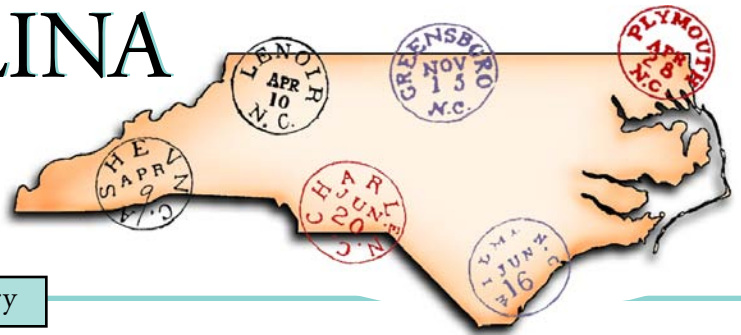


# NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History

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## Bayonets and Rails for the Confederacy



## North Carolina's Reconstruction Years



## Prussian Closed Mail from North Carolina

## PRESIDENT'S MESSAGE

It is not too early to plan to attend the annual meeting of the North Carolina Postal History Society, which will be held in conjunction with CHARPEX 2012, July 21st and 22nd. This year CHARPEX will at a new location, the Grady Cole Center, 310 King Drive, Charlotte, NC 28204-2239. It is conveniently located on the Central Piedmont Community College Campus just off I-277 and Route 74. Site location details are available on the CHARPEX web site, <http://www.charpex.info/>. CHARPEX 2012 will be hosting the Machine Canceled Society and the North Carolina Postal History Society this year. I hope you will be able to attend.

We had a serious setback with the development of our web site, which I hope soon will be corrected. The site development was about 85 percent completed when the site designer stopped working on the site and stopped communicating with us. We have no idea what has happened to him and fear the worst. After almost three months without contact we have begun to start over again, building the site from scratch. While we are unable to salvage any of the original work, the previous effort helped define what we wanted and produced most of the data that was desired for the site. Hopefully, it will be much easier to build the new site since we have the basic model.

The status box of the *North Carolina Postmark Catalog Update* will show many new changes. Four new counties have been added, Johnston through Lenoir, while Alamance through Beaufort Counties have been brought up to date. They will be on the Smithsonian National Postal Museum web site by the time you read this. The date in parenthesis after the name of each county in the on-line listing will tell you the date of the most recent file posted. To date 2,815 pages have been created and just under 11,000 new markings not previously documented have been recorded. The update available on-line now has 54 of the 100 counties in North Carolina and one of the three

## IN THIS ISSUE

<b>Bayonets and Rails for the Confederacy: The Jonathon McGee Heck Story</b> by Charles F. Hall, Jr.....	3
<b>North Carolina's Reconstruction Years, 1865 - 1876</b> by Tony L. Crumbley .....	11
<b>Mystery Cover</b> .....	16
<b>Prussian Closed Mail from North Carolina</b> by Richard F. Winter.....	17

largest cities. Since the county file sizes for three counties will be very large because they contain the three largest cities, Charlotte, Greensboro, and Raleigh will be in files separate from their counties. Greensboro is the first that is on-line.

This issue has interesting articles about Confederate North Carolina, Reconstruction North Carolina, and mail sent overseas by the U.S.-Prussia postal convention, each from some of our regular contributors. I think you will enjoy the articles.

Please remember to pay your dues for 2012 if you have not already done so. Check your mailing address label to see if there is a red dot on it. This will mean we have not received your dues payment. There are less than a dozen members who are delinquent. Are you one? If you are, please make your payment to Bill DiPaolo, our Secretary-Treasurer. Donations above the regular membership amount of \$15 are deductible and will be very helpful to our small society.

Two Board of Directors positions are coming up for renewal. If there are any members who would like to serve on the Board please contact either me or Tony Crumbley. We can be reached by email as shown below.

As always, I welcome your comments and suggestions for improving the society. Please feel free to call me at home (336 545-0175), send me an e-mail message at [rfwinter@bellsouth.net](mailto:rfwinter@bellsouth.net), or write to me at the mailing address shown below.

*Dick Winter*



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## Bayonets and Rails for the Confederacy: The Jonathon McGee Heck Story



by Charles F. Hall, Jr.

The Spring 2002 *North Carolina Postal Historian* (Whole 78) featured an article by Tony Crumbley and Phil Perkinson entitled, "The Raleigh Bayonet Factory." It illustrated a cover with a Heck, Broddie (sic) & Co. corner card. This company was formed by Jonathon McGee Heck and William Brodie in August and September 1863 to produce bayonets under contract to the Confederate States Armory at Richmond, Virginia. In this issue, the author provides additional research material to expand the narrative of Jonathon M. Heck and the importance of his industrial enterprises to North Carolina and the Confederacy.

Sectional tensions that had been building for decades were ignited on November 11, 1860, with the election of Abraham Lincoln to the presidency. His election was the catalyst for the secession of the Southern States beginning with South Carolina on December 20, 1860. The Confederate States of America was established on February 4, 1861, and was initially comprised of South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana and Texas. North Carolina remained formally uncommitted until President Abraham Lincoln called for troops from the states remaining in the Union to subjugate the Confederate States following the bombardment of Fort Sumter on April 13, 1861. North Carolina was unwilling to fight against its southern neighbors and the Legislature voted to secede on May 20, 1861. On the same day, the Provisional Confederate Constitution was ratified in Raleigh.

Despite the generally popular enthusiasm in the newly formed Confederate States, the South was almost totally unprepared for war. Colonel Josiah Gorgas, Confederate chief of Ordnance, aptly stated:

Within the limits of the Confederate States there were no arsenals at which any of the material of war was constructed. No arsenal except that at Fayetteville, North Carolina, had a single machine above a foot-lathe. Such arsenals as there were had been used only as depots. All the work of preparation of material had been carried on at the North; not an arm, not a gun, not a gun-carriage, and except during the Mexican War, scarcely a round of ammunition has for fifty years been prepared in the Confederate States. There were consequently no workmen, or very few of them, skilled in these arts. No powder, save perhaps for blasting, had been made at the South: there was no saltpetre in store at any point: it was stored wholly at the North. There was no lead nor any mines of it except on the Northern limits of the Confederacy in Virginia and the situation of that made its product precarious. Only one cannon foundry existed: at Richmond. Copper, so necessary for field artillery and for percussion caps, was just being produced in East Tennessee. There was no rolling mill for bar iron south of Richmond; and but few blast furnaces and these small, and with trifling exceptions in the border states of Virginia and Tennessee.

Since the South lacked a standing army, the states formed their existing militia units into infantry, artillery and cavalry regiments using arms already issued to the militias or stored in former Federal arsenals and storage facilities. The former United States Arsenal at Fayetteville, North Carolina, had 37,000 mostly antiquated arms stored there. Those that were serviceable or could be converted to the improved percussion system were soon distributed to state forces, mostly North Carolina troops.

The Confederacy, however, needed many more arms and tried to find stocks of arms and equipment and to locate or promote the establishment of contractors to the army and navy.

The central government and the states cooperated to varying degrees to supply their troops, resulting in a force equipped with arms, equipment and supplies purchased abroad, fabricated in government arsenals or made by private concerns under Confederate or state contracts. Both the North and South sent purchasing agents to Europe to buy arms. The south relied greatly on these imported arms to compensate for its lack of industrial capacity. Another important source of arms for the Confederacy was captured arms from the United States Army. For instance, approximately 12,700 Federal troops surrendered to Lt. General Thomas "Stonewall" Jackson on September 15, 1863, at Harper's Ferry Virginia. The Federals surrendered approximately 13,000 small arms, 200 wagons and 73 cannon. This one capture of small arms exceeded the entire production of the Fayetteville Arsenal and Armory.

