

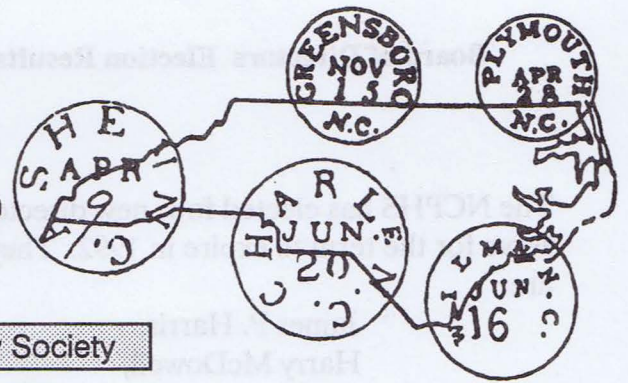
NCPHS Newsletter

The Journal of the North Carolina Postal History Society

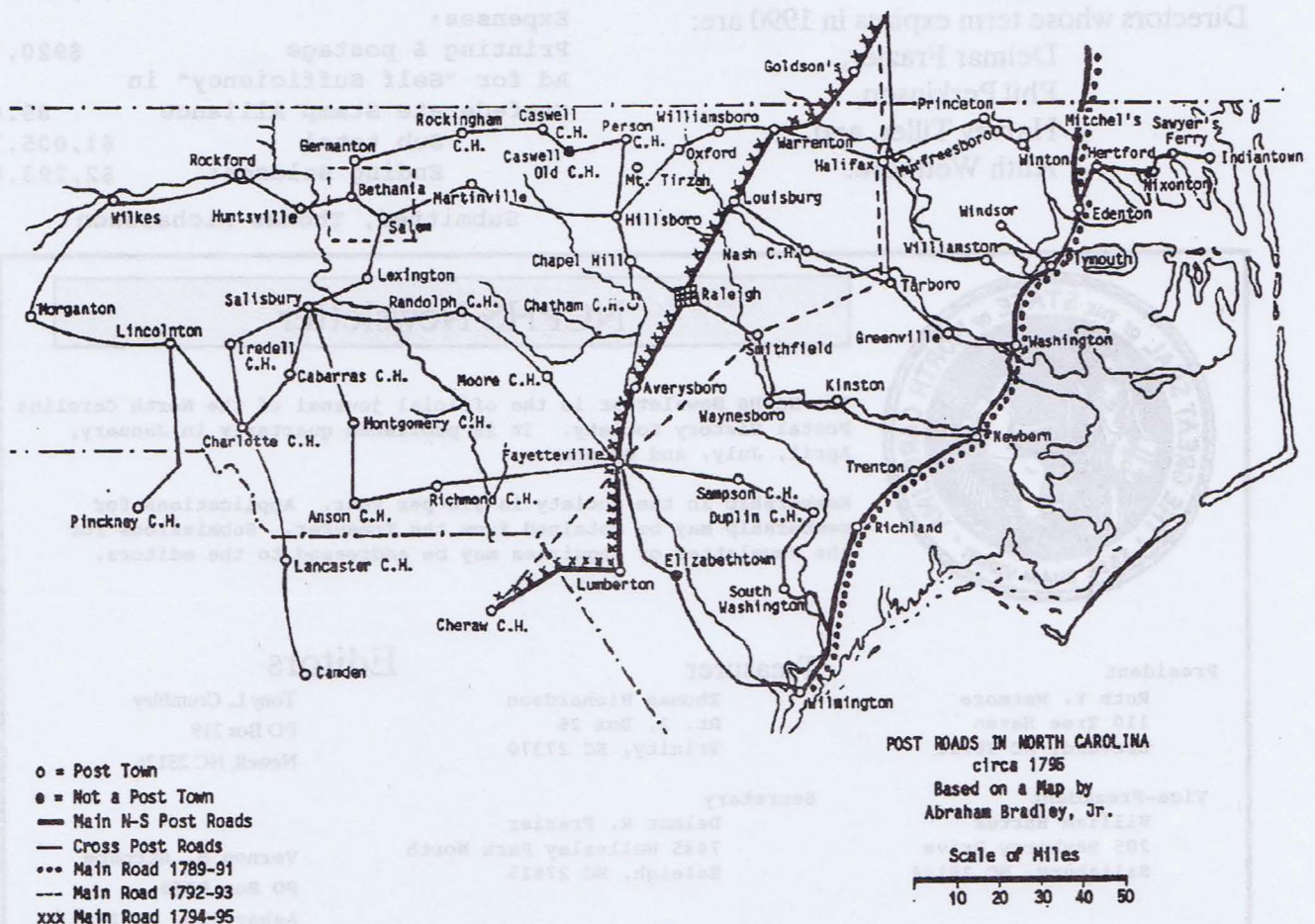
Volume 8, No. 3

Fall 1989

Whole 30



North Carolina Post Roads, Circa 1795



copyright 1989, Robert J. Stets



Board of Directors Election Results

The NCPHS has elected four new directors to serve for the term to expire in 1992. They are:

James P. Harris,
Harry McDowell,
Thomas Richardson, and
Kenneth Schoolmeester.

