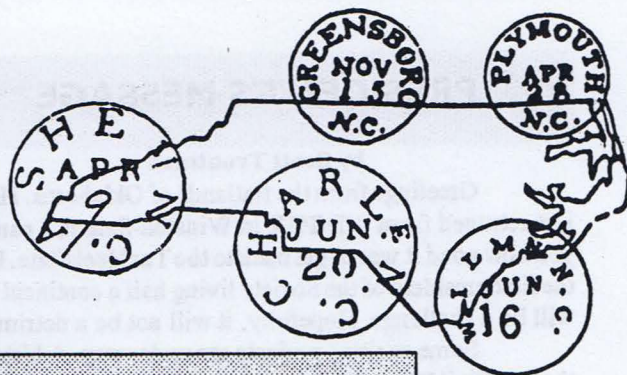


NCPHS Newsletter



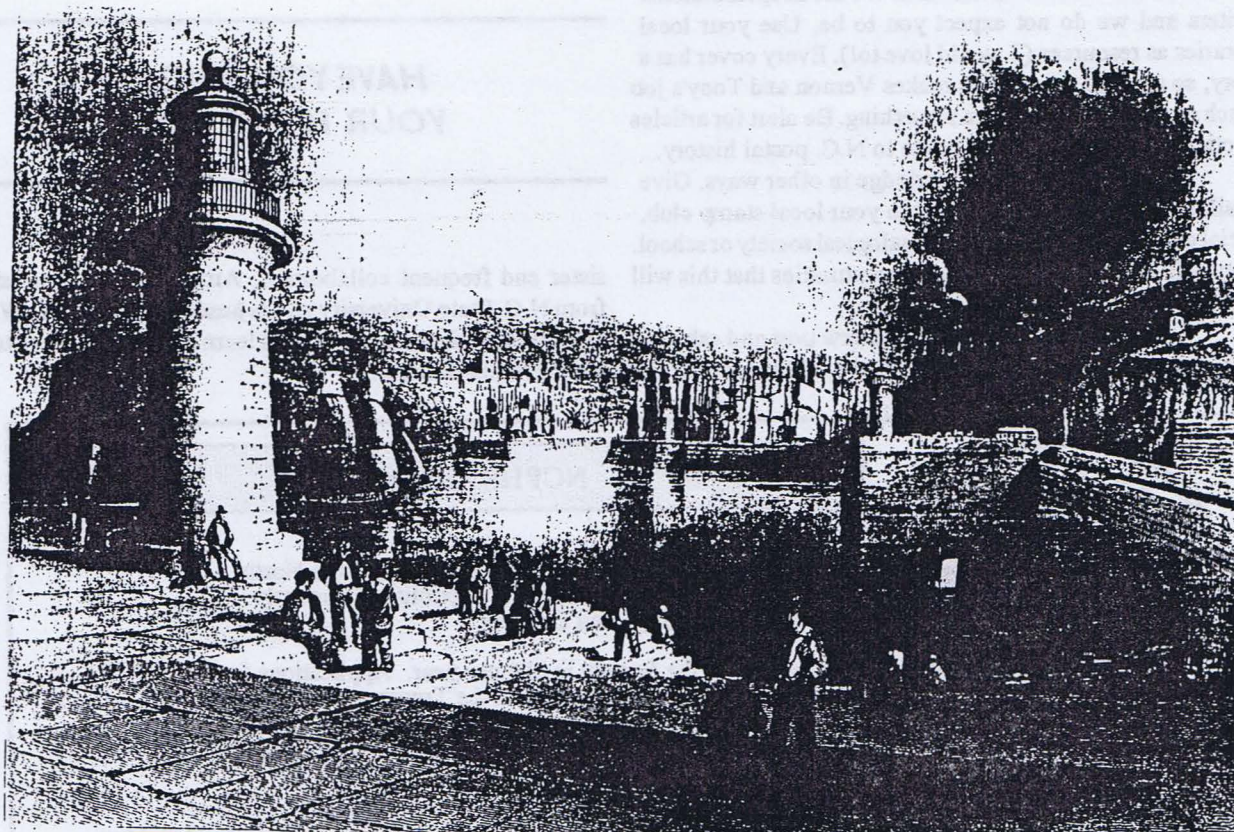
The Journal of the North Carolina Postal History Society

