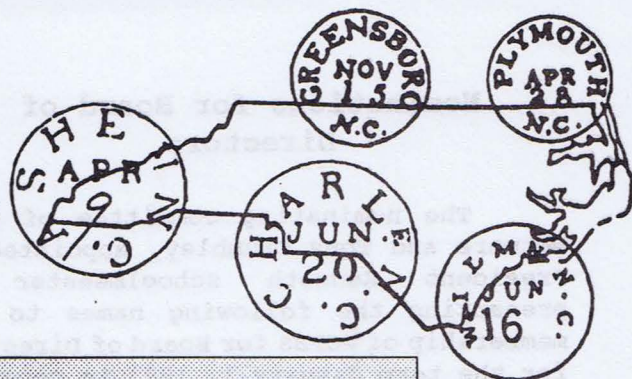


# NCPHS Newsletter



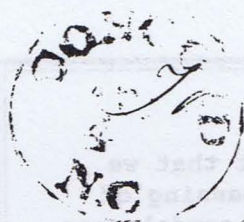
The Journal of the North Carolina Postal History Society

Volume 9, No.4

Fall 1990

Whole 34

A Postal History  
of  
Concord

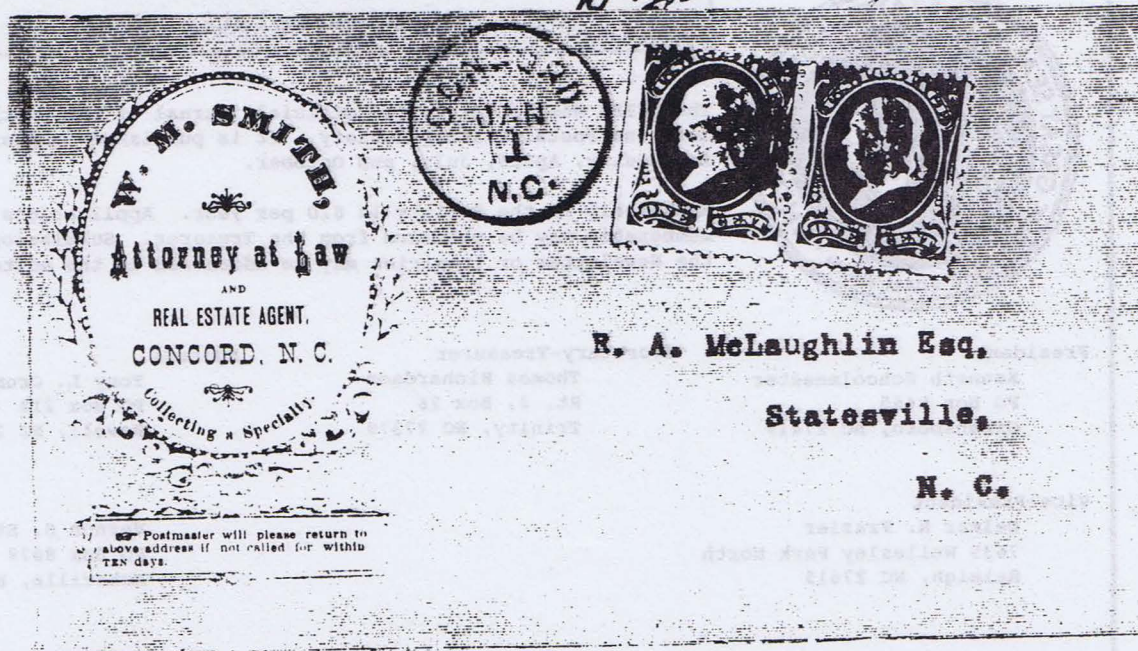


*Paid 8*  
*Wm H*  
*Paid 10*

CONCORD  
APR 11



*W. H. Tucker*





## Nominations for Board of Directors

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The nominating committee of Ruth Wetmore and Tony Crumbley, appointed by President Kenneth Schoolmeester is presenting the following names to the membership of NCPHS for Board of Directors for the term January 1, 1991 to December 31, 1993:

Scott Troutman  
Del Frazer  
Brian Greene  
Stefen Jaronski

An election ballot will be mailed to each member of NCPHS.

President Ken Schoolmeester has announced the appointment of Allan Vestal to fill the vacant director's chair of William Harter.

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It is with regret that we must report the passing of William Harter. Our condolences to his wife, Marian, and to his family.



## NCPHS Newsletter

The NCPHS Newsletter is the official journal of the North Carolina Postal History Society. It is published quarterly in January, April, July, and October.

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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## A POSTAL HISTORY OF CONCORD

Text: Tony L. Crumbley

Illustrations: Vernon S. Stroupe

In 1792, due to the efforts of a German settler, John Paul Barringer who had settled in what is now Cabarrus County, the northern portion of Mecklenburg County was cut off and Cabarrus County was formed. It was organized as a unit of government in 1793. The first meeting was held in the home of a Widow Russell to carry on the official business of the county.

These county fathers set about securing land for the county seat of government. A tract of twenty-six acres of land was purchased from Samuel Huie, an early settler. The deed dated February 17, 1796 for the sum of \$26 is filed in the county courthouse.

By 1794 mail was being delivered to the community of Concord, known then as Cabarrus Court House. In the official letters of the postmasters, we find that the Postmaster General directed mail to be left at Capt. Paul Phifers, "Assuming Mr. Phifers is of suitable nature". This letter follows:

August 22, 1794

John Steel, Esq.  
Sir,

The Gentlemen in Congress from your state not having recommended persons for postmasters on the new post roads in your quarter of the country, I take this liberty of requesting your assistance in this matter.

I have supposed it expedient to establish post offices at the several courthouses mentioned on the two new post roads commencing at Salisbury, viz:

Cabarras	Montgomery
Charlotte	Anson
Iredell	Richmond

A packet containing the new law, a bond, forms of oaths, and a letter for each

of those places accompany this to the care of the postmaster at Salisbury, whom I have desired to retain them subject to your direction.

