dates, but first recorded use on 27 August 1865
<b>NAAUWPOORT.</b>	No estimate possible because of overlapping dates, but first recorded use on 7 September 1883
<b>NDABAKAZI.</b>	Post office opened on 1 June 1874
<b>NEWLANDS.</b>	Post office opened on 23 March 1866
<b>O'OKIEP.</b>	Post office opened on 1 February 1876
<b>OUDTSHOORN.</b>	Earliest recorded postal use on 26 November 1878
<b>PAARL.</b>	Introduced between 12 May 1868 and 9 December 1868
<b>PIQUETBERG.</b>	Earliest recorded postal use on 2 November 1875
<b>PLUMSTEAD.</b>	Introduced between 17 November 1866 and 16 March 1869
<b>PORT ELIZABETH.</b>	Estimated arrival in Port Elizabeth 28 June 1864, recorded used on 4 July 1864
<b>PORTERVILLE.</b>	Post office opened on 5 March 1875
<b>PORTERVILLE ROAD.</b>	Post office opened on 20 September 1875
<b>QUEENSTOWN.</b>	Introduced between 27 June 1865 and 26 September 1866
<b>RIEBEEK KASTEEL.</b>	No estimate possible because of overlapping dates. Earliest recorded postal use on 23 November 1897, but was probably issued on or about 1 July 1876 when N Walters was appointed postmaster
<b>RONDEBOSCH.</b>	Introduced between 25 September 1867 and 23 July 1869
<b>SALT RIVER.</b>	Introduced between 3 November 1875 and 23 April 1877
<b>SANDFLATS.</b>	Introduced between April 1876 and 4 May 1880
<b>SIMONSTOWN.</b>	Introduced between 27 March 1868 and 20 September 1871
<b>SIR LOWRY ROAD.</b>	Post office opened on 1 December 1881. Strictly speaking, the single circle canceller identified above as SC.CC (CT) does not conform to the more common SA.CC format, in that the words CAPE COLONY inscribed at the base have been replaced by CAPE TOWN. Nonetheless its size, style, vintage and typeface all seem to indicate that it belongs to the same grouping (Putzel 1992).
<b>STEINKOPF.</b>	Introduced between 3 March 1862 and 24 October 1879. The second date is probably more credible.
<b>STELLENBOSCH.</b>	Introduced between 10 March 1868 and 31 May 1869.
<b>SWELLENDAM.</b>	No estimate possible because of overlapping dates.
<b>TARKASTAD.</b>	No exact estimate possible because of overlapping dates, but the earliest recorded postal use was on 23 October 1866
<b>TULBAGH ROAD STATION.</b>	Post office opened on 1 November 1875
<b>TYLDEN.</b>	No exact estimate possible, but the earliest recorded postal use was on 15 March 1876.
<b>UITENHAGE.</b>	Introduced between 1 February 1875 and 1 July 1878. There is a strong possibility that the Uitenhage office date stamp in a SC.CC configuration with a dis-axial face was originally issued to Uitenhage Station, and was inscribed as such. When this office was abolished in 1887, it was transferred to the main post office at Uitenhage, where its face was altered to read asymmetrically as UITENHAGE.
<b>UITENHAGE STATION.</b>	Use probable, post office opened on 4 October 1875. There is a strong possibility that, when it was opened, the post office at Uitenhage Station was issued with an office date stamp in a SC.CC configuration inscribed UITENHAGE STATION, and that when this office was abolished in 1887, its equipment was transferred to the main post office at Uitenhage where the name was altered to read asymmetrically as UITENHAGE.
<b>UNIONDALE.</b>	Introduced between 17 January 1876 and 28 April 1878
<b>WAGENAAR'S KRAAL.</b>	Post office opened on 1 August 1874
<b>WEBSTER'S ZUURBERG.</b>	Issued before 4 October 1879, probably 1 March 1874, when S Webster was appointed postmaster. See ANN'S VILLA
<b>WELLINGTON.</b>	Introduced between 30 April 1867 and 27 February 1869
<b>WILLOWMORE.</b>	Introduced between 22 August 1873 and 20 November 1877

## APPENDIX F

### POST OFFICES USING THE SC.BAB OFFICE DATE STAMP

ABBOTSDALE	SC.BAB name 9-3 o'clock	17 JU 1912	10 NO 1936
ABERDEEN	SC.BAB name 9-3 o'clock	1 JY 1879	17 JU 1892
ABERDEEN ROAD	SC.BAB name 7-5 o'clock	12 JA 1888	27 NO 1898
ACHTERTANG	SC.BAB		
ADDO	SC.BAB ADDO large typeface, name 9-3 o'clock	2 AP 1892	20 AP 1903
	SC.BAB ADDO small typeface, name 10-2 o'clock	30 NO 1893	21 DE 1914
ADENDORP	SC.BAB name 8-4 o'clock	6 DE 1895	26 FE 1923
AIRLEY	SC.BAB AIRLEY	30 AU 1902	14 JU 1910
ALBERT JUNCTION	SC.BAB ALBERT JUNCTION RO	27 OC 1891	5 AP 1905
ALEXANDRIA	SC.BAB name 8-4 o'clock	20 FE 1884	7 FE 1899
ALICE	SC.BAB name 9-3 o'clock, two types recorded, large typeface and small typeface	11 JU 1886	4 NO 1896
	SC.BAB name 8-4 o'clock .	31 MR 1883	4 AP 1908
ALIWAL NORTH	SC.BAB ALIWAL NORTH name 7-5 o'clock	13 MR 1885	21 DE 1892
	SC.BAB ALIWAL-NORTH name 8-4 o'clock	21 NO 1884	10 FE 1900
	SC.BAB name 9-3 o'clock, small typeface	1 MY 1908	22 SP 1911
AMALINDA VILLAGE	SC.BAB AMALINDA	15 MY 1906	30 JA 1915
AMANDELBOOM	SC.BAB AMANDEL-BOOM dispatched 22 December 1863	12 JY 1869	29 SP 1876
ASHTON	SC.BAB	24 JA 1905	26 NO 1913
AURORA	SC.BAB asymmetrical name 8-3 o'clock		
AVONTUUR	SC.BAB	31 JY 1882	18 AP 1911
BALFOUR	SC.BAB may be two instruments	2 MY 1883	17 JY 1902
BALMORAL	SC.BAB BALMORAL	2 OC 1899	
BANGOR SIDING	SC.BAB BANGOR SIDING	12 FE 1907	
BAREND'S KRAAL SIDING	SC* probably SC.BAB	5 DE 1906	2* AP 1913
BARKLY PASS	SC.BAB	23 SP 1903	25 JA 1918
BARRINGTON	SC.BAB name 8-4 o'clock	29 AU 1900	25 AU 1914
BARROE	SC.BAB BAROO name 9-3 o'clock	16 AP 1883	21 JY 1905
	SC.BAB BARROE asymmetrical, name 9-4 o'clock	6 JU 1892	1 JA 1907
BARRYDALE	SC.BAB	17 JU 1891	2 JU 1908
BEACONSFIELD	SC.BAB name 9-3 o'clock	27 DE 1900	26 JA 1916
	SC.BAB name 10-2 o'clock	20 DE 1911	11 FE 1925
BEACONSFIELD LOCATION	SC.BAB BEACONSFIELD LOCATION name 9-3 o'clock	25 AU 1908	5 JU 1914
BEAUFORT WEST	SC.BAB BEAUFORT-WEST name 8-4 o'clock	25 AP 1881	11 MY 1898
	SC.BAB BEAUFORT WEST name 6-6 o'clock	5 DE 1881	5 MR 1908
BEAUFORT WEST STATION	SC.BAB name 7-5 o'clock, small typeface	25 NO 1910	14 JY 1913
BEDFORD	SC.BAB large typeface, name 8-4 o'clock	12 DE 1882	5 OC 1894
	SC.BAB small typeface, name 10-2 o'clock	13 NO 1903	18 FE 1924
BELGROVE	SC.BAB	4 NO 1905	11 NO 1916
BELL	SC.BAB BELL	5 JY 1889	23 AU 1912
BELLVILLE	SC.BAB BELLVILLE 20 mm diameter, name 9-3 o'clock, dispatched 2 May 1864	21 DE 1866	31 AU 1876
	SC.BAB BELLVILLE 23 mm diameter, name 8-4 o'clock	15 JA 1883	1 OC 1886
BELMONT	SC.BAB name 8-4 o'clock	20 AU 1894	10 MY 1901
BELVIDERE	SC.BAB BELVIDERE name 7-5 o'clock	4 DE 1880	25 FE 1902
BENSONVALE	SC.BAB	2 DE 1900	8 JY 1924
BETHESDA ROAD	SC.BAB name 8-4 o'clock	30 SP 1900	4 MR 1925
BETHULIE BRIDGE	SC.BAB	21 MY 1901	
BIG UMGAZI	SC.BAB	18 AU 1911	17 NO 1920
BLANCO	SC.BAB name 9-3 o'clock	26 NO 1882	11 JY 1910
BLANEY JUNCTION	SC.BAB name 7-5 o'clock	25 MR 1898	15 MY 1906
BOKSPRUIT	SC.BAB small typeface, name 10-2 o'clock	2 JY 1906	17 JA 1913
BOLO RESERVE	SC.BAB BOLO RESERVE	2 MY 1912	
BOLOTWA	SC.BAB	12 SP 1878	

Postal Cancellers of the Cape

BONAWE	SC.BAB	1 AP 1892	1 AP 1915
BONNIEVALE	SC.BAB	29 JU 1910	16 AP 1913
BONT RAND	SC.BAB	** ** 1908	15 NO 1943
BOTHA'S HALT	SC.BAB BOTHAS HALT	18 OC 1907	14 AP 1939
BRAND RIVER	SC.BAB	12 MY 1917	14 FE 1939
BRAND VLEI	SC.BAB	24 JY 1905	9 JY 1927
BRANDWACHT	SC.BAB name 8-4 o'clock	23 AP 1896	16 AU 1940
BREDASDORP	SC.BAB name 7-5 o'clock	17 NO 1879	1 OC 1900
	SC.BAB name 9-3 o'clock	1 SP 1901	1 NO 1926
BREEDE RIVER STATION	SC.BAB BREEDE RIVER STATION name 7-5 o'clock	7 JA 1901	28 JA 1929
BREE STREET, CAPE TOWN	SC.BAB BREE STREET name 9-3 o'clock	4 MY 1909	14 OC 1914
BRITSTOWN	SC.BAB name 8-4 o'clock	18 MR 1890	17 JY 1913
BROUGHTON	SC.BAB	16 JA 1903	7 MR 1912
BUFFALO NEK TO	SC.BAB		
BULWATER	SC.BAB	18 MY 1903	2 SP 1915
BURGHERSDORP	SC.BAB large typeface, name 8-4 o'clock	14 MR 1880	17 FE 1891
	SC.BAB small typeface, name 10-2 o'clock	26 JU 1906	3 MY 1923
BUTTERWORTH	SC.BAB large typeface, name 9-3 o'clock	21 MR 1880	4 AU 1884
	SC.BAB large typeface, name 7-5 o'clock	8 AU 1884	21 JA 1901
	SC.BAB small typeface, name 9-4 o'clock	14 AU 1901	14 JY 1910
CALA	SC.BAB name 9-3 o'clock	16 MY 1888	29 JY 1891
	SC.BAB name 10-2 o'clock	27 MY 1903	13 OC 1924
CALDERWOOD	SC.BAB	2 SP 1907	24 FE 1912
CALEDON	SC.BAB large typeface, name 9-3 o'clock	8 JA 1883	31 AU 1896
	SC.BAB small typeface, name 9-3 o'clock	3 AU 1910	5 AU 1910
	SC.BAB medium typeface, name 10-2 o'clock	7 JY 1879	28 MY 1890
	SC.BAB small typeface, name 10-2 o'clock	20 MR 1906	3 MR 1927
CALVINIA	SC.BAB large typeface, name 8-4 o'clock	11 JU 1881	11 FE 1908
	SC.BAB small typeface, name 9-3 o'clock	13 NO 1896	25 JA 1917
CAMPBELL	SC.BAB name 9-3 o'clock	18 AP 1901	14 OC 1913
CAMP'S BAY	SC.BAB	3 JU 1906	10 MR 1914
CAPE ST FRANCIS	SC.BAB	3 AU 1892	20 OC 1909
CAPE TOWN GPO	SC.BAB CAPE-TOWN name 9-3 o'clock, hyphen	19 JY 1880	6 JY 1904
	SC.BAB CAPE.TOWN name 10-2 o'clock, dot	2 NO 1899	29 OC 1901
	SC.BAB CAPE TOWN name 10-2 o'clock, no dot	20 DE 1894	2 MR 1910
CARNARVON	SC.BAB CARNARVON name 8-4 o'clock	20 DE 1886	9 NO 1894
CATHCART	SC.BAB	26 AU 1911	
CEDARBERG	SC.BAB		
CEDARVILLE	SC.BAB CEDARVILLE name 9-3 o'clock	14 AP 1897	7 MR 1902
	SC.BAB CEDARVILLE name 7-5 o'clock	24 OC 1904	13 OC 1911
CENTLIVRES	SC.BAB	6 JY 1899	1 JU 1923
CERES	SC.BAB name 9-3 o'clock	8 JY 1877	24 DE 1898
	SC.BAB name 10-2 o'clock	28 MR 1881	9 AU 1881
	SC.BAB name 10-2 o'clock, later use at telegraph office	11 AU 1911	30 JA 1915
CERES ROAD	SC.BAB CERES-ROAD name 9-3 o'clock	10 JA 1880	21 DE 1905
CLANWILLIAM	SC.BAB name 8-4 o'clock	17 MR 1886	2 AP 1901
CLAREMONT STATION	SC.BAB CLAREMONT STATION		
	SC.BAB CLAREMONT name 9-3 o'clock	23 AU 1903	2 NO 1927
CLARKEBURY	SC.BAB	20 SP 1882	30 DE 1907
CLUTHA	SC.BAB only two types recorded	9 DE 1905	3 JA 1906
COLESBERG	SC.BAB name 8-4 o'clock	8 AU 1883	21 DE 1895
	SC.BAB name 9-3 o'clock	7 DE 1896	22 MR 1911
	SC.BAB 24 mm, name 9-3 o'clock used on telegraph form	30 JU 1883	
COMMADAGGA	SC.BAB COMMADAGGA name 8-4 o'clock	9 MR 1885	18 SP 1907
CONSTABLE	SC.BAB name 8-4 o'clock	25 AP 1879	
CONSTANTIA VIEW	SC.BAB	9 JA 1906	
CONWAY STATION	SC.BAB CONWAY		
COOKHOUSE	SC.BAB name 8-4 o'clock	10 JY 1880	26 SP 1896
	SC.BAB name 9-3 o'clock	12 NO 1903	21 MY 1920
CRADOCK	SC.BAB name 9-3 o'clock	29 JU 1882	10 MY 1884

	SC.BAB name 10-2 o'clock, recorded on telegraph form	19 DE 1882	4 NO 1913
CRADOCK STATION	SC.BAB	28 MY 1906	1 OC 1919
CYPHERGAT STATION	SC.BAB CYPHERGAT	27 AP 1893	6 JA 1919
DAGGABOERSNEK	SC.BAB	8 FE 1879	21 SP 1912
DARABE	SC.BAB name 10-2 o'clock	28 JY 1906	1 DE 1943
DARLING	SC.BAB name 10-2 o'clock	3 DE 1901	10 JU 1913
DARLINGTON	SC.BAB name 8-4 o'clock	7 AU 1894	24 DE 1910
DE AAR	SC.BAB DE AAR name 10-2 o'clock	17 SP 188	19 FE 1897
DE DOORNS	SC.BAB DE DOORNS small type, name 10-2 o'clock	27 AP 1912	30 DE 1913
DE DRIFT	SC.BAB	26 JY 1892	
DE POORTJE	SC.BAB	15 FE 1906	7 JU 1906
DEPUT	SC.BAB	14 SP 1903	
DESPATCH	SC.BAB	18 AU 1898	14 OC 1912
DIEP RIVER	SC.BAB DIEP RIVER name 8-4 o'clock	14 FE 1871	13 JY 1873
DINGLE	SC.BAB	30 NO 1908	19 DE 1916
DOHNE	SC.BAB DOHNE name 9-3 o'clock	22 JA 1886	20 MR 1913
	SC* possibly SC.BAB, large diameter	20 MR 1892	
DONNINGTON	SC.BAB		
DONNYBROOK	SC.BAB name 9-3 o'clock	19 NO 1907	
DOORNBOSCH	SC.BAB	9 DE 1912	11 JU 1916
DORDRECHT	SC.BAB name 9-3 o'clock	8 DE 1874	3 DE 1902
	SC.BAB name 8-4 o'clock	23 JY 1887	22 OC 1907
DRAAIBOSCH	SC.BAB	17 MY 1892	20 AP 1905
DRAGHOENDER TO	SC.BAB DRAGHOENDER name 9-3 o'clock	31 JA 1903	22 JA 1910
	SC.BAB DRAGHOENDER name 8-4 o'clock	2 NO 1890	5 AU 1900
DROMMEL VLEI	SC.BAB or SC.DOT DROMMEL VLEI	31 OC 1893	
DULCIE'S NEK	SC.BAB name 8-4 o'clock	7 JA 1906	
DURBAN ROAD	SC.BAB DURBAN-ROAD name 9-3 o'clock	1 MY 1891	6 SP 1899
DURBANVILLE	SC.BAB DURBANVILLE name 8-4 o'clock, two types	29 JY 1882	9 MY 1921
DWARS-IN-DE-WEG	SC.BAB	2 AU 1904	
DWINGFONTEIN	SC.BAB	20 JU 1888	29 JA 1940
DWYKA	SC.BAB	7 NO 1909	1 AP 1912
EAST LONDON	SC.BAB EAST LONDON name 8-4 o'clock, no dot	t9 JA 1878	19 JA 1880
	SC.BAB EAST.LONDON name 8-4 o'clock, dot between names	24 JY 1889	30 JU 1899
	SC.BAB EAST LONDON name 9-3 o'clock	31 AU 1901	13 AU 1920
EERSTE RIVER STATION	SC.BAB EERSTE R.STN circle 28 mm diameter	8 MY 1869	19 OC 1885
EGOSO	SC.BAB name 9-3 o'clock	24 JY 1880	
ELSIE'S RIVER HALT	SC.BAB	13 MY 1902	20 JA 1925
ENGCOBO	SC.BAB name 8-3 o'clock asymmetrical	17 DE 1882	16 JU 1905
ENTLAMBE	SC.BAB	10 AU 1888	1 JU 1891
FALLODEN	SC.BAB FALLODEN	6 MY 1909	1 SP 1924
FAURE SIDING	SC.BAB FAURE	23 OC 1908	20 JU 1935
FERGUSON'S	SC.BAB name 9-3 o'clock	2 AU 1904	4 MR 1931
FISH RIVER RANDT	SC.BAB	17 AP 1885	14 DE 1900
FORT BEAUFORT	SC.BAB		
FORT BROWN	SC.BAB	29 MR 1877	11 SP 1916*
FORT CUNYNGHAME TO	SC.BAB FORT-CUNYNGHAME	23 AU 1879	
FORT JACKSON	SC.BAB name 9-3 o'clock	8 OC 1892	16 NO 1922
FRASERBURG	SC.BAB name 8-4 o'clock	2 JA 1881	14 NO 1901
FRASERBURG ROAD	SC.BAB name 9-3 o'clock	23 AU 1904	2 MR 1912
GANS BAY	SC.BAB name 9-3 o'clock	9 MR 1935	
GARIES	SC.BAB GARIES	10 NO 1891	25 SP 1919
GENADENDAL	SC.BAB name 8-4 o'clock	8 MY 1893	8 DE 1913
GEORGE	SC.BAB name 10-2 o'clock	27 JY 1911	
GEORGIDA	SC.BAB	14 MR 1924	3 SP 1924
GLENCONNOR	SC.BAB	21 NO 1889	8 NO 1913
GLENGARRY	SC.BAB		
GLEN LYNDEN	SC.BAB GLEN LYNDEN	2 JU 1888	18 DE 1924
GONG GONG	SC.BAB	8 AP 1895	

Postal Cancellers of the Cape

GOUDINI ROAD	SC.BAB name 9-3 o'clock	19 MR 1879	11 AP 1923
GRAAFF-REINET	SC.BAB name 7-5 o'clock GRAAFFREINET	14 JU 1876	2 NO 1896
	SC.BAB name 8-4 o'clock GRAAFF.REINET	6 NO 1884	7 AU 1912
	SC.BAB name 8-4 o'clock GRAAFF-REINET	31 OC 1888	1 SP 1899
	SC.BAB name 8-4 o'clock	4 NO 1874	24 SP 1908
GRAHAMSTOWN	SC.BAB GREAT BERG SIDING	23 AU 1904	8 MR 1907
GREAT BERG RAIL	SC.BAB name 9-3 o'clock	22 DE 1890	11 NO 1918
GREYTON	SC.BAB		
GROOT DRAKENSTEIN	SC.BAB name 8-4 o'clock	5 MR 1885	25 NO 1895
GROOTFONTEIN	SC.BAB name 9-3 o'clock	3 AU 1892	26 JU 1920
HAARLEM	SC.BAB name 9-3 o'clock	30 MY 1888	12 MY 1915
HACKNEY	SC.BAB	2 JA 1902	19 MY 1920
HALSETON	SC.BAB HAMMANS HOF	2 JU 1910	10 MR 1937
HAMMAN'S HOF	SC.BAB name 9-3 o'clock	4 JY 1882	16 MY 1908
HANOVER	SC.BAB name 10-2 o'clock, 22mm diameter	2 DE 1901	29 SP 1913
	SC.BAB name 10-2 o'clock, 24mm diameter	22 DE 1902	12 NO 1908
	SC.BAB name 10-2 o'clock	31 JA 1904	26 MR 1936
	SC.BAB HEIDELBERG name 9-3 o'clock	11 NO 1881	25 NO 1909
HAWSTON	SC.BAB HEIDELBERG name 8-4 o'clock	6 MR 1882	11 FE 1911
HEIDELBERG	SC.BAB name 7-5 o'clock	25 JY 1892	17 MY 1918
HERBERTSDALE	SC.BAB name 10-2 o'clock	11 JU 1896	19 DE 1902
HERMON	SC.BAB name 9-3 o'clock	11 MR 1905	15 OC 1917
HERSCHEL	SC.BAB name 9-3 o'clock	1 AP 1881	20 SP 1913
HIGHLANDS	SC.BAB name 8-4 o'clock	7 AP 1888	25 FE 1918
HOPETOWN	SC.BAB HOPE TOWN name 8-4 o'clock	3 SP 1881	30 NO 1895
HOPEWELL	SC.BAB HOPEWELL	4 AP 1902	
HOTTENTOT'S KLOOF	SC.BAB HOTTENTOTS KLOOF name 8-4 o'clock	21 JY 1871	
HOUSES OF PARLIAMENT	SC.BAB name 6-6 o'clock	4 JY 1885	31 OC 1931
HOUT KRAAL	SC.BAB name 8-4 o'clock	19 NO 1891	20 JU 1917
HUMANSDORP	SC.BAB name 9-3 o'clock	8 AU 1879	
	SC.BAB name 8-4 o'clock	2 NO 1885	25 JU 1896
	SC.BAB name 10-2 o'clock	5 JY 1905	31 AU 1923
	SC.BAB name 9-3 o'clock	13 DE 1880	19 MY 1909
IDUTYWA	SC.BAB name 10-2 o'clock	5 JA 1906	
IMVANI	SC.BAB name 7-5 o'clock	2 JY 1878	19 SP 1899
INXU	SC.BAB name 9-3 o'clock	6 MY 1909	28 DE 1925
JANSENVILLE	SC.BAB		
JEFFREY'S BAY	SC.BAB name 8-4 o'clock	13 JY 1903	26 MY 1924
KAAL HOEK	SC.BAB KALABAS-KRAAL name 8-4 o'clock	4 OC 1889	12 DE 1913
KABELJOUS RIVER	SC.BAB KALABAS KRAAL name 8-4 o'clock	22 MR 1921	31 OC 1922
KALABAS KRAAL	SC.BAB name 7-5 o'clock	3 MY 1884	18 JA 1919
KAMASTONE	SC.BAB KARIEGA name 9-3 o'clock	16 JA 1900	10 JA 1935
KARIEGA STATION	SC.BAB KARROO KOP on a telegraph form	12 JU 1889	
KARREE KOP	SC.BAB	5 JY 1912	4 DE 1942
KATZENBERG	SC.BAB name 9-3 o'clock	8 MR 1890	10 JU 1895
KEI ROAD	SC.BAB name 9-3 o'clock two similar types	14 SP 1889	16 OC 1897
KENHARDT	SC.BAB name 8-4 o'clock, larger typeface	10 SP 1876	22 FE 1897
KIMBERLEY	SC.BAB name 9-3 o'clock, smaller circle, smaller typeface	16 MY 1901	7 JY 1910
	SC.BAB name 9-3 o'clock, larger typeface	21 AP 1886	1 JA 1914
	SC.BAB name 8-4 o'clock, smaller typeface	13 AP 1901	20 JA 1902
	SC.BAB	13 OC 1909	11 JY 1916
KIMBERLEY STATION	SC.BAB name 7-5 o'clock, larger rounded typeface	5 MY 1875	2 MY 1898
KING WILLIAMS TOWN	SC.BAB name 7-5 o'clock, smaller typeface	24 JU 1901	9 JA 1908
	SC.BAB name 8-4 o'clock, smaller typeface	29 JU 1901	
	SC.BAB KLEIN DOORNBERG name 9-3 o'clock	22 JA 1907	22 MR 1907
KLEIN DOORN	SC.BAB name 7-5 o'clock	3 AU 1905	2 MY 1933
KLEIN DRAKENSTEIN	SC.BAB KLEIN PLAATS name 8-4 o'clock	13 JY 1886	3 AP 1901
KLEIN PLAATS	SC.BAB	6 JU 1905	
KLEIN RIVERS KLOOF	SC.BAB KLIPDAM, CAPE	3 AU 1914	
KLIPDAM	SC.BAB	23 FE 1895	c 1896
KLIPFONTEIN			