Volume 9, No. 2
10,

Spring 1991

Whole 36

EARLIEST KNOWN NORTH CAROLINA USAGE - Oct. 15, 1759



White Haven Harbour - Port of Entry for the Earliest Known North Carolina Cover

PRESIDENT'S MESSAGE

by Scott Troutman

Greetings from the flatlands of Oklahoma. Having just returned from WINPEX in Winston-Salem, I can't tell you how good it was to get back to the Tar Heel State. Being the first president of the Society living half a continent away will be a challenge. Hopefully, it will not be a detriment.

Some exciting projects are under way. A history of the pre-Civil War railroads in N.C. will be coming out in the NEWSLETTER. Work is under way on a book on the postmasters of North Carolina, and efforts to find and identify old structures which housed post offices continues. In all these ventures we need your knowledge and your help.

First, have you paid your dues? If not, please send them in. Mailing out reminders diverts precious time and funds from other projects.

Second, pick out something interesting from your collection and write an article on it. We are not professional writers and we do not expect you to be. Use your local libraries as resources (I would love to!). Every cover has a story, so send us a few. This makes Vernon and Tony's job much easier and we all learn something. Be alert for articles in other publications which relate to N.C. postal history.

Third, share your knowledge in other ways. Give a talk on some historical subject to your local stamp club, social club, historical society, genealogical society or school. You will be amazed how many opportunities that this will open up for you.

I am looking forward to this new post and ask your help in making it a success. I will need it all the more as my

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HAVE YOU PAID YOUR 1991 DUES?

sister and frequent collaborator, Amy, has just graduated from N.C. State University and is headed off to M.I.T. With all of us contributing, we should learn a lot of postal history and have fun doing it.



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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BIDS FOR CARRYING THE UNITED STATES MAILS

HISTORICAL NOTES

Edited by D. L. Corbit

Reprinted from *The North Carolina Historical Review*

The notes in this issue consist of an advertisement forbids for carrying the United States mail in North Carolina in 1794.

MAILS of the UNITED STATES

In December 1794 a request was made to the Postmaster General by the House of Representatives to know how the postal law had been carried into effect. Thereupon on Dec. 23, 1794, Charles Burrall, Assistant Postmaster General, reported that contracts had been made for most of the post roads designated by law. However, in some cases the bids were so high that the postmaster general had rejected them.

In April 1796, a committee, which had appointed to investigate the necessary alterations in the postal law, reported that several "Deputy Postmasters" resigned their appointments because of the insufficiency of the compensation for the time and services required of them. The committee also reported that the mail had been carried "with great dispatch and regularity" through the southern states during the summer and fall, but during the winter there had been many failures, and the carriers had been met with many embarrassing circumstances. The committee also reported that "many printers desirous to get their papers to their customers by the first mail...do not take any pains, and possibly, sometimes the mail gets off so soon after the papers are struck off from the press, that they have not time to dry them; consequently, they ... more than double the natural weight when dry. This wet situation of the papers makes them liable also to be easily torn and destroyed by the motion among the bundles and packages, arising from the carriage or horse that transports them. And sometimes ... whole bundles, as well as single papers, are so worn and defaced, that it is impossible to ascertain to whom, or to what office they are directed, or to read their contents ... they sometimes ... communicate their moisture to a few that were dried ... whereby the whole becomes a wet mass, ..."

In the year ending Oct. 1, 1801, the postage on letters in North Carolina was \$7,316.57, and on newspapers it was \$1,266.62, and the amount paid for transportation of mails was \$15,541.37

In the year ending Oct. 1, 1820, Fayetteville, N.C., John McRae, postmaster, was the only postoffice in the State with gross receipts of \$2,000.00 and upwards.

In the year ending Sept. 30, 1821 there was not a town in North Carolina with a gross receipts of \$2,000.00.

In the year ending March 31, 1827, the gross receipts for North Carolina was \$27,571.81.

Proposals for carrying the Mails of the United States, on the following post-roads, will be received at the

General Post-Office, until the last day of August next inclusively.

