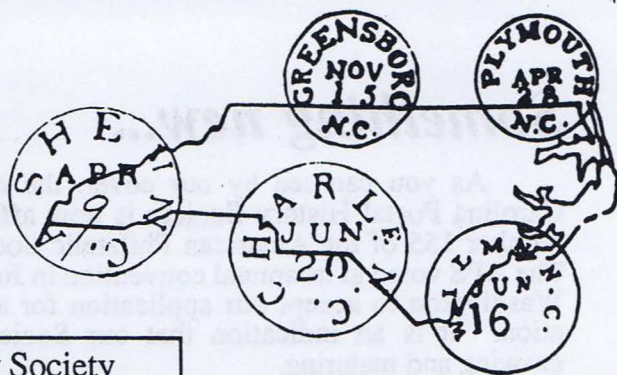


NCPHS Newsletter

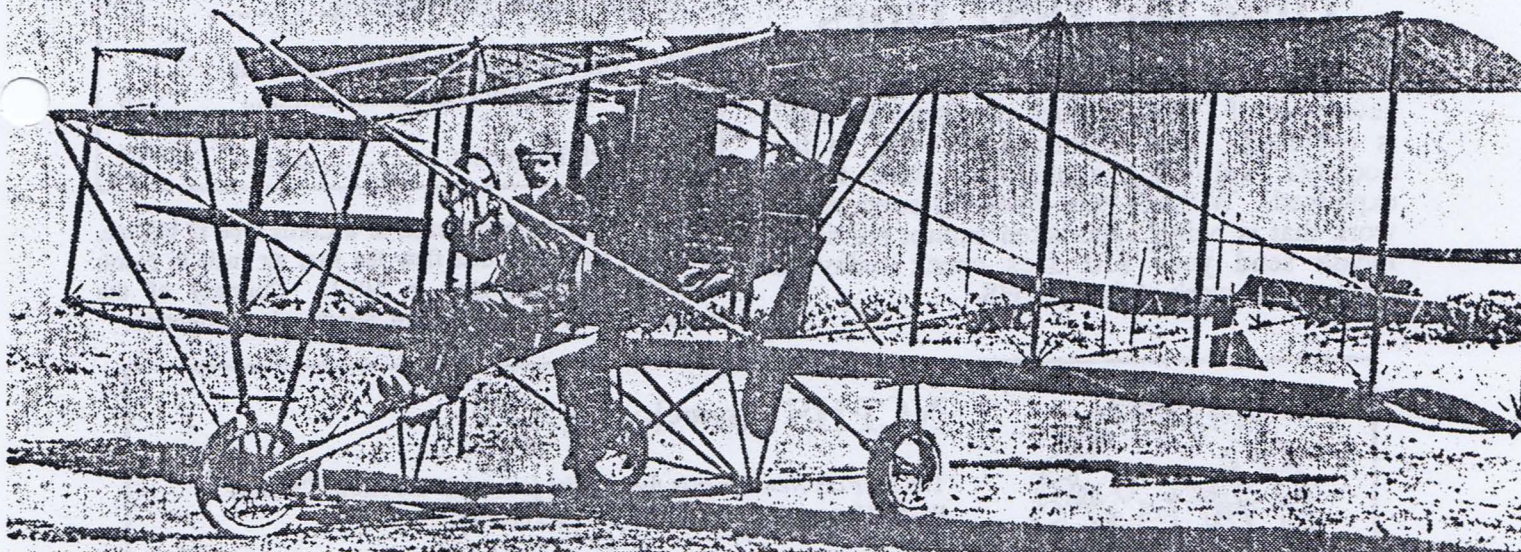
The Journal of the North Carolina Postal History Society



Volume 5, No. 4

October, 1986

Whole No. 19



The First Airmail in North Carolina

Affiliate Number 155 of the American Philatelic Society



Something new...

As you can see by our cover, the North Carolina Postal History Society is now affiliate number 155 of the American Philatelic Society. The APS voted at its annual convention in June at Washington to accept our application for affiliation. It is an indication that our Society is growing and maturing.

Fall Meeting at Raleigh on November 1

The fall meeting of the North Carolina Postal History Society will be at the Mission Valley Inn in Raleigh on November 1. It is being held in conjunction with a stamp and coin bourse at the Inn. Meeting time is 12:00 Saturday morning. A full slate of business is planned. All members are encouraged to attend.

Time for 1987 Dues

Yes, it's that time again. As this is the last newsletter of 1986, the dues statement for 1987 is enclosed. The importance of this to the Society's well-being should not need to be explained. Without your financial support the work that is being undertaken cannot continue. Please send your \$10 dues check today to continue the work of the NCPHS.

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Cover: An early photograph of a Curtis type D biplane, similar to the plane that flew the first air mail in North Carolina at Wilmington in 1912. Courtesy of the National Air & Space Museum, Smithsonian Institution.



NCPHS Newsletter

The *NCPHS Newsletter* is the official journal of the North Carolina Postal History Society. It is published quarterly.

Membership in the society is \$10 per year. Applications for membership may be obtained from the Treasurer. Submissions for the Newsletter or inquiries may be addressed to the Editors.

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North Carolina's Pioneer Air Mail: Wilmington, 1912

by

Thomas J. O'Sullivan

[This article originally appeared in Thomas O'Sullivan's book The Pioneer Airplane Mails of the United States, published in 1985 by the American Airmail Society. It is reproduced here by permission of the American Air Mail Society.]

This was the first airmail flight in North Carolina. Covers flown on this flight are very scarce. - Ed.]

During the 1910-16 period watching an airplane was a great form of entertainment. At an air meet or air show crowds would gather to see an airplane just take off or land, perform simple acrobatics, race another airplane, race with a motorcycle or automobile or engage in sham battles with the military. The promoters of these events realized that they could sell to spectators postcards showing the pilot and his airplane and that they probably could sell more if they would offer to carry these cards in the airplane; thus the cards would be "air mail" and a great souvenir. Then the promoters would go to the postmaster of the town and ask him to get approval of the mail carrying event from the Post Office Department in Washington.

The air mail event would be suitably publicized by posters or newspaper advertising in the town and at the flying field.

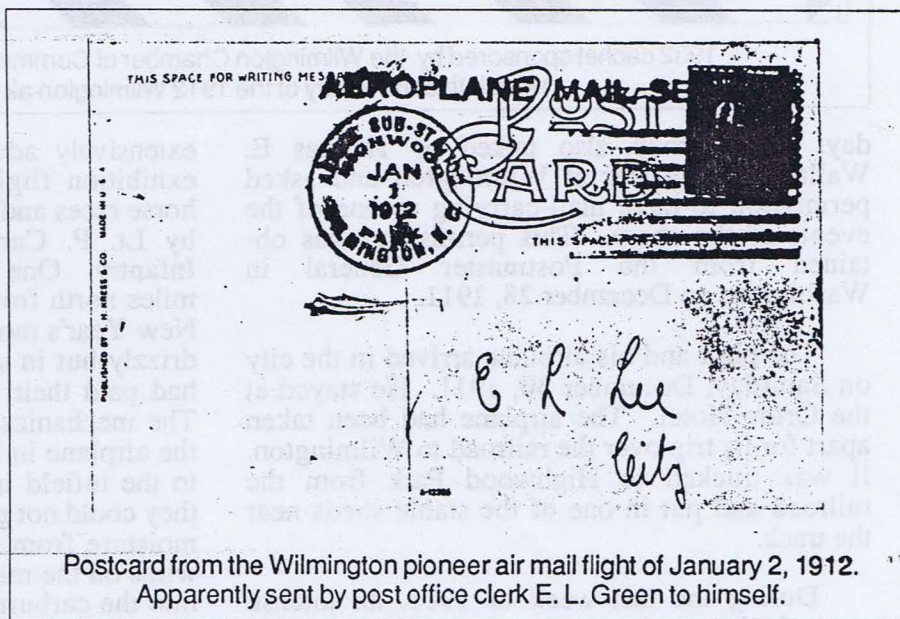
The local Postmaster would set up a substation of the main office at the flying field. This would be staffed by regular postal clerks from the main office and would be stocked with stamps, postal cards and stamped envelopes and provided with a special hand stamp indicating that the mail to which it was applied was air mail.

Those desiring to send mail in the airplane could write their cards, and deposit them in the mail boxes provided. The mail would be collected at regular intervals, taken to the substation,

receive the cachet and placed in a mail bag. In the meantime the pilot would be sworn in.