The sitting members of the Board of Directors whose term expires in 1991 are:

Tony Crumbley,
Darrell Ertzberger,
William Harter, and
Vernon Stroupe.

The sitting members of the Board of Directors whose term expires in 1990 are:

Delmar Frazier,
Phil Perkinson,
Harvey Tilles, and
Ruth Wetmore.

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Treasurer's Report For the Period Ending October 31, 1989:

Income:	
01/31/89 Beginning balance	\$1,462.27
1989 Dues collected	1,220.00
Donations	95.00
Sale of "Self Sufficiency"	335.00
Auction	119.16
Interest earned	68.14
Sub total	\$3,299.57
Expenses:	
Printing & postage	\$920.76
Ad for "Self Sufficiency" in	
Confederate Stamp Alliance	85.00
Sub total	\$1,005.76
Ending Balance:	\$2,293.81

Submitted, Thomas Richardson



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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Brevard, NC 28712

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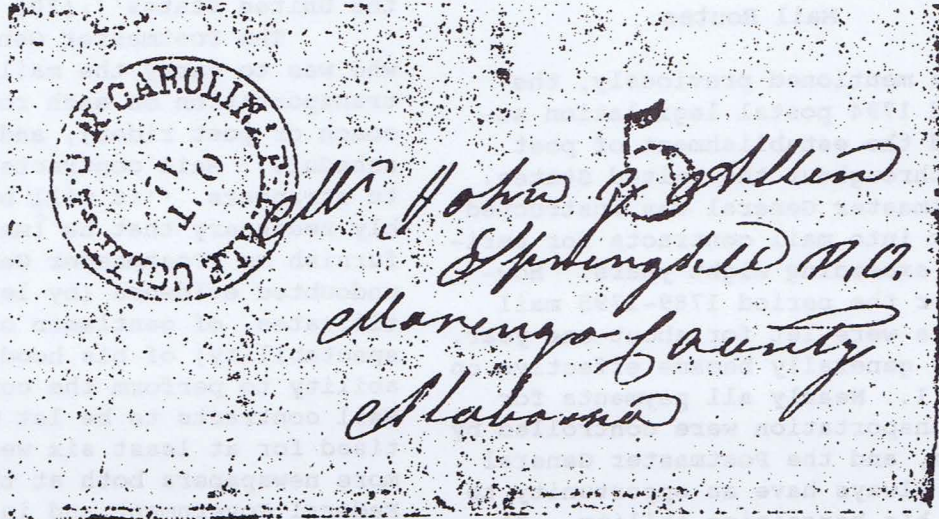
Tony L. Crumbley
PO Box 219
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CAROLINA FEMALE COLLEGE

by Alan Vestal

The Carolina Female College circular date stamp on the folded cover illustrated below is 33mm in diameter with an October 12 date. Both the cds and the hs 5 are in red. Inside the letter is datelined October 12, 1851, and is headed, "State of N.Carolina, Anson County, C.F.College".



The Carolina Female College post office was established in Anson County on September 9, 1850, and closed on December 22, 1856. The first postmaster was Samuel W. Neill.

Carolina Female College at Ansonville was founded by prospering Anson planters who wanted to give their daughters a local opportunity for higher education. Before the college opened, the closest schools for women were Salem Academy and Greensboro's Edgeworth Seminary.

Legislative journals for 1848 record the entry of a bill to charter CFC. The college was one of the earliest chartered schools for women in the South.

By 1852, the main building, containing thirteen rooms and four long halls, had been erected at a cost of \$20,000 and was ready for occupancy. Its first president was Alexander B. Smith, a Wadesboro Methodist minister.

In 1853, 153 girls ranging in age from ten to twenty years were enrolled. Mrs. Sarah Walkup Belk Simpson, the mother of John and Henry Belk, founders of the department store empire, attended the college that same year.

The school offered a high caliber of training and enjoyed a large patronage until dissension, typhoid fever and war combined to close its doors in 1862. It was revived two years later but was closed again for good in 1868.

The college's large main brick building stood for at least one hundred years before being demolished. Today a marker stands in from of the college site on Highway 52.

References: N.C. Post Office Catalog, 1983-84, Phil Perkinson & Lemuel Johnson
History of Anson County, pp191-193.