It seems that only the site of Cabarras C.H. is fixed on, but that no buildings are yet erected there and I was told that for the present, letters &c for that part of the country should be left at Capt. Paul Phifers. Whether he is a fit person for postmaster, you will know, and convey the packet to him or not, as you think proper. If unfit, be pleased to open the packet and alter the address of the letter.

I am, sir &c T.P.  
(Thomas Pickering,  
Postmaster General)

John Steel was a representative from North Carolina. Born in Salisbury in 1764, he was a member of the State House of Commons in 1781, 1788, 1795, 1806, and 1811-13. He was elected to the first and second Congress in 1789 and 1793, and appointed Comptroller of the Treasury in 1796 by both President John Adams and President Thomas Jefferson. John Steele was certainly one of the most prominent North Carolinians of his time. One has to wonder if perhaps Paul Phifer was indeed unfit for service as postmaster since he was not appointed.

By April 1, 1801 Concord was operating as a full fledged post office. On this date, Postmaster John Carson made a return to the Postmaster General in Washington. For over twenty-five years Concord served the county as the only post office. Not until 1827 when a facility was opened in Poplar Tent was there another post office in the county.

From its earliest days until the present, Concord has had 32 postmasters. The early years saw rapid turn over in the



office, an indication of the unstable nature of the community.

The first postmaster, John Carson, was appointed by April 1, 1801. He was the son of Thomas Carson a seal master in Cabarrus County. Thomas had moved to Cabarrus from Rowan County.

John Phifer was appointed on July 1, 1802, and re-appointed July 1, 1809. John was the son of Martin Phifer, Jr. The Phifers were members of Rocky Creek Presbyterian Church which is still holding services for the community.

John Masters became the third postmaster on April 1, 1804. John was a mill operator.

Hugh Carson, a younger brother of John Carson, was appointed on July 1, 1806. Hugh was a merchant.

John Bannon was appointed April 1, 1807 and served until July 1, 1809 when John Phifer was re-appointed.

Joseph Young was appointed October 1, 1810. Mr. Young was the clerk of court and also the tax collector for the county.

John Garreston was appointed on July 12, 1815. Postmaster Garreston apparently did not live long after his appointment. By January 1816 his estate was filed at the courthouse.

John Travis became postmaster on February 15, 1816. He was a local merchant and clerk of court. The first Concord handstamp postmark was applied while John was postmaster.



David Storke, son of Rev. C.A. Storke who was pastor of Organ Lutheran Church, followed John Travis as postmaster on May 16, 1825. He also followed him in the same store as merchant.

On March 1, 1833 Robert W. Allison was appointed postmaster. He married Sarah Ann Phifer on May 31, 1842. She was undoubtedly a relative of John Phifer, and earlier postmaster. Mr. Allison wrote what is perhaps the first history of Cabarrus County. He died on September 21, 1848.

Richard Cook took over the duties on May 2, 1836. Little is known of Mr. Cook for he served as postmaster for less than a month.

On May 26, 1836 George Kluttz began serving as postmaster. Mr. Kluttz ran a tavern, tailors shop and represented the county in the state legislature. He died August 7, 1840 while postmaster.

Thomas Henderson became postmaster on August 17, 1840.

William F. Arey was appointed next on June 6, 1849.

Henry A. Arey, brother of William was appointed December 6, 1850. Henry was responsible for the straight line Concord postmark which was used in 1855 and 1856.

## CONCORD N. C. APRIL 3 1856

James N. Brown was appointed June 6, 1856. Shortly after James took office, the straight line Concord postmark ceased to be used. James is listed as postmaster through the Civil War. He served, however, in the Confederate Army! Thus, someone else had to maintain the postal duties.

After the war Dr. John Fink took over the job of postmaster on August 29, 1865. Dr. Fink was a large landholder in the county.



On April 30, 1868 Concord received it's first postmistress, Mrs. Ann Kestler. She served only a short time, just over one month.

John O. Wallace followed, being appointed May 26, 1868.

The second woman to carry out these duties was Miss Mary R. Dusenberry. She began her services on December 26, 1876 and served a total of 18 years.

J.B. Sherrill received his appointment on February 16, 1894. Mr. Sherrill was the founder of the Concord Times newspaper.

The other postmasters and their appointment dates were:

George L. Patterson -	April 4, 1898
Moses L. Buchanan -	October 12, 1906
John L. Miller -	April 7, 1915
William B. Ward -	May 24, 1924
James F. Harris -	January 1, 1924
George Ed Kestler -	February 20, 1928
Brevard E. Harris -	March 27, 1936
James H. Crowell -	March 21, 1957
William L. Sloop -	July 7, 1961
Conrad Helms -	June 1986
Mary Johnson -	June 1988

The postal markings used in Concord have been varied though not outstanding in design. The straight line used in 1855-56 is considered among the classics. Through 1933 seventeen different markings have been reported, excluding the manuscript markings used in the early years. The majority of the Concord postal markings are in black ink, however, blue, red, green and blue-green markings exist.

The first mail carried from Concord was no doubt carried by horseback along the Great Road which ran from Massachusetts to Georgia. This road carried many early settlers as well as prominent dignitaries, such as George Washington when he made his Southern Tour in the Spring of 1791. In later years the stage coach carried much of the mail.

In January 1849 the North Carolina Railroad was chartered, running from

Goldsboro to Charlotte. By 1855 the mail was being carried by this means through Concord. It, however, was not completed until January 30, 1856. In 1855 mail was carried on the partially completed line. From 1856 through 1859 the train ran seven trips per week. In 1860 the trips were reduced to six per week.

By 1902 Rural Free Delivery had been introduced into Concord on at least two routes, numbers five and six, were operating from Concord. Examples of these markings exist.

In 1907 Postmaster Moses Buchanan purchased Concord's first machine canceler. This machine was manufactured by Willard Doremus of Washington, D.C. The Doremus machine was first used in the United States in 1899. It was not until 1907 that Concord received it's machine. It was used until 1913.