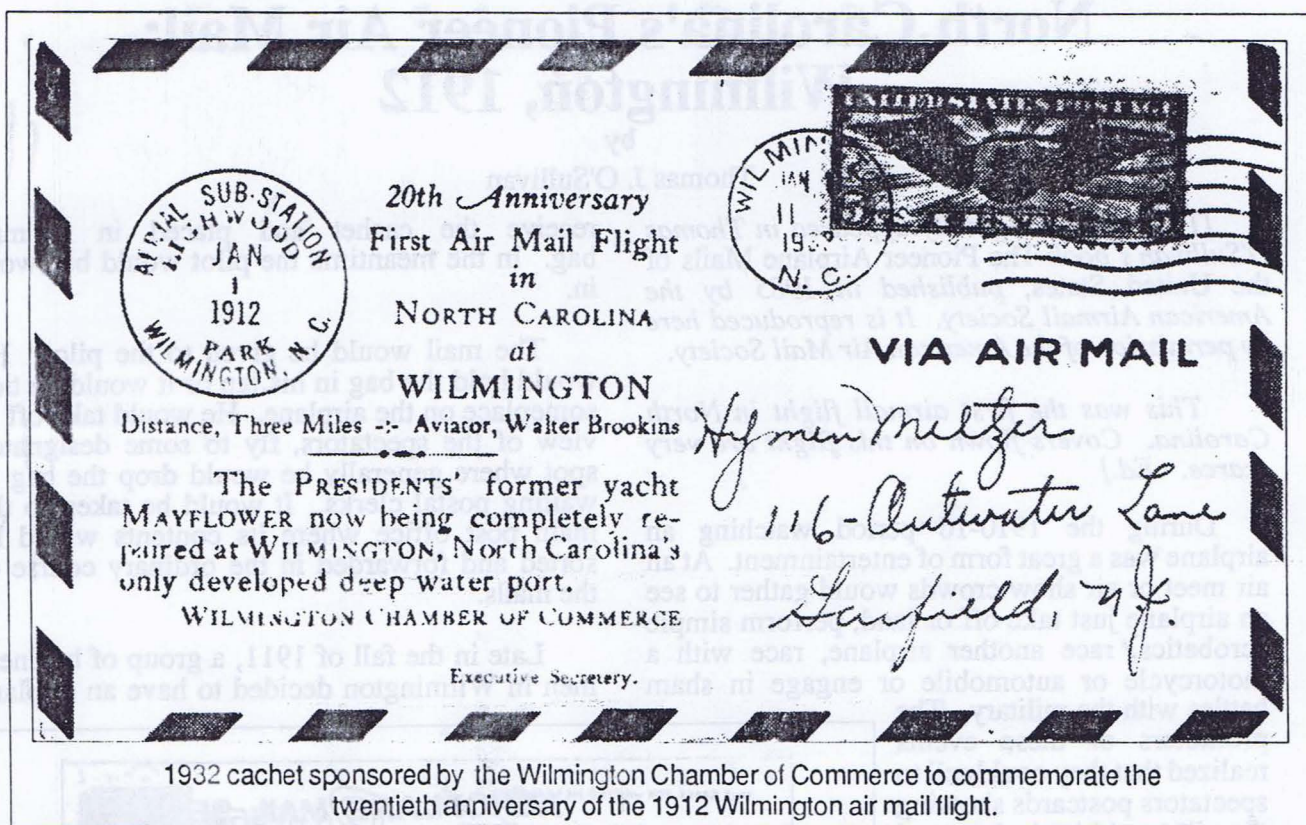
The mail would be given to the pilot. He would hold the bag in his lap or it would be tied someplace on the airplane. He would take off in view of the spectators, fly to some designated spot where generally he would drop the bag to waiting postal clerks. It would be taken to the main post office where its contents would be sorted and forwarded in the ordinary course of the mails.

Late in the fall of 1911, a group of business men in Wilmington decided to have an airplane



Postcard from the Wilmington pioneer air mail flight of January 2, 1912. Apparently sent by post office clerk E. L. Green to himself.

come to the city and put on an air show on New Year's Day, 1912. The group was headed by Frank Herbst, assisted by Dr. Morris Caldwell, who also was President of the Wilmington Driving Association. The latter operated Highwood Park, the track where horse races and automobile races were held. The Association was glad to make the track available for that day. It was on a street car line accessible to the city. The fare was 10 cents from Princess and Front Streets in downtown Wilmington. The group then contacted the Wright Exhibition Company which agreed to send an airplane and a pilot with his entourage to Wilmington to perform on that



1932 cachet sponsored by the Wilmington Chamber of Commerce to commemorate the twentieth anniversary of the 1912 Wilmington air mail flight.

day. The group also talked to Thomas E. Wallace, postmaster at Wilmington and asked permission to have mail-carrying as one of the events of the show. This permission was obtained from the Postmaster General in Washington on December 28, 1911.

The pilot and his airplane arrived in the city on Saturday, December 30, 1911. He stayed at the Orton Hotel. The airplane had been taken apart for its trip over the railroad to Wilmington. It was trucked to Highwood Park from the railroad and put in one of the stable sheds near the track.

During the last week of 1911, an intense storm had passed over the area with extremely heavy rain and high winds. The waves off the coast were so large that the British steamship *Thistleray*, carrying a cargo of 8,000 bales of cotton from Galveston and 3,500 tons of phosphate rock from Tampa had been driven onto the shoals off Cape Lookout and the crew had to be rescued by the Coast Guard. The ship and its cargo were declared a total loss.

The rains that accompanied the storm turned Highwood Park into a quagmire, making both the track and the infield a sea of mud.

The air show for New Year's Day had been

extensively advertised. The program included exhibition flights, automobile, motorcycle and horse races and sharp shooting from the airplane by Lt. P. Cartwell of the Wilmington Light Infantry. One group from Rose Hill, about 40 miles north from Wilmington, came by train on New Year's morning. The day was showery and drizzly but in spite of the weather 1,695 people had paid their way into the Park by 2:00 P.M. The mechanics in the meantime had assembled the airplane in between the showers and taken it to the infield in front of the grandstand. Then they could not get the engine started. Perhaps the moisture from the rain had shorted the ignition wires on the magneto or the humidity had gotten into the carburetor. They cranked the engine by turning over the propeller by hand, and took out the spark plugs and poured gasoline into the cylinders. Nothing worked. Late in the afternoon about 5:30 P.M. the engine did start, but by the time it was running smoothly, which was about 6:00 P.M., the pilot was reluctant to go aloft in the unfamiliar area lest he get lost and have to land in the dark. By this time the crowd had gotten very restive. No one had explained the difficulty with the engine. No one seemed to know if they could get their money back or if the planned program would be held on Tuesday January 2. The management tried to run a horse race to appease the crowd. However only three horses could be found to run and the track was

so muddy and heavy that the race was a nothing. The crowd finally left very disappointed in the whole affair.

The postal substation had been open for business. It was served by E.L. Lee and Albert B. Grayton, postal clerks from the main post office. During the afternoon, 1,300 items were handed in to the substation for the mail flight.

New Year's night the management decided to hold the show Tuesday. An ad was put in the morning paper to this effect with a notice that the tags given those admitted to the park on January 1, would be honored on Tuesday. That day the sun came out and a breeze from the west helped to dry out the Park. Most of those who were at the Park on New Year's Day returned with 77 new spectators, making a total of about 1,200 in the park when the program started. The track was still wet in spots, so the races were called off. The airplane was in the infield and the engine started easily. But when the pilot started to take off he could not attain any speed. The ground was too rough and heavy. He had to cut the engine and came to a stop at the far end of the infield and the airplane sank in the mud up to the hubs of the wheels. He decided the infield was unsuitable and examined the track. He found one strip away from the grandstand which appeared to be dry. The airplane was pushed by the men from where it had stuck in the infield. Part of the infield fence was taken down to give room for the wings of the airplane taking off. The pilot was able to get airborne from that strip. He circled the park twice over the tops of the pine trees, described a figure 8 over the infield and landed easily on the track after about 20 minutes. He decided there was too little space to take off and land with a passenger. Lt. Caldwell was very disappointed he could not fly and demonstrate sharp shooting. The pilot then rode another flight over the park at a low altitude.

Around 4:30 P.M., E.L. Lee came from the Post Office in the city with a bag containing the pieces which had been handed into the substation the day before. Albert Grayton, the other postal clerk went among the crowd at the track and in

the grandstand to accept any other letters or cards to be flown. He collected 300 additional pieces of mail. These were stamped with the same cachet as used the day before with the date January 1, 1912. The stamp had been made for that date only and could not be changed. All the additional items were placed in a bag and handed to the pilot who took off, circled the Park, and then headed east. He flew about 3 miles to a point in Winter Park Gardens where E.L. Lee was waiting in an automobile. He circled the automobile at an altitude sufficiently high to be seen from Highwood Park. Then he dove toward the ground and threw out the bag when he was about 500 feet above the ground. The bag could be seen falling by the spectators in the Park. He banked around and flew back to the Park.

A fourth flight was made to the point high over the Park. The pilot then shut off the engine and glided down to land on the track without a jar. This was greeted enthusiastically by applause from the spectators and on this note the program was ended.