POSTAL HISTORY OF NORTH CAROLINA, 1789-1795

by Arthur Hecht

Part 2

Reprinted from the North Carolina
Historical Review, Volume XXXV, April
1958

Mail Routes

As mentioned previously, the 1792 and 1794 postal legislation authorized the establishment of post routes throughout the United States. The Postmaster General was instructed to enter into mail contracts for periods not exceeding eight years. However, for the period 1789-1795 mail contracts were let for about one year, and they generally became effective on January 1. Nearly all payments for mail transportation were controlled by Congress, and the Postmaster General did not always have an opportunity to display his bargaining ability. It was the practice of the General Post Office to make contracts "on condition that the expense thereof shall not exceed the revenue thence arising..." (18). Mail contractors were paid for their services by drafts on deputy postmasters on the routes they served. This payment was made promptly irrespective of whether the legal requirements were met.

To encourage the extension of postal service to frontier settlements, the Postmaster General was allowed "to authorize the person or persons contracting to receiving, during the continuance of such contract according to the rate by this act established, all the postage which shall arise on letters, newspapers and packages conveyed by any such post..." (19). Private post roads were at first financial burdens, and the average cost of carrying weekly mails on such roads was a little less than \$5 per mile. Although postal legislation did not allow the Postmaster General to discontinue unproductive mail service, mail post routes were broken off when they failed to produce at least one-half of the cost of

transporting mail on them after two years. By November 1795, though, Postmaster General Habersham remarked, "It is evident, however, pleasing circumstances that some of the most remote post roads already pay their full proportion towards defraying the expenses of transporting the mails throughout the United States..." (20)

The Postmaster General decided who was to carry the mail, the mode of transportation on each route (state coach or post rider), and the mail schedule. Mail contracts were not let to strangers. "it will be indispensably necessary that he [mail contractor] furnish me [Postmaster General] with undoubted evidence (by letters or certificates, of gentlemen of known respectability) of his good character and ability to perform the contract..." (21) Mail contracts to be let were advertised for at least six weeks in one or more newspapers both at the seat of the Federal Government and in the State or States where the contract was to be performed.

The act of 1794 designated for the first time the provision of "the carriage of mail on any road on which a stage wagon or other stage carriage shall be established..." Such modes of mail transportation were not used south of Petersburg, Virginia, (23) during the eighteenth century for the sparse populations of the southern areas offered little profit to mail contractors. Post riders carrying saddlebags were employed and occasionally slaves carried the mail. Travelers often carried letters, and people were inclined to be faithful about forwarding public letters, thus extending the postal service. Mail robberies were frequent in the south in spite of the death penalty.

In 1789 Colonel John Hoomes (24) of Bowling Green, Virginia served as mail contractor over the main post road in North Carolina extending from Alexandria by way of Petersburg and Suffolk to Edenton over which the mail was transported twice a week in the summer and once a week in winter through Washington, Newbern, Wilmington and Georgetown to Savannah. Roads which were

not graded, surfaced or properly marked; inconvenient, inadequate, and expensive ferry service; and the absence of bridges or ferries over some rivers and creeks compelled Hoomes to employ only post riders throughout North Carolina. The riders were expected to ride about sixty miles a day, six days a week. It was seldom that the carriers were able to adhere to such mail schedules. Some of Hoomes' riders were boys (26) whose frequent sickness and carelessness about losing horses caused such great irregularities of mail deliveries that southern merchants and plantation owners complained repeatedly to the Postmaster General.

During 1790 the following mail contractors served in North Carolina on the main post road: John Hoomes, from Alexandria to Edenton, 286 miles, three times a week, at \$3,456 per annum; Bryan McCabe, from Edenton to Washington, 56 miles, twice a week in summer and once a week in winter, at \$760 per annum; John G. Blount, from Washington to Newbern, 93 miles, twice a week in summer and once a week in winter, at \$800 per annum; and Alexander McKinzie, from Newbern to Wilmington, 93 miles, twice a week in summer and once a week in winter, at \$800 per annum. (27)

Throughout 1791 Hoomes "agreed to carry the mail from Suffolk through North Carolina to Savannah at the rate of 50 miles per day in winter and 75 in summer on an average". (28) The post riders were unable to maintain these mail schedules, and consequently Hoomes lost a bonus of over \$500. (29) In the Spring of 1792 the main post road was altered to the "Upper Road" and passed from Petersburg by way of Fayetteville, Camden and Columbia to Charleston. The former route on the "Lower Road", however, was not abandoned. President George Washington had suggested to the Postmaster General that the mail on the "Upper Road" be carried at a rate of 100 miles a day with a post rider starting at 3:00 A.M. and travelling until 11:00 P.M. (30) The President felt such fast mail service could be possible if pouches were carried in daylight by post riders and at night by coaches.