War consumes great quantities of not only men and money, but also arms, equipment and supplies. In addition to captured and purchased arms, it was critical to expand domestic production as quickly as possible in order to equip the growing number of troops and replace battle losses.

Initially, there were only two Confederate armories that could produce small arms. These were the Confederate States Armory at Richmond and the Fayetteville Arsenal and Armory. Both of these armories used machinery removed from the former United States Armory at Harper's Ferry, Virginia, at the beginning of the war. The Tredegar Iron Works in Richmond was the primary producer of field and seacoast artillery, iron plates, boilers, artillery carriages and accoutrements and as well as a wide variety of other iron products for the Confederacy. There were a few smaller iron foundries and some produced field artillery, but all the other iron works never approached the production of Tredegar. The scarcity of iron and other important raw materials, such as copper, continually handicapped the war effort and the arms industry never



reached its potential. Since the Ordnance Bureau could not meet the South's needs, the government encouraged and relied heavily up on private companies and contractors.

Several important private armories sprang up to produce arms for the Confederacy, notably Cook and Brothers of New Orleans and Georgia, Spiller and Burr of Atlanta, and The Confederate States Armory, a private company located at Wilmington and Kenansville, North Carolina. The C.S. Armory at Richmond, however, remained the largest single domestic producer, but the demands on its facilities required that they look to private contractors to help meet the military's needs.

One of these contractors was Col. Jonathon McGee Heck (Figure 1). Col. Heck, as he generally was known, was the quintessential business man, who continuously was starting or was a principle in a variety of enterprises, mostly in mining, iron manufacturing and land development during and after the Civil War. He was originally from Monongalia County, Virginia, now in West Virginia. He practiced briefly as an attorney and acquired property in Virginia. When Virginia seceded, Mr. Heck offered his services to his state and to the Confederacy. He received a commission as colonel of the 31st Virginia Volunteers in May 1861. His regiment participated in the Battle of Rich Mountain, where, in very difficult circumstances, he and his regiment were surrounded and captured by the Federals. Following the practice of the time, he and the other prisoners were paroled. Colonel Heck did not return to military service because of his parolee status, but he served in the Virginia General Assembly. In 1863, he and his family relocated to Warren County, North Carolina, where he bought 2012 acres on Shocco Creek from William D. Jones, who was also Sheriff of Warren County. Col. Heck later moved to Raleigh.

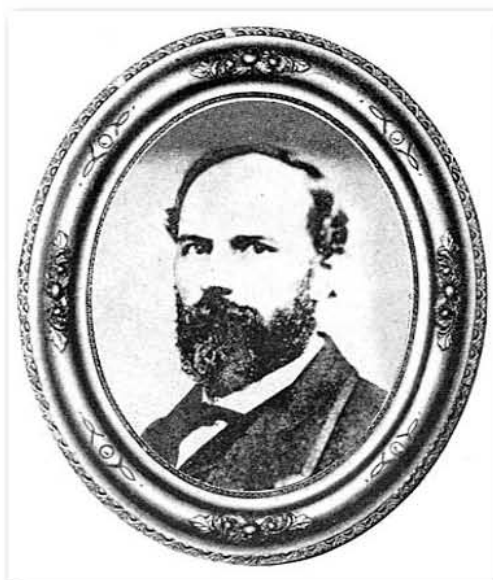
Following his military service, Col. Heck became a government purchasing contractor. He gained valuable knowledge of the resources, industrial capacity and needs of the Confederate government. At some point he became interested in establishing a business in Raleigh, and this may have been influenced by Raleigh's location far from the Virginia battlefields.

North Carolina tried to clothe and equip its own forces as much as possible. The state contracted with a number of companies to make clothing, weapons and equipment for this purpose. Heck's contracts appear to have been with the Confederate government rather than with North Carolina. Raleigh was a center of government but not of manufacturing. A few businesses made products for the war effort. There was a clothing factory and the state School for the Deaf and the Blind on Caswell Square, which produced small arms cartridges. Charles Kuester, a Raleigh gunsmith, reportedly made percussion caps. The Raleigh Powder Mill operated on House Creek, and later, Whitaker's Mill, on Crabtree Creek.

Sometime in mid 1862, Jonathon M. Heck contracted with Confederate Ordnance Bureau, through Captain William S. Downer in Richmond, to produce 10,000 bayonets based on

specifications from the C.S. Armory at Richmond. Part of the reason Heck concluded his bayonet contract with Richmond Armory was his Virginia connections and his ownership of the iron works in Raleigh.

Col. Heck soon identified a site for his factory. Silas Burns had opened an iron foundry prior to the war and operated machine shops. On August 5, 1862, Heck and his business partners, Orlando Shay and Bailey P. Williamson, entered into an agreement to purchase a foundry and machine shop that had been owned by A. A. Pittman and Company. It was the Novelty Iron Works and was managed by Silas Burns. It is thought to have been located at West and Hargett Streets, a few blocks north of the North Carolina state capitol building. The new company, in which Heck was a principle owner, was called Shay, Williamson & Company and operated as the North State Iron Works. This company appears also to have operated as the



▲ **Figure 1.** Jonathon McGee Heck, an ambitious and able businessman who developed a number of enterprises during and after the Civil War in North Carolina. (Courtesy N.C. Department of Archives)

North State Iron and Brass Works, as evidenced by the cover illustrated in Figure 2. Mr. Shay was responsible for the financials and Mr. Williamson supervised operations. It is reported that the company made brass uniform buttons and mountings also; however no military buttons or other brass products have been identified as being made by the company. There are, however, Civil War period military buttons worn by North Carolina troops whose makers are unknown. The North State Iron and Brass Works is likely the location where bayonets were manufactured for the Raleigh Bayonet Factory until operations were moved to the Deep River area in late 1864.



▲ **Figure 2.** The North State Iron and Brass Works, Raleigh, N.C. corner card on December 11, 186x cover from Petersburg, Virginia, to Dallas (Gaston County). (Tony Crumbley Collection)

Both were principally operated by Col. Heck.

In summary, the Novelty Iron Works was purchased by Heck and his partners, renamed the North State Iron Works (operated also as the North State Iron and Brass Works) and manufactured bayonets for the Raleigh Bayonet Factory, another Heck enterprise. There is no documentation that the Raleigh Bayonet Factory operated at a separate location and it is very likely that the two Heck operations shared the same location.

The site of the North States Iron & Brass Works seems to have had a postwar role. In 1866, the state contracted with the Jewett Patent Leg Company to fabricate artificial limbs for disabled North Carolina Civil War veterans. The contract called for the state to provide Jewett's with a building and a \$5,000.00 advance to manufacture artificial limbs to the state for \$75.00 a piece. Postwar North Carolina Governor Jonathon Worth provides a possible clue when he asked in an April 19, 1866, letter if it could be located "in the north part of the city." He goes on to describe the building as having been "used-perhaps erected, for the manufacture of bayonets." He was almost certainly referring to the North State Iron Works, located at West and Hargett Streets, the likely site of the Raleigh Bayonet Factory. Additional research may confirm this suggestion.