Since this pioneer flight was first recorded by airmail collectors, beginning with the Dworak Catalogue in 1930, Walter Brookins has been credited with being the pilot who flew the mail. This was based on the articles in the local newspaper, the *Wilmington Morning Star* for January 2 and 3, 1912. Recent research has cast doubt on that fact and required it to be changed. The chairman of the committee putting on the show, Frank Herbst, stated unequivocally, that Lincoln Beachey was at Highwood Park and flew the mail January 2, 1912. He was corroborated by four other witnesses who were at the Park. A photo taken of the airplane used shows a Curtis--which was what Beachey, one of the Curtis Exhibition pilots, would have flown. Brookins was on the Wright team and would have used a Wright Flyer. Also Beachey was in the area. He had been at San Juan, Puerto Rico, on December 24, 1911. Under all these circumstances, Beachey must be credited as the pilot who flew the mail.

NCPHS

SAVE A STAMP!

OCTOBER IS NATIONAL STAMP COLLECTING MONTH

President's Message

Progress is just below the surface.

The North Carolina Postal History Society is APS affiliate #155. This does not reduce us to a number or subjugate the NCPHS to a parent organization, but raises our banner among a host of philatelic organizations seeking a fellowship of kindred spirits. Affiliation with the APS does not add stature or honor to the Society, but raises our profile in the collecting and historical community.

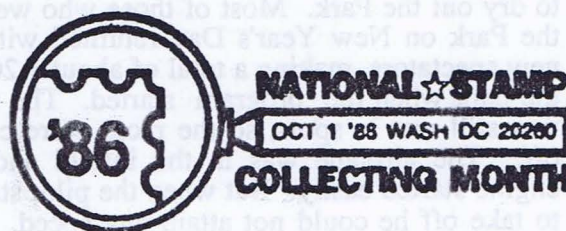
The cataloging of the North Carolina postal markings prior to 1865 has actually begun! A start has been made to list every marking, manuscript or handstamp, in alphabetical order. This first attempt will be without placing an evaluation or scarcity on each item; we are not trying to compete with work already published.

NCPHS members' collections are still being recorded. Currently we are recording a manu-

script collection of hundreds of covers which will significantly increase our listing of town manuscripts. And we are seeking unrecorded items and collections. Do you have covers which have not been recorded for the NCPHS files?

NCPHS secretary Milton Wicker is recovering from an illness. He receives regular visits from past-president Harvey Tilles, Ken Schoolmeester, and others. He is at home, looks good and has an exemplary spirit to become active with the NCPHS again.

NCPHS



Editors' Comments

Looking back to our Society's beginnings just a few years ago and considering the amount of information generated by this small group of collectors, our accomplishments are amazing.

Several members of our organization have suggested that we are producing more than a "newsletter." In fact, the proposal has been made that our official organ should be called a "journal." This suggestion certainly has merit based on the information included in our quarterly publication. However, it is our feeling that the term "newsletter" is more appropriate based on current printing techniques which we use to produce this publication. The small funds of the society will not allow for a more sophisticated printing process. To us, the dissemination of the information is the most important part of our being. Readers are invited to share their thoughts on this matter.

We also would like to solicit readers' input on another topic. Each quarter literally hundreds of auction sales cross our desk. On occasion these sales offer North Carolina postal history items. Sometimes these items end up in the

collections of Society members, but more often than not, they disappear into other collections where they remain for decades, unavailable to the Society members for research. An example in mind is the October 1 Daniel F. Kelleher sale in which lot 157 was a cover with two copies of the New York postmaster provisional (Scott 9X1) and a Wilmington & Raleigh Railroad cancel. This is a scarce marking by itself, but with the provisional stamps it makes for a spectacular rare item. Few of use could ever consider owning this cover, based on the auction house's estimate of \$6,000.

Would you, our readers, like to see a regular feature in this newsletter which reviews the auctions and sales which offer significant North Carolina items? If enough of your respond positively we will try to round up someone to do this review. Any volunteers?

Lastly, we need writers. It is time to quit talking about those articles you're going to write and start writing them. If you will just put your ideas and knowledge on paper, we as editors will make the copy readable. In this issue, we welcome two new contributors, Ken Schoolmeester and W. Marvin Worrell. We need many more.

NCPHS

The Post Offices of Maney's Neck Township, Hertford County

by

W. Marvin Worrell, Jr.

Postmaster, Como, N.C. 27818

The "Neck" of Hertford County, wedged between Virginia and the Meherrin and Chowan Rivers, has been known as Maney's Neck since at least 1808. It was named for James Maney, an early settler, who established a home on the west bank of the Chowan River near the junction of the Nottoway and Blackwater Rivers. Early in the nineteenth century, the pine forests of the area produced naval stores of pitch and tar and the rivers and creeks yielded herring that could be preserved by salting. These products were shipped down the rivers to be traded for other goods at commercial centers such as Edenton or Elizabeth City.

The rivers were used to transport the early mail, and later, trains were used with star routes connecting by horse and buggy. The post offices were usually located in community stores so that when the people came to shop at the store, they could make one trip to pick up their mail and take care of their other needs.

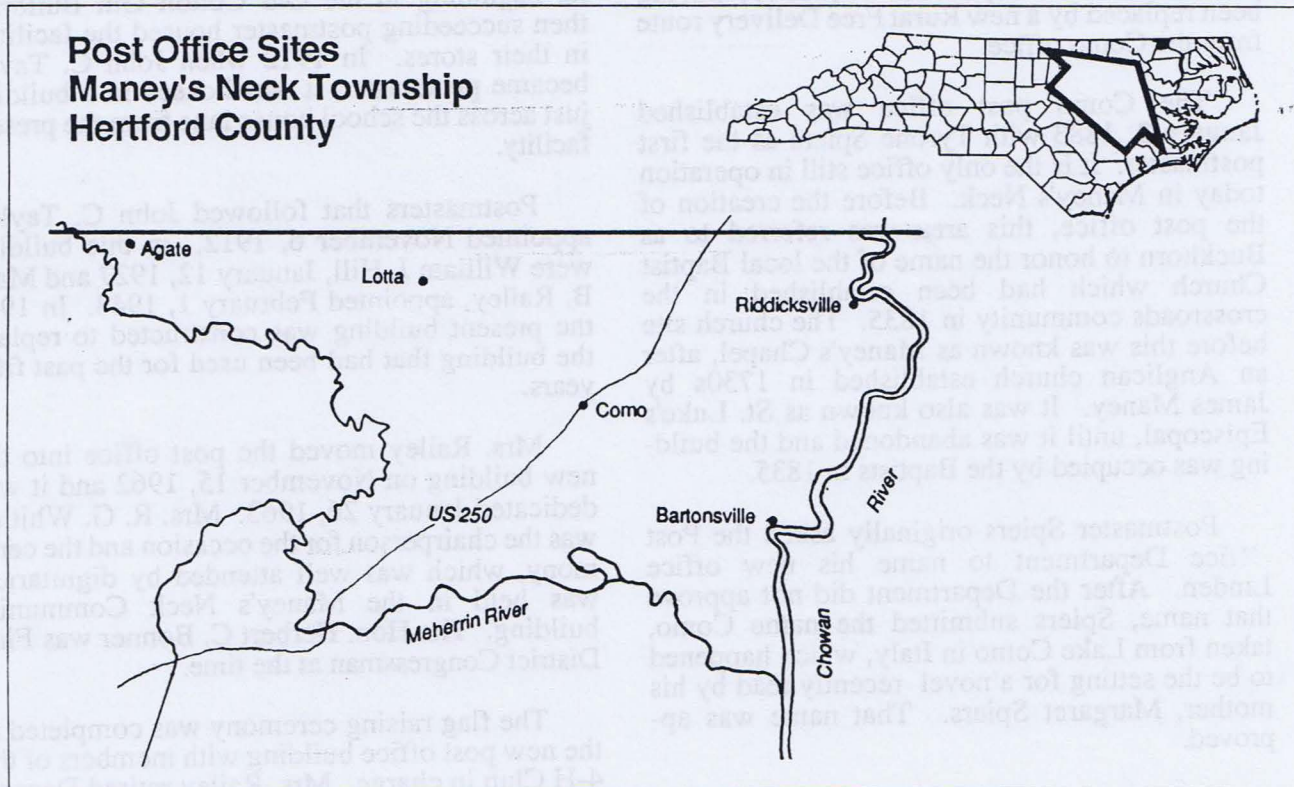
The first post office in the present-day Maney's Neck area was at Riddicksville, estab-