KLIPHEUVEL	SC.BAB smaller blocked typeface, name 7-5 o'clock	21 OC 1903	10 AP 1922
KLIP KRAAL	SC.BAB	15 SP 1904	16 AP 1924
KLIPPLAAT	SC.BAB name 8-4 o'clock	** MR 1882	16 DE 1897
KLIPSPRUIT NEK	SC.BAB KLIPSPRUIT NEK	** MY 1880	
KNYSNA	SC.BAB name 9-3 o'clock	19 MY 1886	17 FE 1916
KOELENHOF	SC.BAB name 9-3 o'clock	5 JA 1907	26 AP 1924
KOKSTAD	SC.BAB name 9-3 o'clock	30 JY 1878	16 FE 1895
	SC.BAB name 10-2 o'clock	29 SP 1884	24 SP 1903
KOMGHA	SC.BAB name 9-3 o'clock	16 OC 1895	
	SC.BAB name 10-2 o'clock	2 DE 1905	24 FE 1928
KOONAP BRIDGE	SC.BAB listing provisional	9 JY 1890	
KORSTEN	SC.BAB name 9-3 o'clock	28 MY 1906	** MY 1937
KRAAIFONTEIN STATION	SC.BAB KRAAIFONTEIN name 9-3 o'clock	13 NO 1878	
KRAAL DOORNS	SC.BAB	26 JA 1934	
KRAKEEL RIVER	SC.BAB name 8-4 o'clock 25mm diameter	10 OC 1870	
	SC.BAB name 8-4 o'clock 22mm diameter	8 JY 1891	6 DE 1924
KUBUSIE	SC.BAB KABOUSIE name 9-3 o'clock	31 JY 1891	10 AP 1907
LADY GREY BRIDGE	SC.BAB LADY GREY BRIDGE	5 MR 1879	21 AP 1900
	SC.BAB LADY GREY BRIDGE outer ring segmented	24 AU 1900	4 NO 1901
LADY SMITH	SC.BAB	11 JA 1883	
LAMBERT'S BAY	SC.BAB name 7-5 o'clock	6 MR 1894	30 DE 1912
LATEGAAN'S VLEI	SC.BAB	12 MR 1912	c 1929
LAWRENCE STREET	SC.BAB LAWRENCE STREET	22 FE 1922	7 AP 1923
LETJESBOSCH	SC.BAB name 8-4 o'clock	19 AU 1891	31 MR 1892
LETTSKRAAL	SC.BAB name 9-3 o'clock	21 FE 1906	26 DE 1942
LINTON	SC.BAB name 10-2 o'clock	11 AP 1905	19 JU 1925
LOERIE RIVER	SC.BAB name 8-4 o'clock	17 SP 1907	10 JY 1911
LOERIESFONTEIN	SC.BAB	19 JU 1910	** ** 1925
LOVEDALE	SC.BAB name 9-3 o'clock	8 JY 1886	14 OC 1913
LOWER PAARL	SC.BAB larger typeface, name 8-4 o'clock	2 JU 1883	29 DE 1887
	SC.BAB small typeface, name 9-3 o'clock	17 AP 1906	1 FE 1912
LOXTON	SC.BAB LOXTON name 10-2 o'clock	11 JA 1904	10 JY 1917
LYNEDOCH	SC.BAB name 9-3 o'clock	29 FE 1892	19 JY 1904
MACLEANTOWN	SC.BAB MACLEAN TOWN name 7-5 o'clock	5 SP 1882	5 AU 1918
MACLEAR	SC.BAB MACLEAR name 9-3 o'clock	20 NO 1891	21 NO 1901
	SC.BAB MACLEAR name 10-2 o'clock	22 JY 1902	7 AP 1911
MAFETENG	SC.BAB name 7-5 o'clock	9 FE 1900	13 JU 1907
MAIN	SC.BAB asymmetrical format, name 10-1 o'clock	28 AU 1886	16 AP 1907
MAITLAND	SC.BAB name 8-4 o'clock	22 MY 1900	29 AP 1902
MALAN SIDING	SC.BAB	9 MR 1905	** ** 1913
MALMESBURY	SC.BAB name 8-4 o'clock	21 JY 1881	31 OC 1896
	SC.BAB name 9-3 o'clock	20 SP 1887	15 MR 1944
MANDILENI	SC.BAB name 9-3 o'clock	18 DE 1906	22 FE 1924
MANHAARSPPOORT	SC.BAB	8 JY 1911	
MARAISBURG	SC.BAB large circle, name 9-3 o'clock	4 JU 1886	15 OC 1900
	SC.BAB smaller circle, name 8-4 o'clock	10 FE 1893	11 JA 1913
MARKET SQUARE, Grahamstown	SC.BAB MARKET SQUARE BO GRAHAMS TOWN	29 AP 1884	
MASERU	SC.BAB name 9-3 o'clock	21 SP 1900	30 SP 1913
MATATIELE	SC.BAB name 8-4 o'clock	3 OC 1883	1 JU 1901
MATJES KLOOF	SC.BAB name 9-3 o'clock	24 JA 1913	29 NO 1941
MATJES RIVER	SC.BAB name 9-3 o'clock	24 JA 1913	29 NO 1941
MEIRINGS-POORT	SC.BAB MEIRINGS-POORT	9 NO 1882	30 JA 1905
MIDDELBURG	SC.BAB MIDDELBURG name 9-3 o'clock, large type	22 FE 1885	28 JU 1904
	SC.BAB MIDDELBURG-CAPE name 9-3 o'clock small type	10 MR 1906	18 AU 1921
MIDDLEDRIFT	SC.BAB	8 DE 1909	
MIDDLE POST	SC.BAB name 9-3 o'clock	7 MY 1912	10 AU 1932
MIDDLETON	SC.BAB name 8-4 o'clock	3 MR 1891	23 JA 1911
MILLER	SC.BAB MILLER STATION name 8-4 o'clock	5 MR 1907	29 MR 1927
MILL STREET, GARDENS	SC.BAB MILL STREET	15 NO 1909	7 NO 1913
MILNERTON	SC.BAB name 9-3 o'clock	16 JY 1907	13 NO 1911

MINARD	SC.BAB name 9-3 o'clock	11 SP 1886	20 AU 1913
MISGUND	SC.BAB name 9-3 o'clock	3 AU 1899	28 FE 1934
MISSION SIDING	SC.BAB name 8-4 o'clock	8 MY 1903	6 MR 1944
MIST KRAAL	SC.BAB name 9-3 o'clock	14 JY 1917	25 AU 1944
MODDER RIVER	SC.BAB MODDER RIVER name 8-4 o'clock	6 JY 1891	27 OC 1906
MOLEN RIVER	SC.BAB MOLEN RIVER name 9-3 o'clock	15 FE 1902	15 FE 1903
MOLTENO	SC.BAB name 9-3 o'clock	29 NO 1886	6 FE 1896
MONTAGU	SC.BAB name 8-4 o'clock	1 SP 1884	27 DE 1911
MORIJA	SC.BAB name 9-3 o'clock, rounded typeface	5 AU 1886	7 MY 1900
	SC.BAB name 10-2 o'clock, compact typeface	24 DE 1898	13 FE 1913
MOSITA	SC.BAB name 10-2 o'clock, small typeface	12 DE 1898	5 OC 1924
MOSSEL BAY	SC.BAB MOSSEL-BAY larger typeface, name 9-3 o'clock	19 AU 1893	2 NO 1905
	SC.BAB MOSSEL BAY name 9-3 o'clock	13 JA 1889	21 DE 1909
MOTITO	SC.BAB name 10-2 o'clock	17 OC 1907	21 FE 1926
MOUNT FLETCHER	SC.BAB	16 MY 1888	
MOUNT FRERE	SC.BAB MOUNT-FRERE name 9-3 o'clock, larger type	26 FE 1884	25 SP 1898
	SC.BAB name 9-3 o'clock, smaller typeface	31 MY 1912	6 OC 1920
MOWBRAY	SC.BAB name 8-4 o'clock	31 MY 1880	4 SP 1900
	SC.BAB name 9-3 o'clock	20 AU 1879	23 AP 1906
MOWBRAY STATION	SC.BAB MOWBRAY STN large circle 28mm diameter	4 AP 1871	17 NO 1873
MTENTU	SC.BAB UMTENTU or EMTENTU		
	SC.BAB MTENTU disaxial face, possibly amended 23 September 1887	3 JA 1901	
MURRAYSBURG	SC.BAB name 9-3 o'clock	23 JU 1914	28 OC 1927
NAAUWPOORT	SC.BAB	18 MY 1905	20 JY 1906
NABABEEP	SC.BAB name 9-3 o'clock	5 DE 1904	5 AP 1920
NAPIER	SC.BAB name 9-3 o'clock	7 JA 1884	28 MY 1908
NDABENI LOCATION	SC.BAB NDABENI LOCATION name 8-4 o'clock	8 DE 1903	21 DE 1905
NEK	SC.BAB name 11-1 o'clock	20 FE 1905	31 DE 1919
NEW BETHESDA	SC.BAB name 9-3 o'clock	19 AU 1903	10 SP 1924
NEW BRIGHTON LOCATION	SC.BAB name 7-5 o'clock	19 DE 1904	19 DE 1923
NEW EISLEBEN	SC.BAB		
NEW ENGLAND	SC.BAB NEW ENGLAND name 8-4 o'clock	10 JY 1879	
NEWLANDS	SC.BAB name 9-3 o'clock	12 NO 1898	15 SP 1924
	SC.BAB name 10-2 o'clock	5 FE 1900	19 MY 1903
NIEUWE RUST	SC.BAB NIEUWE RUST name 9-3 o'clock	5 DE 1903	5 SP 1923
NORVAL'S PONT	SC.BAB name 9-3 o'clock	22 FE 1901	28 DE 1904
NQAMAKWE	SC.BAB name 8-4 o'clock	22 MR 1880	19 JU 1907
NQUQU	SC.BAB	25 JU 1909	3 NO 1926
OATLANDS	SC.BAB name 8-4 o'clock	1 AP 1884	5 SP 1921
OBSERVATORY ROAD	SC.BAB OBSERVATORY 28mm large circle, name 9-3 o'clock	6 SP 1871	2 JY 1880
	SC.BAB OBSERVATORY 22mm smaller circle, name 9-3 o'clock	8 SP 1921	10 DE 1942
ODENDAALSTROOM	SC.BAB name 8-4 o'clock	8 AP 1911	31 JA 1914
OLD BUNTING	SC.BAB name 9-3 o'clock	22 NO 1904	17 FE 1906
OLIPHANT'S HOEK	SC.BAB smaller typeface, name 9-3 o'clock	9 FE 1908	29 AU 1927
OLIVE WOOD	SC.BAB name 9-3 o'clock	10 FE 1906	12 AU 1910
OMDRAAI'S VLEI	SC.BAB name 8-4 o'clock	1 FE 1903	15 MY 1917
ONVERWACHT	SC.BAB	18 MR 1920	
O'OKIEP	SC.BAB name 9-3 o'clock	14 MY 1881	3 JU 1895
ORANGE RIVER	SC.BAB ORANGE RIVER STATION name 7-5 o'clock	1 JA 1885	16 FE 1892
OUDEDAG	SC.BAB OUDEDAG name 9-3 o'clock	12 FE 1918	
OUDEKRAAL	SC.BAB name 9-3 o'clock	20 MY 1901	
OUDTSHOORN	SC.BAB name 9-3 o'clock	1 AP 1888	17 NO 1890
PAARDENBERG	SC.BAB name 9-3 o'clock	8 MR 1905	27 DE 1910
PAARL	SC.BAB name 9-3 o'clock	15 MR 1882	12 JU 1905
	SC.BAB name 10-2 o'clock	30 NO 1882	24 SP 1913
PAARL STATION	SC.BAB PAARL STN larger circle 28mm diameter	5 JA 1869	28 MY 1873
PALMIETFONTEIN	SC.BAB name 8-4 o'clock	23 JU 1886	12 AU 1902

PAMPOENPOORT	SC.BAB name 7-5 o'clock	19 DE 1908	10 SP 1912
PANMURE	SC.BAB PANMURE	30 JA 1875	3 JU 1875
PANMURE STATION	SC.BAB PANMURE	10 AP 1879	
PAPENDORP	SC.BAB PAPENDORP dispatched 22 December 1863	19 SP 1873	18 MR 1878
PAROW	SC.BAB name 9-3 o'clock	28 NO 1904	26 OC 1926
PATRIOT'S KLIP	SC.BAB name 7-5 o'clock	14 DE 1904	16 SP 1912
PEARSTON	SC.BAB name 8-4 o'clock	4 SP 1897	4 AP 1908
	SC.BAB name 9-3 o'clock two types recorded	2 JU 1890	3 JU 1911
	SC.BAB name 10-2 o'clock	22 JA 1912	
PEDDIE	SC.BAB PEDDIE name 9-3 o'clock	3 MR 1884	19 AU 1898
PEELTON	SC.BAB name 9-3 o'clock	2 OC 1886	18 AU 1942
PELLA	SC.BAB	4 JY 1895	4 MY 1926
PETERSBURG	SC.BAB name 9-3 o'clock	1 JA 1906	25 AU 1924
PETRUSVILLE	SC.BAB name 8-4 o'clock	26 JA 1889	27 SP 1906
PHILADELPHIA	SC.BAB 20mm diameter, dispatched 2 May 1864	26 FE 1882	5 SP 1910
PHILIPSTOWN	SC.BAB 20mm diameter, dispatched 2 May 1864	27 JY 1866	12 SP 1913
	SC.BAB 23mm diameter, name 8-4 o'clock	8 MR 1883	8 DE 1913
PHILIPTON	SC.BAB name 8-4 o'clock	30 DE 1916	
PHISANTEFONTEIN	SC.BAB PHISANTE FONTEIN name 8-4 o'clock	28 DE 1878	1 OC 1900
PIQUETBERG	SC.BAB name 8-4 o'clock	13 OC 1881	16 OC 1900
PIQUETBERG-ROAD	SC.BAB PIQUETBERG-ROAD name 8-4 o'clock	23 MY 1890	13 OC 1901
POORTJE	SC.BAB name 9-3 o'clock	6 SP 1909	20 JU 1924
PORT ALFRED	SC.BAB 20mm diameter, dispatched 2 May 1864	3 JU 1864	14 NO 187*
	SC.BAB 24mm diameter circle, name 9-3 o'clock	19 OC 1881	25 MR 1884
PORT ELIZABETH	SC.BAB PORT ELIZABETH CAPE COLONY	16 JA 1868	** ** 1894
	SC.BAB small circle, name 8-4 o'clock probably two types	14 MR 1873	19 DE 1905
	SC.BAB name 7-5 o'clock	11 AU 1874	15 JU 1899
PORTERVILLE	SC.BAB PORTERVILLE		
PORTERVILLE ROAD	SC.BAB PORTERVILLE ROAD name 7-5 o'clock	6 AU 1903	28 SP 1916
PORT NOLLOTH	SC.BAB name 9-3 o'clock	14 MR 1917	26 AP 1917
POST RETIEF	SC.BAB name 8-4 o'clock	17 JA 1894	3 JA 1913
POTFONTEIN	SC.BAB POTFONTEIN name 9-3 o'clock	10 JU 1893	21 FE 1925
PRIESKA	SC.BAB name 8-4 o'clock	4 DE 1883	7 MY 1903
PRINCE ALBERT	SC.BAB PRINCE ALBERT no dot separator	27 AU 1893	11 AU 1902
	SC.BAB PRINCE.ALBERT name 9-3 o'clock, with dot separator	5 AP 1898	5 JA 1920
PUTFONTEIN	SC.BAB name 9-3 o'clock	25 SP 1884	3 JU 1892
PUTZONDERWATER	SC.BAB name 8-4 o'clock	27 NO 1908	18 JY 1919
QUEENSTOWN	SC.BAB name 9-3 o'clock, small typeface	25 DE 1903	3 JU 1921
	SC.BAB name 8-4 o'clock, taller typeface, two types	14 AP 1879	19 DE 1890
QUMBU	SC.BAB QUMBU name 9-3 o'clock	3 JA 1886	4 SP 1903
QUTHING	SC.BAB name 9-3 o'clock	19 DE 1888	18 DE 1914
RAWSONVILLE	SC.BAB name 9-3 o'clock	25 AP 1884	9 ** 1914
RAYNER	SC.BAB name 9-3 o'clock	20 NO 1885	
RICHMOND	SC.BAB name 9-3 o'clock	27 AU 1883	
	SC.BAB name 8-4 o'clock	28 DE 1881	18 AP 1893
	SC.BAB name 10-2 o'clock	22 DE 1884	17 AP 1896
RIVERSDALE	SC.BAB larger typeface, name 8-4 o'clock	28 MR 1879	30 SP 1900
	SC.BAB smaller typeface, name 9-3 o'clock	28 MY 1879	20 AP 1918
RIVERTON ROAD	SC.BAB name 8-4 o'clock	26 AU 1894	5 MY 1898
ROBBEN ISLAND	SC.BAB 20mm diameter, dispatched 2 May 1864	12 OC 1868	23 DE 1907
ROBERTSON	SC.BAB name 7-5 o'clock, two types probable	26 AP 1884	18 DE 1913
ROBERTSON RAIL	SC.BAB ROBERTSON STATION	31 OC 1903	22 MY 1917
	SC.BAB ROBERTSON STN	1 JY 1917	25 JY 1917
ROCKFORD	SC.BAB name 9-3 o'clock	6 MR 1890	4 FE 1907
RONDEBOSCH	SC.BAB name 9-3 o'clock, larger rounded typeface	6 OC 1891	
	SC.BAB name 9-3 o'clock, smaller rounded typeface	19 MR 1902	22 FE 1922
	SC.BAB name 9-3 o'clock, smaller compact typeface	24 OC 1905	30 OC 1916
RONDEBOSCH STATION	SC.BAB RONDEBOSCH STN 28mm diameter large circle	27 JY 1870	14 SP 1871
RONDEVALLEI	SC.BAB	21 NO 1932	10 MR 1944

Postal Cancellers of the Cape

ROUDEHOOGTE	SC.BAB name 9-3 o'clock	29 DE 1899	** MY 1923
ROSEBANK	SC.BAB name 8-4 o'clock	1 MY 1877	5 JY 1894
ROSEGLLEN	SC.BAB		
RUYTERSBOSSCH	SC.BAB name 8-4 o'clock	27 MY 1892	10 SP 1913
ST MARKS	SC.BAB	25 JY 1879	15 MY 1897
ST MATTHEWS	SC.BAB ST MATHEWS name 8-4 o'clock	30 NO 1889	15 MR 1890*
	SC.BAB ST MATTHEWS name 8-4 o'clock	9 MY 1899	30 JU 1904
SALEM	SC.BAB.SL dispatched 2 May 1864	30 JU 1872	** ** 1881
SALTER'S POST	SC.BAB	12 NO 1904	28 JA 1916
SALT RIVER	SC.BAB	4 OC 1904	23 MY 1908
SANDDRIFT	SC.BAB	17 NO 1908	28 JU 1920
SCHOEMANSHOEK	SC.BAB	3 NO 1892	11 JY 1940
SCHOONGEZICHT	SC.BAB	21 AP 1890	
SCOTT'S BOTTOM	SC.BAB	27 ** 1909	
SIMONDIUM	SC.BAB 20mm diameter, dispatched 2 May 1864		
	SC.BAB	16 AU 1884	30 JA 1924
SIMONSTOWN	SC.BAB		
SIMONSTOWN STATION TO	SC.BAB name 7-5 o'clock	13 FE 1911	
SIR LOWRY ROAD	SC.BAB SIR LOWRY ROAD name 8-4 o'clock	1 FE 1895	28 NO 1908
SIR LOWRY'S PASS	SC.BAB name 8-4 o'clock, rounded typeface	10 FE 1891	15 DE 1901
	SC.BAB name 9-3 o'clock, blocked typeface	13 SP 1907	9 JA 1908
SLANGFONTEIN	SC.BAB	27 JA 1901	** ** 1938
SOMERSET EAST	SC.BAB name 8-4 o'clock	17 DE 1890	28 MY 1912
	SC.BAB name 9-3 o'clock	4 JY 1886	
SOMERSET STRAND	SC.BAB SOMERSET STRAND	10 OC 1911	
SOMERSET WEST	SC.BAB SOMERSET.WEST name 9-3 o'clock	8 AU 1881	1 JA 1885
SOUTHEYVILLE	SC.BAB	19 FE 1907	3 MR 1924
SOUTHWELL	SC.BAB	17 OC 1892	14 AP 1922
SPECTAKEL	SC.BAB 20mm diameter, dispatched 2 May 1864		
SPREEUWFONTEIN	SC.BAB	** ** 1892	
SPRINGBOKFONTEIN	SC.BAB name 7-5 o'clock	12 MR 1906	23 SP 1911
SPYTPOORT	SC.BAB SPYTPOORT	3 DE 1884	
STAL STREET, CAPE TOWN	SC.BAB STAL STREET name 9-3 o'clock	10 AU 1922	
STELLENBOSCH	SC.BAB name 8-4 o'clock	14 DE 1886	6 AU 1890
	SC.BAB name 9-3 o'clock, small circle	3 JY 1911	21 JU 1920
STELLENBOSCH STATION	SC.BAB STELLENBOSCH STN	6 JA 1873	
STERKSTROOM	SC.BAB name 8-4 o'clock	15 JY 1893	3 NO 1900
STERKSTROOM STATION	SC.BAB	27 AU 1903	21 MR 1915
STEYNSBURG	SC.BAB name 9-3 o'clock	16 MY 1905	19 SP 1906
STEYTLERVILLE	SC.BAB name 8-4 o'clock	6 JU 1892	22 JU 1904
STOCKDALE	SC.BAB name 9-3 o'clock	12 AU 1902	11 DE 1902
STRYDENBURG	SC.BAB STRYDENBURG	7 AU 1902	12 MY 1915
SULENKAMA	SC.BAB	19 JU 1906	21 MY 1918
SUTHERLAND	SC.BAB 20mm diameter, dispatched on 2 May 1864	3 DE 1874	29 OC 1909
SWELLENDAM	SC.BAB name 9-3 o'clock	7 SP 1879	27 MY 1912
SYDNEY	SC.BAB	1 JA 1904	6 FE 1911
TAFELBERG	SC.BAB TAFELBERG	4 NO 1884	
TARKASTAD	SC.BAB Type I no description available	19 DE 1884	20 OC 1893
	SC.BAB Type II no description available	11 MR 1901	23 AU 1911
TAUNGS	SC.BAB name 10-2 o'clock	14 JA 1911	
T'BOOP	SC.BAB	28 MR 1912	
THE POORT	SC.BAB	11 OC 1909	2 MY 1922
THORNHILL	SC.BAB	10 FE 1896	4 AU 1896
THREE ANCHOR BAY	SC.BAB name 8-4 o'clock	3 JY 1902	24 AU 1910
TOUWS RIVER	SC.BAB TOUWS RIVER	15 FE 1905	20 DE 1921
TRIANGLE	SC.BAB TRIANGLE	31 AU 1892	
TSOLO	SC.BAB	12 MR 1891	24 JA 1907
TSOMO	SC.BAB name 9-3 o'clock	7 JY 1884	8 AU 1903
TULBAGH	SC.BAB name 8-4 o'clock	10 JU 1884	14 MR 1902
TULBAGH ROAD STATION	SC.BAB TULBAGH.ROAD name 8-4 o'clock	3 MR 1892	18 AU 1910
TUNNEL SIDING	SC.BAB TUNNEL RAIL name 9-3 o'clock	10 MR 1922	

TURVEY'S POST	SC.BAB	18 JA 1907	16 OC 1917
UGIE	SC.BAB	1 MY 1895	18 MR 1904
UITENHAGE	SC.BAB name 9-3 o'clock	26 JA 1895	6 AU 1907
UMTATA	SC.BAB name 10-2 o'clock	9 JA 1879	4 DE 1889
	SC.BAB name 9-3 o'clock	14 SP 1885	19 NO 1894
UMZIMKULU	SC.BAB name 8-4 o'clock	23 MR 1884	18 JA 1908
UNIONDALE	SC.BAB UNIONDALE name 9-3 o'clock	31 JY 1882	20 FE 1911
	SC.BAB UNIONDALE name 9-2 o'clock	23 SP 1903	7 FE 1912
UPPER MAITLAND	SC.BAB	5 AU 1905	3 AU 1909
UPPER PAARL	SC.BAB name 8-4 o'clock	23 DE 1903	30 SP 1912
UPPER WYNBERG	SC.BAB name 7-5 o'clock	23 DE 1903	23 MR 1908
VANRHYNSDORP	SC.BAB VANRHYNSDORP		
VANWYKSDORP	SC.BAB VANWYKSDORP	30 DE 1905	22 JA 1926
VAN WYK'S VLEI	SC.BAB VAN WYKS VLEI	9 MY 1910	15 JU 1924
VENTERSBURG	SC.BAB VENTERSBURG	15 JA 1883	
VENTERSTAD	SC.BAB VENTERSTAD name 9-3 o'clock	23 JA 1886	1 AU 1894
VICTORIA WEST	SC.BAB VICTORIA-WEST	4 MR 1882	23 NO 1903
VICTORIA WEST ROAD	SC.BAB VICTORIA WEST ROAD		
VLUGT	SC.BAB VLUGT	12 MY 1914	22 MY 1917
VOGES	SC.BAB	24 DE 1910	16 DE 1911
VOORZORG	SC.BAB	6 JA 1920	2 MR 1937
VOSBURG	SC.BAB	20 AP 1903	30 AP 1924
VREDENBURG	SC.BAB VREDENBURG name 9-3 o'clock, two types	4 JA 1884	7 NO 1921
VREDENBURG STATION	SC.BAB name 9-3 o'clock	26 MY 1906	
WAGENAAR'S KRAAL	SC.BAB		
WALFISH BAY	SC.BAB name 8-4 o'clock	13 DE 1993	28 FE 1906
WARRENTON	SC.BAB name 8-4 o'clock	28 JA 1889	9 FE 1900
WATERFORD	SC.BAB	29 JU 1912	15 MY 1924
WELBEDACHT	SC.BAB	13 NO 1912	
WELLINGTON	SC.BAB small circle, 22mm diameter, name 7-5 o'clock	10 JY 1879	** MY 1911
	SC.BAB small circle, 22mm diameter, name 9-3 o'clock	28 AU 1885	15 MR 1904
	SC.BAB large circle, 25mm diameter, name 9-3 o'clock	12 DE 1883	2 JU 1913
	SC.BAB small circle, 21mm diameter, name 9-3 o'clock, possibly a machine canceller die .	23 AU 1906	7 DE 1908
WELLINGTON STATION	SC.BAB WELLINGTON STN 28mm diameter large circle	2 OC 1871	15 NO 1873
	SC.BAB WELLINGTON STATION small circle	15 FE 1899	11 FE 1905
WEST LONDON	SC.BAB	27 AU 1910	5 JU 1918
WHEATLANDS	SC.BAB	7 JA 1884	13 AP 1906
WILLOWMORE	SC.BAB name 9-3 o'clock	23 FE 1886	22 OC 1901
WILLOWVALE	SC.BAB name 8-4 o'clock	11 SP 1895	7 JU 1909
WINTERBERG	SC.BAB	16 DE 1903	6 MY 1920
WITTEDRIFT	SC.BAB	19 ** 1897	15 JY 1924
WITTEPUTS SIDING	SC.BAB WITTEPUTS SIDING		
WOODVILLE	SC.BAB name 9-3 o'clock	30 NO 1915	21 AP 1923
WORCESTER	SC.BAB name 8-4 o'clock	19 MR 1879	19 OC 1895
	SC.BAB name 9-3 o'clock, two types recorded	31 DE 1871	30 MY 1899
WORCESTER STATION	SC.BAB name 6-6 o'clock	13 AP 1877	29 AP 1905
WUPPERTHAL	SC.BAB name 8-4 o'clock, larger typeface	21 AP 1884	8 MR 1901
	SC.BAB name 9-3 o'clock, smaller typeface	1 DE 1911	13 SP 1939
WYNBERG	SC.BAB name 9-3 o'clock, rounded typeface	23 JU 1881	20 DE 1893
XUKA DRIFT	SC.BAB XUKA DRIFT	10 DE 1920	3 SP 1924
YZERPLAATS	SC.BAB	23 JU 1903	15 SP 1903
ZANDFONTEIN	SC.BAB	3 AP 1891	26 DE 1904
ZEEKOEGAT	SC.BAB	27 JA 1901	16 MY 1924
ZOETENDAL'S VLEI	SC.BAB	7 JA 1929	
ZOUT KLOOF	SC.BAB ZOUT KLOOF name 9-3 o'clock	13 AU 1932	
ZUURBRAAK	SC.BAB name 8-4 o'clock	22 JA 1882	6 MY 1916
ZUURBRON	SC.BAB	20 DE 1908	
ZUURFONTEIN	SC.BAB	28 SP 1903	12 NO 1923
ZUURPOORT	SC.BAB	9 SP 1896	16 DE 1904