As far as is known, the company was contracted to produce only bayonets and their scabbards. There is a paucity of documentation about the operations of the company and the exact pattern of the bayonet, which must be deduced from contemporary descriptions. The bayonet was known to have a triangular blade with a socket to slide over the front sight of the rifle and rotate to lock the bayonet in place. Figure 3 depicts what is believed by references on the subject to be a product of the Raleigh Bayonet Factory. It was designed to fit the .58 caliber US Model 1855 Rifle Musket produced at the Richmond

Armory on machinery moved in 1861 to Richmond from the former U.S. Arsenal at Harper's Ferry, Virginia. One documented specimen is "16 and 7/16" long and has an inside (bore) diameter of .789 inch, which fits the 1855 Rifle Musket. The blade itself, not counting the socket, is 13.5" long and 7/8" wide. One example is unmarked except for an engraved number "115" and a small letter, "C" or "G" stamped on the blade. The specimen illustrated in Figure 3 also illustrates the leather scabbard that would have fit into a leather belt frog. It is missing a lead or pewter filial at the bottom of the scabbard.



▲ **Figure 3.** An example of what is believed to be a product of the Raleigh Bayonet Factory. (Courtesy of William Ivy, *North Carolina Schools of Longrifles 1765-1865*).

On June 11, 1863, Heck signed another contract with Colonel J. Gorgas, chief of the C.S. Ordnance Bureau, to produce an additional 35,000 bayonets. The contract reads, in part"

....to be made according to a pattern furnished by the Dept of iron tipped with steel three square in shape, not fluted, but plain on the faces to made of different sizes to fit the arms now in service part with clasps and part without as shall be directed, to be delivered at the rate of five hundred per month for the first five months from the 15th June instant and after that at the rate of twenty five hundred per month at the price of eight dollars each all to be subject to inspection and approval of an officer of the Dept. dispatched for that purpose.

Since the contract stipulated that the bayonets were to be made to fit the arms then in service, it is likely that the bayonets were produced in more than one size. The sizes of weapons then in use were, in general, .58 caliber of various Confederate and Federal makers, older .69 conversions from flintlock, and

several imported types such as the .577 Enfield and the .54 Austrian Lorenz. There were small quantities of rifles of other calibers but it is not likely these were associated with the contract. The bayonets, therefore, were probably made in the two most prevalent calibers, .58 and .69. Since the bayonets were produced according to a pattern furnished by the Richmond Armory, the bayonets of the Raleigh Bayonet Factory may be indistinguishable from those made by the Richmond Armory. Production began on the second contract soon after it was signed and if the monthly production goals were met, the contract would have been met in 18 months, or by December 1864. During all or most of this time, the bayonet factory was located in Raleigh. Heck complained that he did not receive enough iron from the Richmond so it is unknown how many bayonets were actually produced at Raleigh or later at Deep River.

Heck apparently required additional capital for the new contract. In August and September 1863, he formed a partnership with William S. Brodie, a Warren County native. Brodie purchased a one third interest in the company, which was to be called "Heck, Brodie & Co." A deed was executed November 3, 1863, that gave him one third interest in the property and machinery for the sum of \$33,333.33. Col. Heck also took in another partner, Reese Butler (Figure 4). Mr. Butler trained at the United States Armory at Harper's Ferry before the war and was foreman of the machine shop there. After Virginia's secession, he was foreman of the machine shop of the C.S. Armory at Richmond and helped set up the rifle machinery brought from Harper's Ferry to the Fayetteville Arsenal and Armory. Later in 1862, he became superintendent of the Spiller and Burr Pistol Factory in Richmond, Virginia. When the company moved to Macon, Georgia, Butler moved to Raleigh and became

superintendent of the Raleigh Bayonet Factory, then operating under the name of Heck, Brodie & Co. When the bayonet operation moved to the Deep River area, he went there and was involved in manufacturing operations during and after the war.

The Raleigh Bayonet Factory, as did all southern industries, suffered from a chronic shortage of raw materials, particularly iron. The Tredegar works was the primary producer of artillery, rolled iron, barrel blanks and other iron products for the military, private industry and the railroads, but it could not meet its orders consistently and did not produce railroad iron at all. Other iron works were developed during the war, particularly at Selma, Alabama, Rome, Georgia, and Atlanta, but Tredegar remained the largest producer. There were simply not enough iron mines, furnaces, manpower and transportation to meet the

country's needs. The Raleigh Bayonet Factory's contract called for the C.S. Armory at Richmond to provide the socket and blade iron for bayonets and coal for power to the factory. The armory had to obtain its raw iron from Tredegar and a small number of area mills, but could not meet its contract commitments to Col Heck. Raleigh Bayonet Factory correspondence document Heck's appeals for socket iron, leather for buffing and assistance with obtaining coal. Figure 5 illustrates a cover showing the Raleigh Bayonet Factory corner card on a August 20, 1864, envelope from Raleigh to Henderson (Granville County). Note the similarity of this corner card to that in Figure 2 of the North State Iron & Brass Works.

The continued inability of Richmond to provide iron and coal led Col. Heck to look to the Deep River area of North Carolina for a reliable supply of these materials. This was made more urgent by the requirements of the second contract for 35,000 bayonets. Heck's plans would rest on several Deep River enterprises: the Endor Iron Works, the relocated Raleigh Bayonet Factory, the Lockville Mining and Manufacturing Company, and the Gorgas Mining and Manufacturing Company.

The Deep River iron and coal fields were located in Chatham, which includes present day Lee County. As early as the late 1700s, the Deep River basin showed promise as a source of water power and mineral resources, navigation through its connection to the Cape Fear River in Chatham County. From the late 1700s into the early 20th century, attempts were made by the state and private companies to improve inland navigation on the Cape



**Figure 4.** ►

Reese Helm Butler was one of Jonathon Heck's partners and was superintendent of the Raleigh Bayonet Factory. (<http://www.csarmory.org/spiller/page3.html>).

Fear and Deep Rivers by building dams and locks to maintain water levels. Improved river navigation, it was hoped in the pre-railroad days, would enable mineral resources, principally coal, to be transported down the Cape Fear River all the way to Wilmington. It is recorded that by 1859, steamboats made trips, if irregular, to the Egypt Coal Mine on the Deep River. River transportation never realized its potential because of the difficulty of maintaining the locks and dams to provide sufficient water levels. By the mid-1800s, railroads had proved their reliability. The Western Railroad, completed in 1862, connected the Egypt Coal Mine with Fayetteville. From there, coal was shipped down the Cape Fear River to Wilmington. The Chatham Railroad was chartered in 1855 to connect Raleigh with Lockville on the Deep River, but by 1865, was





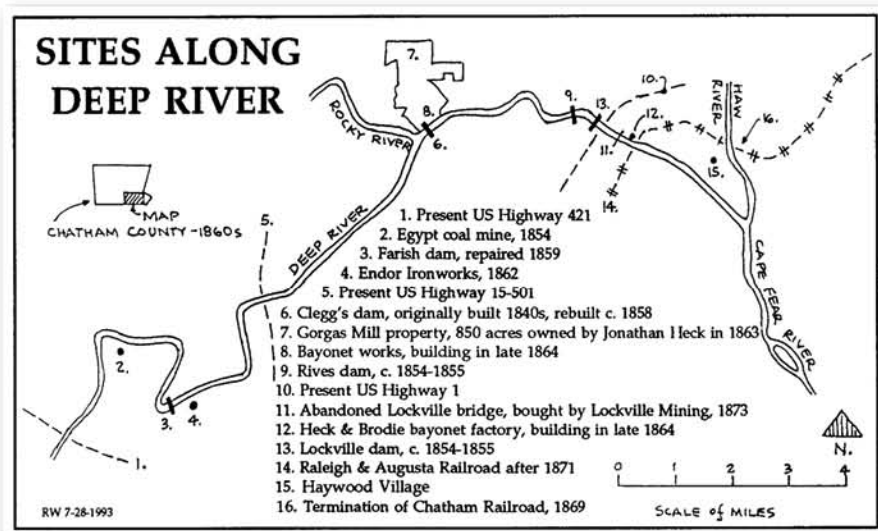
▲ **Figure 5.** Heck, Broddie (sic) & Co., Raleigh Bayonet Factory, corner card on cover mailed on August 20, 1864, to Joseph S. Jones, Henderson (Granville County), the Sheriff of Warren County, with a 10 cent blue type II Archer and Daly stamp and a 26 mm Raleigh CDS. The corner card misspells Mr. Brodie's last name, which in all references is spelled "Brodie." Notice the similarity to Figure 2 with the corner card of the North State Iron & Brass Works. (Tony Crumbley Collection)

only completed as far as Cary, possibly because of a lack of rails. The railroad bed, however, had been prepared as far as Haw River. The Deep River area also contained significant deposits of iron ore. Iron furnaces, such as the Endor Iron Works, were constructed. In short, Confederate ordnance officials and private contractors thought that the Deep River area and its water power, coal mines, iron ore, river and rail transportation would provide a complex of industries that could meet the Confederacy's needs for iron to make arms, rails and other war materials, all safe from the Federal military threat. Figure 6 depicts important industrial sites on the Deep River during the Civil War.