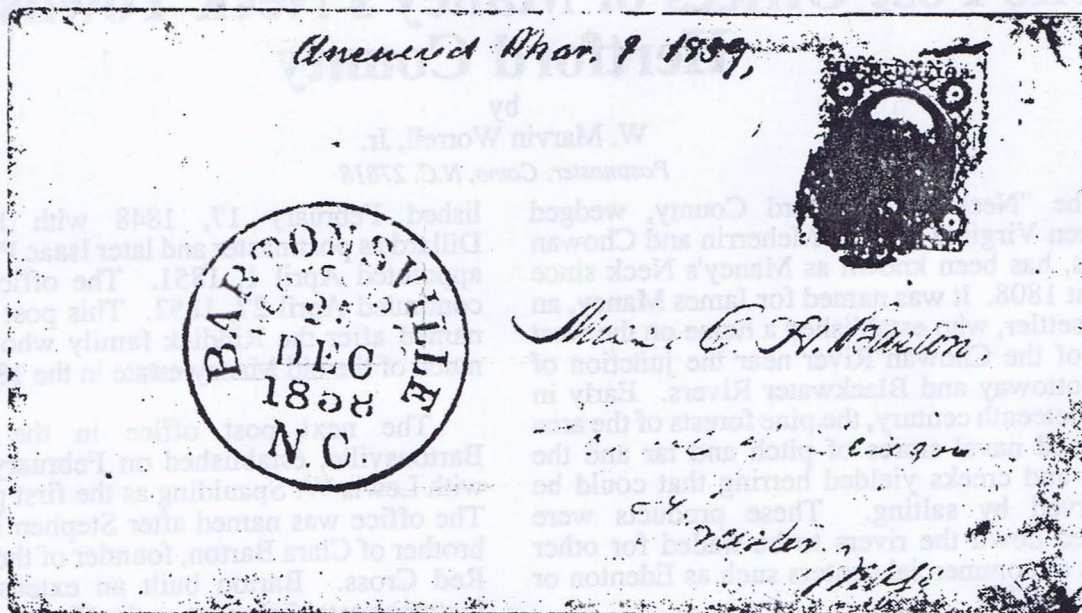
lished February 17, 1848 with Richard F. Dillard as postmaster and later Isaac Pipkin being appointed April 1, 1851. The office was discontinued April 27, 1852. This post office was named after the Riddick family who purchased much of the old Maney estate in the 1820s.

The next post office in the area was Bartonsville, established on February 26, 1856 with Lewis W. Spaulding as the first postmaster. The office was named after Stephen Barton, the brother of Clara Barton, founder of the American Red Cross. Barton built an extensive manufacturing establishment on the Chowan River that was the site of the post office. Stephen Barton was the second postmaster of Bartonsville, appointed April 10, 1857. Bernard B. Vassal, appointed May 14, 1847, served as postmaster until June 15, 1858, when Stephen Barton was again appointed.

Bartonsville was burned by Union forces one week before the close of the Civil War. The post office continued to operate, as Sallie Ann Beal was appointed postmaster on December 16,

Post Office Sites Maney's Neck Township Hertford County





Cover postmarked Christmas day, 1858 in Bartonsville with a fancy cancel that includes the county name. Like most of the known covers from Bartonsville, it is addressed to Clara Barton.

1865. A few months later, the name was changed to Riddicksville on February 23, 1866 and the site of the office was moved up the Chowan River. James D. Riddick was postmaster, January 29, 1869, Allison E. Johnson took over April 21, 1891, followed again by James D. Riddick, August 15, 1895. It was discontinued on September 30, 1909, having been replaced by a new Rural Free Delivery route from the Como office.

The Como post office was established January 2, 1883 with Tyrone Spiers as the first postmaster. It is the only office still in operation today in Maney's Neck. Before the creation of the post office, this area was referred to as Buckhorn to honor the name of the local Baptist Church which had been established in the crossroads community in 1835. The church site before this was known as Maney's Chapel, after an Anglican church established in 1730s by James Maney. It was also known as St. Luke's Episcopal, until it was abandoned and the building was occupied by the Baptists in 1835.

Postmaster Spiers originally asked the Post Office Department to name his new office Linden. After the Department did not approve that name, Spiers submitted the name Como, taken from Lake Como in Italy, which happened to be the setting for a novel recently read by his mother, Margaret Spiers. That name was approved.

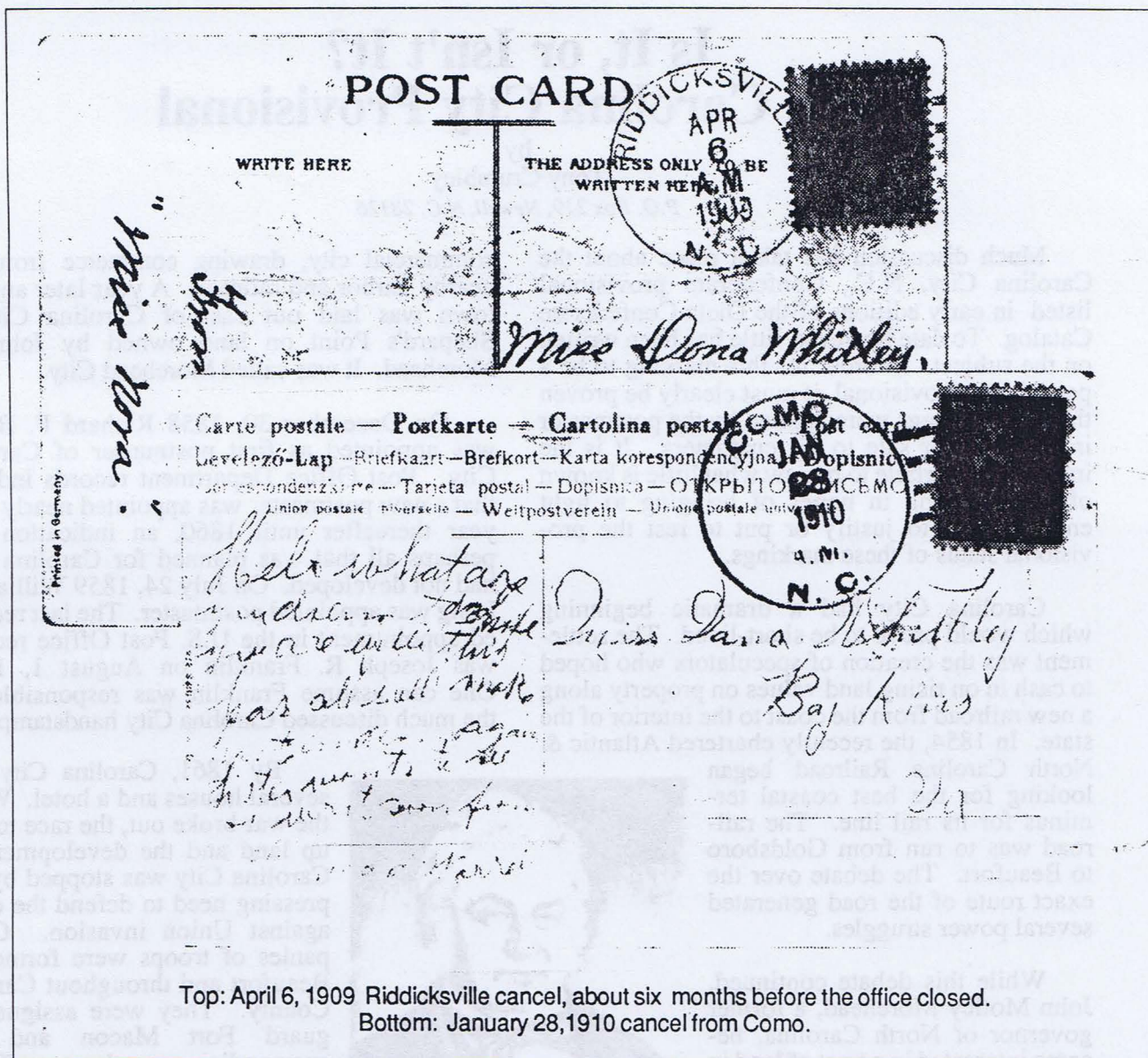
Other postmasters who followed Tyrone Spiers and their appointment dates were Hugh McDonal Spiers, appointed January 14, 1889; Guy C. Picot, February 16, 1900; and Edgar G. Sears, March 8, 1907.

The post office was first established and had its beginning in the Old Cotton Gin Building, then succeeding postmaster housed the facilities in their stores. In 1912 when John C. Taylor became postmaster, it was housed in a building just across the school house lane from the present facility.

Postmasters that followed John C. Taylor, appointed November 6, 1912, in this building were William J. Hill, January 12, 1927 and Mary B. Railey, appointed February 1, 1948. In 1962 the present building was constructed to replace the building that had been used for the past fifty years.

Mrs. Railey moved the post office into the new building on November 15, 1962 and it was dedicated January 26, 1963. Mrs. R. G. Whitley was the chairperson for the occasion and the ceremony, which was well attended by dignitaries, was held in the Maney's Neck Community building. The Hon. Herbert C. Bonner was First District Congressman at the time.

The flag raising ceremony was completed at the new post office building with members of the 4-H Club in charge. Mrs. Railey retired Decem-



ber 30, 1964 and W. Marvin Worrell, Jr. was appointed acting postmaster on that date and confirmed by appointment on June 23, 1966 and still serves as postmaster.

Today Como is a third class office which serves about 2,000 customers. It has 120 post office boxes and one rural route serving 442 boxes. The mail is received in the morning and dispatched in the evening by star route truck to Rocky Mount.

Another post office established in the Maney's Neck area was called Lotta. It was near the present-day Statesville community. It was located in a store which, along with the blacksmith shop and dwelling house, was the center of community activities.