By 1911 the Concord Post Office has it's second machine canceler. It was made by International Postal Supply Company of New York. In 1916 Concord started using a flag canceling device. This was used until 1922 when the die was changed; the new die was used until 1925.

The last postal history era to be covered is that of Air Mail. On August 3, 1947 the Carolina Air Park in Concord held it's dedication services. On that day 126 covers were posted. Prior to this, on May 15, 1938, North Carolina celebrated National Airmail Week. During this time special covers were canceled from Concord, celebrating the 20th Anniversary of Air Mail.

The following table shows examples of the known postal markings and dates of usage. If anyone has others, the author would like to hear from them.

Note: The author would like to credit the authors of "The Mail Comes Through, A History of Cabarrus County", where much of this historical information was derived. This work is in the process of being re-written and re-published by the NCPHS. We also thank Bob Stets, Sr. for supplying us with the copy of the John Steele letter.



# **CONCORD, N.C. CANCELERS** 1816 to 1930's

CDS of 1816 - 1821



CDS of 1821 - 39, red



CDS of 1839-52, red,  
green, blue, blue-green



CDS of 1852 - 61, blue



SL of 1855 - 56, black

**CONCORD N. C.**  
**AP. 3 1856**



CDS of 1861 - 65



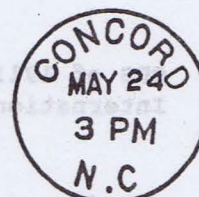
CDS of 1865 - 1870's, black



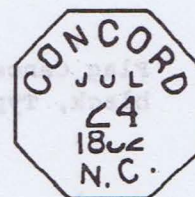
CDS of 1880's, black



CDS of the 1880's - 90's



Octagonal Receiving Stamp  
of the 1890's



CDS of ca. 1895-98, black

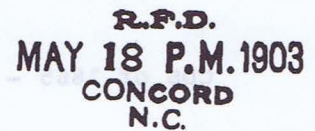




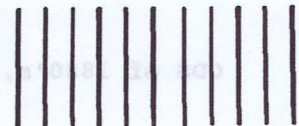
CDS of 1898 - 1900, black



RFD Straight Line of 1902 - ca. 1907  
black



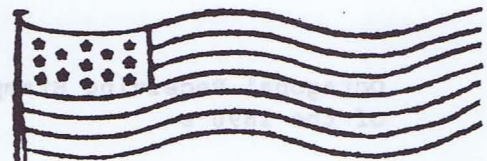
Doremus CDS of 1907 - 1913  
black



CDS of 1911 - 22, black  
International Postal Supply Co.



Flag Cancel of 1916 - 22,  
black, Type A-14



CDS of ca. 1926 - 35, black





## SO LET IT BE WRITTEN!

by Jerry Taylor

I am giving this a try, I am not sure, but here goes . . .

In checking the auction firms I found several interesting items. From Harold Babb (Sunbelt Covers and Stamps), advertising covers averaged 72% of estimate. A manuscript "Paid 5" from Kinston sold for \$80, ten dollars over estimate. A North Carolina related USS North Carolina post card sold for \$18. Overall Harold had seven lots, 6 sold at an average of 86.5% of estimate.

From David G. Phillips (January 12, 1990) auction: Phillips had 20 lots which sold for 73% of estimate. Some highlights being the C.S.A. patriotic flag cover which was cds "ENFIELD/N.C." which was est. \$500-600 and brought \$450. Also a VG-F Salisbury cover with Philatelic Foundation certificate which was est. \$150-\$200 brought \$350. Phillips also sold

a railroad cover with markings of the Division of NC/RR for \$36.

From Daniel F. Kelleher Co., two nice stampless covers in the January 12, 1990 auction. The black EDENTON straight line used to Philadelphia in 1790 which was estimated at \$750 went for \$1100. A rare WILKESBORO straight line used to Salisbury which was estimated at \$500 went for a measly \$135.

I will review more in the next issue. Right now I need something from you. HELP! I need any catalog that you may receive so I can write this article. I would like to thank Tony Crumbley for all of his help. Tony, don't stop, and would like to hear from anyone who has information or comments. My address is: J.W.Taylor, 11701 Alexanderana Rd., Huntersville, NC 28078. I also want to thank Harold Babb, Sunbelt Covers & Stamps.

## THE HUGH FINLAY JOURNAL

### The North Carolina Section

The original Hugh Finlay Journal was an 1867 publication of 150 copies by the Brooklyn Mercantile Library Association. It was reprinted by the U.S. Philatelic Classics Society in 1975.

Hugh Finlay (ca.1731-1801) was a Scotsman who came to Canada in 1763 as merchant and postmaster at Quebec. He ably filled several administrative posts for the Crown and was appointed Surveyor for Canada, the provinces and the colonies.

The journal was kept during his extraordinary trip through the colonies. Only a portion of the Southern Section will be reproduced here as it is the only one which pertains to North Carolina postal history.

It is our goal for the next several issues of this journal to publish or re-publish the classic philatelic related material which will cover the American Colonial, the Federation, and the earliest United States periods. We will attempt to do this in chronological order. The Winter issue will contain the Journal of Ebenezer Hazard of 1777 and 1778; the Spring issue will contain Bids for Carrying the United States Mails (N.C.1794).

For map references to these articles, refer to NCPHS Newsletter, Fall 1989, the Collette map of 1770, the Mouzon map of 1775, and the Price-Strother map of 1808. The latter three are available from N.C. Archives and History, 109 East Jones Street, Raleigh, NC 27603. - Editor.



Jan. 16th, 1773 - Left our hearty Planter, and rode 4½ miles thro' heavy sand to a house called the Boundary house, because the line dividing South from North Carolina runs thro' the middle of it, one half of the hall is in one Province and the other half in another.

From this house we continued our journey in a road thro' pine barren, the stumps of trees are covered with rank wither'd grass, which makes riding dangerous; Wills at the end of 14 miles was taken with a fit of fever and ague, I was obliged to stop for him at a log hut called a Tavern. In a few hours his fit went off, and we proceeded 8½ miles to Lockwood's folly, and remained there all night.