On the Main Post-Road.

1. From Petersburg by Goldsons¹ in Virginia; Warrenton, Lewisburg², Raleigh, Averysborough³ Fayetteville and Lumberton in North Carolina; Cheraw Courthouse, Camden, Columbia and Edgefield Courthouse, in South-Carolina; to Augusta in Georgia. By estimate 441 miles.

The mail to leave Petersburg every Friday forenoon at eleven o'clock, arrive at Fayetteville the next Monday morning by nine; at Cheraw Court-house on Tuesday afternoon by two; at Camden on Wednesday forenoon by eleven; and at Columbia in the evening by seven; at Edgefield Court-house on Thursday evening; and at Augusta on Friday forenoon by ten o'clock. Returning - to leave Augusta every Saturday morning by six o'clock, arrive at Columbia on Sunday morning, at Camden on Sunday evening, at Cheraw Court-house on Monday evening, at Fayetteville on Wednesday morning by seven, and at Petersburg the next Saturday forenoon by eleven.

Note. It is expected that the Post rider from Petersburg will proceed with the mails as far as Charles Harris' on Nottoway River (30 miles) on Friday, and there meet the Post-rider from Warrenton; and having exchanged the mails, they will severally set out on their return in time to arrive at Petersburg by eleven in the forenoon of Saturday, and at Warrenton by three in the afternoon.

On Cross-Roads in North Carolina

2. From Halifax, by Hick's Ford⁴ to Charles Harris's on Nottoway River, by estimate 51 Miles.

To leave Halifax every Friday at four o'clock in the morning and arrive at C. Harris's by four in the afternoon; and having exchanged mails with the post-rider from Petersburg, return to Halifax on Saturday, by three in the afternoon.

¹Goldsons was in Brunswick County, Virginia on the Meherrin River.

²Louisburgh, Franklin County, N.C.

³ spelled Averasburgh in the act, was authorized by the General Assembly in 1791. Alexander Avera offered 120 acres of land and David Smith, William Rand, Robert Drawton, William Avera and Philemon Hodge were the commissioners authorized to divide the land into lots. *Laws of North Carolina, 1791, chapter LXII.* Averysburg was about 20 miles above Fayetteville on the east side of Cape Fear River, and in the northeastern part of Cumberland County. Part of Sherman's army encamped there in 1865.

3. From Halifax by Princeton⁵, Murfreesborough, Wynton⁶, the bridge at Bennett's Creek⁷, to R. Mitchells, on the post-road from Suffolk to Edenton; thence to Edenton. By estimate 105 miles.

To leave Halifax every Monday at two o'clock in the afternoon, and arrive at Edenton the next Wednesday by six in the evening. Returning - to leave Edenton on Thursday at one o'clock in the afternoon, and arrive at Halifax by the next Monday noon.

4. From Suffolk (in Virginia) to Edenton, Plymouth, and Washington.

To leave Suffolk every Monday at eleven o'clock in the forenoon, arrive at Edenton on Tuesday by eleven in the forenoon, and at Plymouth by six in the evening - and return at Washington on Wednesday by five in the afternoon. Returning - to leave Washington on Thursday morning by six, arrive at Edenton by noon on Friday, and at Suffolk on Saturday afternoon by five.

5. From Halifax by Blountsville⁸, Williamston, and Dailey's to Plymouth; and from Plymouth to Windsor, once in two weeks.

To leave Halifax every other Saturday by five o'clock in the afternoon, arrive at Plymouth the next Tuesday evening, and at Windsor the next day by ten in the forenoon. Returning - to leave Windsor the same day at two o'clock in the afternoon, arrive at Plymouth in the evening, and at Halifax by noon on the Saturday two weeks after the departure from thence.

6. From Halifax by Tarborough and Greenville, to Washington.

To leave Halifax every Monday at five o'clock in the morning, and arrive at Washington on Tuesday afternoon by five. Returning - to leave Washington at six o'clock on Wednesday morning, and arrive at Halifax on Thursday by seven.