Located near the R. Gilbert Whitley home, Lotta was established August 6, 1887 with Stephen D. Midyett as postmaster. Walter B. Myrick followed on December 10, 1889 and Emily Midyette on May 11, 1893. She served the community until the office was discontinued on September 30, 1909. Like Riddicksville, Lotta was replaced by the new rural route from Como.

The last post office in the area was called Agate, created on September 28, 1892. This office was located in the northwestern section of the township, just off Boone's Bridge Road near the North Carolina - Virginia line. Horace A. Moore was the postmaster here for fourteen years until it was discontinued June 30, 1906. **NCPHS**

Is It, or Isn't It? The Carolina City Provisional

by

Tony Crumbley

P.O. Box 219, Newell, N.C. 28126

Much discussion has taken place about the Carolina City, N.C., Confederate provisional listed in early editions of the Dietz Confederate Catalog. To date however, little has been written on the subject. In order for this marking to be a postmaster provisional, it must clearly be proven that the markings were applied by the postmaster in advance for sale to his customers. It is the intent of this article to review what little is known of this marking in hopes of bringing to light enough facts to justify or put to rest the provisional status of these markings.

Carolina City had a dramatic beginning which would prove to be short-lived. The settlement was the creation of speculators who hoped to cash in on rising land values on property along a new railroad from the coast to the interior of the state. In 1854, the recently chartered Atlantic & North Carolina Railroad began looking for the best coastal terminus for its rail line. The railroad was to run from Goldsboro to Beaufort. The debate over the exact route of the road generated several power struggles.

While this debate continued, John Motley Morehead, a former governor of North Carolina, became interested in a tract of land in Carteret County between Bogue Sound and the Newport River known as Shepard's Point. Morehead formed the Shepard's Point Land Company which purchased this land. He then offered to purchase \$100,000 in Atlantic & North Carolina Railroad stock and to build a portion of the track if the railroad would make Shepard's Point its eastern terminus. The railroad accepted the proposition and the road was started from Goldsboro to Shepard's Point.

Land speculators began to buy up land in the vicinity of the planned rail line. By 1857, a new town called Carolina City was laid out three miles from Shepard's Point. Investors hoped the new town would become a great resort and

commercial city, drawing commerce from the nearby harbor and railroad. A year later another town was laid out east of Carolina City at Shepard's Point on land owned by John M. Morehead. It was called Morehead City.

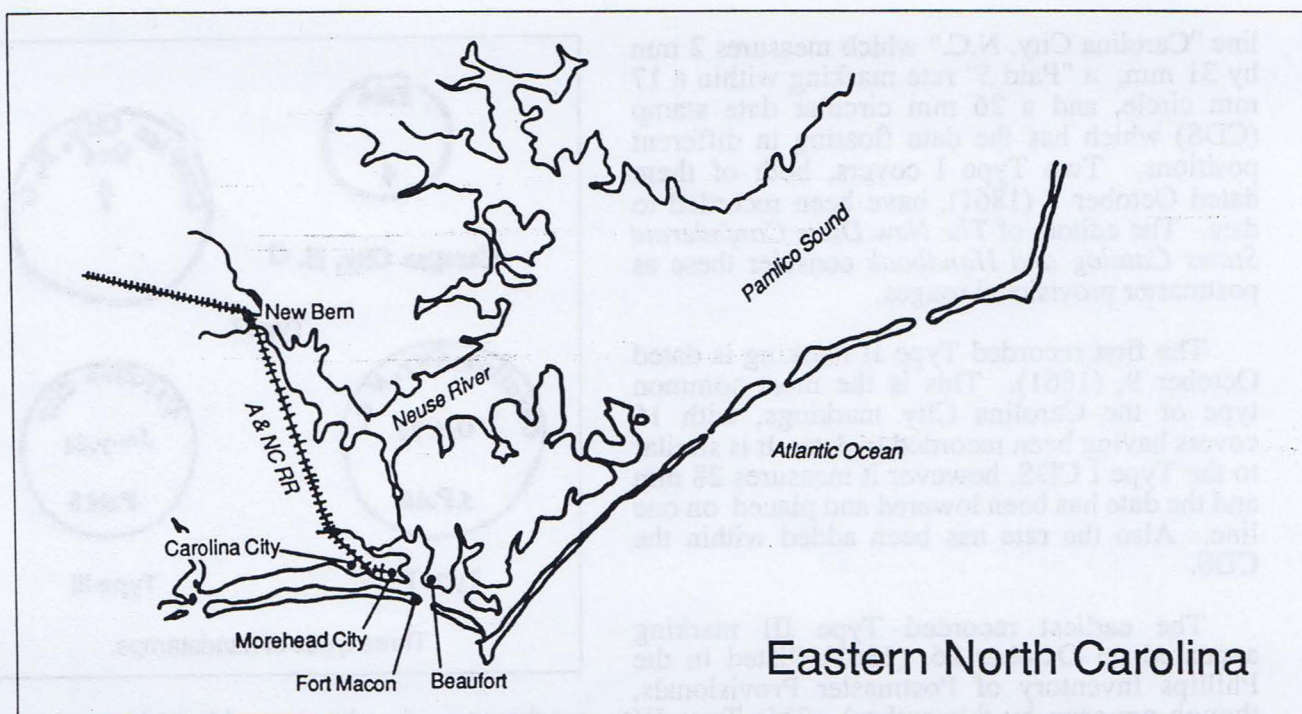
On December 30, 1858 Richard F. Bright was appointed as first postmaster of Carolina City. Post Office Department records indicate that a new postmaster was appointed nearly each year thereafter until 1860, an indication that perhaps all that was planned for Carolina City had not developed. On July 24, 1859 William S. Long was appointed postmaster. The last recorded appointment in the U.S. Post Office records was Joseph R. Franklin on August 1, 1860. One can assume Franklin was responsible for the much discussed Carolina City handstamp.



John Motley Morehead
1796-1866

By 1861, Carolina City had several houses and a hotel. When the war broke out, the race to buy up land and the development of Carolina City was stopped by the pressing need to defend the coast against Union invasion. Companies of troops were formed at Beaufort and throughout Carteret County. They were assigned to guard Fort Macon and the surrounding coastal areas. These places had great military importance because they guarded Beaufort harbor and the water routes to New Bern, North Carolina's second largest city. The local troops were assigned to Company C of the 2nd North Carolina Regiment. The 26th North Carolina Volunteers and the 7th North Carolina Regiment

were also assigned to this area. Many of these troops camped at or near Carolina City. Colonel Zebulon Vance's 26th North Carolina encamped between Carolina City and Morehead City over the winter of 1861-62. The Confederate troops stayed in this vicinity until March 23, 1862 when Union forces under General John G. Parke occupied Carolina City, Morehead City, and Beaufort. These movements were a prelude to a



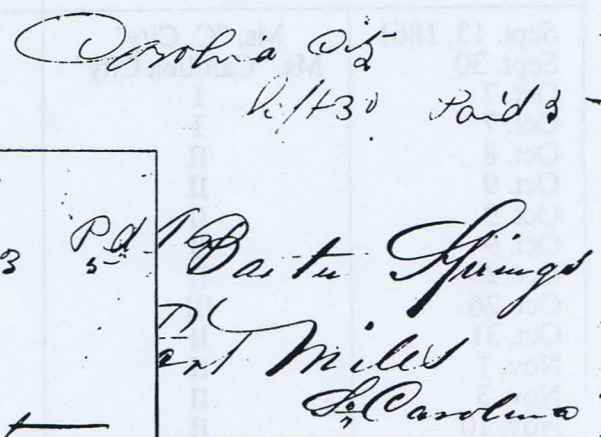
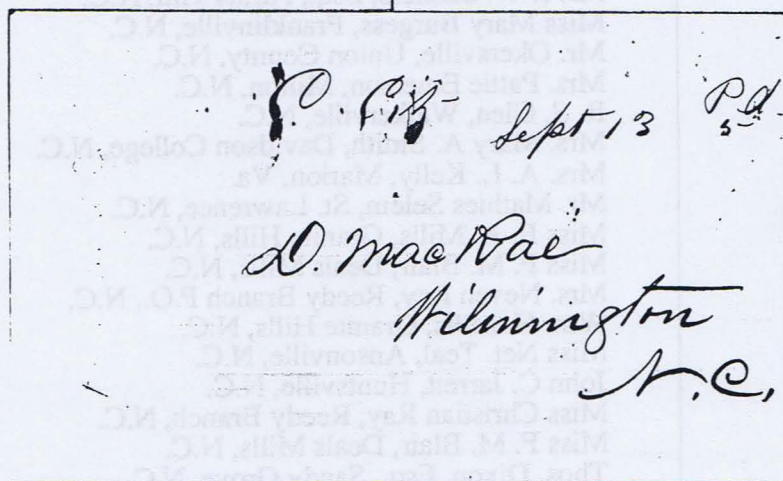
Federal attack on Fort Macon. On April 26, the tiny garrison of 300 Confederates in Fort Macon surrendered after a day of devastating bombardment from the Union forces on land and sea. Carteret County would remain firmly in Union hands for the duration of the war.