Iron had been mined in the Deep River valley area in the eighteenth century and the Wilcox Iron Works produced iron for military purposes during the American Revolution. In 1857, the state geologist, Ebenezer Emmons, reported on the important iron and coal reserves in the Deep River valley and proposed it as a site for a national foundry. Compared to the Pennsylvania coal fields, the Deep River reserves were modest, but in the nineteenth century, the potential was thought to be considerable. Time did not validate this hope, but at that time,

the Deep River area offered a very promising source for iron and coal.

When the need for iron became critical during the Civil War, the Endor Iron Works was chartered in April 1862 and a smelting furnace was built that year, a 32 foot square structure 35 feet tall. It was started by the J & D McRae Company from Wilmington, along with J.W.K. Dix and a Virginia iron maker, Benjamin J. Jordan. Endor was to produce pig iron for the Tredegar Iron Works in Richmond. Iron ore was purchased from nearby Buckhorn, owned by the Buckhorn Iron Company and was brought to the Endor furnace by boat and barge. Coal for coke, an essential ingredient in making iron, was brought in by wagon from the Tysor Place coal field. A 60 hp steam engine was purchased on July 22, 1863, and transported to the Endor furnace. Production figures for the Endor are fragmentary and it is not known if the furnace met its contract requirements with the Confederate War Department. In August 1864, the Endor Iron Works was sold to the Lockville Mining and Manufacturing Company, another one of



▲ **Figure 6.** Important industrial and geographical features of the Deep River, showing the Endor Iron Works, the Egypt Coal Mine, two bayonet factory locations, the Gorgas site and site of the Lockville Mining and Manufacturing company. (Courtesy of the Chatham County Historical Association and the research of Robert A. Wiesner.)

Jonathan Heck's enterprises. With the purchase of Endor, Heck had a reliable source of pig iron as well as ore, coal, limestone and timber.

After Jonathon Heck and his partners bought the Endor Iron Works, he notified the Confederate Ordnance Bureau in September 1864 that he planned to move the Raleigh Bayonet

Factory to Deep River where he could procure coal and iron. A bayonet factory was located at two sites in this region. One was at Lockville, the location of the shops and mills of the Lockville Mining and Manufacturing Company near the confluence of the Deep River and the Cape Fear River. The other was on the Gorgas Mill property, near the junction of the Rocky River and the Deep River. Jonathon Heck owned 850 acres there in 1863 and he was an incorporator of the Gorgas Mining and Manufacturing Company. While no current evidence places the location of the Raleigh Bayonet Factory there, nor are there available records to establish how many

concluded his first bayonet contract. In August 1864, the Lockville Mining and Manufacturing Company, another Jonathon Heck company, bought the Endor Iron Works. Production records are incomplete, but scanty records of December 1862/January 1863 and December 1863 indicate a daily production, when in operation, of about 2.2 to 2.4 tons per day.

The industrial center planned for the Deep River required coal. The principle source of coal was the Egypt Coal Mine. Coal had been mined there in the 1700s and significant amounts of high grade bituminous coal were produced before and during the war. Construction of the Western Railroad to link Fayetteville to the Egypt mine began in 1858 and by 1861, had been completed to within two miles of the mine at McIver Station. The last two miles were difficult to complete because of large rock formations, but by July 1862 the final link was finished and coal could be shipped the entire distance to Fayetteville, which was an inland port on the Cape Fear River. The terminus of the railroad was at the Cape Fear River docks. From there, coal was shipped down river to Wilmington, where it was used to coal steamers. While easily-mined iron proved elusive at the Deep River, coal supplies were sufficient during the wartime period. A depot was built at the Egypt Mine terminus of the railroad, but there was not a post office there until the Egypt Depot Post Office was established on April 23, 1867. There was a post office in the vicinity named Branch that was established on March 14, 1856. The Endor Iron Works is not known to have bought coal from the Egypt Mine, even though it was the logical choice because of its close proximity. Instead, the Endor furnace obtained



▲ **Figure 7.** An early Egypt Depot cover, circa 1867-1870, to Fayetteville (Cumberland County) during the Reconstruction period. This post office was at the northern terminus of the Western Railroad near the Egypt Coal Mine. (Tony Crumbley Collection)

its coal from the Tysor Place coal fields. Egypt was central to Deep River industrial development, and Jonathon Heck attempted to obtain coal from there when the Raleigh Bayonet Factory was located in Raleigh. Figure 7 illustrates an early post-war Egypt Depot cover.

The Egypt and nearby Coal Glen mines were worked until 1922 when the Egypt Mine closed, followed by the Coal Glen Mine in 1951. Fatal explosions and frequent flooding were the causes of the mine closings. Another post office in the Deep River area in 1861-65 was at Gulf, where personal and business mail in that area could have been processed. Figure 8 shows a cover mailed from the Confederate industrial period. One of the final acts of the war in North Carolina occurred at the Egypt Coal mine early on March 11, 1865, when most of the machinery from the Fayetteville Arsenal and Armory was moved on the Western Railroad to the Egypt mine, where hopefully it would be safe from Sherman's army. The arsenal staff and Arsenal Guard, the 2nd Battalion, N.C. Local Defense Troops, accompanied the machinery. The war ended before the machinery could be re-used; however, Sherman had

bayonets were manufactured at the Deep River location, it is a logical conclusion that Heck moved his factory here. It has been conjectured that there were two bayonet factories, one operated by Heck, Brodie & Co. and another established to meet other Richmond Armory requirements, since Richmond was under constant threat from the Union army.

Some evidence that bayonets may have been manufactured at the Deep River bayonet factory is provided by an October 28, 1864, order from John W. Riely, Confederate Assistant Adjutant General, granting Heck, Brodie and Co. authority to recruit 60 Union prisoners from the military prisons at Salisbury, North Carolina, and Danville, Virginia, to work as volunteers at "their bayonet factory on Deep River, N.C." The success of the scheme is unknown, but it proves that the Heck, Brodie and Co. recruited workers for the Deep River factory.

William S. Downer, superintendent of the C.S. Armory at Richmond, resigned from that Armory in February 1864 in order to move to Deep River to help develop its resources. He bought the Endor Iron Works in 1864. Major Downer was the Confederate ordnance Bureau official with whom Heck



the arsenal completely destroyed. In May 1865, the location of arsenal machinery was revealed to Federal military authorities and the machinery was removed, transported to Raleigh and then lost to history.