7. From Newbern to Washington.

To leave Newbern every Wednesday morning at six o'clock, and arrive at Washington by six in the evening. Leave Washington the next morning at six o'clock, and return to Newbern by six in the evening.

8. From Newbern to Wilmington.

Once in two weeks, leave Newbern every other Friday at five o'clock in the morning, and arrive at Wilmington in the evening of the next day, or on Sunday morning by nine o'clock. Returning - leave Wilmington the next Monday morning by five o'clock, and arrive at New Bern in the evening of the next day, by seven o'clock.

9. From Newbern by Kinston, Waynesborough⁹, and Smithfield, to Raleigh. Once in two weeks. The distance estimated at 149 miles.

To leave Newbern every other Monday at six o'clock in the morning, and arrive at Raleigh the next Wednesday by six in the evening. Returning - to leave Raleigh the next morning at seven o'clock, and arrive at Newbern the next Saturday by seven in the evening.

10. From Tarborough by Nash Court-house¹⁰, to Lewisburg.

To leave Tarborough every Thursday morning at six o'clock, and arrive at Lewisburg the next day by ten in the forenoon. Returning - Leave Lewisburg the same day at two in the afternoon, and arrive at Tarborough on Saturday evening by six.

11. From Raleigh by Chapel-Hill, to Hillsborough; and from Chapel-Hill to Chatham Court-house.

To leave Raleigh every Thursday morning at six o'clock; reach Chapel-Hill by noon, and Hillsborough by four in the afternoon. Returning - to leave Hillsborough on Friday morning by nine o'clock; reach Chapel-Hill by noon, and Chatham Court-house by five in the evening. Leave Chatham Court-house on Saturday morning at six o'clock, reach Chapel-Hill by ten, and Raleigh by six in the evening.

12. From Halifax by Warrenton, Hillsborough, Martinsville, and Salem, to Salisbury. Once in two weeks. The distance estimated at 211 miles.

To leave Halifax every other Monday by five o'clock in the morning, arrive at Hillsborough on Wednesday morning by nine, at Salem on Thursday by five in the afternoon, and at Salisbury on Friday by three in the afternoon. Returning - leave Salisbury on Saturday morning by nine, arrive at Salem by six in the evening, at Hillsborough the next Monday by six in the evening, and at Halifax the next Thursday evening by five.

⁴ Hick's Ford was in Virginia on the Meherrin River.

⁵ Princeton, Northampton County, was authorized by act of assembly in 1787. Matthew Figures offered 100 acres of land to be laid off in a town and commons, and Howel Edmonds, James Vaughan, Matthew Figures, Nemehia Long, Nicholas Edmonds, Henry DeBerry and Benjamin Cokely were made commissioners to lay out the town. *State Records of North Carolina, Vol. XXIV, p. 256.*

⁶ Winton

⁷ Bennet's Creek was in Gates County after 1778, as that portion of Chowan was put into the new county of Gates.

⁸ Blountsville was authorized by an act of assembly in 1785. It was situated on Roanoke River on the farm of Whitmill Hill, known as Kehuky, Martin County. Joseph Blount Hill, William Williams, Blacke Baker Wiggins, John Dawson, John Drew and Jeremiah Nemes were constituted commissioners for laying out the town. *State Records of North Carolina, Vol. XXIV, p. 773.*

⁹ Waynesborough (Wanesborough in the act) was authorized by act of the assembly in 1787, Andrew Bass having signified his willingness to have a town laid off on his land. William McKinnie, Sr., Burwell Moring, William Whitfield, Joseph Green, William Whitfield, Jr., and William Fellows were constituted directors for carrying on said town. *State Records of North Carolina, Vol. XXIV, p. 273.*

¹⁰ Now Nashville.

13. From Hillsborough by Person Church-house, Caswell Court-house to Leasburg, and Rockingham Court-house, to Germantown - by estimate 103 miles - and thence to Bethania - 10 miles. Once in two weeks.

To leave Hillsborough every other Thursday at six o'clock in the morning, and arrive at Germantown the next Saturday by three in the afternoon, and at Bethania by six. Returning - to leave Bethania the next day at four in the afternoon, and arrive at Germantown by six; leave Germantown on Monday morning at six o'clock, and arrive at Hillsborough the next Wednesday by five in the afternoon.