During the period that the area was under Confederate control, the postmaster at Carolina City was the clearing house for much of the soldiers' mail. This post office, from which no

pre-war mail has been reported, processed a considerable amount of mail from late 1861 up to March, 1862, when the office most certainly closed as the last Confederate troops abandoned the town to the Federal forces. The earliest surviving covers bear only manuscript markings. Later covers have one of three distinctly different cancels, each crudely made from printers type.

Type I is the earliest handstamp marking. It is made up of three different elements: a straight

Below: Sept. 13, 1861 "C. City"
manuscript cover.



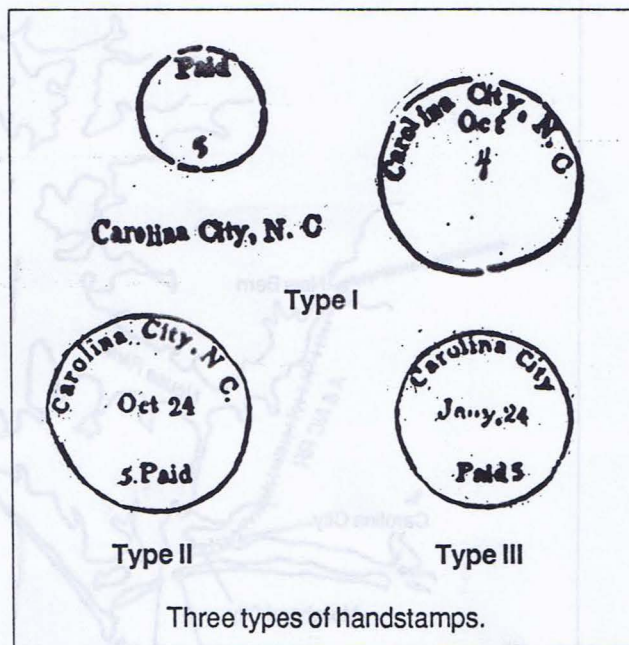
Above: Sept 30, 1861 "Carolina City"
manuscript cover.

line "Carolina City, N.C." which measures 2 mm by 31 mm, a "Paid 5" rate marking within a 17 mm circle, and a 26 mm circular date stamp (CDS) which has the date floating in different positions. Two Type I covers, both of them dated October 7 (1861), have been recorded to date. The editors of *The New Dietz Confederate States Catalog and Handbook* consider these as postmaster provisional usages.

The first recorded Type II marking is dated October 9, (1861). This is the most common type of the Carolina City markings, with 15 covers having been recorded to date. It is similar to the Type I CDS, however it measures 28 mm and the date has been lowered and placed on one line. Also the rate has been added within the CDS.

The earliest recorded Type III marking appeared on October 26, (1861) (listed in the Phillips Inventory of Postmaster Provisionals, though not seen by this author). This Type III marking is not reported again until February 4, 1862. This marking is smaller than the other types and has a slightly different type arrangement.

For many years all three types of markings have been considered as provisionals. Today it is the general consensus that the Type II and III

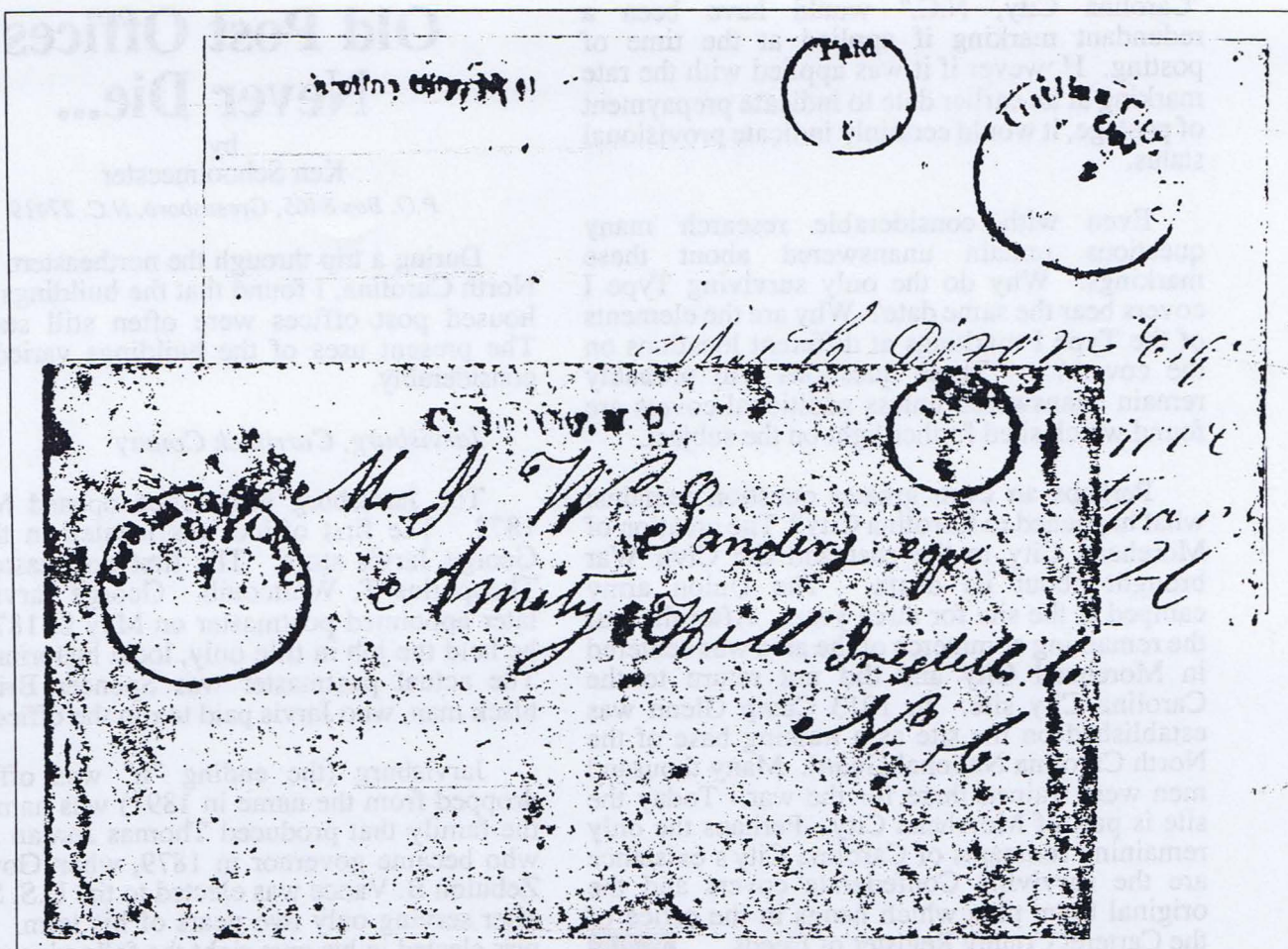


markings are handstamp paid and were not prepared in advance.

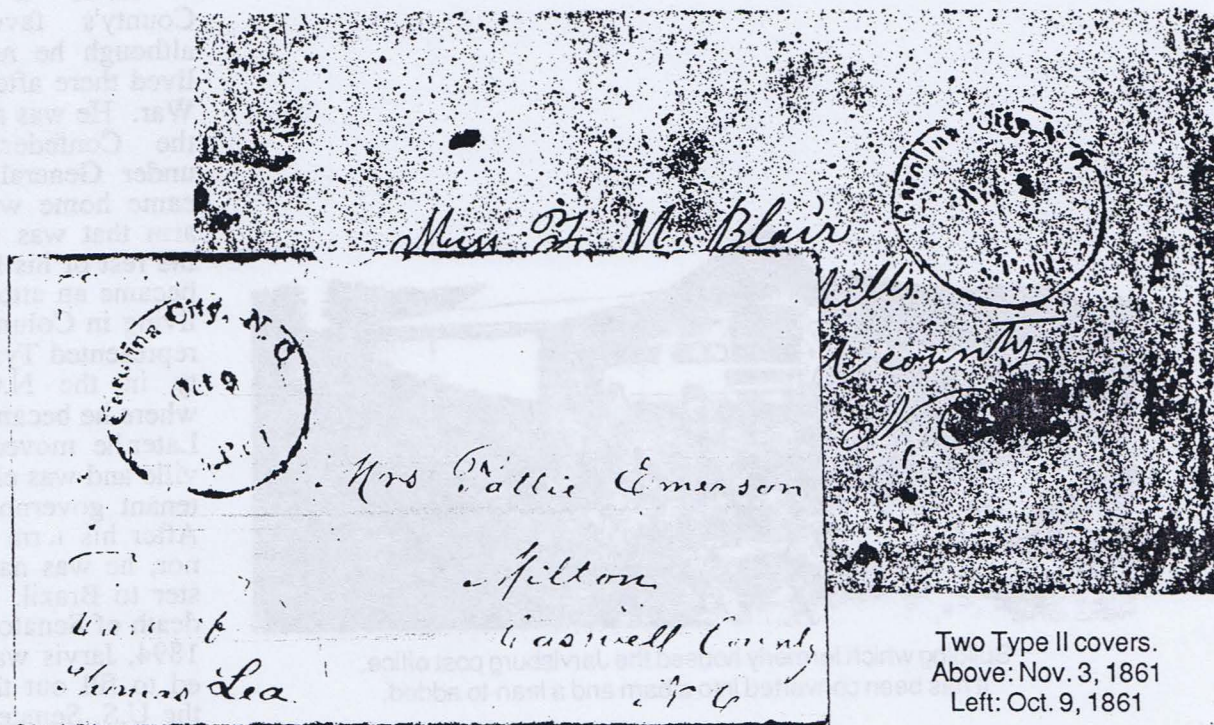
The question remains, is the Type I marking a provisional? To answer this one must ask what purpose the three separate elements of the Type I markings served. The "Paid 5" was obviously to indicate rate; the CDS indicated the date and place of mailing. The straight line