With the establishment of more post offices in 1793 in both of the Carolinas and Georgia, Hoomes complained about the increased number of newspapers and periodicals (31) sent southward. He wanted the General Post Office to use the "Lower Road" for conveying the increased mail to Washington, Newbern, and Wilmington. In July 1793, Hoomes was ordered to employ more post riders so as to assure the delivery of all mail instead of withholding the heavier mail until the letter load was lighter. By April 1794, post riders were required to use a lead horse to convey the mail south to Petersburg, and the mail contractor was paid \$2 more per mile for such additional expense. Also in 1794 (October 1 through December 31, 1795), Colonel Hoomes was awarded the mail contract from Petersburg by way of Goldson's, Warrenton, Lewisburg (or Louisburg), Raleigh, Averysborough, and Fayetteville to Lumberton, a distance of 236 miles, for \$15 per mile from Lumberton through Cheraw Courthouse to Augusta, a distance of 224 miles, the mail contract had been let to Thomas Sumpter, Jr., 1794-1795, at a rate of \$15 per mile.

The Postmaster General considered the mail service from Petersburg to Augusta (31) of vital importance, and he became annoyed by the "communications of extraordinary failures". John Noyes, the deputy postmaster at Lumberton, was instructed to keep accounts of the arrival and departure of mail on the post route and to submit them each month to the General Post Office. Noyes was also requested to offer any plans for improving the regularity of the mail service. (32) So insistent was the Postmaster General that mail had to be "carried with greatest punctuality and dispatch" that he notified Dr. John Sibley, deputy postmaster at Fayetteville, "whatever the expense the mail on the road must not be delayed". (34)

The existence of private post riders who were paid directly by the patrons they served became an important development of the United States postal service. Such mail service over Indian

and traders' trails in central and western North Carolina, as well as in other parts of the United States, led to the authorizations by Congress in 1792 and 1794 for cross post routes. (35) They served as feeders to the main routes, and it was hoped that any surplus income from the latter would be diverted to meet the expenses of operating the cross post routes. The expenditure of conveying mail by horse on cross post routes was in almost every instance greater than its income. On this subject the Postmaster General stated, "Yet as it opens a communication for several counties with their seat of government, & has a port of entry and divers ports of delivery on its route, it will doubtless be proper to continue it". (36)

Almost thirty cross post routes were authorized to be established in North Carolina from 1789 to 1795. Of these only the following references have been found:

(See Tables, Pages 8,9,10,11)

Accounts

The system of accounting by deputy postmasters in local post offices was handled in a routine manner. At the end of every three months the deputy submitted to the General Post Office transcripts of accounts of letters and newspapers received and sent, ship letters received and receipts for the monies paid for these, letters sent by sea from the post office, printer's accounts, receipts for advertising unclaimed letters, the newspaper itself containing the advertisement, a bill for dead letters, post bills, receipts for contingent expenses, (37) and quarterly accounts. The quarterly accounts from local post offices were consolidated in the General Post Office and then submitted to the Treasury Department every three months.

According to postal regulations and instructions issued to deputy postmasters they were to render and adjust their accounts at the end of every quarterly period otherwise suit

would be brought against them. Such delinquent accounts in North Carolina occurred at Anson Courthouse, Caswell Old Courthouse, Chatham Courthouse, Duplin Courthouse, Elizabethtown, Germantown, Lumberton, Moore Courthouse, Murfreesborough, Richmond Courthouse, Sawyer's Ferry, and Warrenton. The Postmaster General did not always institute suit for delinquent accounts for several reasons; neglect of such action by the Postmaster General, pressure of other work keeping the small clerical force from preparing the necessary papers, occasionally through deliberate design, and the hardships introduced during the eighteenth century by complicated currency and banking operation is various parts of the country. Over extension of credit to deputies was evidently responsible for a number of defalcations.

In North Carolina and in other parts of the country mail service was maintained over private post roads, and mail contractors were permitted to collect postage from mail carried over such routes. This was particularly true about mail service on cross roads over which merchants demanded regular postal communications. The authorizations of post routes in North Carolina in 1792 and 1794 did not entail their immediate operation for many months and sometimes a year thereafter. Throughout North Carolina mail transportation was slow and irregular because of inadequate roads, faulty causeways and bridges, and insufficient ferry service. The costs of carrying mail were high. Few North Carolinians bid on mail contracts, and those who were irresponsible and negligent about adhering to mail schedules. Complaints about the irregularities of North Carolina mail service were frequent.