## APPENDIX G

### POST OFFICES USING THE SC.NTAB OFFICE DATE STAMP

ABERDEEN ROAD	SC.NTAB	11 FE 1881	10 AP 1883
ADDERLEY STREET PE	SC.NLOC ADDERLEY STREET PORT ELIZABETH	14 NO 1889	
ANDRIES KRAAL	SC.NTAB recorded used with a BONC	13 JU 1900	5 NO 1902
ASSEGAI BUSH	SC.NTAB ASSEGAI BUSH	18 OC 1886	15 MY 1901
ATHERSTONE STATION	SC.NTAB	8 AP 1891	26 JA 1912
BARKLY EAST	SC.NTAB	4 FE 1882	28 MR 1897
BEAUFORT WEST	SC.NTAB	8 JU 1881	29 SP 1897
BETHULIE BRIDGE	SC.NTAB	18 DE ****	
BLAND'S DRIFT	SC.NTAB	3 MY 1905	
BLUE CLIFF	SC.NTAB BLUE CLIFF	12 JY 1886	5 AU 1907
BRANDEWYN'S KUIL	SC.NTAB	19 NO 1894	
BRAND VLEI	SC.NTAB used with a BONC	11 NO 1896	20 FE 1900
BUFFELS RIVER	SC.NTAB BUFFELS RIVER	19 SP 1877	4 NO 1885
BURGHERSDORP STATION	SC.NTAB	18 JY 1901	
BUSHMAN'S HOEK	SC.NTAB	4 MY 1884	
BUSHMAN'S RIVER	SC.NTAB BUSHMANS RIVER STATION	17 OC 1901	6 MR 1916
CALEDON STREET, CT	SC.NTAB CALEDON STREET CAPE TOWN	1 JY 1897	
	SC.NTAB CALEDON STREET CAPE TOWN, N reversed	14 DE 1897	28 FE 1906
CAPE TOWN	SC.NTAB	7 DE 1880	18 FE 1881
CEDARVILLE	SC.NTAB CEDARVILLE DRIFT	22 MR 1893	
COMMITTEES DRIFT	SC.NTAB COMMITTEES DRIFT	27 MR 1903	31 AU 1942
DOCK ROAD, CAPE TOWN	SC.NTAB	5 FE 1882	20 AU 1883
ELAND'S DRIFT	SC.NTAB	5 SP 1892	3 MY 1915
EXHIBITION, KIMBERLEY	SC.NTAB	31 OC 1892	
FOREST HALL	SC.NTAB used with a BONC	15 MR 1883	8 DE 1925
FORT BEAUFORT	SC.NTAB	30 AU 1880	29 MR 1902
FORT JACKSON	SC.NTAB	16 *U 1883	6 FE 1900
FRASERBURG	SC.NTAB	25 NO 1892	7 DE 1895
FRASERBURG ROAD	SC.NTAB	1 JA 1881	10 SP 1901
FRENCH HOEK	SC.NTAB	13 MR 1897	29 MY 1907
GAMTOOS RIVER FERRY	SC.NTAB GAMTOOS RIVER FERRY	9 MR 1885	** ** 1926
GEDULTZ RIVER	SC.NTAB	24 OC 1904	28 MR 1910
GEELBEKS VLEI	SC.NTAB GEELBEK VLEI	1 MY 1892	
GOURITZ RIVER -	SC.NTAB	21 JY 1886	
GRAAFF-REINET	SC.NTAB	6 MR 1882	12 JY 1897
GRAHAMSTOWN	SC.NTAB GRAHAMS TOWN	14 DE 1877	6 JA 1899
GREAT BRAK RIVER	SC.NTAB	12 AU 1894	20 OC 1917
GREYTOWN	SC.NTAB	14 JU 1886	
GRIQUATOWN	SC.NTAB	16 AP 1888	1 DE 1904
GROEN RIVER	SC.NTAB GROEN RIVER	4 AP 1894	2 MY 1894
HERMANUS	SC.NTAB HERMANUS PETRUSFONTEIN	26 MY 1898	10 JY 1902
HEUVEL KRAAL	SC.NTAB	4 JY 1893	11 FE 1911
HEX RIVER EAST	SC.NTAB HEX RIVER EAST	10 NO 1891	23 DE 1897
HOUW HOEK	SC.NTAB	3 FE 1882	11 AU 1925
JAGERSBOSCH	SC.NTAB JAGERS BOSCH	30 MR 1897	13 DE 1932
JAN FOURIE'S KRAAL	SC.NTAB JAN FOURIES KRAAL	1 SP 1911	1 SP 1929
JUNCTION R&M RIVERS	SC.NTAB JUNCTION R&M RIVERS	30 JA 1884	
KALABAS KRAAL	SC.NTAB	31 JU 1883	27 MR 1913
KEISKAMMAHOEK	SC.NTAB KEISKAMA HOEK	3 MR 1888	1 FE 1908
KEURBOOMS RIVER	SC.NTAB	10 DE 1895	1923
KING WILLIAMS TOWN	SC.NTAB KING WILLIAMS TOWN	27 JY 1877	7 NO 1898
KLAAS VOOGTS RIVER	SC.NTAB recorded used with a BONC	7 OC 1891	6 JY 1909
KLEIN HAASFONTEIN	SC.NTAB KLEIN HAASFONTEIN	1 JY 1890	17 AU 1892
KLEIN POORT	SC.NTAB	1 AP 1892	6 JY 1913

KLIPDAM	SC.NTAB KLIPDAM NO 1	22 AU 1892	29 JA 1894
KLOOF STREET, GARDENS	SC.NTAB KLOOF STREET, GARDENS	8 JA 1893	13 SP 1897
KLOUD'S KRAAL	SC.NTAB KLOUD'S KRAAL	21 FE 1882	6 MY 1896
KUILS RIVER	SC.NTAB	2 DE 1896	2 JU 1920
LADY FRERE	SC.NTAB	24 MY 1886	30 OC 1899
LADY GREY	SC.NTAB	4 DE 1899	6 MR 1919
LADY GREY BRIDGE	SC.NTAB LADY GREY BRIDGE	6 NO 1883	20 DE 1897
LANGBAKEN	SC.NTAB LANG BAAKEN	30 JA 1884	
MAITLAND STATION TO MALMESBURY STATION	SC.NTAB issued to a telegraph office SC.NTAB	28 *E 1905 2 MY 1878	31 DE 1900
MATJESFONTEIN	SC.NTAB MATJES FONTEIN	** AP 1886	2 NO 1901
MIDDLE POST	SC.NTAB recorded used with a BONC	28 JA 1885	6 SP 1896
MOHALESHOEK	SC.NTAB MOHALIS HOEK	9 NO 1888	26 JY 1891
MONTAGU ROAD	SC.NTAB MONTAGU ROAD	27 OC 1883	
MORTIMER	SC.NTAB MORTIMER STATION	1 AP 1892	8 JY 1905
MOSTERDS BAY	SC.NTAB MOSTERDS BAY	18 FE 1882	13 NO 1897
MOUNT COKE	SC.NTAB	14 MR 1899	18 JA 1927
MOUNT FRERE	SC.NTAB	29 DE 1887	8 AU 1911
MOUNT STEWART	SC.NTAB	21 JU 1883	5 MR 1913
MULDER'S VLEI	SC.NTAB MULDER'S VLEI JUNCTION	17 AP 1890	3 JU 1915
NELSPOORT	SC.NTAB NELS POORT recorded used with a BONC	27 JU 1882	11 MR 1898
NIEKERK'S RUSH	SC.NTAB	31 MY 1897	21 SP 1909
NORTH END	SC.NTAB NORTH END	19 JU 1895	26 NO 1906
OBSERVATORY ROAD	SC.NTAB OBSERVATORY ROAD	26 MY 1881	9 OC 1895
PAARL STATION	SC.NTAB PAARL STATION	11 AU 1886	30 JA 1905
PHILIPSTOWN	SC.NTAB	12 AP 1880	20 JY 1904
PORT ALFRED	SC.NTAB	24 OC 1885	15 OC 1897
PORT ELIZABETH	SC.NTAB 24mm diameter SC.NTAB 23mm diameter	15 AU 1879 30 JU 1896	28 NO 1894 5 JU 1898
PRINCE ALBERT	SC.NTAB	29 MY 1883	9 MY 1900
PRINCE ALBERT ROAD	SC.NTAB	14 MR 1883	6 FE 1906
PRINCE ALFRED'S HAMLET	SC.NTAB used with a BONC	21 NO 1900	2 OC 1914
QUEENSTOWN	SC.NTAB	13 AP 1883	6 AP 1884
REDHOUSE	SC.NTAB	14 MR 1892	21 JA 1910
RHENOSTERKOP SIDING	SC.NTAB	24 AP 1910	9 JA 1913
RIET VLEI	SC.NTAB recorded used with a BONC	3 MY 1901	28 NO 1908
RIVER ZONDER END	SC.NTAB RIVER-ZONDER-END	16 MR 1885	11 AP 1911
ST GEORGES STREET Cape Town	SC.NLOC	10 MR 1898	19 AU 1912
ST HELENA BAY	SC.NTAB ST HELENA BAY	16 MY 1889	7 FE 1944
ST JOHNS RIVER	SC.NTAB ST JOHNS RIVER	27 JY 1880	1 JY 1892
SALT RIVER	SC.NTAB SALT RIVER STATION SC.NTAB SALT RIVER	27 DE 1876 13 DE 1881	10 FE 1906 14 MY 1897
SCHMIDT'S DRIFT	SC.NTAB	2 AU 1889	5 JY 1913
SEA POINT	SC.NTAB SEA POINT	22 AP 1885	19 JA 1898
SEVEN FOUNTAINS	SC.NTAB SEVEN FOUNTAINS	31 JY 1890	6 AU 1924
SINKSA BRIDGE	SC.NTAB SINKSA BRIDGE	16 JY 1892	5 JA 1909
SOMERSET EAST	SC.NTAB SOMERSET EAST	21 OC 1880	8 JU 1895
SOMERSET WEST	SC.NTAB SOMERSET WEST	27 JU 1889	31 MR 1915
THE REST	SC.NTAB THE REST	31 JY 1908	19 MY 1922
THLOTSE HEIGHTS	SC.NTAB THLOTSE HEIGHTS	19 JY 1881	28 MR 1895
THOMAS RIVER	SC.NTAB THOMAS RIVER.STATION	12 JU 1886	13 AP 1918
TOISE RIVER	SC.NTAB	11 DE 1883	12 JY 1915
TWO WATERS	SC.NTAB	18 JU 189*	7 SP 1919
VAN WYK'S VLEI	SC.NTAB VAN WYKS VLEI recorded used with a BONC	9 MR 1890	
VICTORIA WEST	SC.NTAB	27 SP 1884	28 AU 1895
VLAKTEPLAATS	SC.NTAB VLAKTE PLAATS	9 FE 1894	23 DE 1912
WAKU	SC.NTAB WAKU STATION	5 NO 1883	** NO 1913
WALDECK'S PLANT	SC.NTAB	27 OC 1899	
WALFISH BAY	SC.NTAB WALVISCH BAY	27 SP 1889	3 JY 1890
WALTHOORNS KRAAL	SC.NTAB WALTHOORNS KRAAL	28 JA 1891	22 JY 1891

*Postal Cancellers of the Cape*

WELLINGTON STATION	SC.NTAB WELLINGTON STATION	15 AU 1884	
WEST BANK	SC.NTAB EAST LONDON WEST BANK	8 FE 1882	24 AP 1902
WITMOSS STATION	SC.NTAB	14 JA 1886	21 MR 1913
WOLVEFONTEIN STATION	SC.NTAB WOLVEFONTEIN STATION	10 MY 1880	8 MY 1920
WYNAND'S RIVER	SC.NTAB recorded used with a BONC	26 SP 1885	
YELLOW WOOD TREES -	SC.NTAB recorded used with a BONC	22 SP 1903	
ZWARTKOPS STATION	SC.NTAB ZWARTKOPS STATION	1 JY 1878	19 AP 1924

## APPENDIX H

### POST OFFICES USING THE SC.DOT OFFICE DATE STAMP

ACHTER SNEEUWBERG	SC.DOT name 7-5 o'clock	2 SP 1893	12 SP 1940
ADELAIDE	SC.DOT	20 JA 1892	25 OC 1895
ALEXANDRIA	SC.DOT name 7-5 o'clock	11 AU 1895	
ALIWAL NORTH	SC.DOT	23 JU 1883	12 JY 1884
BAILEY	SC.DOT	25 MR 1895	12 JA 1916
BALFOUR	SC.DOT name 9-3 o'clock	24 AP 1889	14 AP 1913
BALMORAL	SC.DOT BALMORAL	26 JU 1901	9 MY 1902
BANKIES	SC.DOT	8 AU 1885	9 NO 1891
BARKLY PASS	SC.DOT	14 JU 1894	
BATHURST	SC.DOT PO BATHURST	2 AU 1884	21 SP 1924
BAVIAANS DRIFT	SC.DOT PO BAVIAANS DRIFT	27 AP 1891	10 SP 1891
	SC.DOT BAVIAANS DRIFT	29 OC 1896	31 JY 1899
BEACONSFIELD	SC.DOT name 7-5 o'clock	27 OC 1884	20 AP 1888
BEAUFORT WEST	SC.DOT	21 AU 1883	23 FE 1884
BEENLEEGTE	SC.DOT	22 AU 1893	21 JY 1914
BLANCO	SC.BAB name 9-3 o'clock	4 FE 1883	11 JY 1910
BLAND'S DRIFT	SC.DOT	3 JA 1891	6 MY 1913
BOKFONTEIN	SC.DOT	9 DE 1913	
BOLOTWA	SC.DOT name 9-3 o'clock	4 MY 1891	3 FE 1921
BOTERS LEEGTE	SC.DOT		
BOWDEN	SC.DOT	12 DE 1886	27 FE 1924
BRADFORD	SC.DOT	17 DE 1901	9 JA 1904
BRAND RIVER	SC.DOT		
BREAKFAST VLEI	SC.DOT BREAKFAST VLEI	28 AP 1893	22 DE 1900
BUFFELJAGTS RIVER BRIDGE	SC.DOT	8 JY 1904	17 JU 1918
BUFFELSFONTEIN	SC.DOT	12 SP 1893	6 NO 1935
BUXTON	SC.DOT	9 SP 1906	23 FE 1915
CALA	SC.DOT name 9-3 o'clock	18 AU 1885	11 AU 1892
CAMPBELL	SC.DOT PO CAMPBELL	7 AU 1883	25 AU 1901
CAPE TOWN GPO	SC.DOT	15 JY 1913	16 JY 1913
CARLISLE BRIDGE	SC.DOT name 8-4 o'clock	2 OC 1895	12 OC 1907
CLANWILLIAM	SC.DOT name 8-4 o'clock	15 JA 1885	5 AP 1885
CLARKSON	SC.DOT	23 MR 1889	10 AU 1932
CLUMBER	SC.DOT CLUMBER used at Clumber I subsequently used at Clumber II	15 AU 1892 22 JY 1899	9 JY 1935
COETZER'S KLOOF	SC.DOT	20 AP 1890	
COLESBERG	SC.DOT		
CONCORDIA	SC.DOT CONCORDIA NAMAQUALAND	12 SP 1892	30 JU 1909
CONWAY STATION	SC.DOT CONWAY STATION	13 MY 1896	16 AP 1908
CRADOCK	SC.DOT	3 NO 1892	29 AU 1927
DANIEL'S KUIL	SC.DOT	3 NO 1892	29 AU 1927
DARLING	SC.DOT DARLING N reversed	17 MR 1899	22 NO 1901
DE HOOP	SC.DOT DE HOOP	22 FE 1933	
DE KEUR	SC.DOT	2 DE 1896	25 JA 1921
DE NAAUWTE	SC.DOT	7 AP 1892	8 AP 1892
DIEP RIVER	SC.DOT	9 JA 1889	29 JA 1895
DOORN DRAAI	SC.DOT	20 AU 1885	2 JA 1914
DOORN RIVER	SC.DOT	9 JY 1904	
DOUGLAS	SC.DOT	16 JA 1888	13 MR 1895
EAST LONDON	SC.DOT	10 AP 1883	3 AU 1887
EAST RIET RIVER	SC.DOT	31 MR 1900	17 MY 1904
EERSTE RIVER	SC.DOT EERSTE RIVER	29 AP ****	
ELAND'S VLEI	SC.DOT	21 MY 1907	16 JA 1913
ELLESMERE	SC.DOT		

Postal Cancellers of the Cape

ELLIOTDALE	SC.DOT	31 MR 1892	8 JU 1931
EMBOKOTWA	SC.DOT	7 SP 1895	
EMFUNDISWENI	SC.DOT	5 MR 1895	24 MR 1931
EMJANYANA	SC.DOT	** MR 1900	28 JU 1906
ENON	SC.DOT	6 OC 1890	5 FE 1937
FISH RIVER	SC.DOT FISH RIVER	26 DE 1883	3 JU 1920
FLAAUW KRAAL	SC.DOT	17 MY 1897	27 AP 1943
FONTEINS VLEI	SC.DOT FONTEINVLEI	2 OC 1886	21 OC 1886
FORT DONALD	SC.DOT	5 JY 1886	
FRANKFORT	SC.DOT PO FRANKFORT	14 NO 1890	24 DE 1907
FUNAH'S KLOOF	SC.DOT	9 SP 1911	26 MR 1912
GLEN ALMOND	SC.DOT		
GLENCAIRN	SC.DOT PO GLENCAIRN	15 JY 1910	16 JA 1925
GRABOUW	SC.DOT	4 AU 1884	13 FE 1903
GRAHAMSTOWN	SC.DOT GRAHAMS TOWN	24 FE 1892	1 FE 1912
GREYSTONE	SC.DOT	25 FE 1893	17 SP 1905
GROOT DRINK	SC.DOT	6 JU 1892	22 AU 1922
GROOTE RIVER	SC.DOT GROOTE RIVER	4 AP 1885	
GROOTE VLAKTE	SC.DOT GROOTE VLAKTE	12 MR 1886	11 AU 1896
GROOT KRAAL	SC.DOT name 9-3 o'clock	15 MY 1893	2 FE 1907
HAMMANS DOORN RIVER	SC.DOT HAMMANS DOORN RIVER	21 DE 1900	25 DE 1900
HANKEY	SC.DOT	7 SP 1892	29 JY 1895
HANOVER ROAD	SC.DOT	30 MY 1888	31 MR 1892
HARTEBEEST KUIL	SC.DOT	27 NO 1890	10 JY 1913
HARTENBOSCH	SC.DOT	31 JY 1892	17 MY 1922
HAZENJACHT	SC.DOT HAZENJACHT	31 MY 1905	10 JY 1924
HEBRON	SC.DOT HEBRON	29 JU 1891	31 AU 1893
HELL POORT	SC.DOT name 8-4 o'clock	3 DE 1892	5 DE 1905
HERSCHEL	SC.DOT name 8-4 o'clock	4 MR 1892	12 SP 1903
HERTZOG	SC.DOT HERTZOG	27 DE 1896	2 AU 1916
HIGHLANDS	SC.DOT	6 SP 1906	17 AP 1915
HOETJES BAY	SC.DOT	19 DE 1889	12 JY 1911
HOPEFIELD	SC.DOT name 8-4 o'clock	21 DE 1884	21 FE 1903
INDWE	SC.DOT	3 OC 1893	5 JU 1933
JANSENVILLE	SC.DOT	3 JA 1889	5 JU 1899
KENDREW STATION	SC.DOT name 6-6 o'clock	31 OC 1889	1 JU 1912
KENILWORTH, CAPE TOWN	SC.DOT KENILWORTH name 7-5 o'clock	** ** 1885	28 SP 1894
KENTANI	SC.DOT	17 OC 1887	25 MR 1908
KIMBERLEY	SC.DOT name 9-3 o'clock	9 OC 1896	
KING WILLIAMS TOWN	SC.DOT	17 FE 1887	
KLAARFONTEIN	SC.DOT name 7-5 o'clock	5 JY 1900	15 DE 1942
KLAARSTROOM	SC.DOT KLAARSTROOM	14 JU 1894	** FE 1921
KLEIN BERG RIVER	SC.DOT PO KLEINBERG RIVER name 6-6 o'clock	18 JY 1912	** MR 1933
KLIPHEUVEL	SC.DOT KLIPHEUVEL name 8-4 o'clock	1 OC 1885	
	SC.DOT with dot removed	6 AU 1890	8 NO 1902
KLIP KRAAL	SC.DOT name 8-4 o'clock 1	2 NO 1886	2 MY 1899
KNIGHT'S FARM	SC.DOT KNIGHTS FARM name 8-4 o'clock	30 JY 1899	26 AU 1921
KOMAGGAS	SC.DOT name 6-6 o'clock	11 NO 1888	6 AU 1924
KOMGHA	SC.DOT name 9-3 o'clock	8 SP 1891	20 SP 1905
KRAN KUIL	SC.DOT KRAN KUIL name 9-3 o'clock	21 AU 1895	14 DE 1904
KRUIS RIVER	SC.DOT name 8-4 o'clock	5 FE 1900	25 JU 1909
KUKU	SC.DOT	2 DE 1896	21 JY 1945
KWELEGHA	SC.DOT	2 AU 1899	11 AP 1905
LADY FRERE	SC.DOT	** ** ****	
LADY GREY	SC.DOT LADY GREY DIV.ALIWAL NORTH	22 JU 1883	13 NO 1903
LANGVERWACHT	SC.DOT	12 OC 1907	30 DE 1916
LEMOEN KRAAL	SC.DOT	24 MR 1916	
LIEBENBERG'S DAM	SC.DOT	24 ** 1888	27 SP 1897
LONGDEN'S	SC.DOT	6 FE 1897	15 JY 1925
LONGLANDS	SC.DOT	2 SP 1895	22 JY 1916

MAFEKING	SC.DOT	28 JA 1894	13 MR 1905
MAFETENG	SC.DOT	28 AU 1896	
MAITLAND	SC.DOT	17 MY 1901	21 SP 1903
MALAGAS	SC.DOT name 7-5 o'clock	28 AP 1885	19 NO 1909
MAMRE	SC.DOT name 9-3 o'clock	2 JA 1888	9 JU 1927
MARIA'S DAL	SC.DOT	22 JU 189*	** ** *
MBULU	SC.DOT M'BULU name 7-5 o'clock	4 OC 1902	
MIDDELBOSESVELD	SC.DOT MIDDELBOSESVELD	4 FE 189*	14 MY 1900
MIDDELBURG ROAD	SC.DOT MIDDELBURG ROAD name 6-6 o'clock	20 AU 1883	1 AU 1897
MIDDLEWATER	SC.DOT name 8-4 o'clock	30 AU 1898	1 DE 1944
MILL RIVER	SC.DOT MILL RIVER name 6-6 o'clock	16 JY 1894	
MILLWOOD, GOLDFIELDS	SC.DOT name 8-4 o'clock	8 FE 1888	21 NO 1906
MOOIPLAATS	SC.DOT name 7-5 o'clock	1 SP 1903	8 DE 1903
MOORREESBURG	SC.DOT name 6-6 o'clock	5 JY 1898	
MOSHESH'S FORD	SC.DOT PO MOSHESH'S FORD	28 JA 1892	6 MY 1899
MOSSEL BAY	SC.DOT	7 JY 1883	28 JA 1892
MOUNT AYLIFF	SC.DOT PO MOUNT AYLIFF	13 JA 1889	7 JA 1902
MOUNT FLETCHER	SC.DOT	7 DE 1887	10 FE 1905
MUIS KRAAL	SC.DOT name 7-5 o'clock	30 SP 1911	31 AU 1919
MUIZENBERG	SC.DOT name 7-5 o'clock	14 FE 1884	11 AP 1894
NAAUWPOORT	SC.DOT name 8-4 o'clock	7 JU 1894	11 NO 1900
NCORA	SC.DOT	7 JA 1904	9 AU 1913
NEW AMALFI I at Umzimvubu	SC.DOT NEW AMALFI	13 AP 1888	
NEW AMALFI II	SC.DOT NEW AMALFI	18 OC 1889	** FE 1924
NEW BETHESDA	SC.DOT name 8-4 o'clock	6 FE 1889	26 AP 1911
NIEKERK'S HOPE	SC.DOT name 8-4 o'clock	4 JU 1891	2 SP 1892
OLD MORLEY	SC.DOT	9 MR 1898	13 MR 1915
OLIPHANT'S KRAAL	SC.DOT	2 NO 1909	30 AP 1924
OMDRAAI'S VLEI	SC.DOT name 8-4 o'clock	19 FE 1889	6 JU 1906
ONDERSTEDOORNS	SC.DOT	6 DE 1888	4 JY 1889
OUDEPOST	SC.DOT	7 FE 1902	6 NO 1920
OUTSPAN RESERVE	SC.DOT	10 SP 1903	1 JY 1921
PAKHUIS	SC.DOT	31 MY 1914	
PALING KLOOF	SC.DOT	16 FE 1893	22 MY 1900
PALMERTON	SC.DOT name 8-4 o'clock	31 AU 1892	6 JU 1925
PLETTENBERG'S BAY	SC.DOT name 7-5 o'clock	25 AU 1885	28 FE 1925
PORT BEAUFORT	SC.DOT name 7-5 o'clock	24 JA 1884	28 DE 1901
PORT ELIZABETH	SC.DOT	1 AP 1896	13 DE 1900
PORT NOLLOTH	SC.DOT name 7-5 o'clock	26 MR 1886	29 NO 1915
RAITHBY	SC.DOT RAITHBY	12 AP 1894	
RETREAT	SC.DOT name 9-3 o'clock	30 AP 1891	2 MY 1898
RICHMOND ROAD	SC.DOT name 8-4 o'clock	3 DE 1890	8 SP 1908
RIEBEEK EAST	SC.DOT name 9-3 o'clock	1 MY 1891	1 MR 1915
RIETFONTEIN	SC.DOT	20 MR 1901	18 FE 1903
RIVERTON	SC.DOT	12 JU 1897	20 DE 1905
SALEM	SC.DOT	18 SP 1889	18 DE 1908
SANDFLATS	SC.DOT	3 JU 1882	
SETLAGOLI	SC.DOT	31 JA ****	
SEYMOUR	SC.DOT SEYMOUR	18 NO 1884	15 MR 1905
SIDBURY	SC.DOT	10 JU 1899	17 SP 1924
SILVERVALE	SC.DOT		
SIR LOWRY'S PASS	SC.DOT	4 MY 1891	1 AP 1907
SLANG RIVER	SC.DOT SLANG RIVER	7 JA 1891	4 OC 1892
SOUR FLATS	SC.DOT SOUR FLATS	17 FE 1889	6 MR 1898
SPIOENBERG	SC.DOT	21 JY ****	
SPRING VALLEY	SC.DOT	** ** 1891	12 JU 1920
STEENKAMP'S POORT	SC.DOT	15 AP 1901	20 MY 1901
STELLENBOSCH STATION	SC.DOT STELLENBOSCH STATION	1 AP 1885	29 AU 1916
STERKSTROOM STATION	SC.DOT	7 DE 1893	19 NO 1899
STEYNSBURG	SC.DOT PO STEYNSBURG	19 MY 1883	26 DE 1910

STRANDFONTEIN	SC.DOT	10 AP 1906	1 FE 1943
STRYDFONTEIN	SC.DOT	7 AP 1904	10 JY 1909
SWANEOEL'S POORT	SC.DOT	24 DE ****	
TAFELBERG	SC.DOT TAFELBERG	21 JY 1885	2 MY 1925
TARKASTAD	SC.DOT	15 FE 1888	9 FE 1901
THE FOUNTAIN	SC.DOT	6 JY 1899	19 AP 1901
THOMPSON'S FARM	SC.DOT THOMPSON'S name 7-5 o'clock	29 JY 1899	12 NO 1918
THORNHILL	SC.DOT	16 JU 1892	4 AU 1920
TOUWS RIVER	SC.DOT TOUWS RIVER	1 DE 1883	2 MY 1901
TRAPPES VALLEY	SC.DOT CLUMBER used at Clumber I	15 AU 1892	
	SC.DOT CLUMBER used at Clumber II	22 JY 1899	4 JY 1930
TRIANGLE	SC.DOT PO TRIANGLE STATION	19 JY 1901	27 DE 1912
TWEE RIVIEREN	SC.DOT name 7-5 o'clock	24 SP 1907	6 OC 1943
UITKYK	SC.DOT	22 NO 1901	
UPINGTON	SC.DOT P.O.UPINGTON	15 AU 1884	2 AU 1900
UPPER BLINKWATER	SC.DOT	21 NO 1896	11 MY 1921
UPPER ZWART KEI	SC.DOT UPPER ZWART KEI, Z reversed	** ** 1891	16 MR 1913
VANRHYNSDORP	SC.DOT VAN RHYN'S DORP name 7-5 o'clock	12 NO 1882	24 JY 1913
VICTORIA WEST ROAD	SC.DOT VICTORIA WEST ROAD	31 DE 1890	20 MY 1893
VOGELSTRUIS NEK	SC.DOT	2 MY 1892	
VRYBURG	SC.DOT name 8-4 o'clock	3 OC 1889	14 AP 1900
WALLE KRAAL	SC.DOT name 8-4 o'clock	14 JY 1901	18 SP 1914
WARRENDALE	SC.DOT WARRENDALE	7 AU 1884	19 MR 1913
WARRENTON	SC.DOT	29 JU 1892	23 FE 1905
WELCOME WOOD	SC.DOT	17 AP 1903	24 AP 1911
WELGEVONDEN	SC.DOT	20 JU 1902	** JA 1937
WELLINGTON	SC.DOT	17 AP 1898	
WHITTLESEA	SC.DOT	22 AP 1886	11 MR 1903
WILLISTON	SC.DOT WILLISTON	13 DE 1902	19 OC 1908
WITTEDRIFT	SC.DOT	20 JY 1911	10 AP 1923
WITTEKLIP	SC.DOT	31 OC 1892	25 SP 1906
WITTEPUTS	SC.DOT WITTEPUTS name 8-4 o'clock	17 ** 1889	5 MY 1902
WOODSTOCK	SC.DOT WOODSTOCK	20 FE 1885	20 JU 1894
WOODSTOCK STATION	SC.DOT WOODSTOCK, in use until 30 September 1898	20 SP 1885	20 JU 1894
WOOLDRIDGE	SC.DOT	10 MR 1906	25 DE 1916
YORE VALE	SC.DOT	7 FE 1891	10 JY 1919
ZWARTKOPS SORTING TENDER	SC.DOT	23 OC 1895	28 DE 1897