Half a mile from the log Tavern, there's a swamp without any causeway, after rain it is very dangerous, the rider is often stop'd here; the road is bad farther. Thus far seems that no care is taken of the roads in this Province.

17th. - Good road 5 miles to a small log house; near it there's two bad bridges, and a little farther there's a very bad bridge over a run of water, and a very long bad causeway after it. From the last log house we rode 9 miles and then the road turns short off to the right leading directly to Brunswick. We proceeded straight forward thro' deep sand to a saw mill 7 miles and from thence to a Tavern two miles from Wilmington, is 14 miles farther in a deep sandy road, without a single hut, and we met but one traveller all this day. From this Tavern we see the town of Wilmington at the end of an avenue cut through

ignorance, but that I shou'd take care that the printer shou'd not defraud the office a second time, for that he shou'd never be permitted again to send a newspaper by any of His Majesty's riders.

Took a lodging in Wilmington, Mr. Hooper the deputy waited on me.

On the whole, the road from Charles Town to Wilmington is certainly the most tedious and disagreeable of any on the Continent of North America, it is through a poor, sandy, barren, gloomy country without accommodations for travellers. Death is painted in the countenances of those you meet, that indeed happens but seldom on the road. Neither man nor beast can stand a long journey thro' so bad a country where there's much fatigue and no refreshment; what must it be in their violent heats, when I found it so bad in the month of January!

When the Post comes to be well regulated there must be at least four changes of horses to carry on things with the necessary despatch on this road. Riding in the Southern Provinces must always be attended with much more expense than in the Northern. The difference in the price of horses is a great object, and then provender to the Southward is bad, scarce and dear, and the unhealthiness of the climate, soon wears out the best constitutions when 18th. - Wrote to Mr. Roupell and inform'd him of some things touching Post office affairs, and recommending Wills (from his care and anxiety to perform his contract) for the Southern ride to Savannah. Wrote to Mr. Robertson of George Town



an island, two miles across; this island is in Cape Fear River, and lyes in the manner here described: The island is a swamp, the road is laid with logs of trees, many of them are decay'd, so that the causeway is quite broken and full of large holes, in many places 'tis with difficulty that one can pass it on foot, with a horse 'tis just possible. This public avenue to the most flourishing town in the Province, will induce a stranger to believe, that the people in this country have no Laws, such is the report concerning North Carolina. This bad swamp detains the Post.

I passed the first ferry in a small leaky flat, and second in a large one but very wet.

Went to the Tavern, and while I sat there, the Post rider deliver'd a parcel of newspapers to a person in the room, demanding 2s. for his trouble, the man to whom it was deliver'd open'd it and took a letter out of it; on seeing this I reprimanded the rider in presence of good many, and forbid him to take any money for the carriage of the bundle - telling him at the same time that he had err'd thro'

with further directions concerning his office.

The rider between this place and Newbern represented to me this day that he cannot continue in the service unless his wages are augmented. I told him that I should give him an answer after I had consulted with Mr. Hooper and had examin'd the road.

19th. - Employed in reading over a correspondence between Mr. Hooper and Mr. Roupell concerning sundry matters to be settled here and at Newbern.

20th. - At the Post office. In consequence of the insight obtain'd from the above correspondence, and Mr. Hoopers explanation of matters, I got a perfect knowledge of an affair that is to be settled with Mr. Davis at Newbern; he contracted with the Post-office to forward the mails between Wilmington and Newbern; he gave it up on the 31st of August, 1771, as appears by his letter to Mr. Hooper of that date, after which time Mr. H. did actually enter into contract with one named Shepherd, who has continued in the service ever since. Davis claims payment for the riding work in consequence of his agreement with



Mr. Delancy, altho' he gave up his contract in August, 1771, and has not employ'd any rider since except for one month.

Mr. Davis is debtor to the General Post office for the monies he received during the time he acted as Deputy at Newbern; he never transmitted any account, it is my businefs to bring him to a settlement, I have for that end desir'd Mr. Hooper the deputy here to give me an extract from his books of all the letters forwarded by him to the office at Newbern, during the time Mr. Davis acted.

The Rider shou'd come through Brunswick in his way from Charles Town to this place; it is the port of entry for this town 15 miles nearer the sea. It will make the way longer, but being a trading town, and the only port of entry for all places on Cape Fear River, there shou'd certainly be a Post-office there were it only to receive the ship letters for Wilmington and the places adjacent.

Many letters come into this Port for Newbern, Edenton and all parts of the Province; the Masters of vessels throw 'em perhaps carelessly into a Tavern, there being no Post office to take them in; the complaints against this practice are loud for many letters are thus lost. The Merchants therefor Pray to have an office established at Brunswick, that all ship letters may be put on shore there that they may be certain of receiving them.

There is a growing place a hundred miles above this Town, called Crofs Creek; there's much commercial connection between the Merchants here, and those settled there, they therefor wish for a weekly Post between the Two Towns of Wilmington and Crofs Creek.

It is impossible to do anything to Purpose towards establishing a regular Post in the Southern district, on an advantageous footing to the Revenue, until the mails are conveyed weekly without stops or delays all through Virginia, and so South along thro' North Carolina all the way to Charles Town.

At present it is long before an answer can be had between Charles Town and New York (they say it requires ten weeks) that no body in either of these two places thinks of writing by Post; so that in short the Post in the Southern districk is of no benefit to Revenue and but of very little use to the Publick in its present state, but would be of infinite utility if it were once so regulated as to convey letters from New York to Charles Town in 16, 18 or 20 days. This may be done, then wou'd answers be had in five or six weeks, and correspondence by Post wou'd be preferr'd to precarious conveyances by water.

I found that it is confirmed opinion at Charles Town, that letters sent by Post are seldom deliver'd owing to some mismanagement at the Junction of the Northern and Southern districts; but it is not publickly known, that there's a Post for the Northward every fortnight.