The self-supporting policy of Congress for the Postmaster General for "carrying the mails and he shall defray the expense thereof, together with all other expense arising on the collection and management of the revenues of their operation" was not readily adhered to in the United States. The settlers moving into North Carolina requested postal communications with

their family and friends, irrespective of the cost the General Post Office. In general, the mail service which did exist in sparsely settled southern communities was operated at a loss, and the Postmaster General was reluctant to discontinue unproductive routes, to wit:

"Our Fellow citizens in the remote parts of the Union seem entitled to some indulgence. Their great distances from the seat of government and from principal commercial towns subject them to peculiar difficulties in their correspondence. They have also few or no printing presses among them, hence without the aid of the public post roads they will not only be embarrassed in their correspondence but remain destitute of every necessary information." (38)

In the last decade of the eighteenth century the troublesome postage rates for letters were changed. There were nine rates established covering eight zones up to 450 miles, and one rate beyond that distance. A flat rate of 25 cents for mail sent more than 450 miles meant a saving to southern merchants. These rates change evidently produced the expected results for the post revenue from North Carolina towns increased in spite of the haphazard development of mail service on post roads.

References

18 - Postal Laws and Regulations, Post Roads, 1794. Thirty days after a mail contract not extended beyond four years was concluded, it or a copy thereof and the proposals (other bids) received were deposited in the Office of the Comptroller of the Treasury of the United States. Act of May 8, 1794.
19 - Act of May 8, 1794
20 - Postmaster General Letterbook "E", 13.
21 - Postmaster General Letterbook "B", 200.
22 - Stage coaches, wagons, carts, and "pleasure vehicles" were occasionally used in North Carolina. Their use was

very limited for the "Roads were of the worst. In the east they were full of deep ruts through sand and mud, since too little attention was paid to surfacing and drainage. In the piedmont, roads were made difficult by

great boulders and steep hills, as well as by the notorious red clay which in rain weather became at the same time both sticky and slippery." Crittendon, "Overland Travel and Transportation in North Carolina, 1763-1789", 239.

23 - Not until 1803 was mail carried by stage coach from Petersburg through on the mail post road.

24 - Hoomes had a monopoly of the mail service extending to Edenton over the period 1789 to 1799. He had been a member of the Virginia House of Delegates, 1791-1795, and in the Senate, 1796-1803. He also served as deputy postmaster at Bowling Green, 1790-1803.

25 - In 1791 a Negro boy was used as a post rider for the mail route between Newbern and Washington. The Postmaster General remarked that Colonel Hoomes "is at liberty to employ what Riders he pleases, but he incurs a heavy penalty if they neglect their duty. I do not much like his employing Black Boys..." Postmaster General Letterbook "A", 21 and 219.

26 - American State Papers, Post Office, 10.

27 - Postmaster General Letterbook "A", 172.

28 - Postmaster General Letterbook "A", 252.

29 - Postmaster General Letterbook "A", 269.

30 - Postmaster General Letterbook "A", 429.

31 - By 1792 ten magazines were published in the United States. John Back McMaster, A History of the People of the United States, II, 1790-1803 (New York: D. Appleton-Century Company 1936), 66.

32 - The mail schedule for this post route was as follows: Leave Petersburg on Friday Noon, arrive at Lumberton on Monday at 9 A.M., leave Lumberton on Tuesday at 4 A.M. and arrive at Augusta Friday Noon. Samuel Wild served as one of the post riders from Lumberton to

Route	Period	Contractor	Compensation	Remarks
Tarborough to Wilmington (by way of Greenville and Washington)	1790	Unknown	Unknown	86 miles, post route was approved by the House of Representatives but not by the Senate.
Fayetteville to Wilmington (by way of Elizabethtown)	Unknown	Unknown	Unknown	96 miles, post route was approved by the House of Representatives but not by the Senate.
	Apr. to Dec.1792	John Hoomes	Unknown	
	Jan. 1, 1793 to May 31,1794	Matthew Young	\$672 per Annum	John Bedle served as post rider for \$20 per quarter period.
	July 1794	John Sibley	\$224 per Annum	
	Oct. 1,1794 to Dec.31,1795	Matthew Young	\$742 per Annum	
Edenton to Washington	1790	Joseph Blount	Unknown	Blount served as deputy postmaster at Washington.
Tarborough to Halifax	1792	Unknown	Unknown	37 miles.
Tarborough to Fayetteville	1792	Unknown	Unknown	110 miles
Suffolk to Wilmington	1793	John Spence West	\$1,475.80 per Annum	257 miles. West's post riders continually failed to make their mail connections. It was necessary for the Postmaster General to instruct West in June and November 1793, to order his post riders to meet post riders leaving Wilmington and Fayetteville.
	1794-1795	John Spence West	\$1,542 per Annum	Mail Service was once a week.