### SC.DOT OFFICE DATE STAMPS WITH PO PREFIX

BATHURST open 1821	SC.DOT PO BATHURST	2 AU 1884	21 SP 1924
BAVIAANS DRIFT open 1882	SC.DOT PO BAVIAANS DRIFT	27 AP 1891	10 SP 1891
CAMPBELL open 1881	SC.DOT PO CAMPBELL	7 AU 1883	25 AU 1901
FRANKFORT open 1876	SC.DOT PO FRANKFORT	14 NO 1890	24 DE 1907
GLENCAIRN open 1882	SC.DOT PO GLENCAIRN	15 JY 1910	16 JA 1925
KLEIN BERG RIVER open 1875	SC.DOT PO KLEINBERG RIVER name 6-6 o'clock	18 JY 1912	** MR 1933
MOSHESH'S FORD open 1882	SC.DOT PO MOSHESH'S FORD	28 JA 1892	6 MY 1899
MOUNT AYLIFF open 1880	SC.DOT PO MOUNT AYLIFF	13 JA 1889	7 JA 1902
STEYNSBURG open 1873	SC.DOT PO STEYNSBURG	19 MY 1883	26 DE 1910
TRIANGLE open 1882	SC.DOT PO TRIANGLE STATION	19 JY 1901	27 DE 1912
UPINGTON open 1882	SC.DOT P.O.UPINGTON	15 AU 1884	2 AU 1900

## APPENDIX I

### POST OFFICES USING THE SC.CGH OFFICE DATE STAMP

ABERDEEN	SC.CGH large rounded type	2 AU 1896	21 NO 1904
	SC.CGH small compact type	31 OC 1901	14 JA 1914
ABERDEEN ROAD	SC.CGH	2 SP 1899	
ACHTERTANG	SC.CGH	26 OC 1893	21 AP 1915
AGNES	SC.CGH	31 DE 1923	
ALBERT JUNCTION	SC.CGH ALBERT JUNCTION	22 DE 1908	
ALFRED DOCKS, CAPE TOWN	SC.CGH ALFRED DOCKS	22 MY 1897	29 MY 1911
ALICE	SC.CGH	5 FE 1897	27 NO 1906
ALIWAL NORTH	SC.CGH small rounded typeface	2 AU 1893	3 FE 1900
	SC.CGH tall compact typeface	5 AP 1900	18 MR 1912
ALOES	SC.CGH	22 NO 1898	30 NO 1927
AMALIENSTEIN	SC.CGH AMALIENSTEIN CGH	19 SP 1899	28 AU 1914
	SC.CGH AMALIENSTEIN with CGH removed	22 MY 1931	21 FE 1936
ANENOUS	SC.CGH	1 AP 1902	5 AU 1912
ANN'S VILLA	SC.CGH ANN'S VILLA	2 SP 1895	5 MR 1934
ANTELOPE PARK	SC.CGH	13 NO 1900	5 AP 1905
ARUNDEL	SC.CGH ARUNDEL SIDING	20 MY 1894	25 DE 1894
	SC.CGH ARUNDEL large typeface	3 DE 1900	11 NO 1913
	SC.CGH ARUNDEL small typeface		
ASHTON	SC.CGH	31 JA 1891	24 SP 1903
ASKEATON	SC.CGH	6 NO 1901	1 MR 1931
BAARTMANSFONTEIN	SC.CGH BAARTMANSFONTEIN	22 JY 1907	
BADI	SC.CGH BADI	5 DE 1902	
BANKIES	SC.CGH	9 NO 1891	8 JU 1923
BARKLY BRIDGE	SC.CGH	17 MY 1895	27 AP 1914
BARKLY EAST	SC.CGH rounded typeface	7 NO 1897	29 JY 1925
	SC.CGH compact typeface	19 AU 1898	28 MY 1914
BARKLY WEST	SC.GW BARKLY G-W	16 OC 1881	4 SP 1888
	SC.CGH BARKLY WEST rounded typeface	29 NO 1889	27 NO 1899
	SC.CGH BARKLY WEST tall compact typeface	9 AU 1894	4 AP 1901
BARODA	SC.CGH	24 NO 1898	4 JA 1924
BATHURST STATION	SC.CGH .	9 AU 1894	29 OC 1912
BAVIAANS DRIFT	SC.CGH BAVIAANS DRIFT tall compact typeface	24 JA 1903	
BAYVILLE	SC.CGH	15 JU 1896	20 JU 1915
BAZIYA	SC.CGH	1 FE 1892	6 JY 1934
BEACONSFIELD	SC.CGH small circle, condensed typeface	27 AU 1892	3 SP 1898
BEAUFORT WEST	SC.CGH rounded typeface	4 OC 1893	18 MR 1899
	SC.CGH compact typeface	16 OC 1889	16 DE 1905
BEDFORD	SC.CGH small circle rounded typeface	23 MY 1895	17 NO 1901
	SC.CGH large rounded typeface	5 DE 1894	5 MY 1903
BEERSHEBA	SC.CGH	4 AU 1899	29 MR 1920
BELLEVUE	SC.CGH BELLEVUE SIDING	17 NO 1892	14 AU 1912
BELMONT	SC.CGH	23 JY 1900	26 SP 1914
BENGU	SC.CGH	6 NO 1897	6 SP 1923
BERG RIVER	SC.CGH BERG RIVER	** ** 1911	
BERG RIVER MOUTH	SC.CGH BERG RIVER MOUTH		
BERRY BANK	SC.CGH BERRY BANK	30 NO 1910	
BETHESDA ROAD	SC.CGH	14 NO 1899	14 NO 1909
BIESJESBULT	SC.CGH	13 SP 1894	** NO 1894
BIESJESFONTEIN	SC.CGH	26 FE 1906	
BIESJESPOORT	SC.CGH	8 DE 1898	27 MY 1918
BITTERPLAAT	SC.CGH	** ** 1900	
BIZANA	SC.CGH BIZANA	25 NO 1897	29 JA 1916
BLACKHILL	SC.CGH	20 SP 1897	6 SP 1924

BLANEY JUNCTION	SC.CGH	18 JY 1906	8 MY 1917
BLAUW VLEY	SC.CGH	14 MR 1896	22 DE 1918
BLIGNAULTS PONT	SC.CGH BLIGNANTS PONT	** JY 1889	2 JY 1909
BLIKANA	SC.CGH	20 AU 1911	13 JA 1926
BLIKFONTEIN	SC.CGH	22 DE 1895	12 AP 1896
BLOOD RIVER	SC.CGH BLOOD RIVER tall rounded typeface	4 MY 1900	10 OC 1900
BODIAM	SC.CGH	19 AU 1903	
BOK RIVER	SC.CGH	11 MR 1933	
BOKSPRUIT	SC.CGH	12 NO 1900	
BOLO RESERVE	SC.CGH BOLO	11 SP 1896	24 DE 1918
BONTEBOK FLATS	SC.CGH	31 AU 1896	11 DE 1911
BOOM RIVER	SC.CGH	29 AU 1900	
BORDER SIDING	SC.CGH	2 MY 1896	30 MR 1897
BOSMAN'S CROSSING	SC.CGH	28 SP 1896	2 AP 1912
BOTERS LEEGTE	SC.CGH	19 FE 1900	25 OC 1927
BOVEN LANGVLEI	SC.CGH	25 AP ****	
BOVENPLAATS	SC.CGH	9 JY 1937	4 JA 1940
BOVEN VALLEI	SC.CGH	7 JU 1900	11 OC 1939
BOWESDORP	SC.CGH	30 AP 1901	16 DE 1913
BOWKER'S PARK	SC.CGH	18 FE 1901	29 AU 1934
BRAK FONTEIN I	SC.CGH		
BRAKKIES	SC.CGH	4 MR 1908	27 NO 1923
BRAKPOORT SIDING	SC.CGH BRAKPOORT	26 MY 1901	19 FE 1916
BRANDSPRUIT	SC.CGH large typeface	27 MY 1903	
	SC.CGH small typeface	22 JY 1909	14 MY 1921
BREIDBACH	SC.CGH	2 FE 1903	23 SP 1907
BROUGHTON	SC.CGH	14 MR 1901	
BRUSSELS	SC.CGH BRUSSELS	9 JA 1900	30 AU 1915
BUFFELSHOEK II	SC.CGH	7 DE 1900	2 FE 1913
BUFFELS KLIP	SC.CGH BUFFELS KLIP	17 SP 1898	23 MR 1921
BUNTINGVILLE	SC.CGH	14 JY 1900	10 NO 1905
BURGHERSDORP	SC.CGH small typeface, name 8-4 o'clock	16 JU 1892	10 FE 1904
	SC.CGH large typeface	1 FE 1897	9 DE 1911
BURN'S HILL	SC.CGH	23 DE 1904	16 AP 1924
BUSHMAN'S RIVER	SC.CGH BUSHMANS RIVER	31 DE 1890	2 AP 1892
BUY'S POST	SC.CGH	2 NO 1899	4 MY 1907
CALA	SC.CGH small typeface, dot separators	17 DE 1893	21 JA 1901
	SC.CGH larger typeface, no dot separators, two types	5 FE 1895	4 NO 1901
CALEDON	SC.CGH large, compact typeface	13 AU 1898	2 NO 1905
CALITZDORP	SC.CGH	13 MR 1899	23 NO 1914
CALVINIA	SC.CGH large compact typeface	23 FE 1900	
CAMBRIA	SC.CGH	16 AP 1901	11 AP 1914
CAMERON'S GLEN	SC.CGH	11 FE 1901	12 JA 1935
CANNA	SC.CGH	** ** 1903	
CAPE POINT TO	SC.CGH	26 DE 1904	2 JA 1912
CAPE TOWN GPO	SC.CGH CAPE TOWN	27 JY 1896	4 AU 1901
	SC.CGH GPO CAPE TOWN large circle	10 AU 1898	25 JU 1913
	SC.CGH GPO CAPE TOWN small circle	7 MY 1895	
CARLTON	SC.CGH	17 JY 1894	11 NO 1909
CARNARVON	SC.CGH small circle, compact typeface	4 JY 1891	6 JA 1911
	SC.CGH large circle	3 AP 1899	16 FE 1910
CATHCART	SC.CGH	1 AU 1893	6 AP 1905
CENTLIVRES	SC.CGH	** ** **	
CERES ROAD	SC.CGH	9 SP 1898	9 JY 1907
CLIFFORD	SC.CGH	4 MY 1898	26 MY 1915
COFIMVABA	SC.CGH	4 AP 1896	5 DE 1912
COLESBERG	SC.CGH tall compact typeface	4 AP 1901	14 FE 1913
COLESBERG JUNCTION	SC.CGH tall compact typeface	4 FE 1911	
COMMANDO KRAAL	SC.CGH	26 JA 1909	26 JU 1934
COMMITTEES DRIFT	SC.CGH COMMITTEE DRIFT	12 SP 1922	

CONSTABLE	SC.CGH		
CONSTANTIA	SC.CGH small rounded typeface	27 AP 1889	21 AP 1910
CONTAT'S SIDING	SC.CGH	13 AU 1901	19 ** 1906
COOKHOUSE	SC.CGH recorded used on a telegraph form	2 JA 1897	3 FE 1905
COVERSIDE	SC.CGH COVERSIDE	26 JA 1891	27 AP 1897
COVIE	SC.CGH	26 MY 1908	26 MR 1920
CRADOCK	SC.CGH small circle	29 NO 1890	26 DE 1904
	SC.CGH large circle, rounded typeface	6 MY 1896	7 AP 1898
	SC.CGH large circle, compact typeface	10 DE 1891	13 MY 1901
CRAIG RENNIE	SC.CGH	24 DE 1906	15 JA 1927
CUYLERVILLE	SC.CGH	13 AP 1912	1 AP 1916
DALJOSAPHAT	SC.CGH	15 AP 1897	8 JA 1935
DAMSLAAGTE	SC.CGH	13 JU 1892	12 SP 1928
DANGER POINT	SC.CGH	2 AP 1905	
DASSIE DEUR	SC.CGH	7 AU 1899	29 OC 1918
DASSIEFONTEIN	SC.CGH	18 JY 1921	
DASSIE KLIP	SC.CGH	5 MR 1892	6 OC 1909
DE AAR	SC.CGH DE AAR	2 SP 1897	28 DE 1910
	SC.CGH DE AAR STATION	5 JY ****	5 AP 1907
DE DOORNS	SC.CGH DE DOORNS	9 AU 1898	17 AU 1917
DEELFONTEIN STATION	SC.CGH DEELFONTEIN compact typeface	4 MR 1892	9 JY 1907
	SC.CGH DEELFONTEIN STATION	12 OC 1905	29 JY 1923
DE HOEK	SC.CGH	20 AU 1895	20 AU 1923
DE LANGE	SC.CGH	6 SP 1899	
DELPORT'S HOPE	SC.CGH DELPOORTSHOPE	14 DE 1900	10 DE 1907
DIEPFONTEIN	SC.CGH	7 JU 1893	
DIEP RIVER	SC.CGH	9 OC 1896	26 JA 1909
DOHNE	SC.CGH rounded typeface	6 MR 1895	14 AU 1907
	SC.CGH compact typeface	16 OC 1907	8 JA 1908
DONKERSHOEK	SC.CGH	11 JU 1909	
DONNINGTON	SC.CGH	6 MY 1924	
DOORNBERGSHOPE	SC.CGH	8 AP 1889	
DOORNKLOOF I	SC.CGH	8 AU 1907	11 SP 1918
DOORN LAAGTE	SC.CGH	22 AP 1899	
DOORNNEK SANATORIUM	SC.CGH DOORNNEK SANATORIUM	19 DE 1895	14 AU 1896
DORDRECHT STATION	SC.CGH	10 AU 1903	15 MY 1914
DOUGLAS	SC.CGH	8 JU 1892	3 MR 1913
DREW	SC.CGH	21 JA 1902	15 JA 1914
DRIVER'S DRIFT	SC.CGH	14 FE 1890	4 AP 1898
DROSTDY	SC.CGH	23 NO 1907	9 DE 1915
DUNEDIN	SC.CGH DUNEDIN	29 MR 1901	24 SP 1915
DURBAN ROAD	SC.CGH DURBAN ROAD	12 MR 1900	23 SP 1904
DWAAL	SC.CGH	17 AU 1901	23 FE 1918
DWAALFONTEIN	SC.CGH DWAALFONTEIN	4 FE 1895	
DYSSELDORP	SC.CGH	16 SP 1905	2 AP 1943
EAST LONDON	SC.CGH tall rounded typeface	21 FE 1896	30 NO 1900
	SC.CGH tall compact typeface	15 AP 1895	30 JA 1901
	SC.CGH short rounded typeface	19 OC 1887	27 MR 1901
EAST LONDON LOCATION	SC.CGH	29 JA 1897	4 DE 1901
EAST LONDON STATION	SC.CGH EAST LONDON RO	3 MY 1913	
EERSTE RIVER STATION	SC.CGH EERSTE RIVER STN	11 MY 1897	2 NO 1905
ELANDSFONTEIN II	SC.CGH	19 JA 1900	10 AU 1900
ELAND'S KLOOF	SC.CGH	7 SP 1912	14 FE 1914
ELIM	SC.CGH	29 DE 1891	3 SP 1925
ELLESMERE	SC.CGH ELLESMERE	25 JU 1898	17 DE 1910
ELLIOT	SC.CGH ELLIOT	1 JY 1895	7 DE 1904
EMBINZANA	SC.CGH EMBIZANA	10 SP 1898	13 MR 1909
ESPAG'S DRIFT	SC.CGH	9 FE 1898	19 SP 1934
	SC.CGH CGH removed	11 JU 1940	
ESSEX	SC.CGH	22 MR 1892	18 MR 1903

ESEMBENI	SC.CGH	16 SP 1891	11 JA 1893
EWANRIGG	SC.CGH	12 AU 1899	20 OC 1911
EXONXA	SC.CGH	23 FE 1900	3 JU 1918
FAIRFORD	SC.CGH	4 AP 1901	
FARVIEW	SC.CGH	22 SP 1893	10 AP 1926
FISH WATER	SC.CGH	2 DE 1890	26 JA 1937
FLAGSTAFF	SC.CGH rounded typeface	13 FE 1896	12 DE 1917
FLORADALE	SC.CGH	6 JA 1899	28 SP 1916
FORT BEAUFORT	SC.CGH small rounded typeface	30 AU 1891	16 NO 1891
FORT BROWN	SC.CGH	29 MR 1877	11 SP 1916
FOURTEEN STREAMS	SC.CGH two types recorded	24 OC 1890	7 OC 1911
GANS BAY	SC.CGH		
GARSTLANDS	SC.CGH	4 NO 1895	
GELUK	SC.BB	24 JY 1894	20 JA 1918
GENESA	SC.CGH		
GEORGE	SC.CGH small rounded typeface	13 JU 1889	13 AU 1898
	SC.CGH small compact typeface	8 MR 1909	19 MY 1909
	SC.CGH larger compact typeface	8 SP 1904	9 MY 1909
GLADSTONE	SC.CGH	15 JA 1897	13 NO 1938
GLEN ALMOND	SC.CGH	21 FE 1904	25 NO 1911
GLEN HARRY	SC.CGH	13 AU 1898	6 SP 1933
GOEDVERWACHT	SC.CGH	27 OC 1900	28 AP 1935
GONNA KRAAL	SC.CGH	31 MY 1901	25 JY 1941
GONUBIE	SC.CGH	18 MR 1895	12 AP 192*
GOOD HOPE	SC.CGH	1 JA 1913	10 JU 1913
GORDON'S BAY	SC.CGH	29 JA 1892	27 OC 1921
GOSHEN	SC.CGH tall rounded typeface	24 AP 1895	1 NO 1909
GOUDINI ROAD	SC.CGH		
GOURITZ RIVER BRIDGE	SC.CGH	11 JU 1892	11 JU 1929
GOUW KAMA	SC.CGH	3 SP 1901	** ** 1913
GRAAFF-REINET	SC.CGH smaller rounded typeface	21 MY 1908	
	SC.CGH taller rounded typeface		
	SC.CGH taller compact typeface	12 JY 1898	12 AU 1913
GRAAFF-WATER	SC.CGH	** AU 1898	3 AU 1909
GRAHAMSTOWN	SC.CGH smaller rounded typeface	23 MY 1893	19 JA 1902
	SC.CGH taller compact typeface	30 NO 1894	25 JY 1901
GRAHAMSTOWN STATION	SC.CGH	8 FE 1898	29 JA 1912
GRANARD	SC.CGH	23 OC 1919	7 AP 1920
GRANGE SIDING	SC.CGH		
GRASKOP	SC.CGH GRASKOP	3 NO 1900	
GREAT KEI DRIFT	SC.CGH	8 MY 1906	9 MY 1942
GREEFDAL	SC.CGH	24 SP 1909	26 JY 1916
GREEN POINT III	SC.CGH smaller rounded typeface	7 JU 1893	20 MR 1901
	SC.CGH taller compact typeface	18 JY 1895	22 MY 1921
GROOTBEYERSFONTEIN	SC.CGH	9 JU 1899	8 JY 1901
GROOT DRAKENSTEIN	SC.CGH	3 SP 1892	24 NO 1915
GROOTFONTEIN	SC.CGH	8 JA 1910	
GUBENXA	SC.CGH	18 NO 1900	9 MY 1921
GUILDFORD	SC.CGH	27 JY 1906	11 NO 1918
HALESOWEN	SC.CGH HALESOWEN SIDING	28 JU 1892	18 NO 1893
	SC.CGH HALESOWEN	3 DE 1901	2 NO 1923
HAMBURG	SC.CGH	26 JA 1900	7 JA 1911
HANKEY	SC.CGH	5 NO 1893	28 NO 1912
HANOVER ROAD	SC.CGH	1 DE 1896	25 MY 1927
HARTEBEEST KUIL	SC.CGH		
HARTFONTEIN	SC.CGH tall narrow typeface	21 NO 1901	29 NO 1906
	SC.CGH more rounded typeface	15 AU 1923	10 SP 1943
HEALDTOWN	SC.CGH	1 JA 1900	1 MR 1913
HEERENLOGEMENT	SC.CGH	9 JA 1938	
HEBRON STATION	SC.CGH HEBRON STATION	30 NO 1891	** ** 1899

HENDERSON	SC.CGH	28 DE 1890	25 AP 1900
HENNING	SC.CGH	9 FE 1899	17 AU 1932
HEYDON	SC.CGH	20 NO 1903	4 AU 1912
HONDEKLIP BAY	SC.CGH	9 JU 1901	12 DE 1913
HONEYNEST KLOOF	SC.CGH HONEY NEST KLOOF rounded typeface, dot separators	27 DE 1893	5 NO 1900
	SC.CGH HONEYNESTSKLOOF compact typeface	23 AU 1922	11 NO 1915
HOPETOWN	SC.CGH	10 MY 1897	18 AP 1903
HOPEWELL	SC.CGH HOPEWELL	9 FE 1926	
HOTTENTOT'S KLOOF	SC.CGH HOTTENTOTS KLOOF	22 AU 1914	
HOUT BAY	SC.CGH	** AP 1898	29 AP 1922
HUMANSDORP	SC.CGH	21 OC 1896	1 JA 1907
IBISI	SC.CGH	5 AP 1902	11 AU 1909
INXU	SC.CGH	8 JU 1901	
ISIDENGE	SC.CGH	22 OC 1891	17 JA 1900
IZELI	SC.CGH	1 JY 1892	26 AU 1913
JACKAL'S KUILEN	SC.CGH	2 JA 1897	7 NO ****
JAHO	SC.CGH	13 SP 1906	28 OC 1930
JANSENVILLE	SC.CGH tall compact typeface	16 NO 1899	5 FE 1912
KAFFIR KUILS RIVER MOUTH	SC.CGH	16 AU 1894	
KAIMANSGAT	SC.CGH	15 JA 1908	
KAKAMAS	SC.CGH	28 OC 1904	21 MR 1916
KARIEGA MOUTH	SC.CGH	c1900	c1902
KARREE KLOOF	SC.CGH	** AU 1894	7 FE 1923
KATBERG	SC.CGH	1 JA 1907	
KATKOP	SC.CGH	2 FE 1899	1 AP 1915
KEI BRIDGE	SC.CGH small rounded typeface	10 JA 1900	22 SP 1920
KEILANDS	SC.CGH	12 JA 1901	6 MY 1911
KEI ROAD	SC.CGH small rounded typeface, two types recorded	9 MR 1891	13 AP 1911
KENEGHA DRIFT	SC.CGH KENEGHA DRIFT	10 JY 1897	18 JU 1900
KENHARDT	SC.CGH	13 MY 1899	5 MR 1915
KENILWORTH, CAPE TOWN	SC.CGH KENILWORTH CAPE compact typeface	6 JY 1899	24 SP 1920
KENILWORTH, KIMBERLEY	SC.CGH KENILWORTH rounded typeface	30 OC 1895	24 OC 1903
KERSEFONTEIN	SC.CGH		
KIMBERLEY	SC.CGH small circle, rounded typeface	3 JA 1891	30 OC 1900
	SC.CGH small circle, compact typeface	27 JY 1892	20 JU 1901
	SC.CGH large circle, rounded typeface	19 FE 1897	1 SP 1900
	SC.CGH large circle, compact typeface	26 JY 1899	4 JA 1901
KIMBERLEY STATION	SC.CGH tall compact typeface	5 DE 1898	23 DE 1909
KING WILLIAMS TOWN	SC.CGH larger compact typeface	21 AP 1897	13 AP 1912
	SC.CGH smaller compact typeface	6 JY 1892	13 DE 1901
KLEIN BOETSAP	SC.CGH	14 DE 1902	9 JU 1908
KLEINEMONDE	SC.CGH	26 MR 1900	3 DE 1901
KLEIN HAASFONTEIN	SC.CGH KLEIN HAASFONTEIN	2 JU 1900	28 JY 1903
KLEIN KAREE PAN	SC.CGH compact letters	25 MR 1893	
	SC.CGH	12 JU 1899	
KLIPDAM	SC.CGH KLIPDAM	29 JU 1891	10 AU 1893
KLIPDAM NO 2	SC.CGH KLIPDAM NO 2	3 AU 1892	13 OC 1904
KLIPDOORN RIVER	SC.CGH	24 AP 1899	22 JU 1908
KLIPFONTEIN	SC.CGH	8 AP 1899	6 NO 1912
KLIPKOLK	SC.CGH	10 SP 1902	
KLIPPLAAT	SC.CGH	24 OC 1898	8 MY 1912
KNAPDAAR	SC.CGH K NAPDAAR SIDING	14 FE 1895	7 AU 1897
	SC.CGH K NAPDAAR with SIDING deleted	2 MY 1898	2 JA 1906
KOEGAS	SC.CGH	2 AU 1899	18 NO 1924
KOKSTAD	SC.CGH small circle, rounded typeface	13 AP 1895	19 MR 1900
	SC.CGH larger circle, compact typeface	14 AU 1901	11 FE 1903
KOMMANDANT'S KOP	SC.CGH	1 AU 1899	
KOONAP	SC.CGH KOONAP	20 DE 1894	12 JU 1919
KOOPMANSFONTEIN	SC.CGH	5 MR 1903	29 AP 1913

Postal Cancellers of the Cape

KOWIE WEST	SC.CGH KOWIE WEST	18 MR 1898	11 JU 1928
KRAAIPAN	SC.CGH	11 AP 1899	26 OC 1925
KRAKEEL RIVER	SC.CGH small rounded typeface	17 AU 1895	29 MY 1901
KROM RIVER Beaufort West	SC.CGH	12 AU 1899	10 NO 1915
LADY FRERE	SC.CGH	22 JU 1900	30 OC 1908
LADY GREY Aliwal North	SC.CGH LADY GREY AN	18 MY 1900	5 FE 1903
LAFUTA	SC.CGH	5 AP ***	
LAINGSBURG	SC.CGH LAINGSBURG	26 MY 1890	15 JY 1902
LANGEBERGSFONTEIN	SC.CGH	2 FE 1897	28 AU 1905
LANG KUIL	SC.CGH	1 NO 1903	22 AP 1913
LANG VALLEY	SC.CGH	9 JA 1905	
LAWRENCE STREET Port Elizabeth	SC.CGH LAWRENCE ST P ELIZABETH CGH	23 MR 1899	2 DE 1913
LEENDERTS PLAATS	SC.CGH	11 NO 1909	10 JY 1929
LEEUEWBERG	SC.CGH	20 JA 1920	18 NO 1932
LEHMAN'S DRIFT	SC.CGH	13 OC 1903	28 NO 190*
LEMOENFONTEIN	SC.CGH	26 AU 1890	
LERIBE	SC.CGH LERIBE	19 SP 1895	9 OC 1906
LESSEYTON	SC.CGH	18 OC 1915	22 AU 1920
LETJESBOSCH	SC.CGH	16 AU 1898	17 JU 1923
LIBODI	SC.CGH	10 JU 1898	11 FE 1921
LINTON	SC.CGH	25 MR 1890	4 MY 1901
LONGHOPE SIDING	SC.CGH	22 NO 1897	1 JU 1913
LOWER TYUMIE	SC.CGH name 8-4 o'clock, short compact type	15 JY 1892	17 AP 1917
LOXTON	SC.CGH LOXTON	3 DE 1897	** ** 1924
LUSHINGTON	SC.CGH	22 FE 1904	30 NO 1908
LUSIKISIKI	SC.CGH	13 SP 1897	14 MY 1915
MACIBINI	SC.CGH	18 JA 1892	9 AU 1924
MAFEKING	SC.CGH large rounded typeface	21 AP 1897	11 AU 1905
MAFUBE	SC.CGH	31 MR 1897	20 DE 1930
MAKOMERIN	SC.CGH	24 JY 1900	17 JU 1916
MALMESBURY	SC.CGH	17 JA 1898	14 AP 1921
MANUBIE	SC.CGH	12 JY 1896	28 FE 1925
MARAIS SIDING	SC.CGH	12 JU 1900	16 FE 1918
MARIBOGO	SC.CGH	8 JA 1900	11 NO 1915
MARIENDALE	SC.CGH	3 OC 1911	25 MR 1912
MARSHALL'S KRAAL	SC.CGH	6 AP 1917	22 FE 1918
MARTINDALE	SC.CGH	8 FE 1898	11 MR 1912
MATIES FARM	SC.CGH	4 DE 1895	28 NO 1917
MATJES KLOOF	SC.CGH	2* DE 1904	
MAYFORD	SC.CGH MAYFORD	15 MY 1905	28 SP 1913
MELKHOUTBOOM	SC.CGH	13 DE 1926	23 DE 1934
MIDDELBURG	SC.CGH	13 JA 1900	
MIDDLECOURT	SC.CGH	24 JA 1895	8 SP 1903
MIDDLEDRIFT	SC.CGH	2 JY 1892	2* DE 1912
MIDDLE KRAAL	SC.CGH	17 DE 1913	23 SP 1916
MIDDLE VALLEY	SC.CGH	3 JY 1894	25 FE 1900
MIMOSA	SC.CGH MIMOSA	22 SP 1893	1 AP 1923
MKAPUSI	SC.CGH		
MLENGANA	SC.CGH	21 AP 1899	2 DE 1914
MODDERFONTEIN	SC.CGH name 7-5 o'clock	** JA 1884	26 JU 1907
MODDER RIVER Kimberley	SC.CGH MODDER RIVER	19 OC 1899	27 NO 1899
MOLTENO	SC.CGH	21 NO 1896	21 MY 1915
MONTAGU	SC.CGH		
MOORREESBURG	SC.CGH		
MOSITA	SC.BB	8 MY 1896	
MOSSEL BAY	SC.CGH small circle, shorter compact typeface	7 OC 1893	11 AP 1898
	SC.CGH larger circle, taller compact typeface	29 AU 1900	18 AP 1901
MOSTERT'S HOEK RAIL	SC.CGH MOSTERTS HOEK	9 NO ****	
	SC.CGH MOSTERTS HOEK RAIL	22 DE 1901	19 NO 1910
MOUNT ARTHUR	SC.CGH	2 AU 1899	8 MY 1943