The Lockville Mining and Manufacturing Company was established in December 1863 by Col. Heck and a group of prominent stockholders, one being the president of the Raleigh and Gaston Railroad, Dr. William Hawkins. It was to make iron for Heck and Brodie's bayonet factory and rails for the Raleigh and Gaston and the Chatham Railroads. Rails were in short supply because they were not made in the South during the war. Even the Tredegar Iron Works, the South's largest iron works, did not roll a single railroad rail during the war. The Endor Iron Works was bought in August 1864 by the Lockville Mining and Manufacturing Company. This endeavor would be the end stage of Heck's iron making conglomerate. Its foundries, iron mills and shops would turn pig iron from the Endor Furnace into finished products for military and private customers. When the Chatham Railroad was finished to Lockville, products would be shipped north by rail.



▲ **Figure 9.** Lockville Mining and Manufacturing Co., Lockville (Chatham County) corner card, another Heck enterprise, with a 10 cent dark blue, type II Keating and Ball stamp and a 26mm double circle Raleigh CDS. The date is indistinct, but it dates to 1864 or 1865. The meaning of the negative TG marking alongside the corner card marking is not known. (Courtesy of Tony Crumbley)

Before the Deep River's resources could be fully developed, the war ended with the surrenders of the two major Confederate armies in April 1865, bringing development and production to a virtual end. The war impoverished the South and the economy of North Carolina languished as a result. It was only after the end of the military occupation in 1877 and the Reconstruction period that the economy began to recover, a



**Figure 8.** ▲

A turned cover mailed to Gulf (Chatham County) from Wilmington (New Hanover County) with August 27 CDS. On the turned part of the cover, no stamp was attached or postage paid. It was hand carried as evidenced by the notation, "By Politeness Wm. Sanders." The Gulf Post Office opened on December 22, 1860. (The author's collection)

process that lasted well into the 20th century. Mr. Heck stopped short of fully realizing his ambition of creating an industrial complex in the Deep River basin but he achieved a great deal by putting together the partnerships and investors to create companies to build an industrial plant under difficult wartime limitations. Had the war not ended his efforts, he and his partners may have completed their plans, which would have greatly improved the state's transportation and industrial capacity.

With the end of the war, Col Heck was faced with a different economic and political environment. Raleigh surrendered to General W.T. Sherman's army on April 13, 1865, and Heck signed an Oath of Amnesty on May 16, 1865. Also he signed two Oaths of Allegiance, dated June 28, and 29, 1865, that were signed by W.W. Holden, Provisional Governor. Figure 10 illustrates the oath he signed on June 28th. These oaths enabled surrendered military personnel and prominent Confederate citizens to conduct activities as citizens of the United States.

Mr. Heck soon turned his energies to peacetime businesses. He was active in real estate development in Raleigh, helping to develop the Oakwood area of Raleigh, and in Ridgeway, Warren County. He formed the Battle, Heck & Company to sell North Carolina land through a New York office. His private residence, constructed in 1870, still stands on Blount Street in Raleigh. He is buried in Oakwood Cemetery in Raleigh. His business acumen, ambition, and ability to form effective business relationships with prominent government and private investors, make him stand

out as an outstanding leader of his day. He was owner or partner in many enterprises, including the North State Iron Works, the Raleigh Bayonet Factory, Heck Brodie & Co, the Lockville Mining and Manufacturing Company, the Ridgeway Company, the North Carolina Land Agency, the Lobdell Car Wheel Company, the Deep River Manufacturing Company, the Cape Fear Iron and Steel Company, the Moratock Mining and Manufacturing Company, and the American Iron and Steel Company. He was an active member of the community and was associated with important activities at Wake Forest University, the Baptist Female College (later Meredith College), the Baptist State Convention, the State Agricultural Society and the North Carolina Confederate Soldiers Home. Mr. Heck served the Confederacy well through his network of industrial enterprises and his energy and optimism assisted North Carolina through the difficult period of Reconstruction and post war recovery. ■

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**Figure 10. ▲**

Oath of Allegiance to the United States of Jonathon M. Heck, dated June 28, 1865. It is signed by W.W. Holden, editor of *The North Carolina Standard*, who was appointed provisional governor of North Carolina from May 29 to December 28, 1865. He was elected governor in 1868 during Reconstruction, but was impeached and removed from office in 1870. (Courtesy of the N.C. Department of Archives)

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### Have You Given Us Your E-mail Address?

We would like in the future to be able to send information to members using e-mail, but we lack valid e-mail addresses for many of our members. Please help by sending your e-mail address to Bill DiPaolo, the Secretary-Treasurer at [wdipaolo@triad.rr.com](mailto:wdipaolo@triad.rr.com) or Tony Crumbley at [tcrumbley2@bellsouth.net](mailto:tcrumbley2@bellsouth.net).

# North Carolina's Reconstruction Years, 1865 – 1876

by Tony L. Crumbley



The armies of General Johnson and General Sherman fought the last major battle of the Civil War at Bentonville, North Carolina, at the end of March 1865. Three weeks later, Sherman's men marched into the state capitol at Raleigh. On April 26, General Johnson surrendered his army to General Sherman at Durham. Governor Zebulon B. Vance had fled to Statesville in advance of occupation of Raleigh. Vance was arrested in Statesville on May 14 and taken to prison in Washington, DC for several weeks. For North Carolina and the nation, the Civil War was over.

Fighting continued in western North Carolina, however, for two more weeks after the April 26 surrender. A portion of General Gillem's command of Federal forces, thoroughly ransacked Asheville on April 26, and on May 9 at Waynesville, a small Confederate force under the command of Colonel J. R. Love skirmished with a Union Calvary detachment. These were the last shots fired in North Carolina.

The war may have ended but hard times were nowhere near an end. The war had killed 40,000 of the state's best men, slave labor was gone as well as supplies and industry. The banks, which were needed to finance the restoration of the south, were left holding Confederate currency which had no value. Countless individuals had borne losses of both loved ones and possessions that could never be replaced.

North Carolina was under military rule throughout 1865. When General Sherman left the state in April, he placed General John M. Schofield in charge. Schofield's main job was to maintain law and order as well as oversee the welfare of the freed slaves.

With the Union army still in control of the south, President Andrew Johnson had to decide what to do with North Carolina and the other southern states. He announced his policies in two proclamations issued on May 29, 1865. The first pardoned all those who had rebelled against the United States except for the most outstanding leaders and the men of considerable wealth. The pardoned were required to take an oath of allegiance, a promise they would obey the Constitution of the United States and the laws of Congress.

The second proclamation appointed William Holden to serve as provisional Governor of North Carolina. Holden issued a statement explaining further how the government was to be restored and how the state would once again rejoin the Union.

The election of 1865 chose men, who were friends of the Union, to represent North Carolina in the National House of Representatives. When they reported to Washington, however, they were not allowed to take their seats. State Senators also were not allowed to become

members of the Senate. The Congress blocked President Johnson's plan for Reconstruction, maintaining that the South was not loyal to the Union or fair to freedmen. This refusal meant the state would not be back in the national government until two and a half years later.

When North Carolina and the other southern states refused to approve the fourteenth amendment, the radicals in Congress decided that a much stronger and harsher plan of Reconstruction was needed. On March 2, 1867, the Reconstruction Act was passed over the protests and veto of President Johnson. It declared no legal state existed in the south. From March 1867 until July 1868, North Carolina was under military rule. Regular



▲ **Figure 1.** This August 18, 1869 Fayetteville (Cumberland County) envelope imprinted with the name of the United States Internal Revenue, Deputy Collector, is a fine example of a Reconstruction period cover. Few examples of the 1869 issue stamps are known from North Carolina. This was an indication that few could afford to write letters. The tax office, of course, had no problem. They were responsible for many of the citizens losing what little they had remaining after the war.



state government continued to operate but it was clearly understood that the final power was in the hands of the second military district.