Reported Confederate Covers from Carolina City, N.C

Date	Type	Address
Sept. 13, 1861	Ms. "C. City"	D. McRae, Wilmington, N.C.
Sept. 30	Ms. "Carolina City"	Col. A. Baxter Springs, Fort Mills, S.C.
Oct. 7	I	Thos. C. Dixon, Esq., Sandy Grove, N.C.
Oct. 7	I	Mr. J. W. Sanders, Esq., Amity Hill, N.C.
Oct. 8	II	Miss Mary Burgess, Franklinville, N.C.
Oct. 9	II	Mr. Okersville, Union County, N.C.
Oct. 9	II	Mrs. Pattie Emerson, Milton, N.C.
Oct. 9	II	R. S. Glen, Walkerville, N.C.
Oct. 25	II	Mrs. Mary A. Smith, Davidson College, N.C.
Oct. 26	III	Mrs. A. L. Kelly, Marion, Va.
Oct. 31	II	Mr. Mathies Selem, St. Lawrence, N.C.
Nov. 1	II	Miss E. A. Mills, Granite Hills, N.C.
Nov. 3	II	Miss F. M. Blair, Deals Mills, N.C.
Nov. 10	II	Mrs. Neven Ray, Reedy Branch P.O., N.C.
Nov. 11	II	Wm. H. Mills, Granite Hills, N.C.
Dec. 2	II	Miss Net. Teal, Ansonville, N.C.
Dec. 9	II	John C. Jarrett, Huntsville, N.C.
Jan. 1, 1862	II	Miss Christian Ray, Reedy Branch, N.C.
Jan. 10	II	Miss F. M. Blair, Deals Mills, N.C.
Feb. 4	III	Thos. Dixon, Esq., Sandy Grove, N.C.
Feb. 5	III	Miss F. M. Blair, Deals Mills, N.C.
-----	II	M. A. Golston, Goldston, N.C.



Above: The two known Type I covers, both dated October 7, 1861.



Two Type II covers.
Above: Nov. 3, 1861
Left: Oct. 9, 1861

"Carolina City, N.C." would have been a redundant marking if applied at the time of posting. However if it was applied with the rate marking at an earlier date to indicate prepayment of postage, it would certainly indicate provisional status.

Even with considerable research many questions remain unanswered about these markings. Why do the only surviving Type I covers bear the same date? Why are the elements of the Type I markings at different locations on the covers? These questions will probably remain unanswered unless additional covers are found which shed further light on the subject.

Perhaps an even greater question remains: what happened to Carolina City? The creation of Morehead City to the east and the Civil War brought about its death. The Union army camped at the site for three years. After the war the remaining commerce of the area was centered in Morehead City and did not return to the Carolina City site. In 1913 Camp Glenn was established on the site as a training base of the North Carolina National Guard. Many thousand men were trained there for the war. Today the site is part of Morehead City. Perhaps the only remaining remnants of Carolina City's existence are the surviving Confederate covers and the original town plan which hangs in the office of the Carteret County Register of Deeds. **NCPHS**

Old Post Offices Never Die...

by

Ken Schoolmeester

P.O. Box 8465, Greensboro, N.C. 27419

During a trip through the northeastern part of North Carolina, I found that the buildings which housed post offices were often still standing. The present uses of the buildings varied quite considerably.

Jarvisburg, Currituck County

The Jarvisburg post office opened May 3, 1872. The first office was located in the old George Jarvis store. The first postmaster was Theophilus T. Whitcomb. George Jarvis was later appointed postmaster on May 8, 1876, but he held the job in title only, local historians say. The actual postmaster was Spencer Bright, a black man, who Jarvis paid to run the office.

Jarvisburg (the ending "h" was officially dropped from the name in 1891) was named for the family that produced Thomas Jordan Jarvis, who became governor in 1879, when Governor Zebulon B. Vance was elected to the U.S. Senate after serving only two years of his term. Jarvis was elected in his own right the following year.

Jarvis is Currituck County's favorite son, although he never really lived there after the Civil War. He was a captain in the Confederate Army under General Lee, and came home with a right arm that was useless for the rest of his life. Jarvis became an attorney while living in Columbia. He represented Tyrrell County in the N.C. House, where he became speaker. Later he moved to Greenville and was elected lieutenant governor in 1876. After his term as Governor, he was named minister to Brazil. Upon the death of Senator Vance in 1894, Jarvis was appointed to fill out the term in the U.S. Senate. He died



Building which formerly housed the Jarvisburg post office.
It has been converted into a barn and a lean-to added.

in 1915 and was buried in Greenville, his adopted hometown.

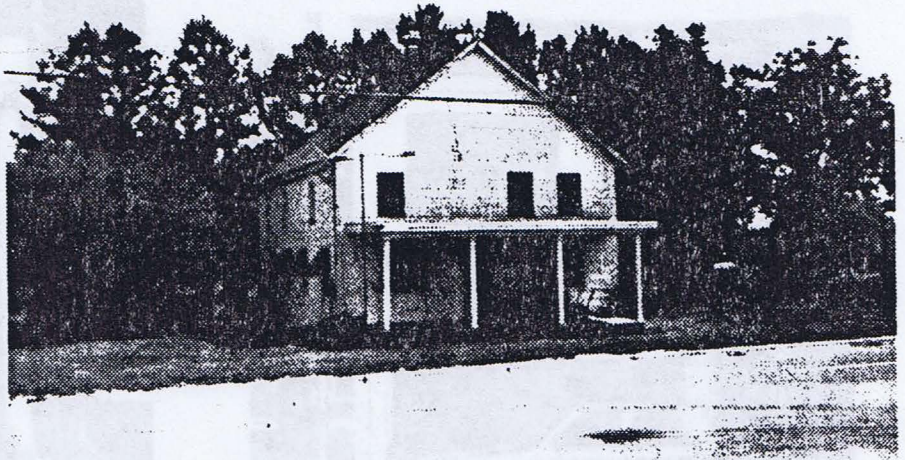
The Jarvisburg post office moved from store to store over the years. At one point during the tenure of postmaster Mrs. M. Frances Dutcher (appointed October 1, 1929; retired November 30, 1954), the office was in an old barber shop. When hurricane Barbara demolished the post office building in 1952, the mail was handled in a temporary unit on wheels until a small white building was built. The present office is now in a USPS-owned mobile trailer adjacent to the site of the small white building, which was torn down in the past two years. One of the store buildings that housed the post office has been converted into a barn with a front lean-to added on.

*Grandy,
Currituck County*

The first Grandy post office was in a store owned by postmaster Caleb Grandy. The first four postmasters ran the office from that store. That building was torn down about a year ago. When John T. Grandy became postmaster in 1912, he moved the office to his store. This store building was been converted to a home. The office remained there until 1932 when Orville Woodhouse was became postmaster. The year 1932 was a very busy one for Mr. Woodhouse; he opened his store, was married, and was appointed postmaster. In 1952 Postmaster Woodhouse built the brick building which now houses the post office.

Hertford, Perquimans County

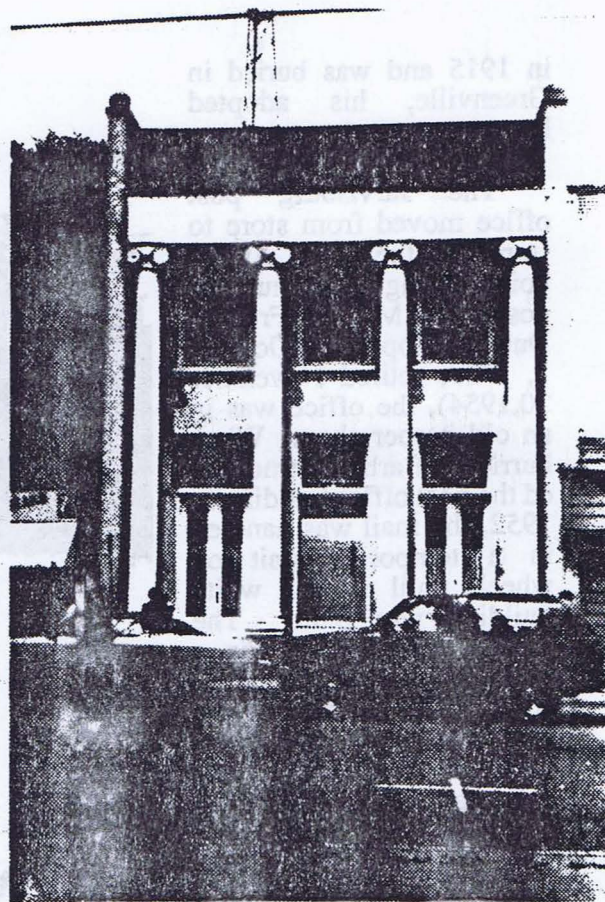
Hertford was named in honor of colonial Governor Arthur Dobbs' political patron, Francis Seymour Conway, the Earl of Hertford. The



Two of the buildings which housed the Grandy post office in the past.

colonial assembly incorporated the town of Hertford in 1758.