MOUNT AYLIFF	SC.CGH MOUNT AYLIFF		
MOWBRAY	SC.CGH	17 SP 1900	
MPOTULA	SC.CGH MPOTULA with dot separators	29 MR 1902	** JY 1910
MQANDULI	SC.CGH	8 AU 1900	1 DE 1927
MUIS KRAAL	SC.CGH		
MUIZENBERG	SC.CGH small circle, rounded typeface	10 OC 1894	22 NO 1901
MURRAYSBURG	SC.CGH	17 JA 1896	25 JA 1901
MYNFORTEIN	SC.CGH	29 JA 1900	18 NO 1917
NAAUWPOORT	SC.CGH	27 OC 1899	28 MY 1901
NAUDESBERG	SC.CGH tall compact typeface	7 JA 1892	14 JA 1898
NELSPOORT	SC.CGH	3 FE 1900	2 DE 1903
NEW EISLEBEN	SC.CGH	29 AU 1901	
NEW HANTAM	SC.CGH	21 AU 1894	
NEWMARKET	SC.CGH NEWMARKET	28 DE 1898	20 JY 1913
NGQELENI	SC.CGH	16 FE 1894	24 AU 1923
NIEUWOUDTVILLE	SC.CGH NIEUWOUDTVILLE	17 MR 1900	21 AP 1900
NOORDHOEK	SC.CGH	11 FE 1908	27 MY 1909
NORVAL'S PONT	SC.CGH small rounded typeface	6 JA 1891	2 SP 1899
	SC.CGH large compact typeface	24 OC 1890	12 AP 1912
NUY STATION	SC.CGH NUY SIDING	8 FE 1892	4 SP 1905
OBSERVATORY ROAD	SC.CGH OBSERVATORY ROAD	11 JY 1898	30 OC 1920
ODENDAALSTROOM	SC.CGH small rounded typeface	22 FE 1900	9 MR 1901
OLYVENBOSCH KRAAL	SC.CGH	** ** 1903	12 DE 1912
OLYVENHOUT'S DRIFT	SC.CGH	1 FE 1889	6 AU 1890
ONGELUKSNEK	SC.CGH	25 MR 1896	30 NO 1944
ONVERWACHT	SC.CGH	1 FE 1900	7 MY 1924
O'OKIEP	SC.CGH	23 MR 1901	7 OC 1911
OUDEBERG	SC.CGH	30 SP 1891	24 NO 1905
OUDEPLAATS	SC.CGH OUDEPLAATS	22 AU 1902	6 NO 1930
OUDTSHOORN	SC.CGH tall compact typeface	29 NO 1898	12 AU 1907
	SC.CGH shorter rounded typeface	2 DE 1891	20 SP 1905
OXTON	SC.CGH	28 MR 1898	20 DE 1926
PAARL	SC.CGH short compact typeface	6 FE 1889	30 SP 1891
	SC.CGH short rounded typeface	7 DE 1892	7 FE 1913
	SC.CGH tall rounded typeface	1 AU 1900	17 JY 1910
PAAUW PAN	SC.CGH	19 OC 1891	28 AU 1924
PACALTSDORP	SC.CGH	15 SP 1897	5 NO 1915
PADDAFORTEIN	SC.CGH	** MY 1899	9 JU 1924
PAPKUIL	SC.CGH	9 SP 1892	13 JY 1897
PARK AVENUE, EAST LONDON	SC.CGH		
PATENTIE	SC.CGH	16 AP 1902	27 OC 1914
PATERNOSTER	SC.CGH	24 AU 1895	15 OC 1940
PEAR TREES	SC.CGH	30 JY ****	
PEDDIE	SC.CGH PEDDIE	21 DE 1898	18 JU 1914
PETERSBURG	SC.CGH small circle, rounded typeface	5 OC 1893	6 JA 1898
PHILIPPI	SC.CGH PHILIPPI	** AU 1910	24 OC 1912
PIQUETBERG	SC.CGH	9 AP 1901	11 JA 1906
PIRIE	SC.CGH	6 OC 1905	7 FE 1933
PLAATJES RIVER	SC.CGH	13 JU 1908	
POKWANI SIDING	SC.CGH PHOKWANI	9 FE 1897	14 MR 1904
	SC.CGH PHOKWANI SIDING	27 AP 1899	11 JY 1903
POPLAR GROVE	SC.CGH	7 NO 1902	9 FE 1922
PORT ALFRED I	SC.CGH tall compact typeface	23 JA 1899	4 MR 1913
PORT ELIZABETH	SC.CGH smaller circle rounded type, no dot separators	30 JU 1893	28 FE 1901
	SC.CGH smaller circle, compact type, dot separators	2 SP 1892	28 SP 1897
	SC.CGH larger circle, tall compact typeface	26 AU 1895	18 MY 1903
	SC.CGH larger circle, rounded typeface	17 NO 1896	30 SP 1897
PORTERVILLE	SC.CGH	6 AU 1904	
PORT ST JOHN	SC.CGH PORT ST JOHN'S	20 AP 1895	10 DE 1903
POSTMASBURG	SC.CGH POSTMASBURG	24 FE 1898	5 DE 1900

PUTTER'S KRAAL	SC.CGH	10 FE 1900	
QACHA'S NEK	SC.CGH	14 MY 1899	2 AP 1914
QOQODALA	SC.CGH	20 AU 1906	
QUAGGA	SC.CGH	7 AU 1900	9 AP 1902
QUEENSTOWN	SC.CGH smaller rounded typeface, name 8-4 o'clock	24 AP 1892	15 AU 1905
	SC.CGH smaller slightly compact type, name 8-4 o'clock	29 JY 1899	17 SP 1900
	SC.CGH taller compact typeface, name 9-3 o'clock	10 JY 1893	25 NO 1902
QUEEN STREET	SC.CGH QUEEN STREET PE	1 SP 1900	12 AU 1910
RABULA	SC.CGH RABULA tall rounded typeface	7 OC 1898	13 SP 1909
RATELDRAAI	SC.CGH RATELDRAAI	7 JU 1895	17 MY 1900
RAVENSFELL	SC.CGH	12 AP 1900	4 JY 1904
REDELINGHUIS	SC.CGH REDELINGHUIS	** ** **	
REDHILLS	SC.CGH	22 JY 1903	9 FE 1905
REQUEST	SC.CGH	7 ** 1911	20 AP 1920
RETREAT	SC.CGH	28 JA 1899	5 SP 1916
RHENOSTERKOP I	SC.CGH	3 MY 1900	17 MY 1903
RHODES	SC.CGH RHODES	14 AU 1897	27 FE 1901
RICHMOND	SC.CGH tall rounded typeface	8 DE 1896	24 AU 1907
	SC.CGH tall compact typeface	26 MY 1900	10 AU 1907
RIETBRON	SC.CGH	15 JU 1913	11 NO 1921
RIET SIDING	SC.CGH	3 FE 1900	17 JU 1913
RIET VLEI, VOGEL RIVER	SC.CGH	12 DE 1933	
RIPON	SC.CGH	30 AU 1897	1 NO 1943
RIVERSIDE	SC.CGH	20 MY 1909	5 SP 1925
RIVERTJE	SC.CGH RIVIERTJE	26 NO 1907	22 MY 1912
RIVERTON ROAD	SC.CGH compact typeface	26 JU 1900	14 MY 1914
ROBERTSON	SC.CGH	9 AU 1898	29 DE 1905
RODE	SC.CGH RODE	17 JU 190*	9 NO 1908
ROKEBY PARK	SC.CGH	31 JA 1906	23 MY 1912
RONDEBOSCH	SC.CGH larger compact typeface	29 SP 1898	1 FE 1902
	SC.CGH smaller rounded typeface	28 AP 1893	19 SP 1895
ROODEBERG	SC.CGH	10 FE 1902	
ROODEHOOGTE	SC.CGH	10 OC 1898	6 AP 1900
ROODE KRANTZ	SC.CGH	13 AP 1912	
ROODE NEK	SC.CGH	21 DE 1909	26 JU 1920
ROOI RIVER	SC.CGH	28 SP 1915	2 NO 1943
ROSEBANK	SC.CGH name 9-3 o'clock, smaller typeface	26 JY 1895	12 FE 1902
	SC.CGH taller compact typeface	3 MY 1899	9 AU 1915
ROSMEAD	SC.CGH ROSMEAD taller rounded typeface	25 JU 1898	11 AP 1908
RUTLAND	SC.CGH	8 MY 1895	
ST CUTHBERTS	SC.CGH	4 NO 1899	26 JA 1925
ST HELENA FONTEIN II	SC.CGH small circle, compact typeface	6 AP 1901	2 NO 1932
ST LUKE'S	SC.CGH	4 OC 1897	8 JY 1918
ST MARKS	SC.CGH	22 SP 1901	10 MY 1915
ST MATTHEWS	SC.CGH	4 JU 1896	7 MR 1923
SALTAIRE	SC.CGH	20 MY 1900	31 MR 1932
SAREPTA	SC.CGH	13 FE 1900	
SARON	SC.CGH	30 JY 1896	28 MY 1929
SCHOOMBIE	SC.CGH small compact typeface	1 SP 1892	15 JU 1913
SCOTT'S ZWAGERSHOEK	SC.CGH SCOTT'S ZWAGERSHOEK	14 SP ****	
SEA POINT	SC.CGH SEA POINT tall rounded typeface	20 NO 1896	4 JU 1906
	SC.CGH SEA POINT tall compact typeface	23 DE 1891	4 JA 1900
SEVEN WEEKS POORT	SC.CGH	17 AU 1896	2 JU 1934
SHAW PARK	SC.CGH	28 JA 1899	15 MR 1913
SHELDON	SC.CGH	2 MR 1896	** JY 1925
SHERBORNE	SC.CGH	8 DE 1892	8 MR 1922
SHILOH	SC.CGH	28 NO 1898	6 MR 1911
SIBERIA	SC.CGH	9 MY 1908	15 OC 1913
SIMONDIUM	SC.CGH	15 NO 1900	24 AP 1924
SIR LOWRY'S PASS	SC.CGH SIR LOWRY'S PASS CGH	17 FE 1896	11 FE 1897

	SC.CGH SIR LOWRY'S PASS with CGH removed	16 AU 1910	18 DE 1913
SLANGHOEK	SC.CGH	31 MY 1922	3 FE 1933
SMALHOEK	SC.CGH	3 AP 1901	20 NO 1901
SMITH'S MINE	SC.CGH SMITH'S MINE	4 JY 1903	10 JU 1914
SMITHVALE	SC.CGH	23 MY 1893	13 JU 1929
SNEEZEWOOD	SC.CGH	28 JY 1894	3 NO 1915
SOMERSET EAST	SC.CGH two types recorded	15 MY 1895	2 SP 1899
SOMERSET STRAND	SC.CGH SOMERSET STRAND short rounded typeface	20 NO 1890	28 JY 1911
SONONDER	SC.CGH	9 MY 1899	
SOUTH MIDDELVELD	SC.CGH SOUTH MIDDELVELD	30 AU 1900	14 NO 1934
SPION KOP	SC.CGH	2 MY 1896	22 SP 1896
SPITZKOP VLEI	SC.CGH	21 MY 1906	19 NO 1917
SPRINGBOKFONTEIN	SC.CGH short compact typeface	13 OC 1891	16 FE 1900
SPRINGBOK VLAKTE	SC.CGH	23 MR 1904	6 JY 1904
SPRING MOUNT	SC.CGH	24 AP 1905	21 MY 1940
SPRING VALLEY	SC.CGH		
SPYTFONTEIN	SC.CGH	17 SP 1897	7 JA 1914
STANLEY	SC.CGH STANLEY	1 MR 1899	
STEENKAMP'S POORT	SC.CGH		
STELLENBOSCH	SC.CGH small rounded typeface	25 JU 1892	19 FE 1896
	SC.CGH larger compact typeface	19 SP 1898	17 JU 1910
STERKSPRUIT	SC.CGH	16 MY 1900	25 FE 1923
STERKSTROOM	SC.CGH name 9-3 o'clock, smaller typeface	24 NO 1891	28 MY 1904
	SC.CGH name 8-4 o'clock, larger typeface	22 MR 1895	31 OC 1908
STETTYN	SC.CGH	23 AP 191*	10 FE 1939
STEYNSBURG	SC.CGH	24 OC 1897	18 OC 1911
STORMBERG JUNCTION	SC.CGH name 7-5 o'clock small blocked type	15 AU 1894	28 AU 1905
	SC.CGH name 7-5 o'clock tall compact type	4 FE 1901	20 MY 1904
STORMS RIVER	SC.CGH	31 OC 1889	** ** 189*
STORM'S VLEI	SC.CGH small circle, compact typeface	7 MY 1890	15 MR 1901
STRYDENBURG	SC.CGH STRYDENBURG rounded typeface	15 JA 1897	23 JA 1901
STUDTIS	SC.CGH	19 JY 1895	24 FE 1916
STUTTERHEIM	SC.CGH tall compact typeface	17 FE 1900	29 OC 1905
SUNDWANA	SC.CGH	4 JU 1914	24 MY 1915
SURBITON	SC.CGH	11 JU 1903	1 MR 1923
SWELLEN DAM	SC.CGH small circle, tall compact lettering	9 OC 1900	23 JA 1909
SWELLEN DAM STATION	SC.CGH	5 JA 1901	4 DE 190*
TAAIBOSCH	SC.CGH	2 MR 1898	1 JY 1933
TABANKULU	SC.CGH	17 JA 1895	25 NO 1910
TABASE	SC.CGH	21 JU 1896	16 FE 1934
TAMACHA	SC.CGH	16 SP 1902	8 DE 191*
TAMBOERSFONTEIN	SC.CGH compact typeface	29 SP 1892	** JU 1905
TAUNGS	SC.CGH	** ** 1900	10 JY 1909
TAUNGS STATION	SC.CGH	1 NO 1894	3 OC 1911
TENNYSON	SC.CGH	8 AP 1893	9 MY 1893
THE BEACH	SC.CGH	31 JA 1898	31 DE 1898
THEBUS	SC.CGH	13 JY 1894	5 JU 1915
THE PINES	SC.CGH	13 FE 1909	29 JA 1910
THE WILLOWS	SC.CGH	29 JY 1904	24 JA 1908
THORNGROVE II	SC.CGH	17 DE 1896	10 DE 1925
THORNHILL II	SC.CGH	9 JA 1900	
THREE SISTERS	SC.CGH	10 NO 1896	21 NO 1914
	SC.CGH € GH+	24 DE 1898	4 SP 1900
TIDBURY'S TOLL	SC.CGH	23 SP 1909	3 JA 1913
TOISE RIVER	SC.CGH small compact typeface	2 AP 1890	27 JA 1910
TONG VALLEY	SC.CGH	9 DE 1897	29 JU 1899
TOOTABI	SC.CGH	4 AP 1896	5 NO 1929
TRAKA	SC.CGH	23 OC 1900	1 SP 1928
TRAPPES VALLEY	SC.CGH TRAPPES VALLEY	2 SP 1894	17 SP 1913
TRUMPETER'S DRIFT	SC.CGH	31 JY 1903	28 AU 1925

TSHISA	SC.CGH TSHISA	22 JY 1893	1 AU 1895
TUTURA	SC.CGH	15 JY 1897	20 SP 1915
TWEEFFONTEIN	SC.CGH	19 FE 1907	
TWEEFFONTEIN SIDING	SC.CGH TWEEFFONTEIN SIDING	1 NO 1900	14 MR 1907
TWIST KRAAL	SC.CGH	4 MY 1895	30 DE 1899
TYGERSFONTEIN	SC.CGH	11 JU 1901	7 AP 1907
TYLDEN	SC.CGH	12 JU 1898	14 JU 1913
UITENHAGE	SC.CGH two similar types recorded	27 JA 1890	21 OC 1910
UITKOMST	SC.CGH	3 DE 1895	** ** 1932
UMTATA	SC.CGH tall compact typeface	8 OC 1897	8 JY 1900
	SC.CGH tall rounded typeface	31 AU 1895	3 MR 1899
UPLANDS	SC.CGH	11 DE 1900	30 JU 1940
VAALFONTEIN	SC.CGH	11 AP 1934	5 FE 1935
VAAL VLEY	SC.CGH	13 MY 1900	29 JA 1926
VANDERBYLSKRAAL	SC.CGH VANDERBYLSKRAAL	16 JA 1896	6 MR 1904
VAN PUTTEN'S VLEI	SC.CGH VAN PUTTENS VLEI	29 JA 1902	15 DE 1924
VAN WYK'S VLEI	SC.CGH VAN WYKS VLEI	19 AU 1897	25 JY 1900
VEEREN KRAAL	SC.CGH	23 JU 1895	7 DE 1942
VENTERSTAD	SC.CGH VENTERSTAD	22 DE 1898	9 NO 1921
VERMAAK	SC.CGH VERMAAK	4 SP 1894	
VERMAAKLYKHEID	SC.CGH	19 MY 1902	** ** 1932
VICTORIA WEST ROAD	SC.CGH VICTORIA WEST ROAD small typeface	23 AP 1895	23 NO 1901
VILLIERSDORP	SC.CGH small circle	28 DE 1898	1 AP 1902
VLAK LAAGTE	SC.CGH	9 FE 1894	23 NO 1905
VLEDERMUISPOORT	SC.CGH	2 SP 1908	11 JU 1913
VLEY RIVER	SC.CGH	13 AP 1901	
VOGEL RIVER	SC.CGH	1 DE 1897	26 JY 1929
VOGELSTRUISLEEGTE	SC.CGH	2 JU 1904	25 SP 1930
VOGELSTRUIS NEK	SC.CGH	2 AP 1900	10 MY 1924
VOGEL VLEI III	SC.CGH	2 JY 1905	9 FE 1913
VONDELING	SC.CGH	1 DE 1905	1 SP 1924
VOOR ATTAQUAS KLOOF	SC.CGH	11 MY 1896	12 MY 1926
VOSBURG	SC.CGH	23 AP 1899	22 JA 1902
VRAAI PLAATS	SC.CGH	15 FE 1906	
VREDENBURG	SC.CGH VREDENBURG CGH	** ** 1899	22 AP 1900
VRIESPOORT	SC.CGH VRIESPOORT	12 AU 1898	
VRYBURG	SC.CGH tall rounded typeface	14 AU 1897	27 JY 1912
	SC.CGH tall slightly compact typeface	3 DE 1900	10 SP 1912
WALMER	SC.CGH	6 FE 1899	21 DE 1910
WARRENTON	SC.CGH	23 JY 1900	18 MR 1913
WARRENTON STATION	SC.CGH two types recorded	1 MY 1897	7 DE 1925
WAR TRAIL	SC.CGH	22 SP 1893	21 JU 1929
WELBEDACHT II	SC.CGH	21 AP 1896	10 SP 1943
WILLEMS RIVER	SC.CGH WILLEMS RIVER	26 SP 189*	
WELLFOUND	SC.CGH	25 AU 1894	5 NO 1914
WELLINGTON	SC.CGH	15 DE 1898	12 MR 1904
WELLINGTON STATION	SC.CGH small compact typeface	20 FE 1890	27 JU 1900
WESLEY	SC.CGH	10 SP 1898	29 OC 1943
WESSELTON	SC.CGH	25 DE 1901	5 OC 1906
WILDFONTEIN	SC.CGH	11 FE 1904	20 AP 1920
WILLOWMORE	SC.CGH taller compact typeface	8 JU 1899	12 MR 1913
WINDMILL, Paarl	SC.CGH	21 NO 1898	3 AU 1937
WINDSOR	SC.CGH WINDSOR	31 OC 1891	16 NO 1892
WINDSORTON	SC.CGH WINDSORTON	9 FE 1895	13 AU 1901
WINDSORTON ROAD	SC.CGH WINDSORTON ROAD larger type	4 JY 1907	6 NO 1913
	SC.CGH WINDSORTON ROAD smaller type	9 FE 1895	
WINTERBERG, 1893	SC.CGH	31 OC 1894	
WITKOP, 1888	SC.CGH	13 MY 1907	8 MY 1925
WITTEKLEIBOSCH	SC.CGH	26 OC 1899	14 JY 1904
WITTEWATER	SC.CGH	9 MR 1929	

WOLFHUIS	SC.CGH	17 JY 1911	4 NO 1911
WOLVE KLOOF	SC.CGH	9 NO 1900	14 JU 1923
WOODSTOCK	SC.CGH WOODSTOCK 22mm diameter used after 1 October 1898	9 FE 1899	30 AU 1904
	SC.CGH WOODSTOCK 25mm diameter	1 JU 1896	21 MY 1898
WOODSTOCK STATION	SC.CGH WOODSTOCK 25mm diameter in use until 30 September 1898	1 JU 1896	5 NO 1909
WORCESTER	SC.CGH shorter rounded typeface, two types recorded	17 OC 1889	7 OC 1900
WYDER'S RIVER	SC.CGH small compact typeface	10 AP 1899	** ** 1934
WYNBERG	SC.CGH shorter rounded typeface	24 JY 1894	29 NO 1906
	SC.CGH taller rounded typeface	7 FE 1896	29 JA 1910
WYNBERG CAMP	SC.CGH	22 NO 1888	31 OC 1908
XUKA DRIFT	SC.CGH XUKA	29 NO 1906	5 JY 1918
ZETLAND	SC.CGH	27 JY 1901	10 AU 1907
ZUURBERG SANATORIUM	SC.CGH ZUURBERG SANATORIUM	8 OC 1896	** AU 1912
ZWAGERSHOEK	SC.CGH ZWAGERSHOEK	6 SP 1901	12 AU 1910
ZWART MODDER	SC.CGH tall compact typeface	19 SP 1905	19 JA 1909
ZWARTWATER	SC.CGH	2 JA 1913	22 JU 1937

## APPENDIX J

### LISTING OF POST OFFICES USING THE SC.TO OFFICE DATE STAMP

Dates of opening apply to the telegraph office only

BARKLY EAST, opened 1883	SC.TO	1 JY 1887	29 AU 1897
BARKLY WEST, opened 1883	SC.TO BARKLY WEST	10 MY 1885	11 MR 1895
BEAUFORT WEST, opened 1875	SC.RTO	22 DE 1891	22 JA 1898
BELMONT, opened 1885	SC.RTO	11 AP 1892	
BREDASDORP, opened 1883	SC.TO	15 DE 1893	2 SP 1900
BREEDE RIVER STATION, opened 1883	SC.TO BREEDE RIVER possibly destroyed by fire on 24 November 1900	18 AP 1894	17 SP 1900
BUFFALO NEK TO opened 1901	SC.BAB		
BURGHERSDORP STATION, opened 1903	SC.RTO	24 JU 1899	17 JY 1899
CALITZDORP, opened 1883	SC.TO	2 MY 1885	8 MY 1897
CAPE L'AGULHAS, opened 1883	SC.TO	2 SP 1900	1 AU 1909
CAPE TOWN	SC.CTO CTO CAPE TOWN small circle	2 JU 1891	6 FE 1895
	SC.CTO CTO CAPE TOWN large circle	9 JU 1899	22 NO 1899
	SC.HTO HEAD TELEGRAPH OFFICE CAPE TOWN	29 OC 1886	21 MY 1889
	SC.CTO CENTRAL TELEGRAPH OFFICE	5 FE 1898	21 SP 1898
	DC.CTO CENTRAL TELEGRAPH OFFICE CAPE TOWN	5 FE 1898	
CONSTABLE, opened 1880	SC.RTO	1 OC 1896	6 AU 1920
CRADOCK, opened 1873	SC.TO	11 JA 1890	3 MY 1909
DE AAR, opened 1884	SC.TO DE AAR TO	19 NO 1885	5 JY 1894
DRAGHOENDER TO opened 1895	SC.BAB DRAGHOENDER name 9-3 o'clock	31 JA 1903	22 JA 1910
EAST LONDON, opened 1879	SC.TO	11 JA 1890	
FORT CUNYNGHAME TO opened 1876	SC.BAB FORT-CUNYNGHAME	23 AU 1879	
GRAAFF-REINET, opened 1875	SC.RTO	20 FE 1912	
GRAAFF-REINET STATION, opened 1885	SC.RTO	20 FE 1912	JU 1913
GRAHAMSTOWN, opened 1873	SC.RTO		
HOPETOWN, opened 1884	SC.TO HOPE TOWN TO	7 AU 1900	9 JY 1906
IDUTYWA, opened 1877	SC.TO IDUTYWA TO name 9-3 o'clock	23 JA 1899	2 AP 1902
LUDLOW, opened 1898	SC.RTO	30 MY 1907	10 JA 1916
MAITLAND STATION TO opened 1885	SC.NTAB issued to a telegraph office	28 *E 1905	
MILL STREET, GARDENS, opened 1883	SC.TO GARDENS TO	26 JU 1889	2 NO 1895
MOLTENO STATION, opened 1903	SC.RTO MOLTENO STATION RTO	2 DE 1904	8 NO 1911
NELSPOORT, opened 1883	SC.RTO NELSPOORT RTO	13 AP 1886	2 FE 189*
ORANGE RIVER, opened 1884	SC.TO ORANGE RIVER TO	18 NO 1884	29 DE 1910
QUEENSTOWN STATION, opened 1875	SC.RTO QUEENSTOWN R.T.O	** SP ****	
QUMBU, opened 1878	SC.TO TO QUMBU	17 JA 1895	3 MY 1902
ROBERTSON RAIL, opened 1880	SC.TO	19 FE 1920	12 AU 1925
SEA POINT, opened 1883	SC.TO SEA POINT TO	** AU 1894	29 JU 1906
SIMONSTOWN STATION TO opened 1895	SC.BAB name 7-5 o'clock	13 FE 1911	
STUTTERHEIM, opened 1883	SC.TO	5 JY 1884	4 MY 1899
WEST BANK, East London, opened 1873	SC.TO EAST LONDON WEST	10 AU 1901	
WILLOWMORE, opened 1883	SC.TO	12 NO 1885	1 MY 1910