Mr. Hooper wrote letters to Boston and sent them by Post, on purpose to see if the report was well founded; he says they never got to hand.

No Post office plan can be properly carried on in this part of the world without men versed in businefs with a certain share of the esteem of the people will take it in hand, and very few will take the trouble without an equivalent for their pains. Every Deputy shou'd have an office, for when the

publick sees letters thrown carelessly about in an open room or store, for every comer to handle it is natural to conclude and it is accordingly concluded that letters are not safe under a deputy's care. When I spoke to the deputy's about this irregularity, they one and all said, we have much trouble with the post, we cannot set apart an office, we receive the letters into our houses to oblige the Publick, and as for the Commifision it is such a trifle it is not worth accepting, we cannot neglect our affairs to give more attention to this matter. The publick good is the sole inducement for taking so much trouble as we do.

I think that if a small allowance were made to each deputy in this district, proportion'd to his Trouble, that it wou'd be for the benefit of the Revenue. I would allow from £5 to £20 Str. per ann. to the Deputys and oblige them to have a place in their houses or stores, set apart as an office, to which no person shou'd have accefs but such as may have taken the oaths of a Post officer.

I would have weekly Post from Town to Town and as soon as a regular and speedy conveyance is properly fix'd from New York to Charles Town, I wou'd advertise it in England, in all the Coffee houses and Publick places in every Trading city and Town, and in all newspapers in Britain during many months; likewise in the newspapers, Almanacks and Registers published in America.

By this means it wou'd be found, that, every year after the first or second, there will be an amazing encrease of the Revenue.

After three of four years, the mode of paying deputys may be altered, if necessary.

Frequent application has been made to Mr. Hooper for a weekly Post, between this place and Newbern; he thinks that it wou'd defray its own expence.

21st. - At the office with Mr. Hooper; it appears that he has taken much pains to keep up the riding work, and to instruct other deputys. His books are in a form given him by the late Mr. Delaney. I do not approve of it. They shou'd adopt the Northward for in everything, except in entering the letters in 4 columns, Sing: Doub: Tr: Pack't and pennyweights, instead of which say so many letters ( reducing them all to singles) at so much per amounting to so many shillings Str.

The Southern rider is irregular; his stage is too long; he shou'd arrive on Sunday evening and return towards Charles Town on Monday. Every thing is neat and in order with Mr. Hooper, who seems to be a Gentleman in every sense of the word; he is a great acquisition to the office in this part of the world. The Northern rider is punctual, but he will not take the oath nor will he give bond. The reason is obvious he makes something by way letters; no person can be found in this place or at Newbern except the present rider, for that reason I dare not prefs him, else the riding work would stop, or we should be oblig'd to pay perhaps triple the sum to another; on his return from Newbern, I will do my endeavour to renew the contract with him, and if possible, engage him to take the oath and give bond. It is exceeding difficult to find riders in North Carolina.

Mr. Hooper deliver'd to me a great parcel of Post-office accounts rendered by Mr. Hewis Deputy at Edenton, to be rectify'd and settled by me, with him. Mr. Hewis is a man of the best character, a



Gentleman of merit who has taken charge of the Post office solely to serve the Publick, as I am informed the trouble at his office is great for all the letters for any office to the Southward of Virginia are sent to Suffolk, the last office in the Northerly district, and from thence they are sent in one parcel unassorted to Edenton, the most Northerly Office in the Southern District, and Mr. Hewis is obliged to sort them, and make them up in different mails.

By a very erroneous form which the former Secretary Mr. John Stevens sent to all the Deputys as a rule to walk by, he has been led to charge commissiion on the amount of all letters passing through his hands as well those he forwards to other offices, and those in his own delivery. I will shew him that this is uncustomary and was never charged; nor allow'd to any deputy.

I am aware that he may plead that he was directed so to do, but as he is a gentleman I hope to settle the matter easily.

Mr. Hooper pays the Northern rider, Henry Shepherd, £65 Proc. per ann., equal to £36.11.3 Str., the distance is 93 miles, this he performs once in 14 days, from one place to the other and back again.

On the 22nd. - Took an account of the letters sent to Newbern and to George Town from this office, to enable me to ascertain Davis's and Dr. Tyghe's debts to the General Post-office.

23rd. - Sunday

24th and 25th. - In company hear'd it regreted that there was no safety in sending any thing to the Northward, by Post, to the great inconveniency of the people in trade in those parts.

Mr. Hogg, one of the principal merchants in this place remitted the first and second of a set of bills of Exchange by Post to Philadelphia; they never got to hand, a coaster carried the third bill safe.

Many instances of the insecurity of the conveyance by Post have been given in my presence; all that I have been able to say in answer to these matters was, that I was commissiioned to put the Posts on the best footing, that in my Survey I shou'd put every thing to right; that I suspected some mismanagement at the Junction of the Northern and Southern district, which I shou'd undoubtedly rectify.

26th. - Learnt the story of the bad causeway leading to this place, and over which the Post pafses in danger of life two miles. Publick report is, that the Governor and Province granted the ferry to Colonel William Dry for ever, on condition that he and his heirs should make and keep in good repair a high way thro' the Swampy Island before mention'd. The Colonel finds that he made a hard bargain, and he does not attempt to mend the road; he has been indicted more than once, yet the road is still bad. The King's attorney (his son in Law) has not yet prosecuted, tho' the world calls fye, and every person pafsing and repafsing is in danger of breaking a leg or an arm, yet from year to year it is complain'd of and yearly grows worse. I wrote to Colonel Dry on the strength of an introductory letter I had to the Colo., begging of him to recommend a careful person at Brunswick to take charge of a Post office there. I did intend to go down myself, but the effects of my ride from Charles Town, had render'd it painful for me to sit or walk.

27th. - Colonel Dry very politely and

obligingly wrote that in case he cou'd find nobody to take charge of the office he wou'd take care of it, until a proper person could be found.