Mrs. Sarah Moore Delano Decrow was the first recorded postmaster of Hertford, being appointed September 27, 1792. She is believed to be the first woman in the country to hold such a position after the adoption of the federal constitution. She was a lady of considerable wealth. In 1787 Mrs. Decrow hired Judge James Iredell to defend her defamed reputation in a slander suit against Hindrea Gilliam of Chowan County. A search of late eighteenth century Perquimans and Chowan County court records



Two buildings which were once home to the Hertford post office.

reveals a great deal about Sarah Decrow; her appearance in courts, for a variety of litigations, was frequent. Certainly she had to be Hertford's most colorful postmaster.

least three buildings which housed the post office at one time. One is now a residence. Another which was a store, is now an attorney's office. The third is now an insurance and real estate office. It also was originally a store. **NCPHS**

On the main street of Hertford there are at

New Members

Please welcome these new members:

David R. McCord
21506 NE 117th St.
Redmond, WA 98053

Thomas E. Stanton
2109 Alice Ave., Apt. 2
Oxon Hill, MD 20745

John S. Whittlesey
2218 Jackson Blvd.
University Heights, OH 44118

Treasurer's Report

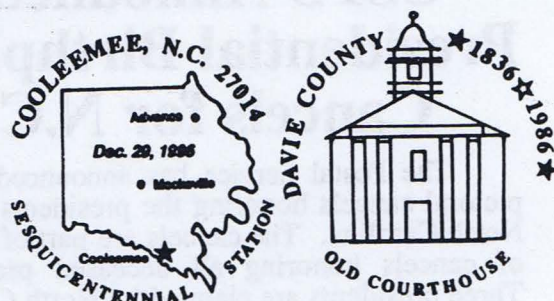
The treasurer reports that the following persons have been dropped from membership for non-payment of 1986 dues.

William H. Baxley, Jacksonville, Fla.
Fred Hughes, Jamestown, N.C.
Stephen D. Marek, Willmette, Ill.
Roger McLean, Fort Bragg, N.C.
L. Gene Phillips, Kunkletown, Pa.
J. Howard Sparks, APO New York
Spencer T. Womack, Columbia, S.C.
G.B. Woolsey, Augusta, Ga.

Davie County Anniversary Cancels Announced

The Davie County Historical and Genealogical Society has announced it is sponsoring commemorative cancels for the one hundred and fiftieth anniversary of the creation of the Davie County. Similar cancels will be used on December 29, 1986 in the three post offices in the county, Advance, Cooleemee, and Mocksville. That date is the anniversary of the day the the General Assembly passed the act that created the county.

Collectors desiring the samples of these cancels should send self-addressed stamped envelopes to these addresses before December 29:



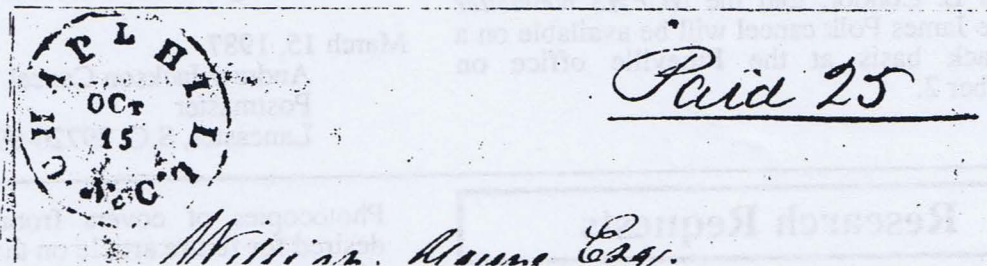
Davie Sesquicentennial Cancel
Postmaster
Cooleemee, N.C. 27014-9998



Davie Sesquicentennial Cancel
Postmaster
Advance, N.C. 27006-9998



Davie Sesquicentennial Cancel
Postmaster
Mocksville, N.C. 27028-9998



A New Chapel Hill Marking

by
Tony Crumbley

P.O. Box 219, Newell, N.C. 28126

Even after all the research that has been put into the North Carolina stampless covers by this group, new markings are still waiting to be discovered. The above cover was recently purchased from a national auction house and is evidence that more markings are out there, just waiting to be found.

This cover is similar to the previously-recorded fancy Chapel Hill postmark but without the inner circle of dots. Both markings measure approximately 27 mm and are black. The fancy marking is known used from 1828 to 1832. This cover was posted one year earlier on October 15, 1827. Possibly the dots were added to this CDS to create the recorded fancy cancel.

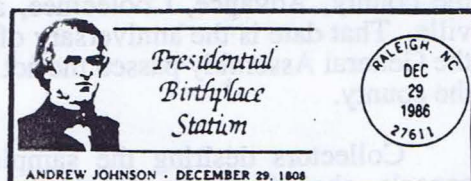
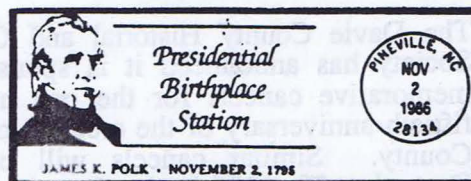
USPS Announces Presidential Birthplace Cancels for N.C.

The Postal Service has announced special pictorial cancels honoring the presidents born in North Carolina. The cancels are part of a series of cancels honoring all deceased presidents. Three presidents are claimed by North Carolina: James K. Polk, Andrew Johnson, and Andrew Jackson. South Carolina also claims to be the birthplace of Jackson. Jackson himself stated that he was born so close to the state line, that he did not know which state was his birthplace.

The cancel for James K. Polk will be used at Pineville on the anniversary of his birth, November 2. Andrew Johnson's cancel will be used on December 29 at Raleigh. The cancel for Andrew Jackson, which will read "Garden of the Waxhaws, NC/SC" will be used at Lancaster, S.C. on March 15, 1987.

The official announcement from the USPS states that the cancels will be available by mail only. This may indicate that the cancels will not be applied in North or South Carolina at all, but rather at the Postal Service facility in Merrifield, Va., where first day covers are created.

However, the postmaster of Pineville, Thomas E. Condor, told the *NCPHS Newsletter* that the James Polk cancel will be available on a hand-back basis at the Pineville office on November 2.



Collectors should check with the post offices in Raleigh and Lancaster as the dates of their cancels near, to see if their cancels will be available on a hand-back basis.

Collectors who wish to order cancels by mail should send self-addressed stamped envelopes to the addresses below. The requests must be received before the date the cancel will be used.

November 2, 1986

James K. Polk Cancel
Postmaster
Pineville, N.C. 28134-9998

December 29, 1986

Andrew Johnson Cancel
Postmaster
Raleigh, N.C. 27611-9998

March 15, 1987

Andrew Jackson Cancel
Postmaster
Lancaster, S.C. 29720-9998

Research Requests

Photocopies of covers from Madison, N.C. wanted to illustrate future article. Please send to Darrell Ertzberger, P.O. Box 16361, Alexandria, Va. 22302.

Covers and photocopies of covers wanted from Forsyth County, Stokes County, New Bern, and Edenton. Please send to Ken Schoolmeester, P.O. Box 8465, Greensboro, N.C. 27419.

Photocopies of any manuscript cancel from N.C. (not stampless) wanted for on-going listing. Sent to Harvey Tilles, P.O. Box 5466, High Point, N.C. 27262

Photocopies of covers from Dare County desired for future article on that county. Post offices are: Avon, Buffalo City, Buxton, Collington, Duck, East Lake, Frisco, Griffin, Hatteras, Juniper, Kill Devil Hills, Kinnekeet, Kitty Hawk, Manns Harbor, Manteo, Mashoes, Naghead, Nags Head, Roanoke Island, Rodanthe, Salvo, Skyco, Stumpy Point, Sycamore, The Cape, Twiford, Wanchese, Waves. Please send to Tony Crumbley, P.O. Box 219, Newell, N.C. 28126.

Photocopies of covers from Guilford and Randolph counties wanted for study. Please send to Milton Wicker, 508 Lindley Road, Greensboro, N.C. 27410.