## APPENDIX K

### POST OFFICES USING THE EXPERIMENTAL OFFICE DATE STAMPS

ALIWAL NORTH	SQC.CC (14 )	29 SP 1883	
	SQC.CGH (13 )	9 AP 1900	28 JA 1903
BARKLY WEST	SQC.CGH (13 ) BARKLY WEST	21 JU 1901	8 MR 1909
BEACONSFIELD	SQC.CGH (14 )	4 NO 1897	** OC 1905
	HC	28 SP 1888	21 MR 1899
BEAUFORT WEST	SQC.CGH (13 )	1 AU 1899	11 AP 1904
BURGHERSDORP	SQC.CGH (13 )	4 NO 1898	4 NO 1904
CAPE TOWN	SQC.CC (13 ) GPO CAPE TOWN	25 JA 1882	21 JY 1901
	SQC.CC (14 ) CAPE TOWN dispatched 25 January 1882	8 MR 1882	5 MY 1896
	SQC.CGH (13 ) compact typeface	7 JU 1898	14 MR 1911
	SQC.CGH (14 ) rounded typeface	1 MR 1899	20 NO 1900
	SQC.NPB (13 )	25 AP 1889	13 SP 1899
	SQC.NPB (23 )	24 OC 1893	13 SP 1899
	SQ.OCT CAPE.TOWN	1 MY 1888	13 OC 1893
	TDC	16 NO 1890	24 FE 1892
	CW.CC	4 MR 1892	23 JU 1893
	CW.NPB	20 AU 1891	13 FE 1901
	HC REGISTERED GPO CAPE TOWN	16 MR 1896	6 JU 1903
	DC.EMB CAPE-TOWN hyphen separator	2 NO 1899	4 FE 1902
	DC.EMB CAPE.TOWN dot separator	27 AU 1892	28 AP 1903
CARNARVON	SQC.CGH (13 )	10 SP 1900	** NO 1911
CERES	SQC.CGH (13 )	4 MY 1900	1 JA 1910
CLANWILLIAM	SQC.CGH (14 )	7 JY 1898	3 MR 1901
CLAREMONT STATION	SQC.CGH (14 ) CLAREMONT	27 MY 1899	29 AP 1904
COLESBERG	SQC.CGH (13 )	18 OC 1900	3 OC 1905
	SQC.CGH (24 )	14 OC 1897	
CRADOCK	SQC.CGH (24 )	20 OC 1891	28 FE 1902
DORDRECHT	SQC.CGH (24 )	6 MR 1897	14 DE 1901
EAST LONDON	SQC.CGH (13 )	25 AP 1897	3 JA 1901
	SQC.CGH (22 )	31 OC 1898	
	SQC.CGH (24 )	8 SP 1894	31 OC 1898
	HC	2 JU 1888	6 AU 1894
ELLIS' POST	SQC.CGH (13 )	2 MY 1911	2 OC 1940
GRAAFF-REINET	SQC.CGH (13 ) large type	31 OC 1897	30 DE 1904
	SQC.CGH (14 ) small type	19 OC 1897	12 AU 1912
	TDC GRAAFF REINET.C.G.H	10 SP 1890	1 OC 1897
GRAHAMSTOWN	SQC.CC (14 )	5 JY 1882	16 AU 1898
	SQC.CGH (13 )	27 OC 1897	14 NO 1902
	SQC.CGH (22 )		
	HC GRAHAMS.TOWN with * for time code	16 AU 1888	28 OC 1891
	HC GRAHAMS TOWN blank or letter time code	19 SP 1892	7 JA 1899
KIMBERLEY	SQC.CC (14 )	24 NO 1882	27 MR 1888
	SQC.CGH (24 )	12 NO 1896	22 MR 1901
	HC	5 JY 1888	27 MR 1900
KING WILLIAMS TOWN	SQC.CC (14 )	20 MR 1883	9 NO 1891
	SQC.CGH (24 )	2 AP 1893	9 FE 1903
	HC KING-WILLIAMS.TOWN shorter typeface	12 JY 1888	10 FE 1891
	HC KING WILLIAMS TOWN taller typeface	25 AP 1892	** AU 1895
KLOOF STREET, GARDENS	SQC.NTAB (24 ) KLOOF ST GARDENS	24 FE 1897	18 AU 1905
KNYSNA	SQC.CGH (14 )	22 JU 1898	29 MR 1921
KURUMAN	SQC.CGH (13 )	28 DE 1900	8 JY 1921
MAFEKING	SQC.BB.(13 )	24 NO 1894	26 MY 1896
	SQC.CGH (24 )	28 AU 1894	13 MR 1903
MALMESBURY	SQC.CGH (13 )	28 AP 1898	20 MY 1902

MARITZANI SIDING	SQC.CGH (13 ) MARITZANI SIDING	30 SP 1899	4 AU 1916
MIDDELBURG	SQC.CGH (14 )	10 DE 1898	29 MY 1902
MOLTENO	SQC.CGH (13 )	24 AU 1899	15 MY 1916
MONTAGU	SQC.CGH (13 )	10 OC 1900	19 NO 1913
MOSSEL BAY	SQC.CGH (14 )	21 JA 1899	12 NO 1901
MOWBRAY	SQC.CGH (13 )	6 NO 1900	31 DE 1907
NEWLANDS	SQC.CGH (13 )	1 MY 1899	15 AP 1908
OBSERVATORY ROAD	SQC.CGH (14 ) tall compact typeface	25 MY 1897	16 JA 1906
OUDTSHOORN	CW.CGH	25 NO 1891	3 MR 1898
PAARL	SQC.CGH (24 ) typeface 2.7mm high	15 MY 1896	10 MY 1899
	SQC.CGH (24 ) typeface 3mm high	3 SP 1900	13 AU 1903
	SQC.CGH (33 )	15 JA 1900	
PORT ELIZABETH	SQC.CC (14 ) two types recorded	25 AU 1882	13 SP 1897
	SQC.CGH (13 )	29 SP 1890	25 AU 1900
	SQC.CGH (14 )	25 AU 1891	6 DE 1899
	HC	30 AP 1888	** ** 1898
PRIESKA	SQC.CGH (24 )	7 MY 1896	25 JA 1904
QUEENSTOWN	SQC.CGH (12 )	21 JA 1899	6 SP 1900
	SQC.CGH (13 )	10 SP 1898	15 NO 1901
	HC QUEENS.TOWN	13 MY 1888	9 JA 1892
RONDEBOSCH	SQC.CGH (24 )	12 AP 1897	4 FE 1901
ST GEORGE'S STREET, CT	SQC.NTAB (14 )	1 JY 1898	23 FE 1914
SALT RIVER	SQC.CGH (14 ) SALT RIVER	9 DE 1897	13 AU 1908
SIMONSTOWN	HC SIMONS-TOWN	11 JA 1889	10 DE 1902
SOMERSET EAST	SQC.CGH (13 )	9 OC 1900	22 AP 1901
SOMERSET STRAND	SQC.CGH (13 ) SOMERSET STRAND	** NO 1898	3 MR 1911
SOMERSET WEST	SQC.CGH (13 ) SOMERSET WEST corner bars at 45°	16 MR 1899	25 MY 1910
STELLENBOSCH	SQC.CGH (23 )	19 JU 1895	11 SP 1902
SWELLENDAM	SQC.CGH (13 )	9 OC 1899	20 JU 1901
THORNHILL	SQC.CGH (13 )	19 AU 1900	
UITENHAGE	SQC.CGH (23 )	2 SP 1893	7 FE 1902
	SQC.CGH (24 )	2 MY 1899	15 MY 1902
UMTATA	SQC.CGH (13 )	21 AP 1899	15 MY 1912
UPINGTON	SQC.CGH (13 )	28 SP 1900	21 AP 1915
VICTORIA WEST	SQC.CGH (24 )	28 AP 1896	19 NO 1925
VRYBURG	SQC.BB	21 AU 1894	15 AU 1896
WELLINGTON	SQC.CGH (14 )	8 FE 1898	15 MR 1913
WOODSTOCK	SQC.CGH (24 ) WOODSTOCK after 1 October 1898	2 AU 1899	13 MR 1902
WOODSTOCK STATION	SQC.CGH (24 ) WOODSTOCK CGH		
	in use until 30 September 1898	30 AU 1897	25 FE 1898
	SQC.CGH (13 ) WOODSTOCK STATION	8 OC 1893	29 JY 1909
WORCESTER	SQC.CGH (22 )	4 MR 1895	4 JA 1900
	SQC.CGH (24 )	9 JU 1894	9 MY 1900
WYNBERG	SQC.CGH (24 )	23 AU 1897	16 MR 1900
	SQC.CGH (33 )	16 JU 1897	21 DE 1911

## NOTES

**CAPE TOWN.** An office date stamp in a squared circle SQC.CC (1+4) configuration inscribed CAPE TOWN CAPE COLONY, forwarded on about 25 January 1882.

**PAARL.** Three squared circle office date stamps were used at Paarl. These differ little from each other in their basic design, and are best studied when available as full strikes, either on piece or on cover. It is probable that all three were originally intended to follow the same (3+3) configuration but, because of uneven cutting, the third inner ring is incomplete. The two (2+4) cancellers are best differentiated by the fact that, in the first, the letters C.G.H inscribed at the base are decidedly squat and oblong, while in the second they are fuller and more rounded. Exact measurement, even on good strikes, is quite difficult.

## SQUARED CIRCLE OFFICE DATE STAMPS

ALIWAL NORTH	SQC.CC (14 )	29 SP 1883	
	SQC.CGH (13 )	9 AP 1900	28 JA 1903
BARKLY WEST	SQC.CGH (13 ) BARKLY WEST	21 JU 1901	8 MR 1909
BEACONSFIELD	SQC.CGH (14 )	4 NO 1897	** OC 1905
BEAUFORT WEST	SQC.CGH (13 )	1 AU 1899	11 AP 1904
BURGHERSDORP	SQC.CGH (13 )	4 NO 1898	4 NO 1904
CAPE TOWN	SQC.CC (13 ) GPO CAPE TOWN	25 JA 1882	21 JY 1901
	SQC.CC (14 ) CAPE TOWN dispatched 25 January 1882	8 MR 1882	5 MY 1896
	SQC.CGH (13 ) compact typeface	7 JU 1898	14 MR 1911
	SQC.CGH (14 ) rounded typeface	1 MR 1899	20 NO 1900
	SQC.NPB (13 )	25 AP 1889	13 SP 1899
	SQC.NPB (23 )	24 OC 1893	13 SP 1899
CARNARVON	SQC.CGH (13 )	10 SP 1900	** NO 1911
CERES	SQC.CGH (13 )	4 MY 1900	1 JA 1910
CLANWILLIAM	SQC.CGH (14 )	7 JY 1898	3 MR 1901
CLAREMONT STATION	SQC.CGH (14 ) CLAREMONT	27 MY 1899	29 AP 1904
COLESBERG	SQC.CGH (13 )	18 OC 1900	3 OC 1905
	SQC.CGH (24 )	14 OC 1897	7 FE 1900
CRADOCK	SQC.CGH (24 )	20 OC 1891	28 FE 1902
DORDRECHT	SQC.CGH (24 )	6 MR 1897	14 DE 1901
EAST LONDON	SQC.CGH (13 )	25 AP 1897	3 JA 1901
	SQC.CGH (22 )	31 OC 1898	
	SQC.CGH (24 )	8 SP 1894	31 OC 1898
ELLIS' POST	SQC.CGH (13 )	2 MY 1911	2 OC 1940
GRAAFF-REINET	SQC.CGH (13 ) large type	31 OC 1897	30 DE 1904
	SQC.CGH (14 ) small type	19 OC 1897	12 AU 1912
GRAHAMSTOWN	SQC.CC (14 )	5 JY 1882	16 AU 1898
	SQC.CGH (13 )	27 OC 1897	14 NO 1902
	SQC.CGH (22 )	** ** *	
KIMBERLEY	SQC.CC (14 )	24 NO 1882	27 MR 1888
	SQC.CGH (24 )	12 NO 1896	22 MR 1901
KING WILLIAMS TOWN	SQC.CC (14 )	20 MR 1883	9 NO 1891
	SQC.CGH (24 )	2 AP 1893	9 FE 1903
KLOOF STREET, GARDENS	SQC.NTAB (24 ) KLOOF ST GARDENS	24 FE 1897	18 AU 1905
KNYSNA	SQC.CGH (14 )	22 JU 1898	29 MR 1921
KURUMAN	SQC.CGH (13 )	28 DE 1900	8 JY 1921
MAFEKING	SQC.BB.(13 )	24 NO 1894	26 MY 1896
	SQC.CGH (24 )	28 AU 1894	13 MR 1903
MALMESBURY	SQC.CGH (13 )	28 AP 1898	20 MY 1902
MARITZANI SIDING	SQC.CGH (13 ) MARITZANI SIDING	30 SP 1899	4 AU 1916
MIDDELBURG	SQC.CGH (14 )	10 DE 1898	29 MY 1902
MOLTENO	SQC.CGH (13 )	24 AU 1899	15 MY 1916
MONTAGU	SQC.CGH (13 )	10 OC 1900	19 NO 1913
MOSSEL BAY	SQC.CGH (14 )	21 JA 1899	12 NO 1901
MOWBRAY	SQC.CGH (13 )	6 NO 1900	31 DE 1907
NEWLANDS	SQC.CGH (13 )	1 MY 1899	15 AP 1908
OBSERVATORY ROAD	SQC.CGH (14 ) tall compact typeface	25 MY 1897	16 JA 1906
PAARL	SQC.CGH (24 ) typeface 2.7mm high	15 MY 1896	10 MY 1899
	SQC.CGH (24 ) typeface 3mm high	3 SP 1900	13 AU 1903
	SQC.CGH (33 )	15 JA 1900	
PORT ELIZABETH	SQC.CC (14 ) two types recorded	25 AU 1882	13 SP 1897
	SQC.CGH (13 )	29 SP 1890	25 AU 1900
	SQC.CGH (14 )	25 AU 1891	6 DE 1899
PRIESKA	SQC.CGH (24 )	7 MY 1896	25 JA 1904
QUEENSTOWN	SQC.CGH (12 )	21 JA 1899	6 SP 1900
	SQC.CGH (13 )	10 SP 1898	15 NO 1901
RONDEBOSCH	SQC.CGH (24 )	12 AP 1897	4 FE 1901
ST GEORGE'S STREET, CT	SQC.NTAB (14 )	1 JY 1898	23 FE 1914

SALT RIVER	SQC.CGH (14 ) SALT RIVER	9 DE 1897	13 AU 1908
SOMERSET EAST	SQC.CGH (13 )	9 OC 1900	22 AP 1901
SOMERSET STRAND	SQC.CGH (13 ) SOMERSET STRAND	** NO 1898	3 MR 1911
SOMERSET WEST	SQC.CGH (13 ) SOMERSET WEST corner bars at 45°	16 MR 1899	25 MY 1910
STELLENBOSCH	SQC.CGH (23 )	19 JU 1895	11 SP 1902
SWELLENDAM	SQC.CGH (13 )	9 OC 1899	20 JU 1901
THORNHILL open 1882	SQC.CGH (13 )	19 AU 1900	
UITENHAGE	SQC.CGH (23 )	2 SP 1893	7 FE 1902
	SQC.CGH (24 )	2 MY 1899	15 MY 1902
UMTATA	SQC.CGH (13 )	21 AP 1899	15 MY 1912
UPINGTON	SQC.CGH (13 )	28 SP 1900	21 AP 1915
VICTORIA WEST	SQC.CGH (24 )	28 AP 1896	19 NO 1925
VRYBURG	SQC.BB	21 AU 1894	15 AU 1896
WELLINGTON	SQC.CGH (14 )	8 FE 1898	15 MR 1913
WOODSTOCK open 1 OC 1898	SQC.CGH (24 ) WOODSTOCK after 1 October 1898	2 AU 1899	13 MR 1902
WOODSTOCK STATION	SQC.CGH (24 ) WOODSTOCK CGH in use until 30 September 1898	30 AU 1897	25 FE 1898
	SQC.CGH (13 ) WOODSTOCK STATION	8 OC 1893	29 JY 1909
WORCESTER	SQC.CGH (22 )	4 MR 1895	4 JA 1900
	SQC.CGH (24 )	9 JU 1894	9 MY 1900
WYNBERG	SQC.CGH (24 )	23 AU 1897	16 MR 1900
	SQC.CGH (33 )	16 JU 1897	21 DE 1911

#### HOODED CIRCLE OFFICE DATE STAMPS

BEACONSFIELD	HC	28 SP 1888	21 MR 1899
CAPE.TOWN	HC REGISTERED GPO CAPE TOWN	16 MR 1896	6 JU 1903
EAST LONDON	HC	2 JU 1888	6 AU 1894
GRAHAMSTOWN	HC GRAHAM.S.TOWN with asterisk for a time code	16 AU 1888	28 OC 1891
	HC GRAHAMS TOWN blank or letter time code	19 SP 1892	7 JA 1899
KIMBERLEY	HC	5 JY 1888	27 MR 1900
KING WILLIAMS TOWN	HC KING-WILLIAMS.TOWN shorter typeface	12 JY 1888	10 FE 1891
	HC KING WILLIAMS TOWN taller typeface	25 AP 1892	** AU 1895
PORT ELIZABETH	HC	30 AP 1888	** ** 1898
QUEENSTOWN	HC QUEENS.TOWN	13 MY 1888	9 JA 1892
SIMONSTOWN	HC SIMONS-TOWN	11 JA 1889	10 DE 1902

#### SQUARE OCTAGON OFFICE DATE STAMPS

CAPE.TOWN	SQ.OCT CAPE.TOWN	1 MY 1888	13 OC 1893
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#### TRUNCATED DOUBLE CIRCLE OFFICE DATE STAMPS

CAPE.TOWN	TDC	16 NO 1890	24 FE 1892
GRAAFF-REINET	TDC GRAAFF REINET.C.G.H	10 SP 1890	1 OC 1897

#### COMPASS WHEEL OFFICE DATE STAMPS

CAPE.TOWN	CW.CC	4 MR 1892	23 JU 1893
CAPE.TOWN	CW.NPB	20 AU 1891	13 FE 1901
OUDTSHOORN	CW.CGH	25 NO 1891	3 MR 1898

#### DOUBLE CIRCLE OFFICE DATE STAMPS

CAPE.TOWN	DC.EMB CAPE-TOWN hyphen separator	2 NO 1899	4 FE 1902
CAPE.TOWN	DC.EMB CAPE.TOWN dot separator	27 AU 1892	28 AP 1903

## APPENDIX L

### THE RELIEF OFFICE DATE STAMPS

ABERDEEN ROAD	SC.RLC	30 SP 1909	
ALEXANDRIA	SC.RLC	10 MR 1904	5 AP 1904
ALIWAL NORTH	SC.RLC	4 JU 1908	
AMALINDA VILLAGE	SC.RLC AMALINDA VILLAGE	2 JA 1915	3 MY 1916
BEACONSFIELD	SC.RLC BEACONSFIELD		
	SC.RLC BEACONSFIELD second E reversed.	1 NO 1905	18 NO 1905
BOLO RESERVE	SC.RLC BOLO RESERVE	31 DE 1904	
BRITISH ASSOCIATION	SC.RLC	4 AU 1905	20 SP 1905
CALA	SC.RLC	** JA 1907	7 AP 1907
CALITZDORP	SC.RLC	16 JU 1909	
CAMBRIDGE	SC.RLC CAMBRIDGE	9 MR 1907	25 MR 1907
CAPE TOWN	SC.RLC CAPE TOWN CTO	15 SP 1913	
CARNARVON	SC.RLC	13 MR 1922	24 MR 1922
CERES	SC.RLC CERES CGH	15 FE 1899	
CLAREMONT STATION	SC.RLC CLAREMONT	20 NO 1905	26 DE 1905
CRADOCK	SC.RLC skeleton canceller	28 AP 1908	
	SC.RLC	20 MY 1908	25 OC 1909
DE AAR	SC.RLC generic	15 SP 1909	** JU 1914
	SC.RLC DE AAR first period	15 SP 1909	10 OC 1909
	SC.RLC DE AAR.second period	** JU 1914	
DOHNE	SC.RLC 9-3 o'clock	25 MR 1909	15 AP 1909
EAST LONDON	SC.RLC EAST LONDON SA at base	12 JA 1913	
ELLIOT	SC.RLC ELLIOT	3 NO 1905	
ELLIOTDALE,	SC.RLC dates illegible	** ** *	
EMJANYANA	SC.RLC	12 JY 1907	
FLAGSTAFF	SC.RLC	30 JA 1918	12 FE 1918
FRENCH HOEK	SC.RLC	20 JU 1908	25 DE 1908
GENADENDAL	SC.RLC	29 JY 1915	28 JA 1925
GRAAFF-REINET	SC.RLC different code numbers	30 NO 1904	26 JA 1905
GRAHAMSTOWN	SC.RLC	13 JU 1903	17 JU 1903
HANKEY	SC.RLC	28 JA 1911	
HANOVER	SC.RLC	20 SP 1920	
HERMON	SC.RLC HERMON	4 JA ****	
HIGHLANDS	SC.RLC	14 SP 1912	28 SP 1912
HONEYNEST KLOOF	SC.RLC on KGV stamp	3 NO ****	
JANSENVILLE	SC.RLC	20 NO 1911	
KALK BAY	SC.RLC	27 MR 1913	29 MR 1913
KEI BRIDGE	SC.RLC	25 MR 1907	26 JU 1907
KEISKAMMAHOEK	SC.RLC KEISKAMMAHOEK	22 JU 1908	31 AU 1910
KENILWORTH, CAPE TOWN	SC.RLC partial strike on KEVII stamp		
KENTANI	SC.RLC	12 OC 1908	
KIMBERLEY	SC.RLC	27 JU 1921	
LADY GREY	SC.RLC	3 FE 1908	21 FE 1908
LERIBE	SC.RLC LERIBE	8 DE 1906	24 DE 1906
LOXTON	SC.RLC LOXTON	11 DE 1919	
MAFEKING	SC.RLC generic	27 OC 1907	** ** 1919
	SC.RLC first period	27 OC 1907	8 DE 1907
	SC.RLC second period	** ** 1919	
MAFETENG	SC.RLC	23 FE 1899	7 MY 1899
MAIN	SC.RLC	13 DE 1913	
MATATIELE	SC.RLC MATATIELE with CGH at base	3 AU 1901	
MODDER RIVER	SC.RLC MODDER RIVER	4 AU 1904	
MORTIMER	SC.RLC MORTIMER	10 NO 1906	11 DE 1906
MOSHESH'S FORD	SC.RLC	21 NO 1900	15 SP 1905

Postal Cancellers of the Cape

MOSSEL BAY	SC.RLC MOSSEL BAY	22 DE 1908	4 FE 1909
	SC.RLC MOSSEL BAY SA	14 MY 1913	3 JU 1913
NQAMAKWE	SC.RLC	12 MR 1908	
OMDRAAI'S VLEI	SC.RLC OMDRAAIVLEY	23 NO 1920	
OUDTSHOORN	SC.RLC	24 AU 1905	26 MR 1908
PAARL	SC.RLC generic	24 DE 1906	14 JY 1914
	SC.RLC first period	24 DE 1906	9 JA 1907
	SC.RLC second period	16 JU 1910	10 AU 1910
	SC.RLC third period	14 JY 1914	
PADDAFONTEIN	SC.RLC	5 DE 1908	
PIQUETBERG	SC.RLC	18 OC 1907	
PORT ALFRED	SC.RLC	24 DE 1898	
PORT NOLLOTH	SC.RLC	23 JU 1906	30 JU 1906
PRINCE ALBERT	SC.RLC	14 SP 1906	17 DE 1906
REDHOUSE	SC.RLC	29 NO 1910	14 AP 1911
RETREAT	SC.RLC RETREAT	19 MY 1892	
RICHMOND	SC.RLC	4 SP 1907	7 SP 1907
RIVER ZONDER END	SC.RLC name set counter-clockwise	21 NO 1912	
ROBERTSON	SC.RLC	1 JY 1905	16 JA 1906
RONDEBOSCH	SC.RLC generic	30 JU 1910	12 JY 1912
	SC.RLC first period	30 JU 1910	2 AU 1910
	SC.RLC second period	12 JY 1912	
	SC.TEX seconded from the Telephone Exchange	20 JU 1905	28 AU 1905
ROSEBANK	SC.RLC	27 AP 1910	
SALT RIVER	SC.RLC SALT RIVER	27 FE 1909	
STUTTERHEIM	SC.RLC STUTTERHEIM	9 DE 1904	23 DE 1904
SANDFLATS	SC.RLC	11 MY 1904	21 MY 1904
SOMERSET EAST	SC.RLC	16 OC 1909	
SOMERSET WEST	SC.RLC SOMERSET WEST	13 FE 1911	
SPRING VALLEY	SC.RLC	27 AU 1905	
STELLENBOSCH	SC.RLC generic	22 JA 1900	11 NO 1908
	SC.RLC first period	22 JA 1900	17 DE 1901
	SC.RLC second period	23 MR 1903	
	SC.RLC third period	22 JU 1908	11 NO 1908
STEYTLERVILLE	SC.RLC	4 JA 1905	17 MR 1905
STUTTERHEIM	SC.RLC STUTTERHEIM	9 DE 1904	23 DE 1904
TABASE	SC.RLC	20 AP 1906	
TARKASTAD	SC.RLC	25 AU 1912	
THREE ANCHOR BAY	SC.RLC 3 ANCHOR BAY name 8-5 o'clock	15 MY 1906	13 AU 1907
	SC.RLC 3 ANCHOR BAY name 9-3 o'clock	12 JU 1912	
TIDBURY'S TOLL	SC.RLC	10 JY 1909	
TSOLO	SC.RLC	14 SP 1900	
TULBAGH ROAD STATION	SC.RLC TULBAGH ROAD	6 FE 1911	31 JY 1911
TYLDEN	SC.RLC	10 SP 1908	17 SP 1908
UITENHAGE	SC.RLC generic	23 MR 1903	23 JA 1911
	SC.RLC first period	23 MR 1903	13 JY 1903
	SC.RLC second period	22 OC 1908	11 NO 1908
	SC.RLC third period	14 DE 1910	23 JA 1911
UPPER KLOOF STREET open 1903	SC.RLC	12 JY 1905	
UPPER PAARL	SC.RLC	16 AU 1906	
UPPER PAARL	SC.RLC	16 AU 1906	
VRYBURG	SC.RLC	9 FE 1912	6 AP 1912
WARRENTON	SC.RLC	26 JA 1912	
WELLINGTON	SC.RLC	23 JU 1910	5 AU 1910
WELLINGTON STATION	SC.RLC	26 JY 1905	
WITTEPUTS	SC.RLC WITTEPUTS CGH	2 JU 1891	29 NO 1902
WOODSTOCK	SC.RLC WOODSTOCK	7 MR 1905	18 FE 1909
WYNBERG	SC.RLC	8 MY 1905	24 MY 1910