Route	Period	Contractor	Compensation	Remarks
Halifax to Plymouth (by way of Blountsville, Williamston and Daileys)	1792	Blake W. Wiggins	\$300 per Annum	Mail Service once every two weeks.
	1793-1795	John Watts	\$250 per Annum	79 miles. Mail schedule was as follows: Leave Halifax on Monday morning [day of arrival at Plymouth not shown]. Leave Plymouth on Thursday or Friday and arrive at Halifax on Saturday at 3:00 P.M.
	1794-1795	James Bradley	\$369.28 per Annum	Accounts show that during September 1794 John Coleman was paid \$5 for express service.
	Mar. to Dec. 1795	William Pierce	\$250 per Annum	
Wilmington to -----	July 1, 1793 to July 1, 1794	Robert McWhorter	\$266 per Annum	
Edenton to Indiantown (by way of Hertford, Nixonton, and Sawyer's Ferry)	1792 to Sept. 30, 1795	Joseph Blount	\$260 per Annum	54 miles. Mail schedule was as follows: Leave Edenton once every other week on Monday at 1 P.M. and return Thursday at 11 A.M. The schedule was altered so that the post riders met the mails from Suffolk and Washington.
	Oct. 1 1794 to Dec. 31, 1795	Ann Blount	\$180 per Annum	
	Aug. 1792 to Sept. 30, 1794	John Hawkins	\$3 per mile	Mail was carried once every two weeks. Receipts for carrying this mail from 1792 to the end of 1793 were only \$35.
Halifax to Salisbury (by way of Warrenton, Williamsborough, Oxford, Hillsborough, Martinsville, and Salem)	Oct. 1, 1794 to Dec. 31, 1795	Stephen Sneed	Unknown	211 miles. This mail contract and that from Hillsborough to Bethania were let for \$1,179 per annum. Sneed also served as deputy postmaster at Williamsborough.

Newbern to Wilmington (by way of Tarborough and Greenville)	1793 Oct. 1, 1794 to Dec. 31, 1795	James Foy James Foy	Unknown \$500 per Annum	100 miles. Mail schedule was as follows: Leave Newbern every Friday at 5 P.M., arrive at Wilmington on the following Saturday evening or Sunday morning by 9 A.M. Leave Wilmington every Monday at 5 A.M., arrive at Newbern the next Tuesday at 7 P.M.
	Oct. 1, 1794 to Dec. 31, 1795	Robert Donnell	\$4 to \$6 per mile	
Halifax to Washington (by way of Tarborough and Greenville)	Oct. 1794 to Dec. 1795	James Bradley	\$3-1/3 per mile	The records do not clearly show that Donnell succeeded Foy as mail contractor or that he was employed as one of two mail carriers for the same route.
Halifax to Charles Harris' on Nottaway River (by way of Hick's Ford)	Oct. 1794 to Dec. 1795	Unknown	Unknown	
Newbern to Raleigh	Oct. 1794 to Dec. 1795	Robert Donnell	\$400 per Annum	
Washington to Suffolk	Oct. 1794 to Dec. 1795	Samuel Tredwell	\$680 per Annum	
Salem to Pinckney Courthouse	Oct. 1794 to Dec. 1795	John Capehart	\$510.50 per Annum	
Prince Edward to Germanton (by way of Martinsburg)	Oct. 1794 to Dec. 1795	Lewis Blume	\$316 per Annum	

Halifax to Edenton (by way of Princeton, Murfreesborough, Winton, Bridge on Bennett's Creek, and Richard Mitchell's	Oct. 1794 to Dec. 1795	Unknown	Unknown	
Harris's to Washington	Oct. 1794 to Dec. 1795	James Bradley	\$800 per Annum	
Salisbury to Charlotte (by way of Cabarrus Courthouse)	Oct. 1794 to Dec. 1795	Samuel Dayton	\$100 per Annum	
Raleigh to Hillsborough (by way of Chapel Hill) and Chapel Hill to Chatham Courthouse	Oct. 1794 to Dec. 1795	John Hawkins	\$280 per Annum	38 miles. 18 miles.
Sallisbury to Fayetteville (by way of Montgomery, Anson, Moore, and Randolph Courthouses	Oct. 1794 to Dec. 1795	John Troy	\$308.88 per Annum	144 miles.
Salisbury to Iredell Courthouse	Oct. 1794 to Dec. 1795	Unknown	Unknown	
Charlotte to Raleigh	Oct. 1794 to Dec. 1795	John Troy	\$45.15 paid on Aug. 31, 1795	
Hillsborough to Bethania (by way of Person Courthouse)	Oct. 1794 to Dec. 1795	Unknown	Unknown	
Bethania to Hillsborough	Oct. 1794 to Dec. 1795	Stephen Sneed	Unknown	This mail contract and that from Halifax to Salisbury were let for \$1,179 per annum.