From 1868 to 1870, Governor Holden and a Republican-controlled legislature was in charge of the state government. Historians indicate this was a time of “bad government” and a time of “pillage and plunder.” The main criticism of the legislature was the way it mismanaged the state’s money.

The election of 1870 brought in a conservative legislature which, in turn, impeached Governor Holden. This impeachment trial lasted from February 2 to March 22, 1871. It was the first time in U.S. history a state Governor had been impeached.

The final year of reconstruction is usually considered to be 1876. In North Carolina, 1876 was a crucial year – the year of “redemption” – the year Zeb Vance reappeared as the savior of North Carolina. Vance had been a wartime Governor, who had been put in prison because he had done his duty. He was already a hero. He began to be a legend.

It had been eleven long years of tough reconstruction added on top of the four years of war. If the philatelic remainders of this era are an indication, the times were exceptionally tough. Reconstruction era covers from North Carolina are as scarce as or scarcer than Confederate covers, an indication that few

could afford to pay postage.

It didn’t take long after the war’s end for postal operations to begin back in the south. The first notice of the mail in Charlotte was published in the Western Democrat on June 13, 1865. The paper published an article from the Raleigh Record:

Re-opening of post offices – We understand that two agents have already been appointed to make contracts for carrying the mails and re-establishing post offices in this state.

In the NCPHS Newsletter, Vol. 6, No. 3 (Summer 1987, Tom Stanton published an article titled, “Reopening North Carolina Post Offices, 1865-70.” His research on the reopening of North Carolina’s federal post offices indicated the first wave of postmaster appointments began in August 1865. These appointments continued through 1867. It is obvious from the sparse number of covers that remain, few letters were mailed in these early years. Even the 1869 issue is difficult to find used from North Carolina. It would officially be 1876 before reconstruction was over in the state. The economy began to pick up and the mail once again became plentiful.

A selection of North Carolina covers showing use during the early years of the Reconstruction period follows: ■



◀ **Figure 2.** On April 13, 1865, Raleigh was surrendered to Gen. Sherman. Eleven days later, this cover was posted from Raleigh. Note manuscript in lower left. With limited postal operations in existence, the cover was carried to New York where it was canceled on May 5.

**Figure 3.** ▶ U.S. #65 on envelope posted April 14, 1865, from Shoe Heel (Robeson County) to Fayetteville. This most likely was from one of Sherman’s men writing back to Fayetteville which was occupied at this time.

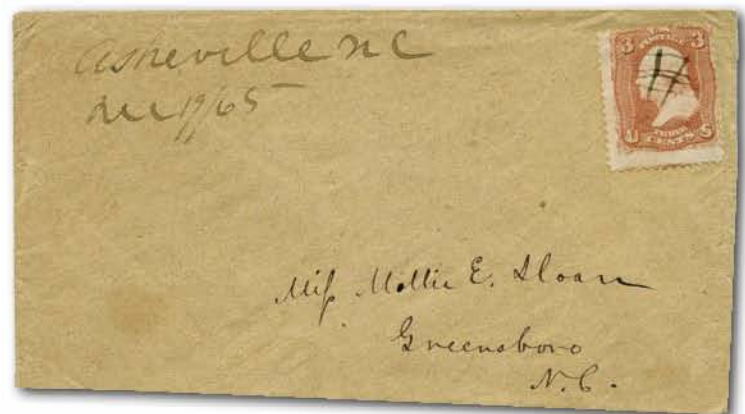


**Figure 4. ▶**  
 Raleigh, April 19, 1865 – another soldier's letter posted with a makeshift cut cork cancel. The manuscript notes on the cover indicate it was from a soldier in the 30th Iowa Infantry camped near Raleigh. The majority of the very early covers were from soldiers writing home. On April 26 General Johnson surrendered to General Sherman at the Bennett farmhouse in Durham. Envelope was made from a table from a book.



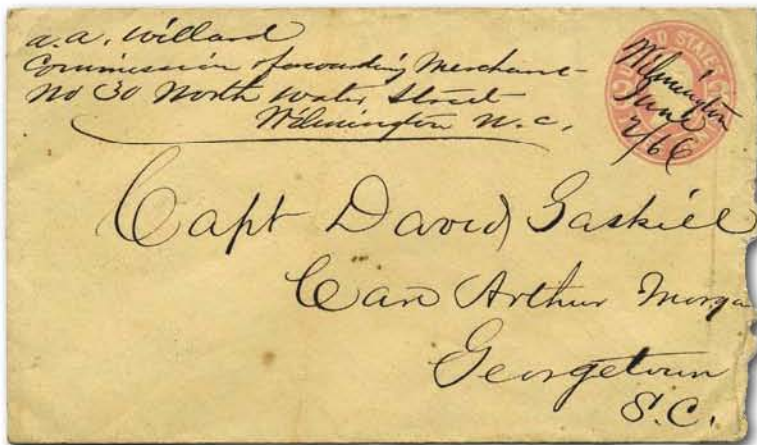
◀ **Figure 5.** Charlotte (Mecklenburg County), September 2, 1865, envelope sent to United States Mint in Philadelphia. Charles Frazier, who had been appointed postmaster in June 1865, still had no handstamp to cancel the mail by September 1865, so he made a manuscript postmark across the two stamps. This letter is addressed to James C. Booth the melter and refiner at the Philadelphia mint from 1849 until 1887.

**Figure 6. ▶**  
 Asheville, December 19, 1865, cover to Greensboro (Guilford County). On April 25, 1865, Union General Gillem, a part of Stoneman's troops, passed peacefully through Asheville on their way to Tennessee. The above cover posted 8 months later with a manuscript cancel indicating the postal system was still in recovery.



◀ **Figure 7.** Salisbury (Rowan County), March 22, 1866, cover to Sumter C.H., SC – the J.J. Bruner job printer corner card indicates business was moving forward. As crude as it is, it appears to be locally printed on southern paper.





◀ **Figure 8.** Wilmington, NC, June 2, 1866, manuscript postmark on cover from A.A. Willard, a commission forwarding merchant, to Georgetown, SC. Mr. Willard probably canceled this envelope as the handwriting appears to be the same.

**Figure 9.** ▶ Fayetteville, NC, July 5 (1866), cover to Egypt Depot (Chatham County). By mid 1866 the U.S. grilled issue stamps had made their way south. Fayetteville had its new handstamp and order was coming back to residents' lives.



◀ **Figure 10.** U.S. #65 on envelope from Raleigh (Wake County) posted July 31, ca 1866 to ex- Governor Zeb Vance who was working in Charlotte as an attorney at this time.



**Figure 11.** ▶ Asheville (Buncombe County), August 2, 1866, cover addressed to Zeb B. Vance, Civil War Governor of North Carolina, and sent to Charlotte (Mecklenberg County). Vance would be reelected governor ten years later.





**Figure 12.** ▶  
Raleigh (Wake County), August 26, 1866, envelope with State of North Carolina, Executive Department imprint of Governor Holden's office sent to Washington, D.C.