## APPENDIX M

### POST OFFICES USING THE DOUBLE CIRCLE OFFICE DATE STAMP

ABERDEEN.	DC.EMB ABERDEEN	20 OC 1903	9 NO 1912
ABERDEEN ROAD.	DC.EMB ABERDEEN rounded typeface	4 MR 1905	30 JA 1907
	DC.EMB ABERDEEN compact typeface	25 DE 1909	24 JU 1919
ABRAHAM'S DAM	DC.EMB ABRAHAMS DAM	25 AU 1909	
ACACIA RAIL RO	DC use probable		
ADAMS KRAAL.	DC.EMB ADAMS KRAAL	1 JU 1913	
ADDERLEY STREET, PE	DC.EMB ADDERLEY STREET PE	7 AP 1905	27 OC 1927
ADELAIDE.	DC.EMB two types recorded	7 MR 1903	17 JU 1924
ADELAIDE STATION TO	DC use probable		
AGNES	DC use probable		
ALBERTINIA.	DC.EMB ALBERTINIA	26 NO 1905	25 JY 1915
ALBERTINIA STATION TO.	DC.EMB	22 JY 1912	
ALEXANDRIA.	DC.EMB ALEXANDRIA	1 JY 1904	1 JY 1912
ALEXANDRIA RAIL TO.	DC.EMB ALEXANDRIA RAIL	11 JU 1917	
ALFRED DOCKS, Cape Town.	DC.EMB ALFRED DOCKS CAPE TOWN	7 AU 1903	28 JU 1909
	DC.EMB ALFRED DOCKS	26 NO 1909	30 AU 1911
	DC.NUM 1 use probable		
	DC.NUM 2 ALFRED DOCKS CAPE TOWN	6 SP 1904	
ALICE.	DC.EMB ALICE two types recorded	4 MY 1905	8 JU 1914
ALICEDALE	DC.EMB ALICEDALE	12 JU 1908	2 DE 1913
ALICE STATION RTO.	DC.EMB ALICE STATION two types recorded	4 AU 1912	23 OC 1921
ALIWAL NORTH.	DC.EMB ALIWAL NORTH two types recorded	18 AP 1903	19 FE 1911
ALIWAL NORTH LOCATION	DC use probable		
AMABELE.	DC.EMB AMABELE	22 JU 1905	22 DE 1913
AMALINDA STATION.	DC.EMB AMALINDA STN	19 DE 1907	23 AU 1912
AMALINDA VILLAGE.	DC.EMB AMALINDA		
ARMOED.	DC.EMB ARMOED	21 FE 1902	29 JY 1927
ARTOIS SIDING	DC use probable		
ASSEGAI BUSH.	DC.EMB ASSEGAI BUSH RO	7 DE 1902	4 JY 1925
AURORA.	DC.EMB AURORA	16 JU 1911	30 NO 1929
AVONTUUR STATION	DC use probable		
BAARDSCHEERDER'S BOSCH.	DC.EMB BAARDSKEERDER'S BOSCH	19 AU 1944	
BAMBOO JUNCTION TO.	DC.EMB BAMBOO JUNCTION RO	16 JU 1900	16 OC 1911
BANGOR	DC use probable		
BARKLY EAST.	DC.EMB BARKLY EAST	14 OC 1903	14 JY 1924
BARKLY WEST.	DC.EMB BARKLY WEST	1 NO 1909	25 JA 1918
BARROE.	DC.EMB BARROE	8 FE 1911	31 JY 1913
BARRYDALE.	DC.EMB BARRYDALE	28 DE 1912	9 DE 1927
BATHURST.	DC.EMB BATHURST		
BAVIAANS KRANZ.	DC.EMB	9 JU 1911	
BEACONSFIELD	DC.EMB two types recorded	5 DE 1905	22 MY 1911
BEACONSFIELD STATION	DC use probable		
BEAUFORT WEST.	DC.EMB BEAUFORT WEST three types recorded	15 SP 1904	31 DE 1914
BEDFORD.	DC.EMB BEDFORD	16 NO 1903	3 MY 1911
BEDFORD STATION	DC use probable		
BEERVLEI.	DC.EMB BEERVLEI	22 MR 1911	25 AP 1914
BELLVILLE.	DC.EMB BELLVILLE	26 DE 1904	3 MY 1915
BELMONT.	DC.EMB	2 FE 1909	
BERG RIVER.	DC.EMB BERG RIVER		
BERG RIVER MOUTH.	DC.EMB BERG RIVER MOUTH	5 MR 1910	14 AU 1912
BERLIN STATION.	DC.EMB BERLIN	17 JU 1907	23 NO 1912
BIESJESFONTEIN.	DC.EMB BIESJESFONTEIN	21 AP 1909	23 NO 1912
BIG SPRINGS	DC use probable		
BIKAMMA.	DC.EMB BIKAMMA	14 MY 1914	

BIRD'S RIVER.	DC.EMB BIRDS RIVER		
BLACK WOODS.	DC.EMB BLACK WOODS	15 MY 1909	20 JU 1912
BLADGROND.	DC.EMB BLADGROND	27 AP 1910	** ** 1932
BLETTERMAN TO.	DC.EMB BLETTERMAN RO	7 JU 1909	14 MY 1911
BLIKFONTEIN.	DC.EMB BLIKFONTEIN	1 JY 1907	4 JA 1930
BLUE CLIFF.	DC.EMB BLUECLIFF	3 JA 1908	18 FE 1913
BODIAM.	DC.EMB BODIAM	12 MR 1910	20 DE 1917
BOETSAP.	DC.EMB BOETSAP	24 MR 1915	20 FE 1926
BOK KRAAL.	DC.EMB BOK KRAAL	12 FE 1911	
BOKOLOLO	DC use probable		
BOKPOORT.	DC*		
BONTHOEKEN.	DC.EMB BONTHOEKEN	21 NO 1906	24 MY 1919
BOOPLAATS.	DC.EMB BOOPLAATS		
BORDER SIDING,	DC.EMB BORDER SIDING	17 DE 1903	** OC 1911
BOSCHLUIS KLOOF	DC use probable		
BOT RIVER,	DC.EMB BOT RIVER	30 SP 1905	10 SP 1925
BRACKENFELL SIDING	DC.EMB BRACKENFELL	29 AP 1905	12 MR 1930
BRANDKOP	DC use probable		
BRADFORD	DC* BRADFORD		
BREAKFAST VLEI	DC.EMB BREAKFAST VLEI	13 AP 1908	1 AU 1917
BREE STREET, CAPE TOWN.	DC.EMB BREE STREET	29 NO 1905	10 DE 1917
BRITSTOWN	DC.EMB BRITSTOWN	21 NO 1903	5 DE 1913
BRITSTOWN STATION TO	DC use probable		
BRUINTJES HOOGTE	DC.EMB BRUINTJESHOOGTE	4 JY 1920	1 MY 1928
BUFFELS DOORN	DC use probable		
BUFFELS DRIFT	DC.EMB BUFFELSDRIFT	20 JU 1930	27 MR 1934
BUKAZI	DC.EMB	** JU 1910	
BULK RIVER	DC use probable		
BURGHERSDORP	DC.EMB BURGHERSDORP	2 JA 1900	** AU 1910
BURGERVILLE	DC.EMB BURGER VILLE	14 JU 1911	
BURN'S HILL	DC*		
BUSH NEK	DC.EMB	18 DE 1917	
BUTHA BUTHE	DC.NLOC BUTHA BUTHE BASUTOLAND	4 NO 1906	19 SP 1926
BUTTERWORTH	DC.EMB	9 JA 1905	10 MR 1911
BUTTERWORTH STATION	DC use probable		
CALA	DC.EMB CALA	19 FE 1902	25 JY 1923
CALEDON	DC.EMB CALEDON wide lettering	13 DE 1904	1 JA 1908
	DC.EMB CALEDON	20 MR 1906	17 MR 1914
CALEDON STATION TO	DC use probable		
CALEDON STREET, Cape Town	DC.EMB CALEDON STREET CT	18 NO 1907	10 JY 1913
CALITZDORP	DC.EMB CALITZDORP	18 SP 1909	** OC 1914
CALVINIA	DC.EMB CALVINIA	13 MR 1908	21 JU 1913
CAMBRIDGE	DC.EMB CAMBRIDGE	22 JU 1907	12 JU 1917
CAMBRIDGE STATION	DC use probable		
CAMP'S BAY	DC.EMB	5 NO 1926	
CAPE TOWN GPO	DC.EMB CAPE-TOWN hyphen separator	2 NO 1899	4 FE 1902
	DC.EMB CAPE.TOWN dot separator	27 AU 1892	28 AP 1903
	DC.EMB CAPE TOWN no separator, various types	6 JU 1902	19 DE 1911
	DC.NUM 1 different types recorded	14 JA 1901	16 FE 1913
	DC.NUM 2	20 AU 1901	23 JA 1913
	DC.NUM 3	10 JU 1903	20 AU 1912
	DC.NUM 4	7 NO 1903	15 JY 1919
	DC.NUM 5	16 JU 1903	2 SP 1912
	DC.NUM 6	15 MR 1901	18 AP 1919
	DC.NUM 7	19 AU 1899	11 JA 1913
	DC.NUM 8	22 JY 1903	3 OC 1919
	DC.NUM 9	2 DE 1903	24 SP 1913
	DC.NUM 10	15 SP 1903	12 AU 1910
	DC.NUM 11	16 MR 1904	23 MY 1917
	DC.NUM 12 two types recorded	18 JU 1905	3 SP 1924

	DC.NUM 13	13 JA 1904	2 AU 1906
	DC.NUM 14 two types recorded	7 JY 1904	2 OC 1914
	DC.NUM 21	29 MR 1904	7 FE 1906
	DC.NUM 22	27 JA 1905	2 NO 1913
	DC.NUM 23	4 AP 1906	2 MR 1909
	DC.NUM 24	8 MR 1905	10 JA 1908
	DC.NUM 25	10 JA 1906	21 SP 1911
	DC.NUM 26	10 AP 1906	21 MR 1911
	DC.NUM 27	17 MY 1904	** ** 1905
	DC.NUM 28	28 AP 1905	24 MR 1913
	DC.NUM 29	28 NO 1905	29 SP 1911
	DC.NUM 30	11 SP 1905	17 JA 1910
	DC.NUM 31	3 JA 1906	10 JU 1912
	DC.NUM 32	20 AP 1904	19 NO 1906
	DC.NUM 33	6 JA 1905	27 DE 1912
	DC.NUM 34	6 FE 1911	4 NO 1911
	DC.CTO CENTRAL TELEGRAPH OFFICE.CAPE TOWN	5 FE 1898	
	DC.FS CAPE TOWN FS Foreign Service	23 JY 1910	31 MY 1925
	DC.CGR CAPE GOVERNMENT RAILWAYS	3 JA 1909	27 NO 1917
	DC.RB RECORD BRANCH	21 JY 1908	8 JA 1912
	DC.RETLO RETURNED LO CAPE TOWN	1 DE 1909	13 AP 1911
	DO.RLS REGISTERED LETTER SECTION	1 MR 1909	31 MR 1915
	DC.T CAPE TOWN T Tax Section	24 AU 1900	25 AP 1911
	DC.EMB CARLISLE BRIDGE	17 NO 1909	26 AU 1930
CARLISLE BRIDGE	DC use probable		
CARMEL	DC.EMB CARNARVON	2 NO 1908	2 MY 1923
CARNARVON	DC.EMB CARNARVON FARM	14 FE 1906	7 JA 1919
CARNARVON FARM	DC.EMB CARNARVON STATION		
CARNARVON STATION TO	DC use probable		
CAROLUS	DC use probable		
CARRICKMORE TO	DC use probable		
CATHCART	DC.EMB CATHCART	11 AU 1905	7 OC 1916
CEDARBERG	DC use probable		
CEDARVILLE RAIL TO	DC use probable		
CERES	DC.EMB CERES	9 SP 1910	30 JU 1917
CERES ROAD	DC.EMB CERES ROAD	22 FE 1905	31 JA 1912
CHATSWORTH	DC use probable		
CLANWILLIAM	DC.EMB CLANWILLIAM N reversed	27 JA 1904	6 MY 1912
	DC.EMB CLANWILLIAM N normal	3 AP 1902	29 JA 1913
CLAREMONT STATION	DC.EMB CLAREMONT two types recorded	24 DE 1905	31 DE 1921
	DC.EMB CLAREMONT CAPE	11 DE 1907	7 SP 1911
CLARKEBURY	DC.EMB CLARKEBURY	8 JY 1911	6 OC 1917
CLEARWATER	DC.EMB CLEARWATER	27 OC 1905	6 MR 1911
CLIFTON	DC.EMB		
CLUTHA	DC use probable		
COEGA STATION TO	DC use probable		
COGHLAN	DC.EMB COGHLAN	11 JY 1911	3 AP 1923
COLCHESTER	DC.EMB COLCHESTER	29 JU 1911	8 SP 1924
COLDSTREAM	DC.EMB COLD STREAM	3 FE 1908	2 FE 1912
COLESBERG	DC.EMB COLESBERG	19 DE 1905	7 NO 1927
COLLETT SIDING TO	DC use probable		
COMMADAGGA	DC.EMB COMMADAGGA	17 NO 1909	3 AP 1922
CONCORDIA	DC.EMB CONCORDIA	2 MR 1901	2 AU 1915
CONSTANTIA	DC.EMB CONSTANTIA	12 MY 1913	10 MY 1920
CONSTANTIA VIEW	DC use probable		
CONTENT.	DC.EMB CONTENT	1 MR 1912	17 FE 1913
CORNET'S KOP	DC use probable		
CRADOCK	DC.EMB three types recorded	10 MY 1902	29 OC 1912
DARLINGTON	DC.EMB DARLINGTON	18 SP 1912	
DE AAR	DC.EMB DE AAR short typeface 2.7mm high	20 DE 1900	22 MR 1914
	DC.EMB DE AAR taller typeface 3.3mm high	24 NO 1908	23 AU 1918

Postal Cancellers of the Cape

DE LANGE ``	DC use probable		
DELPOR'TS HOPE	DC.EMB DELPOORTSHOPE name 8-4 o'clock	3 DE 1911	16 JU 1914
	DC.EMB DELPOORTSHOPE name 9-3 o'clock	26 OC 1908	
DE RUST	DC.EMB DE RUST	22 DE 1906	9 DE 1916
DE VLAKTE	DC.EMB DE VLAKTE	8 NO 1902	8 NO 1932
DE VLEI	DC use probable		
DEVONDALE	DC.EMB DEVONDALE	26 NO 1907	2 AP 1922
DE WET	DC.EMB DE WET	2 FE 1908	4 ** 1924
DIEP RIVER	DC.EMB DIEP RIVER	31 OC 1905	31 JY 1923
DOHNE	DC.EMB DOHNE	5 OC 1910	16 AP 1920
DOORNKOM TO	DC use probable		
DORDRECHT	DC.EMB DORDRECHT three types recorded	6 NO 1904	19 AU 1924
DOYLETON	DC.EMB DOYLETON	1 JU 1907	5 MR 1909
DRAAIBOSCH	DC.EMB DRAAIBOSCH	31 DE 1906	12 JU 1920
DROSTDY	DC.EMB		
DUMBEDYKES TO	DC use probable		
DURBANVILLE	DC.EMB DURBANVILLE	26 FE 1902	16 JU 1917
DYNAMITE FACTORY, SW	C.NLOC DYNAMITE FACTORY SW	30 JY 1902	18 JU 1914
EAST LONDON	DC.EMB EAST LONDON two types recorded	24 OC 1901	29 NO 1911
	DC.NUM 1 two types recorded	14 AP 1906	2 FE 1912
	DC.NUM 2	24 MY 1906	13 JA 1913
	DC.NUM 3	17 SP 1906	20 SP 1911
	DC.NUM 4 three types recorded	22 JU 1901	11 MR 1912
	DC.PAR EAST LONDON PARCELS	24 MY 1906	4 SP 1916
EAST LONDON JETTY	DC.EMB EAST LONDON JETTY	30 JA 1903	11 AP 1913
EAST POORT	DC.EMB EASTPOORT	17 MY 1906	10 SP 1914
EAST WALMER, Port Elizabeth	DC.EMB	23 AU 1907	
EENDEKUIL	DC.EMB EENDEKUIL	15 JY 1903	3 DE 1914
EERSTE RIVER STATION	DC.EMB EERSTE RIVER STN	13 NO 1907	9 MY 1921
ELGIN	DC.EMB ELGIN	9 OC 1905	23 JU 1923
ELLIOT	DC.EMB type I ELLIOT letters 2.5mm high	2 AP 1906	3 AP 1918
	DC.EMB type II ELLIOT	29 AU 1910	1 JA 1924
ELLIOT STATION	DC use probable		
EMAGUSHENI TO	DC use probable		
EMJANYANA	DC.EMB	2 JA 1908	6 OC 1922
ENGCOBO	DC.EMB ENGCOBO	3 MY 1903	6 JA 1917
ESINXAGO	DC.EMB ESINXAGO	12 DE 1913	
EUREKA	DC use probable		
EXHIBITION, CAPE TOWN	DC.EMB EXHIBITION - CAPE TOWN	29 NO 1904	22 FE 1905
FIR GROVE	DC use probable		
FORT BEAUFORT	DC.EMB name 9-3 o'clock, smaller typeface	7 FE 1903	11 SP 1925
	DC.EMB name 8-4 o'clock, larger typeface	6 OC 1910	8 JU 1914
FORT BEAUFORT STATION TO	DC use probable		
FORT COX	DC.EMB	25 JY 1906	21 DE 1906
FORTYFOUR ADDERLEY STREET	DC.EMB	18 AP 1906	23 AP ****
FRANKFORT	DC.EMB		
FRASERBURG	DC.EMB FRASERBURG	7 DE 1900	10 DE 1913
FRENCH HOEK	DC.EMB FRENCH HOEK	2 NO 1909	20 MR 1915
FRIERSDALE	DC.EMB	24 OC 1911	14 JA 1913
FULLARTON SIDING	DC.EMB FULLARTON SIDING	11 AP 1907	5 MR 1924
GAMAGARA	DC use probable		
GA-MOPEDI	DC.EMB GAMOPEDI	16 JA 1910	17 MR 1924
GAMTOOS STATION	DC.EMB GAMTOOS STATION	10 NO 1909	24 JY 1934
GARAPHOANE	DC.EMB	8 SP 1911	
GEORGE	DC.EMB GEORGE	24 AP 1904	10 OC 1912
GEORGE STATION TO	DC use probable		
GLEN CLIFF TO	DC use probable		
GLENGARRY	DC.EMB GLENGARRY	11 AU 1904	1 NO 1914
GOERGAP	DC use probable		
GONUBIE	DC.EMB	23 AU 1913	

GOODWOOD	DC.EMB GOODWOOD	12 NO 1910	
GOSHEN	DC.EMB		
GRAAFF-REINET	DC.EMB name 9-3 o'clock, two types recorded	24 JA 1902	19 DE 1907
	DC.EMB name 8-4 o'clock, two types recorded	28 MY 1908	27 JU 1911
GRABOUW	DC.EMB GRABOUW	9 SP 1910	10 DE 1927
GRAHAMSTOWN	DC.EMB four types recorded	21 JY 1902	26 JA 1914
	DC.EMB GRAHAMSTOWN N reversed	4 OC 1904	5 MY 1905
	DC.PBO	2 AP 1902	
	DC.MOO SC&MOO	** OC 1908	10 AU 1917
GRANARD	DC.EMB		
GREAT BERG RAIL	DC.EMB GREAT BERG	6 FE 1908	9 OC 1919
GREAT BRAK RIVER	DC.EMB	22 DE 1911	
GREEN POINT	DC.EMB GREEN POINT	19 DE 1900	20 SP 1922
GRIQUATOWN	DC.EMB GRIQUATOWN	28 SP 1904	25 MR 1913
GROEN RIVER	DC.EMB GROEN RIVER	27 AP 1931	
HALFMANSHOF	DC.EMB	19 OC 1909	18 MY 1931
HANOVER	DC.EMB HANOVER	25 OC 1909	20 MR 1920
HANOVER ROAD	DC.EMB	10 JA 1913	
HANOVER STREET, Cape Town	DC.NLOC HANOVER STREET CT	9 MR 1904	11 SP 1912
HAPPY VALLEY	DC.EMB	19 JA 1906	7 JY 1924
HARTEBEESTE KRAAL	DC use probable		
HARTEBEEST RIVER MOND	DC.EMB	7 AP 1915	
HEIDELBERG	DC.EMB HEIDELBERG CAPE name 8-4 o'clock	25 MR 1907	22 NO 1913
	DC.EMB HEIDELBERG-CAPE name 9-3 o'clock	6 JY 1906	18 AU 1914
	DC.EMB HEIDELBERG CAPE name 9-3 o'clock	5 OC 1906	
HEIDELBERG STATION TO	DC.EMB HEIDELBERG STATION	2 DE 1913	12 AP 1918
HELYGROVE TO	DC use probable		
HEMMING STREET, KIMBERLEY	DC use probable		
HERMANUS	DC.EMB HERMANUS	18 JA 1904	18 JU 1923
HEX RIVER STATION	DC use probable		
HOEDKOP	DC use probable		
HOGSBACK	DC.EMB	18 FE 1907	21 DE 1911
HOLPAN	DC.EMB HOLS DAM	1 JU 1909	
HOOGE KRAAL	DC.EMB	19 DE 1907	
HOPEFIELD	DC.EMB	4 MY 1903	19 DE 1913
HOPETOWN	DC.EMB	10 DE 1906	25 JU 1914
HOUWATER	DC.EMB HOUWATER	29 JU 1911	
HUGO SIDING TO	DC use probable		
HUGUENOT	DC.EMB HUGUENOT	24 OC 1906	28 JY 1930
HUGUENOT STATION	DC use probable		
HUMANSDORP	DC.EMB two types recorded	17 AP 1902	26 JY 1913
HUMANSDORP STATION TO	DC use probable		
HUMEWOOD STATION TO	DC use probable		
HUTCHINSON	DC.EMB HUTCHINSON	17 NO 1906	14 JA 1924
IDA	DC.EMB	10 MR 1908	10 FE 1922
IDUTYWA	DC.EMB two types recorded	12 MR 1902	20 AP 1915
IMVANI	DC.EMB IMVANI	22 FE 1906	15 JU 1926
INCIBA STATION TO	DC use probable		
INDWE	DC.EMB	15 MR 1904	10 MR 1914
INSIMBINI	DC.EMB	18 AU 1911	
IRON LATCH	DC.EMB	11 FE 1908	31 OC 1911
JACOB'S RUSH	DC.EMB	14 DE 1908	13 DE 1909
JOUBERTINA	DC.EMB	7 JU 1912	8 OC 1925
KALK BAY	DC.EMB two types recorded	3 AU 1904	3 MR 1913
KAMABOES STATION	DC use probable		
KARNMELKSPRUIT	DC.EMB		
KARNMELK'S VLEI	DC.EMB	25 SP 1909	5 OC 1912
KEI BRIDGE	DC.EMB		
KEI ROAD	DC.EMB	27 JA 1901	26 FE 1923
KEISKAMMAHOEK	DC.EMB KEISKAMMAHOEK	20 OC 1908	17 OC 1917

*Postal Cancellers of the Cape*

KENEGHA DRIFT	DC.EMB KENEGHA DRIFT	1 OC 1909	22 AP 1925
KENILWORTH, CAPE TOWN	DC.EMB KENILWORTH-CAPE small typeface	23 FE 1902	24 OC 1908
	DC.EMB KENILWORTH CAPE large typeface	31 DE 1901	21 SP 1931
	DC.EMB KENILWORTH	3 JY 1915	
KENSINGTON	DC use probable		
KENTANI	DC.EMB	11 NO 1908	3 MY 1924
KETTING SIDING TO	DC.EMB KETTING SIDING	** DE 1933	24 JU 1935
KHOSIS	DC.EMB	7 MY 1928	
KIMBERLEY	DC.EMB three types recorded	7 AP 1902	31 DE 1912
	DC.NUM 1	13 AU 1910	21 AP 1915
	DC.NUM 2	30 JY 1910	13 MR 1912
	DC.NUM 3 use probable		
	DC.NUM 4	18 JU 1913	8 ** 1914
KIMBERLEY STATION	DC.EMB two types recorded	6 DE 1910	2 DE 1918
KING WILLIAMS TOWN	DC.EMB KING WILLIAMS TOWN name 8-4 o'clock, smaller typeface	26 FE 1903	30 AU 1913
	DC.EMB KING WILLIAM'S TOWN name 7-5 o'clock, taller typeface,	4 MR 1908	28 JA 1915
	DC.EMB KING WMS TOWN name 9-3 o'clock	5 JA 1904	8 AU 1907
KINIRA	DC use probable		
KINKELBOSCH	DC.EMB	13 DE 1909	5 JA 1910
KIVIET'S KUIL	DC.EMB	16 DE 1919	31 MY 1935
KLAAS VOOGTS RIVER	DC.EMB	19 FE 1912	9 JU 1914
KLEINFONTEIN	DC use probable		
KLIPBAKKEN	DC.EMB KLIPBAKKEN	6 JU 1924	27 JY 1924
KLIPBANKS HOEK	DC.EMB	8 AU 1911	
KLIPDALE	DC.EMB		
KLIPDAM	DC.EMB KLIPDAM two types recorded	14 SP 1903	7 DE 1925
KLOOF STREET, GARDENS	DC.EMB KLOOF STREET, GARDENS	21 JY 1906	
	DC.EMB KLOOF STREET.C.T.	21 JY 1906	17 JU 1914
	DC.EMB KLOOF STREET CAPE TOWN	7 SP 1912	19 JA 1914
KNAPDAAR	DC.EMB K NAPDAAR	1 NO 1906	6 NO 1923
KNOLLS	DC.EMB	1 JU 1915	2 SP 1915
KOETS	DC use probable		
KOKENAP	DC use probable		
KOKSTAD	DC.EMB	15 AP 1903	25 JA 1912
KOMGHA	DC.EMB two types recorded	29 MR 1906	4 DE 1924
KOMGA STATION TO	DC use probable		
KOMMETJE	DC.EMB KOMMETJE	10 NO 1908	10 AU 1943
KOPPIESFONTEIN	DC use probable		
KRAN KUIL	DC.EMB KRAN KUIL	4 JY 1906	2 DE 1918
KRANSDRAAI	DC use probable		
KROMBOOM	DC use probable		
KROOMIE SIDING	DC.EMB	17 MR 1907	27 JY 1911
KRUISFONTEIN	DC use probable		
KUBUSIE	DC.EMB KUBUSIE	15 AU 1907	13 MY 1920
KWEEKWA TO	DC use probable		
KWELEGHA	DC.EMB	29 OC 1909	13 JA 1925
LADISMITH	DC.EMB LADISMITH CAPE	20 JU 1908	26 JU 1935
LADY FRERE	DC.EMB	14 AU 1905	11 JU 1917
LADY GREY	DC.EMB LADY GREY AN	24 DE 1904	10 OC 1917
LADY GREY STATION TO	DC.EMB	25 JY 1910	1 SP 1925
LAINGSBURG	DC.EMB LAINGSBURG	11 SP 1902	29 OC 1911
LANGVLEI	DC.EMB	12 JA 1912	28 JA 1934
LAWRENCE STREET, Port Elizabeth.	DC.NLOC LAWRENCE STREET PE	11 AP 1902	19 NO 1907
LEEUEW RIVER	DC.EMB	28 JA 1909	
LEHLONONO	DC.EMB LEHLONONO	12 MY 1915	c 1943
LEIPOLDTVILLE	DC.EMB	22 JA 1912	30 ** 1924
LERIBE	DC.EMB LERIBE	7 FE 1908	14 FE 1914
LE ROUX	DC.EMB LE ROUX	1 JU 1906	20 JA 1909