Cheraw Courthouse until Nov. 14, 1795. John Punch, Jr., another post rider, carried the mail from Cheraw Courthouse to Georgetown for \$420 per annum. Postmaster General Letterbook 'D', 383, and Assistant Postmaster Letterbook 'A', 88.

33 - Postmaster General Letterbook 'D', 383.

34 - Postmaster General Letterbook 'D', 78.

35 - In the east-west direction these cross roads were delayed mainly 'because of the northwest direction of the rivers and the natural trade connection of the Piedmont with Virginia, Pennsylvania, and South Carolina. The 'Great Trading Path', rough, long and circuitous-ran from the Sound region to the mountains, and there were a few other roads that ran from east to west for shorter distances, but these were not major factors in trade'. Hugh Talmage Lefler and Albert Ray Newsome, North Carolina, The History of a Southern State (Chapel Hill, The University of North Carolina Press, 1954), 95.

36 - Postmaster General Letterbook 'C', 101.

37 - These may have included expenses for office rent, messenger wages, leather or wood cases (for safe keeping of letters), writing desk and stool, cords of wood, sawing wood, chimney sweeping, scales, brass candlesticks and snuffers, candlesticks, brass weights, scale beams, stationery, wrapping paper, mail bags, twine, or a yard of Zinc under the wood stove.

38 - Postmaster General Letterbook 'C', 57 and 58.

DUES NOTICE

The 1990 dues for NCPHS are now payable

Please send your check in the amount of \$10 to the treasurer,

Thomas Richardson
Rt. 2, Box 26
Trinity, NC 27370

POSTAL HISTORY OF NORTH CAROLINA, 1789-1795

An Epilogue

by Robert J. Stets

The marvelous article by Arthur Hecht published thirty one years ago and its discovery by Tony Crumbley show us two things:

1. Postal information is sometimes found in unusual places.

2. Official Post Office records most often relied on by postal history researchers are often incomplete, so far as the period 1789 to 1832 is concerned.

The major reason for this lack of complete data was a fire at the Treasury Department in 1836 which destroyed some of the original records of the Post Office Department, which, at the time, was under the Treasury Department.

Mr. Hecht, as an archivist at the National Archives in Washington, D.C., has access to a file that contains an extraordinary amount of data about the early Post Office Department which was not destroyed in the fire, and this file is frequently referenced in his footnotes.

The file consists of fifty large ledger books, each consisting of about 50 pages, which contain handwritten copies of letters sent by the Postmaster General (PMG) between 1789 and 1836. (These ledgers are actually a part of a much larger 502 volume file of such letters up to 1952).

The unfortunate part of this file (the first 50 volumes have been micro-filmed and can be purchased from the National Archives) is that being copies, the address is usually omitted (at least during the early years, for I have not examined the late years); only the name of the addressee is given in most cases.

Addressees are not only postmasters, whose names you might recognize, but also political figures and contractors, thus making it more difficult to identify the state and town to which the letter was addressed.

But in the second volume (Letter-book 'B'), there is a circular letter from the PMG to all currently commissioned and acting postmasters (who had not yet received their commissions) which lists names and addresses of all who received the letter in 1792. I placed the names and addresses in my computer and printed out a list by postmaster name and also by town and state.

By referring to this list as I read through the letters, I was able to identify some addressees that Arthur Hecht had apparently passed over when preparing his article, because he was unable to connect them with North Carolina.

The next page shows addition and changes to the list of North Carolina post offices prepared by Arthur Hecht and reprinted in the Winter 1989 issue of NCPHS Newsletter, which I propose as a result of my examination of the first five volume of this amazing file. The volume and page number of the 'Letters Sent by the PMG' file in which I located the information is shown under the heading 'Reference'.

Another source of information on early post offices can be found at the Library of Congress, also in Washington, D.C. Here, in the 'Statutes at Large' are recorded the Acts of Congress setting up the Post Roads on which the U.S. Mails were to be carried. These Acts listed places along those roads through which the post rider was to travel.

Also at the Library of Congress are copies of Post Road maps, published in 1796 and 1804 by Abraham Bradley, Jr. These copies are of the 'negative' type - white letters on black background, which does not reproduce well by offset printing, so I have redrawn the North Carolina portion of the 1796 map (which shows the roads as of about 1795) and included it with this epilogue as a visual aid to make the date more meaningful.

Future Project for the NCPHS

If two people who are not greatly familiar with North Carolina postal

history, Arthur Hecht and myself, are able to discover so much information about early post offices in North Carolina, doesn't it seem reasonable that some interested member of the NCPHS could discover even more information by examining those copies of 'Letters Sent by the PMG'?