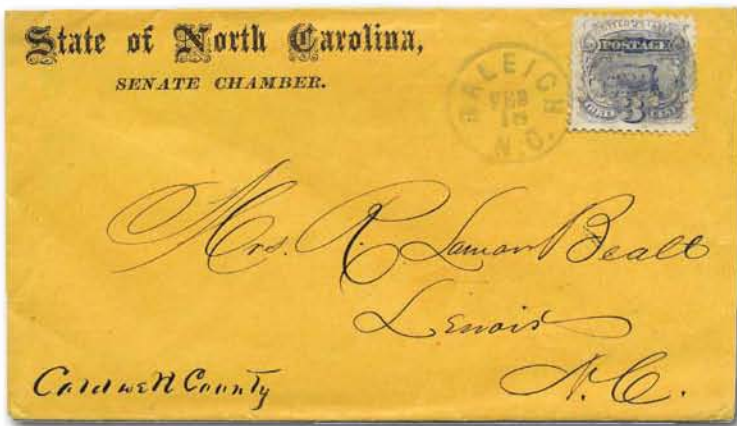


◀ **Figure 13.** Oxford (Granville County), December 16, 1867, letter to Alexander Stewart, the New York millionaire philanthropist. Letter requests Mr. Stewart purchase the widow's home for which she cannot afford the taxes and no one in town can afford the house – an indication of the hard times that remained in North Carolina.

**Figure 14.** ▶  
Charlotte (Mecklenburg County), December 17, 1867, cross-road wood cut cancel missent to Raleigh (Wake County), where it was hand-stamped FORWARDED and DUE 3 and returned to Charlotte.



◀ **Figure 15.** Wilmington (New Hanover County), March 13, 1870, cover shows order was returning to at least the larger cities. Wilmington had the latest stamps, a new handstamp device and a new school with high quality Northern printed corner cards.

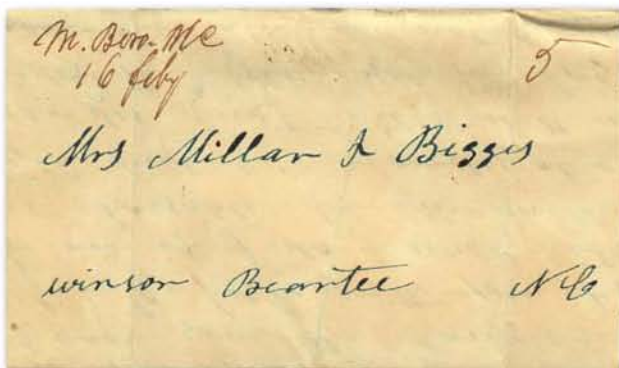


◀ **Figure 16.** Raleigh (Wake County), February 18, 1870, envelope from Lamar Beall of the Senate Chamber, son-in-law of Confederate postmaster of Lenoir, to his wife in Lenoir (Caldwell County).

**Figure 17.** ▶ Raleigh (Wake County), July 10, ca 1874, Scott No.156 used on a local letter to Col. Little, a 1¢ drop rate. The use of an advertising cover such as this one was an indication the economy was beginning to turn around.



## Mystery Cover



Only one member responded to the mystery cover in the last issue. A correct answer was received from Bill DiPaolo, who said this 16 February 1847 cover originated in Murfreesboro (Hertford County). Although Murfreesboro postmasters were using circular datestamps from mid-1831, there was a short period from June 1846 to February 1847 when postmaster Samuel J. Wheeler returned to manuscript postmarks, but this time the post office name was abbreviated “M.Boro.” It is not a common postmark.

Can you locate the office shown by the purple cancel on this postal card, which was posted on 24 February 1944? Where was the office located?

Send your answer to Tony Crumbley or Dick Winter.



# Prussian Closed Mail from North Carolina

by Richard F. Winter



Two wonderful covers from the collection of Vernon Stroupe, who passed away in 2006, provide an opportunity to discuss sending letters from North Carolina to European destinations by the Prussian mail.

During the mid-19th century, most of the postal conventions, which determined how mail could be sent overseas, were bi-lateral agreements. The United States and Prussia concluded a postal convention in late 1852. It was signed in Washington, D.C., on 17 July and in Berlin on 26 August 1852. The effective date of the convention was not specified in the convention, except that it would go into effect in each country one month after notice was received that it was approved in that country. We know from documentation that the convention went into effect in Prussia on 1 October and in the United States on 30 October 1852. A summary of the basic features of the convention are:

a. Exchange offices were established at New York and Boston in the United States and Aix-la-Chappelle (Aachen) in Prussia. These were the only offices allowed to exchange mails sent under this convention. Portland, Detroit, and Chicago exchange offices would be added in 1861. The Aachen exchange office actually was on the railroad that ran between Verviers, Belgium, and Cologne, Prussia. On the train, the mail bags that were closed in the United States and passed unopened through England and into Belgium, were opened and the letters marked. Closed mail, then, is mail that passes from one exchange office to another, going through intermediary offices unopened.

b. The single-letter rate was 30¢ per ½ ounce. This rate consisted of 5¢ for the United States, 5¢ for Prussia, and 20¢ for all transit fees between the two countries. Prepayment was optional, but it was not permitted to pay less than one full rate.

c. The accounting between the two countries was:

1. Unpaid letters from the United States – 23¢ was debited to Prussia
2. Paid letters from the United States – 7¢ was credited to Prussia
3. Unpaid letters from Prussia – 5¢ was debited to the United States
4. Paid letters from Prussia – 25¢ was credited to the United States

d. For mail going beyond the United States or the German-Austrian Postal Union an additional “foreign” fee was added based on information provided by each

country. The German-Austrian Postal Union was established in 1850 to have uniform postal rates between most of the German States and Austria.

The United States-Prussia convention remained in effect until 1 January 1868, when it was replaced by a new convention with the North German Union.

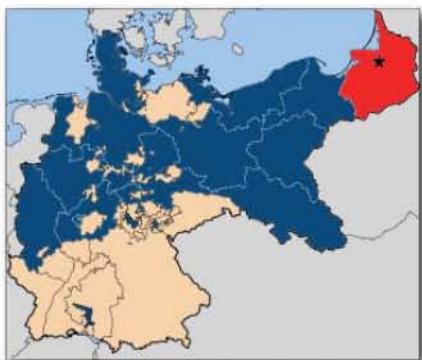
Mail by the Prussian mail was expensive compared to other postal conventions; i.e., the Bremen, Hamburg, and French conventions. In the case of the Bremen and Hamburg conventions, the advantage to paying the higher fees was that letters could be sent on any transatlantic steamships going to England, which left once each week from New York or Boston, and not have to wait for the monthly steamer to either Bremen or Hamburg. The less expensive French mail was based on single-letter weight of ¼ ounce. A typical letter might weigh up to ½ ounce, requiring two rates by French mail. As a result, the Prussian mail often was used to send letters to Europe, not just Prussia.

Figure 1 illustrates an envelope without its contents from Wilmington (New Hanover County) to Puschdorf, near Taplacken, East Prussia. Figure 2 shows a map from the Wikipedia web site with the 1871 location of East Prussia, shown in red, and the rest of Prussia in blue. I have place a star in the approximate location of the destination of this letter. During World War II this region was overrun by the Russian army and is still a part of Russia today. Taplacken is about 34



**Figure 1.** ▲  
6 September 1860, envelope without contents from Wilmington (New Hanover County) to Puschdorf, near Taplacken, East Prussia, sent at 30¢ per ½ oz. Prussian closed mail rate. (ex Stroupe Collection)





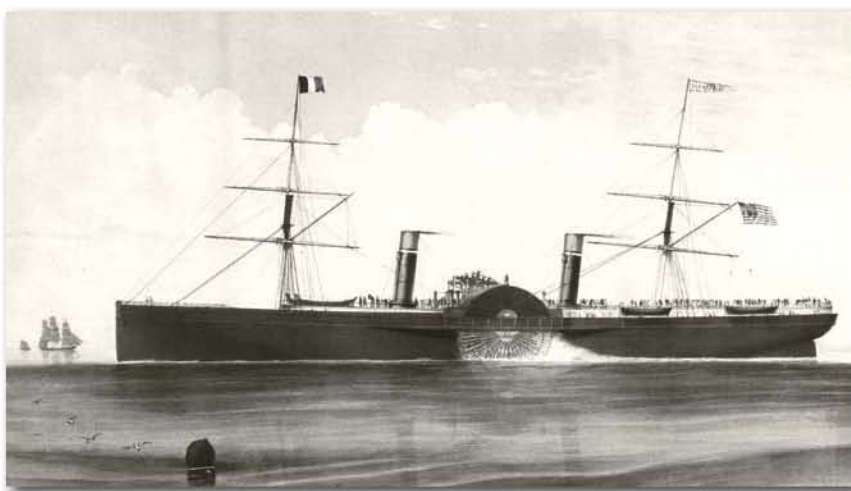
◀ **Figure 2.** Map of Prussia (blue) and East Prussia (red) with a black star that shows the approximate location of Puschdorf. Since World War II East Prussia has been Russian territory. (Wikipedia map)

miles east of Königsberg, the seaport capital of East Prussia, which is called Kaliningrad today.