Mr. Hooper at my request wrote to Mr. Lord the former Post Master in Brunswick, begging him to accept of a Commission. For a reason not assign'd (but be it what it wou'd it must have been a bad one) the Post was order'd not to pass thro' Brunswick in Mr. Delaney's time. Mr. Lord has answer'd that he is ready to act, whenever he shall be properly authorised so to do, on condition that a small allowance be made to him for his attendance and for office rent. The letters sent from his office will be many, the Postage received by him a trifle. I shall recommend to Mr. Roupell to comply with his request, as it will give satisfaction to the Trading body in this place.

28th, 29th, 30th. At the Hermitage a few miles from Town where I met many of the merchants, and Gentlemen planters. The improvement of the Post was often talk'd of, my endeavour was on all occasions to asfure the Publick, that it was the command of His Majesty's Post Master General to put the American Posts on the best footing possible, and that for that end solely was I sent among them.

31st. - I made a proposal to Mr. Boyd, the printer, to carry his Papers by post to Crofs Creek, a place already mentioned, once a fortnight.

The Newbern Post arriv'd regularly as he always does; the Charles Town Post not yet arriv'd tho' this is the day appointed, for that riders arrival.

Wilmington.

February the first. Mr. Boyd, the printer, proposes to ride up to Crofs Creek, and as soon as he knows how many papers he can send, he will make an offer of a sum to the office for carrying them.

The Northern rider has made a claim for extra expences for detention past the time fix'd for his departure; he waited for the arrival of the Charles Town rider until 3 o'clock; he said he was detain'd by the ferry men from George Town over the Bay, and his horse tired. Three changes are scarce sufficient for this ride.

2d. - Ordered the Southern rider always to bring certificate of his having been detain'd and by whom, or what means.

3d, 4th, 5th and 6th. - Waiting Mr. Lord's arrival from Brunswick in consequence of his promise to wait on me to receive my answer to his proposal to Mr. Hooper, but seeing that he came not, and having recover'd of my bruises, I intend to set our to morrow, as the people are very impatient to see a post establish'd between this and Brunswick.

7th. - Set out for Brunswick to survey the road, and to fix matters with Mr. Lord. I have wrote to Mr. Roupell for a commissiion for him. The bad causeway already mention'd lies in the way; after the two ferrys there's 13 miles of pretty good road, tho' some parts of it are heavy sand, all the through a miserably poor pine barren.

Mr. Lord went by water in the morning to Wilmington to meet me, his wife said that he wou'd advantage to the Revenue, and will give satisfaction to the Trading body in this place.

28th, 29th, 30th. At the Hermitage a few miles from Town where I met many of the merchants, and Gentlemen planters. The improvement of the Post was



not fail to return immediately on finding that I was here to see him, I therefore determined to wait his return.

8th. - Deliver'd to Mr. Hill, the Deputy Collector of this Port, a printed abstract from the act of the V of Geo: III concerning ship letters; he said he wou'd pay due observance to it.

9th, 10th. Mr. Lord not return'd; I then concluded that he was waiting for my return to Wilmington, and I left Brunswick; on my arrival at Mr. Hoopers, I found that Mr. Lord had left Town about an hour.

11th, 12th. - Writing duplicates of my last letters to Mr. Todd to be sent by the first vefsel from hence to England.

14th. - The Southern and Northern rider arrived here punctually and met at the office about ten in the morning, altho' the two last days were very wet; the Charles Town post came by way of Brunswick. I know not if he has as yet intention concerning the Crofs Creek proposal of which I wrote fully the first of this month.

15th. - Wrote to Mr. Roupell and to Mr. Lord on office businefs.

16th, 17th, 18th. - Waiting Mr. Lords answer to my last letter.

19th. - Received a letter from Mr. Lord, enclosing one from Mr. Roupell, which came under his cover by the last post. Mr. Roupell is very full in answer to mine concentering the Brunswick and Crofs Creek Posts; Mr. Lord excuses himself for deeping back this letter, thus, "He intended to follow the post to Wilmington; having received his Commission, his intention was to take the oath in my presence and to give Bond before me; he was taken ill on the road and oblig'd to return," and he adds, "That he will be up in a few days to receive instruction from me."

Monday 21st. - Return'd answer to Mr. Lord that I wou'd wait for him, and desir'd him in the meantime to look out for a person to carry the ship letters between Brunswick and Wilmington. A good negro will do the businefs.

Leave Brunswick every . . . . . Monday  
return on . . . . . Tuesday  
Come up to Wilmington . . Wednesday  
return on . . . . . Thursday  
Up again on . . . . . Friday  
down to Brunswick . . . . Saturday  
Rest on . . . . . Sunday

By this foot post, Wilmington will have constant communication with Brunswick, the Port.

22d, 23d, and 24th waiting for Mr. Lord.

25th. - Received a letter from him which marks no kind intention to be up, but raising difficulties about the dayly runner propos'd in my last. I think it is very necefsary to go down to settle this matter.

26th. - Left Wilmington and arriv'd at Brunswick early, went to Mr. Lord, heard the oath administer'd to him and saw him sign the bond, both which I took into my pofsefsion, I instructed him in his duty.

He cannot find a boy for lefs than £30 Proc. per ann. to go even twice a week, Mondays and Thursdays £30 Proc. is equal to £16.17.6 Str.

The Collector and Comptroller promise once again not to admit any vefsel to entry without the Post Masters certificate.

Delivered at Mr. Lord's office, blanks which

I got printed at Wilmington, abstracts of the act of the V of Geo: III with a preamble, to be shown by the Pilots to Masters of veffels.

Having fixed Mr. Lord in his office, and done all that appear'd necefsary to be done, I took my leave. He is to forward all ship letters by exprefs, until a stated regular conveyance shall be fixed; each exprefs will cost but a Triffle considering the number of letters he will carry, it is necefsary to shew much speed at first, the encouragement to carry this scheme through is great, as every merchant declares that his Captain shall put their letters into the office at Brunswick. In the evening the Charles Town Post arrived, and brought letters per the Nov'r Packet; there was none for me; this determines me to proceed to New Bern after a conference with Mr. Hooper.