The first 50 volumes (1789-1836) which are available on microfilm are identified as Microcopy M-601, 'Letters Sent by the PMG' and are available for \$20 per roll from the National Archives Trust Fund Board, Washington, DC 20408.

(See Table, Page 14)

TRIPEX PROSPECTUS

The prospectus for TRIPEX 1990, the High Point, NC ASDA show is now available. The show will take place at the Top-of-the-Mart, International Home Furnishings Center, Wrenn and Green Drive, March 23-25.

The show will feature 1500 pages of competitive exhibits; a 25-dealer bourse, and a US Postal Service substation with current issues and a show cancellation. Among the participating societies will be the German Philatelic Society and North Carolina Postal History Society.

In addition, a number of seminars will be available to the public: Modern Postal History by Dr. Kenneth Schoolmeester, Expertising by Brian M. Green, and Computer and Philatelic Programming by William Depaolo. The latter will be a hand-on demonstration and will have a small users fee to cover costs.

The prospectus is available by sending a #10 SASE to Brian M. Green, PO Box 1816-T, Kernersville, NC 27285.

**Additions, Changes and Corrections to Arthur Hecth's
"Table of Post Offices & Postmasters in North Carolina, 1789-1795"**

Post Office	Deputy Postmaster	Appointment Date	Comments	Ref. Book
Anson Courthouse	Thomas Wade	Aug. 22, 1794	Earlier date	C-142
Bethania	Jacob Sibley	Oct. 1, 1794*	Add PM name	D-100
Cabarrus Courthouse	Paul Phifers	Aug. 22, 1794	Add P.O.	C-412
Duplin Courthouse	James James	Dec. 18, 1794	Changed date	D-47
Fayetteville	John Sibley	June 18, 1792	changed date	B-19/25
Halifax	Charles Gilmore	June 18, 1792	Earlier PM	B-19/25
Hertford	Sarah Decron	Sept. 27, 1792	Earlier PM	B-19/25
Indiantown	Thomas P. Williams	Sept. 27, 1792	Earlier date	B-19/25
Iredell Courthouse	Archibald Young	Aug. 22, 1794	Change date	C-412
Louisburg (Lewisburg)	Thomas Rowlett	Aug. 21, 1794	Add PM data	C-408
Martinsville	Smyth Moore	June 12, 1794	Earlier date	A-527
(Guilford C.H.)				
Montgomery Courthouse	Unknown	Aug. 22, 1794	Add date	C-412
Moore Courthouse	Joseph Lea	Dec. 18, 1794	Change date	D-47
Mt. Tirzah	Charles Moore	by Feb. 1796	Add P.O.	E-21
Nash Courthouse	Archibald Hunter	Dec. 31, 1794	Add P.O.	D-61
Newbern	Henry Machen	April 1, 1786	Correct year	A-10
Nixonton	W. William Lane	Sept. 27, 1792	Earlier PM	B-19/25
Oxford	John Mann, Jr.	Aug. 19, 1794	Add P.O.	C-405b
Princeton	John Harrison	June 18, 1792	NJ not NC	
Raleigh	William Shaw	Aug. 14, 1794	Earlier date	C-392
Randolph Courthouse	John Morse	Dec. 18, 1794	Add P.O.	D-47
Richland	Daniel Miller	May 28, 1794	Add P.O.	E-169
Salem	Gottlieb Shober	June 12, 1792	Earlier date	A-527
Salisbury	George Lawmann	June 12, 1792	Earlier P.M.	A-527
Salisbury	William Winder	April 1, 1793	Md. not NC	
Salisbury	Andrew Balfour	Mar. 21, 1796	Add P.M.	E-72
Sampson Courthouse	Richard Clinton	Dec. 18, 1794	Add P.M.	D-47
Sawyer's Ferry	Enoch Sawyer	Sept. 27, 1792	Change date	B-19/25
Smithfield	John Bryan	June 18, 1792	Earlier P.M.	B-19/25
South Washington	John James	Dec. 18, 1794	Add P.O.	D-47
Tarborough	Joseph Ross	June 18, 1792	Change month	B-19/25
Tarborough	John G.L. Schenk	Jan. 25, 1795	Correct name and year	D-61
Warrenton (Warrington)	Buckner Davis	June 12, 1792	Correct P.M.	A-527
Warrington	Thomas Collins	June 12, 1792	Va. not NC	
Waynesborough	James Rhodes	Oct. 1, 1792	Earlier P.M.	D-99
Waynesborough	Arthur Jernigan	Jan. 1, 1795	Change date	
Wilkes Courthouse	John Dobson	Aug. 22, 1794	Change date	C-413
Wilmington	John Bradley	About 1786	Earlier date	A-9