The letter was posted on 6 September 1860, receiving the Wilmington type 9 postmark. It was paid 30¢ for the single Prussian closed mail rate with two 3¢ 1857 dull red and a 24¢ 1860 gray stamps (Scott Nos. 26 and 37). A routing endorsement at the top, "Prussian closed Mail via Liverpool," confirmed the desired routing. The envelope was sent to New York to be prepared for the overseas mail. A New York exchange office clerk marked in the upper right corner a red orange datestamp reading N.YORK. AM. PKT/ (date)/7 PAID, showing the date the letter would leave New York, 8 September, and that 7¢ was being credited to Prussia.

The envelope was included in the mail placed on board the Vanderbilt European Line steamship *Vanderbilt* (Figure 3), which

departed New York on 8 September and arrived at Southampton on 19 September 1860. The closed mail bag with this cover passed through England without being opened and crossed the Channel to Belgium. As a result, there are no British postmarks on the cover. The Aachen exchange office clerk on the train from Verviers to Cologne opened the mail bag and marked the red orange, boxed datestamp, AACHEN 20 9/Franco, showing the date of handling the letter, 20 September, and that it was fully paid.



▲ **Figure 3.** Vanderbilt European Line steamship *Vanderbilt* pictured here entering a French port. This vessel carried the cover from Wilmington overseas from New York. (Courtesy of The Mariners Museum, Newport News, Virginia).



▲ **Figure 4.** 5 March 1859, envelope without contents from Warrenton (Warren County) to Naples, Italy, paid only to the German-Austrian Postal Union border. (ex Stroupe Collection)

In their datestamps the Europeans give the day of the month first followed by the month. The only other postal marking on the cover is a black circular datestamp on the reverse indicating a delivery on 23 September, probably marked at Taplacken.

Another, much more difficult cover to acquire or to explain is shown in Figure 4. This cover is an example of a letter paid only to the German-Austrian Postal Union and not beyond. The envelope without its contents was posted in Warrenton (Warren County) on 5 March 1859, addressed to Wharton J. Green, Care of Rogers, Frère & Co. Bank, Naples, in the Old Italian state of Two Sicilies. Although the year is not indicated on the envelope's markings, it was determined during the analysis of the cover from a number of different factors. Wharton Jackson Green was a junior partner in the Washington, D.C. law firm of Robert J. Walker (former secretary of the Treasury) and Louis Janin.



▲ **Figure 5.** Reverse of cover show 60¢ payment (double rate) with block of 19 and a single 3¢ 1857 dull red stamp, four stamps canceled with Warrenton cds and the remaining by pen cancel.

Green and his bride spent over a year traveling in Europe and Africa after getting married on 4 May 1858. The practice of sending mail to an agent who would know the location of an addressee, in this case a Naples banking firm, was normal at the time for those on long travels in Europe.

While most of the markings on this cover are not very clearly struck, there are sufficient clues to explain the cover. Turning the cover over (Figure 5) reveals that the envelope was paid 60¢ for a letter weighing between ½-1 ounce and sent in the Prussian mail. Payment was with a block of 19 and a single 3¢ 1857 dull red stamp (Scott No. 26), covering the entire back of the envelope. Another Warrenton postmark was struck over the stamps in the lower left corner. All the other stamps were pen canceled.

The envelope was sent to New York to be prepared for the overseas mail. Here the exchange office clerk struck on the front a red orange circular datestamp that is very difficult to read, N.YORK 7 BR. PKT./ (date)/PAID. While the date isn't very clear, it was most likely 8 March, the date the mails for the next day sailing from Boston would have been sent from New York. The Cunard steamship *Canada* departed Boston on 9 March and arrived at Liverpool on 21 March 1859. The closed mail bag with this cover passed through England without being opened and crossed the Channel to Belgium. The Aachen exchange office clerk on the train from Verviers to Cologne opened the mail bag and marked the red orange,

boxed datestamp, similar to the last cover, but the date is not legible. It is an AACHEN/ FRANCO datestamp, showing the letter was fully paid. At the time, it was not possible to pay a letter sent in the Prussian closed mail to Naples fully paid. Only the 30¢ rate to the German-Austrian Postal Union border could be paid, so the letter was paid as far as it could be paid. The Prussians knew the transit postage to Naples had not been paid. The Aachen exchange office clerk struck an additional red orange boxed handstamp that read in two lines, Franco Preuss:/resp: Vereinsl: Ausg: Gr. (Figure 6a). This marking meant that the letter was paid to the German-Austrian Postal Union, but not beyond its border. The postage that remained to destination had to be collected from the recipient in Naples.

The letter was sent to Naples as an unpaid letter by way of Austria and the Papal States. The probably route of the letter was Aachen-Frankfurt-Stuttgart-Ulm-Füssen-Brenner-Bozen-Verona-Bologna-Rome-Naples. Across the stamps on the reverse is a black underlined handstamp that reads Transito/per le Stato Pontifico (Figure 6b), which was applied at Milan. The envelope arrived at Naples on 31 March, shown by the red orange circular datestamp in the lower left corner. I believe a second strike of the Naples datestamp was applied on the reverse over the stamps, but it is not clear enough to read.

In Naples the envelope was marked in black ink on the front,



Figure 6a

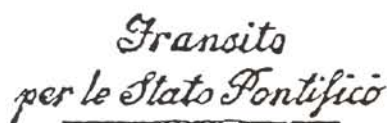


Figure 6b




Figure 6c

▲ **Figure 6.** Tracings of handstamp markings on the 5 March 1859 cover to Naples, each in red orange ink. Figure 6a was applied on the front in Germany, Figure 6b on the reverse in Italy, and Figure 6c on the front in Italy.

upper left corner, "2," to indicate two rates were required and "90" at the bottom to show the postage due was 90 grana, the amount for a double-rate letter from Prussia. One last marking requires explanation. On the front, alongside to the left of the Warrenton datestamp, is a red orange oval handstamp with the script-style initials "A.G.D.P.," Amministrazione Generale delle Poste (Figure 6c). This marking was placed on incoming letters processed and rated at Naples. ■





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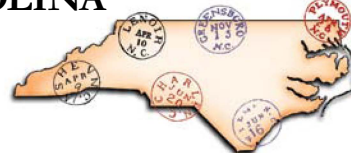
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JUNE 1

## North Carolina Postmark Catalog Update

The following counties have been prepared  
and are available at

[http://www.postalmuseum.si.edu/statepostalhistory/  
northcarolina\\_postmarkcatalog.html](http://www.postalmuseum.si.edu/statepostalhistory/northcarolina_postmarkcatalog.html):

**Alamance through Lenoir**

Alamance through Beaufort have been brought up to date

## ALAN BLAIR PUBLIC AUCTIONS



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