28th. - Mr. Hooper proposes to hire negroe boy to go down to Burnswick twice a week; this service he thinks may be perform'd for £12 or £15 Proc. per ann.

Set out in the afternoon for New Bern in a very sultry day, 'tis reckoned 93 miles distant. From this day until the Tuesday following, on the road to Newbern. In the memory of the oldest man living there has not been such heavy rains nor of so long continuance. The whole country is overflow'd, all the bridges are carried away, every brook is swelled to a deep impafsable river, in short we are here prisoners in a country Tavern.

With infinite difficulty, and no small risk of being drown'd in pafsing the rivers in flats (a kind of boat very ill calculated for pafsing the rivers in their present state, for they run line mill sluices) we got to Newbern.

8th of March, and waited immediately on Governor Martin.

9th. - Saw the Deputy Mr. Dowce, who told me that he cou'd not attend to any businefs during the sitting of the afsembly; I also saw Mr. Hewes of Edenton (Member for that place) who takes charge of the office there; we talked office matters over.

Oné Mr. MacNair from Halifax on Roanoke represents, that if the mails were forwarded from Virginia that way to the Southward, two wide and dangerous ferrys wou'd be avoided, and that it wou'd not be farther about; but in this case what becomes of Edenton.

25th. - From my arrival have not been able to do any Post office businefs as Mr. Dowce was otherwise employ'd and cou'd not attend. He informs me to day that his businefs as a Surgeon makes it impofsible for him to give the requisite attendance and attention to the Post office and therefore he begs that a deputy may be appointed in his stead.

I intend to examine the road from hence to Halifax and from thence down to Edenton and examine the road from that place to Newbern; and after a settlement of Post office affairs return to Halifax and Survey the road from thence to Suffolk in Virginia.

26th. - Left Newbern. Rode 8 miles to Bachelors creek over which there's a bridge; it is now down but will be rebuilt in a few days, 20 miles farther Swifts creek, the bridge in the same way, 15 miles farther put up at a Tavern.

27th. - A mile farther crofsed Tar River 200 yards wide in a fine flat, by going round a mile or so, and keeping the bank of the river near, one can pafs over a bridge 30 miles higher up at a village



called Tarborough.

We proceeded 14 miles and crossed a bridge over Conetaw Creek and 31 miles farther lodged at a miserable hut.

28th. - Proceeded 16 miles farther to a creek easily to be passed at all times and 8 miles farther sometimes over rising grounds to

Halifax.

The road all the way is a hard dry sand. This place contains about 50 houses, stores are kept here to supply the country round with European and West India Commodities for which Pork, Tobacco, Indian corn, Wheat and Lumber are taken in return. The distance from this place to Newbern is 115 miles.

Travellers from the Northward to Charles Town generally pass this way to avoid the ferries over Albemarle and Pamlico sounds. This Town is distant from Suffolk in Virginia 75 miles, and the same distance from Petersburg.

As there's no established post between any Town in Virginia and Halifax they employ a private rider to bring their letters from Williamsburgh once a week, this rider passes through Petersburg.

The people here wish to have this made a Post Town in the route of the Post to Charles Town. I shall be a better Judge of the propriety of changing this route after having passed between Edenton and Newbern.

4th April, left that place, and the 9th got to Edenton. We crossed the Roanoke at Halifax 200 yds. wide in a fine flat, at a place called Windsor, we crossed Salmon creek and we crossed Chowan after a gale of wind which detained us two days at the ferry house, the ferry from Dawsons to Town is 8 miles. From Halifax to Edenton is 90 miles. Edenton is the most Northerly Post Town in the Southern district, distant about 30 miles from the line dividing Virginia from North Carolina, and 55 from Suffolk, in a fine road. This place has but little intercourse with Great Britain, but it has great trading connection with the West Indies. The Town contains 160 houses and about 1000 souls Whites and Blacks. The ferry over the Sound of Albemarle occasions many delays to the Post when an Easterly wind blows; or when the wind is strong at West, it is impassable for the Passage boats, which are none of the best.

Mr. Hewes was in the country, and did not return to Town before the 12th. He has no office set apart but receives the letters in his counting house, and one of his clerks delivers them.

He informed me that though he had remitted his accounts, they were yet unsettled, and he demanded time to make them out for me (ever since he had charge of the office) and promised to deliver them by the 18th.

He was punctual to the time; by the State, delivered, there appeared a balance of £26 Str. due to him; I examined them, found them without error and drew a bill on Alex'r Colden Esq'r Comptroller of the Post office at New York, for that sum in his favour.

It is to be observed, that the money received by Mr. Hewes for Postage, never paid the Commission charged by him. As has been mentioned before, Mr. Delancy sent him a Form by which to model and keep his accounts, he pointedly observed that form, and charged 20 per ct. as well on all letters passing through his hands if sent from other offices, as on the or northward of him were sent to him, on these he

he charged commission, and thus his commissions amounted to more than the moneys received at his office and every quarter there arose a balance to him.

If he had remitted a regular quarterly account to Mr. Roupell, he would have checked him and sent him a proper form, but he never sent any before July 1773.

As soon as Mr. Roupell received them he informed him of his errors, and employed Mr. Hooper Deputy at Wilmington to put him to right, but Mr. Hewes insisted on his being right, and so in fact he was, for he followed exactly the instructions given him. Thus the affair now stands; and I find that it would be a hardship on Mr. Hewes to make him give up his claim, even if I could, it has been nothing to him, one of his clerks had the profits. By insisting on this matter the office would lose a careful officer, a man of sense and Character, who will do every thing in his power to advance the interests of the office.

For these reasons I settled the affair with him by paying the old balance, and on his part he will observe the proper form, charging only 20 per ct. on the amount of postage received by him, which will be but a mere trifle.

The Post days at Edenton are as follows.

The Post from Suffolk arrives on Wednesday at noon once every fortnight very regularly.

The mail for the Southward lies at this office until the Friday in the week following.