LIME BANK TO	DC use probable		
LITTLE BRAK RIVER	DC.EMB LITTLE BRAK RIVER	11 NO 1921	20 JU 1934
LOOPENDE RIVER	DC.EMB	21 JU 1911	11 ** 1943
LOWER ADAMSON'S BANK TO	DC use probable		
LOWER INCLINE SIDING TO	DC use probable		
LOWER KAMNATIE	DC.EMB	1 AP 1913	
LOWER PAARL	DC.EMB	16 SP 1902	17 SP 1912
LUZI	DC use probable		
LYNEDOCH	DC.EMB	9 FE 1911	29 DE 1921
MACLEAR	DC.EMB MACLEAR	5 AP 1908	2 NO 1912
MACLEAR STATION TO	DC use probable		
MAFEKING	DC.EMB larger typeface, name 9-3 o'clock	17 JA 1908	16 AU 1918
	DC.EMB smaller typeface, name 10-2 o'clock	25 NO 1903	** ** 1910
MAFETENG	DC.EMB	5 NO 1907	2 FE 1918
MAITLAND	DC.EMB small typeface, name 10-2 o'clock	20 FE 1903	3 FE 1928
	DC.EMB large typeface, name 9-3 o'clock	23 SP 1909	30 AU 1918
MALENGE STATION TO	DC.EMB MALENGE	19 AP 1911	1 JU 1912
MALMESBURY	DC.EMB	2 MR 1906	12 DE 1911
MAMAGHODI	DC.EMB	8 AU 1918	4 JU 1922
MARCHAND	DC.EMB	24 AP 1910	22 JU 1926
MARYDALE	DC.EMB MARYDALE	18 OC 1906	21 JU 1917
MASERU	DC.EMB small typeface, name 10-2 o'clock	11 FE 1901	7 OC 1909
	DC.EMB larger typeface, name 9-3 o'clock	4 FE 1910	12 NO 1913
MATATIELE	DC.EMB name 9-3 o'clock	7 FE 1902	25 FE 1913
	DC.EMB	6 DE 1901	2 JY 1923
MATZAP	DC.EMB	6 DE 1914	24 OC 1933
McGREGOR, Robertson	DC.EMB McGREGOR RN	1 OC 1901	14 OC 1901
	DC.EMB McGREGOR	3 FE 1912	20 JA 1927
McLEOD	DC use probable		
MERRIMAN STREET, Kimberley	DC.EMB MERRIMAN STREET KIMBERLEY	4 NO 1910	
MERWEVILLE	DC.EMB MERWEVILLE	25 AP 1907	13 DE 1928
MIDDELBURG	DC.EMB MIDDELBURG CAPE name 8-4 o'clock	2 NO 1903	21 MR 1914
	DC.EMB MIDDELBURG-CAPE name 7-5 o'clock	5 OC 1906	4 OC 1911
MIDDLEDRIFT	DC.EMB	11 JU 1909	1 DE 1913
MIDDLEDRIFT STATION TO	DC use probable		
MILL STREET, GARDENS	DC.EMB MILL STREET CAPE TOWN	22 JA 1910	17 AP 1913
MJIKA	DC.EMB	20 SP 1917	16 JY 1923
MKEMANI	DC.EMB	3 AU 1926	
MNCEBA	DC.EMB	25 JU 1918	20 MR 1929
MODDERLAAGTE	DC.EMB	23 JY 1913	9 NO 1920
MODDER RIVER	DC.EMB MODDER RIVER	30 OC 1906	11 JA 1913
MOLTENO	DC.EMB smaller typeface	5 OC 1903	** FE 1910
	DC.EMB larger typeface	17 MR 1910	26 MR 1912
MOORREESBURG	DC.EMB	27 DE 1901	22 JA 1921
MOORREESBURG STATION TO	DC use probable		
MORTIMER	DC.EMB MORTIMER	8 JY 1907	17 DE 1924
MOSHESH'S FORD	DC.EMB	15 AU 1903	27 DE 1913
MOSSEL BAY	DC.EMB two types recorded	11 NO 1902	27 DE 1913
MOSSEL BAY STATION TO	DC.EMB		
MOSSEL RIVER TO	DC.EMB	16 MR ****	
MOUNT AYLIFF	DC.EMB	21 JU 1904	2 AP 1913
MOUNT FLETCHER	DC.EMB	5 DE 1905	11 JA 1917
MOUNT PLEASANT	DC.EMB	9 JU 1905	8 FE 1912
MOWBRAY	DC.EMB four types recorded	5 JY 1904	20 SP 1921
MQEKEZWENI	DC.EMB	** ** ****	
MUIZENBERG	DC.EMB two types recorded	24 MR 1902	12 MY 1913
MURRAYSBURG	DC.EMB	23 OC 1902	2 JU 1914
NAAUWPOORT	DC.EMB three types recorded	3 DE 1901	31 JY 1922
NAHOON	DC use probable		
NAMIES	DC.EMB	2 DE 1936	

Postal Cancellers of the Cape

NAPIER	DC.EMB	15 AU 1909	19 MY 1924
NARIEP	DC.EMB	** ** 1906	5 MY 1922
NCOME	DC use probable		
NDABAKAZI	DC.EMB NDABAKAZI	22 SP 1907	31 MR 1919
NELSPOORT	DC.EMB	20 JY 1904	1 AP 1930
NEW EUREKA	DC use probable		
NEWLANDS	DC.EMB	27 JY 1912	24 NO 1914
NEWTONDALE	DC use probable		
NIEKERK'S HOPE	DC.EMB	31 JA 1906	20 MY 1908
NIEUWOUDTVILLE	DC.EMB NIEUWOUDTVILLE	26 MR 1903	3 JY 1916
NOOITGEDACHT	DC.EMB	21 MY 1906	9 OC 1908
NORTH END, Port Elizabeth	DC.EMB	5 DE 1905	18 SP 1914
NORVAL'S PONT	DC.EMB	1 SP 1905	8 SP 1924
NQAMAKWE	DC.EMB NQAMAKWE	7 OC 1908	18 OC 1913
NTLOLAS	DC.EMB	29 NO 1912	8 SP 1931
NTSIKIZINI	DC.EMB	8 JY 1922	
NUY STATION	DC.EMB NUY STATION	24 JU 1907	14 JY 1934
OBSERVATORY ROAD	DC.EMB shorter typeface, name 9-3 o'clock	17 NO 1905	14 SP 1909
	DC.EMB taller typeface, name 8-4 o'clock	5 AU 1910	22 JY 1912
OLIPHANT'S LEEGTE	DC use probable		
OMDRAAI' STATION	DC use probable		
ORLOGSFONTEIN	DC use probable		
ORLOGSPOORT	DC use probable		
OOSTHUIZEN	DC.EMB	** ** ****	
ORANGE GROVE	DC use probable		
ORCHARD SIDING	DC.EMB	11 AP 1905	30 SP 1918
ORDFIANNA	DC.EMB	19 FE 1910	
OTTERY	DC.EMB	1 JU 1923	6 FE 1937
OUDTSHOORN	DC.EMB three types recorded	19 FE 1904	12 SP 1915
OUDTSHOORN STATION TO	DC.EMB	13 SP 1912	
PAARL	DC.EMB thin killer bars, name 10-2 o'clock	20 FE 1907	7 JU 1913
	DC.EMB thick killer bars	20 JY 1907	2 MR 1910
PALMIETFONTEIN	DC.EMB	2 MR 1911	18 SP 1923
PANPOENPAN	DC use probable		
PAMPOENPOORT	DC.EMB	** ** 1916	
PAPKUIL	DC.EMB PAPKUIL	24 JY 1909	25 JU 1924
PARK AVENUE, EAST LONDON	DC.EMB PARK AVENUE EL	5 NO 1906	12 JU 1923
PATERNOSTER, Malmesbury	DC.EMB	27 OC 1909	2 SP 1938
PEISERTON	DC.EMB	28 FE 1908	
PETRUSVILLE	DC.EMB PETRUSVILLE	14 JA 1908	28 JY 1919
PHIELAN'S BROOK	DC.EMB PHIELANS BROOK	13 AU 1904	28 JA 1905
PHILIPSTOWN	DC.EMB	16 DE 1905	5 OC 1912
PIER HEAD, CAPE TOWN	DC.NLOC PIER HEAD CAPE TOWN	** AP 1905	17 MY 1915
PIQUETBERG	DC.EMB	2 FE 1909	20 NO 1915
PLATDRIFT	DC.EMB	21 JA 1908	21 JY 1908
PLUMSTEAD	DC.EMB PLUMSTEAD	4 JY 1904	20 JU 1927
POFADDER	DC.EMB	13 JY 1923	13 OC 1934
POKWANI	DC.EMB POKWANI CC	1 JY 1905	8 AP 1916
PORT ELIZABETH	DC.EMB four types recorded	24 NO 1900	8 JA 1912
	DC.NUM 1 two types recorded	30 JU 1905	26 JU 1913
	DC.NUM 2 two types recorded	29 JU 1905	11 JU 1909
	DC.NUM 3 two types recorded	9 MR 1906	25 OC 1909
	DC.NUM 4 two types recorded	16 NO 1905	17 JY 1908
	DC.NUM 5 two types recorded	11 NO 1905	31 AU 1911
	DC.NUM 6	17 SP 1906	6 OC 1908
	DC.NUM 7 two types recorded	28 MR 1906	22 DE 1912
PORTERVILLE	DC.EMB	** FE 1913	18 JU 1913
PORT ST JOHN	DC.EMB PORT ST JOHN'S	9 AU 1905	13 JA 1919
		28 JY 1904	24 AP 1922

POSTMASBURG	DC.EMB POSTMASBURG	22 DE 1904	15 MY 1915
POTTEBERG	DC.EMB	6 SP 1910	** MY 1911
PRIESKA	DC.EMB two types recorded	3 FE 1903	30 OC 1911
PRIESKA STATION TO	DC use probable		
PRINCE ALBERT	DC.CGH	23 JY 1901	2 MR 1906
	DC.EMB	28 AP 1903	8 OC 1912
PRINCE ALBERT ROAD	DC.EMB	3 AP 1907	10 JA 1911
PRONKSBERG	DC use probable		
PROSPECT TO	DC use probable		
PRUDHOE	DC.EMB	25 JU 1907	** JY 1915
QUEENSTOWN	DC.EMB four types recorded	5 JA 1903	1 AU 1910
QUEEN STREET, Port Elizabeth	DC.EMB QUEEN STREET PORT ELIZABETH	18 SP 1895	13 JA 1914
	DC.EMB QUEEN STREET PE	31 JA 1911	18 DE 1911
QUIGNEY	DC.EMB	2 JY 1907	25 MR 1910
QUMBU	DC.EMB QUMBU	17 DE 1905	5 NO 1915
QUNU	DC.EMB QUNU	15 NO 1911	7 FE 1915
RADEMAN	DC use probable		
RAMAN'S DRIFT	DC.EMB RAMAN'S DRIFT	4 OC ****	
	DC.EMB SOUTH RAMANS DRIFT	14 JA 1910	
REDELINGHUIS	DC.EMB REDELINGHUIS	23 JU 1911	25 FE 1935
REMHOOGTE	DC use probable		
RHENOSTERFONTEIN	DC.EMB	7 AU 1908	18 JU 1909
RHENOSTERKOP	DC.EMB		
RHODES	DC.EMB RHODES	14 OC 1903	28 MR 1920
RICHMOND	DC.EMB RICHMOND-CAPE	17 OC 1907	13 MR 1914
RICHMOND HILL	DC.NLOC RICHMOND HILL PORT ELIZABETH	6 FE 1911	
RICHMOND ROAD	DC.EMB	4 DE 1909	30 JA 1912
RIETFONTEIN	DC.EMB		
RITCHIE	DC use probable		
RIVERSDALE	DC.EMB RIVERSDALE	3 OC 1901	2 AU 1910
RIVERSDALE STATION TO	DC.EMB	15 DE 1905	6 MY 1924
ROBBEN ISLAND	DC.EMB	1* MY 1908	3 MR 1914
ROBERTSON	DC.EMB RIVERSDALE	17 MR 1906	4 DE 1912
ROCKLANDS	DC.EMB	31 DE 1917	26 AP 1920
ROMA	DC use probable		
RONDEBOSCH	DC.EMB larger more rounded typeface	18 NO 1908	18 AU 1911
	DC.EMB smaller blocked typeface	18 OC 1905	2 OC 1908
ROSEBANK	DC.EMB ROSEBANK smaller typeface	15 SP 1903	21 NO 1908
	DC.EMB ROSEBANK CAPE taller, compact typeface	** NO 1900	9 FE 1916
ROSEMOUNT	DC use probable		
ROSMEAD	DC.EMB ROSMEAD	6 JY 1902	14 JU 1924
ROSSELERF	DC.EMB ROSSELERF	26 JU 1923	15 AP 1933
ROUX'S POST	DC.EMB	17 NO 1913	12 ** 1934
RYNO	DC.EMB	14 DE 1912	27 AU 1923
ST GEORGE'S STREET Cape Town	DC.EMB ST GEORGES STREET CT	27 AP 1905	25 JA 1908
SALT RIVER	DC.EMB SALT RIVER	11 AU 1909	22 JA 1917
SALT RIVER STATION RTO	DC use probable		
SANDFLATS	DC.EMB	19 FE 1907	17 AU 1916
SANDFONTEIN	DC use probable		
SANDY KOP	DC.EMB	25 JY 1908	14 AU 1915
SAPKAMMA	DC.EMB	10 JA 1929	16 FE 1931
SARATOGA	DC.EMB	22 JA 1910	3 MR 1920
SCHAAPFONTEIN	DC.EMB	28 AP 1908	
SEA POINT	DC.EMB rounded typeface, name 10-2 o'clock	25 JY 1901	27 JY 1922
SELBORNE	DC.EMB SELBORNE CAPE	7 JA 1911	7 AU 1924
SELBORNE RAIL TO	DC use probable		
SETEBA WEILA	DC.EMB	12 MR 1908	2 JY 1909
SEYMOUR	DC.EMB SEYMOUR	1 NO 1905	7 JY 1923
SILKSTONE	DC use probable		
SIMONSTOWN	DC.EMB SIMONSTOWN	30 NO 1904	14 MY 1914

Postal Cancellers of the Cape

SIMONSTOWN STATION TO SIR LOWRY ROAD	DC.EMB	17 FE 1911	21 AU 1917
	DC.EMB SIR LOWRY ROAD generic	** JY 1908	
	DC.EMB SIR LOWRY ROAD name 9-3 o'clock	13 JA 1909	6 SP 1916
	DC.EMB SIR LOWRY ROAD name 8-4 o'clock	2* JA 1909	18 DE 1914
	DC.NLOC SIR LOWRY ROAD CAPE TOWN	9 SP 1918	20 MY 1921
SITTINGBOURNE SMITH'S MINE	DC.EMB	22 MR 1910	10 AU 1947
	DC.EMB SMITH'S MINE	4 JU 1906	
	DC.EMB SMITH'S	30 MR 1926	
SOETAP	DC.EMB SOETAP	6 JU 1906	12 FE 1911
SOMERSET EAST	DC.EMB three types recorded	20 FE 1904	23 AU 1925
SOMERSET STRAND STATION TO	DC use probable		
SOMERSET WEST	DC.EMB SOMERSET WEST	14 SP 1911	27 OC 1923
SOUTH END	DC.NLOC SOUTH END PORT ELIZABETH	** ** 1904	24 JU 1920
SPITZKOP	DC.EMB	23 NO 1916	30 MY 1930
SPRINGPUTS TeO	DC.EMB	4 NO 1912	16 SP 1942
STAL STREET, CAPE TOWN	DC.EMB STAL STREET CAPE TOWN name 7-5 o'clock	14 OC 1902	12 DE 1910
	DC.EMB STAL STREET CAPE TOWN name 8-4 o'clock larger typeface	30 JU 1902	8 SP 1911
	DC.EMB STAL STREET CAPE TOWN name 8-4 o'clock smaller typeface	5 AP 1906	3 JY 1912
	DC.EMB taller typeface name 8-4 o'clock	30 JY 1908	4 SP 1911
	DC.EMB shorter typeface name 9-3 o'clock	13 JY 1904	25 NO 1907
STELLENBOSCH	DC.EMB	1 AU 1910	25 SP 1911
STELLENBOSCH STATION STERKSTROOM	DC.EMB smaller type	25 FE 1905	10 OC 1918
	DC.EMB larger type	26 AU 1909	20 JY 1914
	DC.EMB STERKSTROOM CAPE larger type	2 DE 1921	17 AU 1923
STEYNSBURG	DC.EMB smaller typeface	21 MR 1907	25 JY 1914
	DC.EMB larger typeface	20 OC 1910	17 OC 1913
STEYTLERVILLE	DC.EMB STEYTLERVILLE	15 FE 1906	2 MR 1914
STIKLAND SIDING	DC.EMB	26 AP 1906	22 FE 1910
STOLS VLAKTE	DC.EMB	27 MY 1910	
STORM'S VLEI	DC.EMB	22 AP 1922	23 MY 1934
STRAND ROAD RTO	DC use probable		
STRAWBERRY HILL	DC use probable		
STRYDBERG POST	DC.EMB	23 DE 1923	16 OC 1930
STUTTERHEIM	DC.EMB STUTTERHEIM	11 OC 1905	14 JY 1914
SUGARBUSH	DC.EMB SUGARBUSH	20 AP 1910	10 JA 1922
SUTHERLAND	DC.EMB SUTHERLAND	21 MR 1910	7 JY 1914
SWELLENDAM	DC.EMB three types recorded	1 NO 1901	3 JU 1913
TABANKULU	DC.EMB	MY 1912	26 FE 1926
TARKASTAD	DC.EMB TARKASTAD	13 DE 1907	26 AU 1912
TARKASTAD STATION TO	DC use probable		
TAUNGS	DC.EMB TAUNGS	10 SP 1911	12 JU 1913
THE DELL	DC use probable		
THE HEIGHTS	DC use probable		
THE POST	DC.EMB	19 JA 1912	14 SP 1916
THOMAS RIVER	DC.EMB THOMAS RIVER	14 FE 1910	5 MR 1923
THREE ANCHOR BAY	DC.EMB short rounded typeface	18 MR 1902	11 NO 1907
	DC.EMB medium rounded typeface, thick killer bars	9 OC 1907	29 JU 1912
	DC.EMB taller compact typeface	26 AU 1911	21 JY 1913
	DC.EMB	5 JU 1913	13 DE 1928
TIGER KLOOF	DC.EMB	10 OC 1909	
TINA BRIDGE	DC.EMB	10 JY 1901	16 MY 1916
TOUWS RIVER	DC.EMB TOUWS RIVER	10 JY 1901	16 MY 1916
TSOLO	DC.EMB TSOLO	20 DE 1907	27 DE 1923
TSOMO	DC.EMB TSOMO	7 JA 1904	23 JU 1926
TULBAGH	DC.EMB TULBAGH	23 SP 1902	18 DE 1913
TWO STREAMS	DC.EMB TWO STREAMS	10 NO 1932	
UGIE	DC.EMB two types recorded	15 MY 1905	7 NO 1926
UITENHAGE	DC.EMB UITEHAGE no N in name	29 AP 1903	1 JU 1903
	DC.EMB UITEHAGE five types recorded	3 MY 1903	7 OC 1921

UITVLUGT LOCATION	DC.EMB UITVLUGT LOCATION	11 MR 1902	7 OC 1902
UMTATA	DC.EMB four types recorded	15 JA 1902	5 FE 1912
UMZIMKULU	DC.EMB	21 SP 1908	1 AU 1921
UNIONDALE ROAD	DC.EMB UNIONDALE ROAD RO	26 MR 1908	13 MY 1924
	DC.EMB UNIONDALE ROAD large star at base	6 JA 1907	12 FE 1909
UPINGTON	DC.EMB UPINGTON	19 AU 1907	10 MR 1927
UPPER KLOOF STREET, Cape	DC.EMB	21 DE 1907	18 DE 1909
UPPER WYNBERG	DC.EMB two types recorded	10 JU 1908	27 MR 1930
UPSAL	DC.EMB	9 JU 1925	
VAALTON	DC use probable		
VAAL VLEY	DC.EMB		
VAN DER STEL'S SIDING RTO	DC use probable		
VANRHYNSDORP	DC.EMB VANRHYNSDORP	28 NO 1910	17 MY 1923
VELD DRIFT	DC.EMB VELDRIFFT	30 JA 1909	11 JU 1924
VICTORIA ROAD	DC.EMB	13 JU 1902	8 JA 1904
VICTORIA WEST	DC.EMB name 9-3 o'clock, small typeface	16 JA 1904	30 JY 1908
	DC.EMB name 8-4 o'clock, larger typeface	3 MR 1909	22 DE 1914
VICTORIA WEST STATION TO	DC use probable		
VIEDGESVILLE	DC.EMB VIEDGESVILLE	4 AP 1909	
VILLIERSDORP	DC.EMB	8 AU 1907	8 MY 1924
VINKE KUIL	DC use probable		
VLEDERMUISPOORT	DC.EMB		
VLOTTENBERG	DC.EMB	9 ** 1912	
VOGES	DC use probable		
VREDENDAL	DC.EMB	18 AP 1928	
VRYBURG	DC.EMB	7 JY 1904	28 DE 1911
WAGENAAR'S KRAAL	DC.EMB WAGENAARS KRAAL	14 FE 1911	12 MY 1937
WAGENHUIS KRANTZ	DC use probable		
WALFISH BAY, 1861.	DC.EMB Type I lost in office fire 23 JU 1909	9 NO 1903	30 MY 1908
	DC.EMB Type II	6 MY 1914	10 SP 1914
WALMER	DC.EMB WALMER	7 MR 1910	1 MY 1924
WATERLOO	DC use probable		
WAVERLEY SIDING	DC.EMB WAVERLEY	31 MY 1902	13 DE 1920
WELLINGTON	DC.EMB	30 SP 1910	9 JU 1914
WELLINGTON STATION	DC.EMB short rounded typeface	4 DE 1905	1 FE 1907
	DC.EMB tall compact typeface	27 NO 1909	11 MY 1914
	DC.NTAB	2 JU 1906	24 DE 1912
WEST ACRE JUNCTION TO	DC use probable		
WEST BANK, East London	DC.EMB EAST LONDON WEST	4 MR 1903	
	DC.BAB WEST BANK EAST LONDON	26 NO 1903	12 OC 1915
WHITTLESEA	DC.EMB	25 JY 1906	4 SP 1911
WILDEBEESTEKUIL	DC use probable		
WILLISTON	DC.EMB WILLISTON	** DE 1911	6 MR 1914
WILLOWMORE	DC.EMB	14 JY 1903	28 FE 1913
WILLOWMORE STATION RTO	DC.EMB	27 JU 1910	25 OC 1910
WILLOWVALE	DC.EMB	30 JY 1910	17 FE 1919
WINDSORTON	DC.EMB WINDSORTON	19 OC 1903	7 SP 1921
WINTER'S RUSH	DC.EMB	8 MR 1911	26 MY 1919
WITTEKLIP	DC.EMB	12 JU 1907	14 MR 1911
WOLFHOK	DC.EMB	25 JU 1910	29 JU 1922
WOLVE VLEI	DC.EMB	21 MR 1912	
WOODBROOK	DC.EMB	8 SP 1908	8 DE 1908
WOODSTOCK	DC.EMB WOODSTOCK four types recorded	3 FE 1903	29 NO 1921
WOODSTOCK STATION	DC.EMB WOODSTOCK STATION	27 NO 1906	23 OC 1913
WORCESTER	DC.CGH.NOKA		
	DC.EMB four types recorded	28 MR 1901	2 NO 1912
WYNBERG	DC.CGH	29 MY 1902	3 FE 1903
	DC.EMB WYNBERG.CAPE separated with dot	7 JY 1904	10 JY 1912
	DC.EMB WYNBERG CAPE without dot separator	3 SP 1908	18 JY 1911

*Postal Cancellers of the Cape*

	DC.EMB WYNBERG-CAPE separated with hyphen, smaller typeface name 9-3 o'clock	30 DE 1903	3 MY 1913
	DC.EMB WYNBERG-CAPE separated with hyphen, larger typeface, name 8-4 o'clock	22 MR 1909	30 JU 1916
	DC.EMB WYNBERG thinner typeface	13 JU 1905	20 JY 1905
	DC.EMB WYNBERG thicker typeface	30 AP 1906	17 MY 1907
ZAK RIVER	DC.EMB	19 SP 1912	9 DE 1925
ZALAZE	DC use probable		
ZUNEY	DC.EMB	24 DE 1909	28 AP 1928
ZUURBRAAK	DC.EMB	16 MR 1911	20 DE 1913
ZUURPOORT	DC.EMB	22 MY 1911	2 MR 1944
ZWAGERSHOEK .	DC.EMB ZWAGERSHOEK	4 OC 1912	29 AP 1935
ZWARTRUGGENS TO	DC use probable		



## LIST OF MAPS AND ILLUSTRATIONS

Proposed new Post and Telegraph Offices, Cape Town. Post Office Guide for 1891.	v.
Map of the Western Cape, c1727.	vi.
Cape Peninsula, 1795-1815. (Walker, 1922).	viii.
Western Cape: Cape Post Office postal route map for 1889	xiv
Detail drawing of a hinge-mount canceller. Not to scale.	xxiv.
Barred oval numeral canceller terminology	xxv
Detail drawing of wooden handle for an office date stamp. c1900 . Not to scale.	xxvi
Detail drawing of a screw-mount canceller. Not to scale.	(1: 1)
Advertising pamphlet for DG Berri, <i>Die S nker;S amp andS al Eng aver.</i>	(1: 2)
DG Berri & Co. Specimens of stamps used by Her Majesty's Post Office, c1871.	(1: 3)
Detail drawing of a hinge mount canceller. Not to scale.	(1: 4)
Advertising pamphlet (Berri, 1871)	(1: 5)
Typical British hooded circle canceller (MacKay, 1980)	(1: 6)
Typical British squared circle canceller (MacKay, 1980)	(1: 7)
Typical British double circle canceller (MacKay, 1980)	(1: 8)
Typical British squared circle canceller with thicker corners (MacKay, 1980)	(1: 9)
Typical British octagonal canceller (MacKay, 1980)	(1: 10)
Cape double oval office date stamp	(1: 11)
Cape barred CGH triangle obliterator	(1: 12)
Cape octagonal letter hand stamp	(1: 13)
Cape double arc office date stamp	(1: 14)
Cape single circle office date stamps	(1: 15)
Cape single circle SC.CGH office date stamps	(1: 16)
Cape double circle office date stamps	(1: 17)
Cape barred oval numeral canceller	(1: 18)
Cape experimental office date stamps	(1: 19)
Sample page from the Impressions' Book used at Pershore, Worcestershire	(2: 1)
Impression of single circle canceller used at Lady Gray on 1 January 1900	(2: 2)
Impression of single circle SC:CC canceller	(2: 3)
Chronological analysis of cancellers used at Aberdeen post office	(2: 4)
Chronological analysis of cancellers used at Aliwal North post office	(2: 5)
Chronological analysis of cancellers used at Oudtshoorn post office	(2: 6)
Chronological analysis of cancellers used at Paarl post office	(2: 7)
Chronological analysis of cancellers used at Wellington post office	(2: 8)
Chronological analysis of single circle cancellers used at Aberdeen post office	(2: 9)
Chronological analysis of single circle cancellers used at Mossel Bay post office	(2: 10)
Chronological analysis of single circle cancellers used at Oudtshoorn post office	(2: 11)
Chronological analysis of single circle cancellers used at Paarl post office	(2: 12)
Chronological analysis of single circle cancellers used at Wellington post office	(2: 13)
Typology of Cape postmarks 1	(3: 1)
Typology of Cape postmarks 2	(3: 2)
Typology of Cape postmarks 3	(3: 3)
Typology of Cape postmarks 4	(3: 4)
Typology of Cape postmarks 5	(3: 5)
Eastern Cape: Cape Post Office postal route map for 1889	(4: 1)
Southern Cape: Cape Post Office postal route map for 1889	(4: 2)
Detailed typology of the barred oval numeral canceller	(5: 1)
Selection of clear strikes of BONCs	(5: 2)
Selection of clear strikes of double oval office date stamps, sheet 1.	(6: 1)
Selection of clear strikes of double oval office date stamps, sheet 2.	(6: 2)
Chronological graph illustrating the distribution of double oval and double arc cancellers	(6: 3)
Page from the Impressions Books of the British Post Office, London, showing strikes	

of double arc cancellers prior to shipment on 22 April 1857	(6: 4)
Page from the Impressions Books of the British Post Office, London, showing strikes of double arc cancellers prior to shipment on 3 March 1862	(6: 5)
Page from the Impressions Books of the British Post Office, London, showing strikes of double arc cancellers prior to shipment on 3 March 1862	(6: 6)
Cape of Good Hope Almanac and Annual Register for 1854	(6: 7)
Chronological graph illustrating the distribution of major types of Cape postal cancellers, 1863-1910	(6: 8)
Single circle cancellers dispatched by the British Post Office, in London, on 22 December 1863	(7: 1)
Single circle cancellers dispatched by the British Post Office, in London, on 2 May 1864	(7: 2)
Single circle cancellers dispatched by the British Post Office, in London, on 2 May 1864	(7: 3)
Single circle cancellers used on the Cape Town-Wellington and Wynburg lines	(7: 4)
Chronological graph illustrating the distribution of the single circle SC.CC canceller	(8: 1)
Chronological graph illustrating the distribution of single circle SC.BAB and SC.NTAB cancellers	(8: 2)
Chronological graph illustrating the distribution of the single circle SC.DOT canceller	(8: 3)
Chronological graph illustrating the distribution of the single circle SC.CGH canceller	(8: 4)
Period cartoon depicting George Aitchison, Postmaster General of the Cape, 1873-1892	(8: 5)
Telegraph map of the Cape, 1877	(8: 6)
Detailed typology of the experimental cancellers of 1882-1891	(9: 1)
Somerset West squared circle canceller with straight-line corners	(9: 2)
Squared circle canceller for Cape Town dispatched from London on 25 January 1882	(9: 3)
Large single circle issued as a temporary canceller to the British Association for the Advancement of Science on its South African Tour in 1905	(10: 1)
Selection of clear strikes of large single circle relief office date stamps	(10: 2)
Large single circle relief canceller used at Redhouse in January 1911	(10: 3)
Chronological graph illustrating the distribution of the large single circle relief canceller	(10: 4)
Single circle canceller used at the Rondebosch Telephone Exchange	(10: 5)
Skeleton relief canceller first recorded in use at Cradock on 28 April 1908	(10: 6)
Chronological graph illustrating the distribution of the double circle DC.EMB canceller	(11: 1)



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