The rider from Bath Town arrives here on that day with the mail from the Southward, and carries back to Bath the letters for the Southward, which have lain so long here.

The mail brought by the Bath rider lies here from Friday until Monday, when they are sent to Suffolk by Mr. Hewes's rider, who returns to this place on Wednesday at noon with the mail from the Northward, and so on continually.

The letters for the Southward lose ten days here, and those for the northward lose three. Perhaps in former times letters may have been lost at this place, there's no apartment appropriated for their reception, and they lie loose in an open counting house, and lie for a long time. But were all Post Masters to put up their letters in a proper manner, and direct each parcel for the office of delivery, much trouble would be saved to this office; and there would be less risk of losing letters, yet risk there will always be until each Deputy provides a place for his letters to which no person may have access but such as have taken the oath.

Mr. Hewes pays £26 Str. per ann. for riding work between Edenton and Suffolk.

19th. - Crossed over Albemarle Sound from Edenton to the opposite Shore 12 miles, it is often impassable for days it renders it inconvenient for a Post route.

20th. - Proceeded to Bath in a level firm road through a very poor country, it is a small insignificant place on Pamlico River. William Brown the deputy does not receive 40 s. per ann. for Postage in this place; he never kept a book, he has his accounts of receipts of Postage on scraps of Paper, by the time that I return on my way to Virginia he will have his account made out.

He contracts with the Office for carrying the mails once a fortnight between Newbern & Edenton for



which service he has £46 Str. per annum.

He says the distance from Newbern to Bath .  
 . . . . . 51 miles  
 from Bath to Edenton ferry . . . 41 miles  
 93

Mr. Roupell instructed me to reduce the price of this ride if possible, and to bring it on the footing of the ride between Newbern and Wilmington and equal distance, but Mr. Brown would not hearken to this proposal. He says he must give it up if any thing is taken off.

#### Post Days from Bath.

The rider sets out on Thursday once a fortnight, and he arrives at Edenton with the Southern mail on Friday, if the wind permits him to cross over Albemarle sound a passage of 12 miles.

There he leaves the mail from the Southward and takes up the mail from the Northward, and arrives with it at Bath on Sunday morning; this mail lies at Bath until Friday (losing 5 days) when they are dispatched for Newbern, and there arrive on the evening of that day, and there he exchanges mails, and returns to Bath on Sunday morning, where these letters lie until Thursday (losing 4 days) and thus the round trip is kept up.

The Province pays the ferry men double fare for passing His Majesty's Couriers; by this means the Post is never detained at ferries when there's a possibility of passing.

21st. - Cross'd from Bath over Pamlico 5 miles, the ferry boats are not very good. From this river to Neuse ferry opposite to New Bern is 38 miles good road, except 3 or 4 miles nearest Neuse ferry it is heavy sand, the ferry is a mile over and the boat is very bad.

From the 22d April to the 6th May settled accounts with Mr. Dawse, who resign'd his office.

Mr. Tomlinson succeeds him as Deputy Post Master, I instructed him in his duty, gave him forms, &c., and I shew'd him how to make up the mails, and enter them in his books after which I left New Bern on the 17th in the intention to visit and examine the road from Halifax to Suffolk in Virginia.

At Halifax I spoke with Mr. William Martin (one recommended by the principal people in Town) about taking charge of an office in case one should

be established here; he is willing to accept of a Commission.

16th. - Cross'd the Roanoke and rode 41 miles to Wynton a small Town on Chowan River, fifty miles from the mouth.

17th. - Crossed Chowan in a fine skow, the river may be 150 yds. wide here. Road by Sommerton a small village of no note to Suffolk 34 miles:

The road is in general good; in some places there's loose heavy sand.

The present Route of the mails for the Southward beginning at Williamsburgh will measure  
 From Williamsburgh to Norfolk . . . 54 miles  
 N.B. This includes a ferry of 18 miles.  
 From Norfolk to Suffolk . . . . . 28 miles  
 To Edenton . . . . . 55 miles  
 To Newbern including two ferries, one of 5 and the other of 12 miles . . . . . 93 miles  
 230

The proposed Route to avoid the Ferries will be  
 From Williamsburgh to Petersburg . 75 miles  
 Petersburg to Halifax . . . . . 75 miles  
 Halifax to New Bern . . . . . 115  
 265

Difference 35

The difference between the two roads appears to be 35 miles in favor of the present route, but by the other way there's no tedious ferries, there's 37 miles of water in the road the post now goes, three tedious difficult ferry's very often impassable.

The Tardiness of the post discourages correspondence by his Majesty's mails to and from the Southern district.

From what I have heard said in the Carolinas on the subject of the Posts, it is my opinion that if there were a regular weekly post establish'd from Town to Town in the Southern district, correspondence would increase much; and to avoid delays, the route should be changed and the Mails for Petersburg, Halifax, Tarborough, Newbern, Wilmington, Brunswick, Geo: Town and Charles Town, be sent the upper road, from New Castle or Williamsburgh.

A view of the progress of His Majesty's mails from the time that the Post leaves Charles Town in South Carolina until his arrival at Suffolk in Virginia.

The Post leaves Charles Town of a Wednesday and arrives at	number of miles rode	Day of the arrival of the mails at the different stages.	number of days on road	days the mails are at rest
George Town . . . . .	60	Friday . . . . .	3	
Brunswick . . . . .	115	Sunday . . . . .	5	
Wilmington . . . . .	15	Monday . . . . .	6	
New Bern . . . . .	93	Thursday . . . . .	9	9
Bath . . . . .	43	Sunday . . . . .	19	4
Edenton . . . . .	52	Friday . . . . .	24	3
Suffolk . . . . .	55	Monday . . . . .	27	
	27		433	16

By this it appears that the mails are 27 days on the road between Charles Town and Suffolk in which time they travel 433 mile which is but 16 miles per day. It is here shewn that the letters lie by 16 days at different offices.



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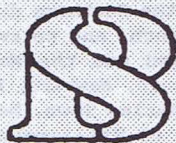
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