14. From Salisbury, by Cabarrus Court-house to Charlotte - to return by Iredell Court-house to Salisbury. Making by estimate a circuit of 94 miles once in two weeks.

To leave Salisbury every other Monday, at 6 o'clock in the morning; and return to Salisbury the next Wednesday evening, or by noon on Thursday - waiting at each post-town or place, on the route, at least two hours, unless sooner discharged by the Postmasters.

15. From Salisbury to Fayetteville, once in two weeks, to go by the following routes alternately: By Montgomery, Anson, and Richmond Court-houses to Fayetteville; and by Randolph and Moore Court-houses to Fayetteville; always returning the contrary routes to Salisbury. Making by estimate a circuit of 264 miles.

To leave Salisbury every other Monday morning at six o'clock, and return thither the next Wednesday evening by six in the evening; waiting at each post-town or place, on the route, at least two hours, and at Fayetteville at least six hours, unless sooner discharged by the Post-msters.

16. From Fayetteville to Wilmington - mail to go alternately by Elizabeth-town to Wilmington; and by Sampson Court-house, the Cross-roads near Duplin Court-house, and South -Washington to Wilmington; always returning the contrary way.

To leave Fayetteville every Monday noon, and arrive at Wilmington the next Wednesday by six in the evening; and leaving Wilmington on Thursday at noon, return to Fayetteville the next Saturday by six in the evening.

17. From Edenton, by Hertford, Nixonton¹², Sawyer's Ferry¹³, to Indian-town in Currituck County - once in two weeks.

To leave Edenton every other Tuesday, at one o'clock in the afternoon, and arrive at Indian-town on Wednesday evening. Leave Indian-town on Thursday morning and arrive at Edenton on Friday by noon.

18. From Salem, by Bethania, Huntsville, Rochfort, Wilkes, Morganton and Lincolnton in North Carolina, to Pinckney Court-house in South-Carolina - once in two weeks. The

estimated distance 215 miles.

To leave Salem every other Friday at six o'clock in the morning, arrive at Morganton the next Monday evening by five. Returning - leave Pinckney Court-house on Saturday morning at six o'clock, and return to Salem the next Thursday by five in the afternoon.

N.B. Proposals for carrying the mail No. 18, from Salem to Morganton and Pinckney Court-house, will be received by Col Joseph McDowell at or near Morganton, until the 20th day of August next.

Note 1. If the general arrangement of the public mails should require any alteration of the times of the arrival and departure before mentioned, it is to be made accordingly, either before the execution, or at any time during the continuance of the contracts; and if such alteration should necessarily increase the expence of carrying the mail, a reasonable allowance will be made to the contractor.

Note 2. A Convenient time, not exceeding half an hour, for opening and closing mail, is to be allowed at each post-office, at which the time of arrival and departure is not herein particularly specified.

Note 3. For every hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the Contractor to forfeit one dollar; and if the delay continue until the hour of departure of any other depending mail, whereby the mails destined for such depending mail lose a trip, an additional forfeiture of ten dollars shall be incurred; and if it be to the great southern mail, due every Saturday at Petersburg, it shall be increased to thirty dollars.

Note 4. Newspapers as well as letters are to be sent in the mails; and if any contractor would desire to carry newspapers other than those in his mail, he must state in his proposals the respective sums for which he will carry it with and without the emoluments which may arise from such separate carriage of newspapers.

Note 5. The contracts for the mails from Petersburg to Augusta, and to be in operation the first week in October next, and to continue in force until the first day of October, 1796. The contracts for all other mails herein mentioned, to be in operation the first week in October next, and to continue in force until the first day of January, 1796.

Timothy Pickering
Postmaster General
General Post-Office
Philadelphia

June 13, 1794

¹² Nixonton (to be called Nixon's Town in the law) was authorized by Act of Assembly in 1758, a town with 50 lots of one acre each having been laid off and about 20 inhabited houses constructed and about 75 inhabitants settled there.

¹³ Enoch Sawyer owned this ferry in 1784, and in that year was given authority to construct a toll road across Pasquotank River Swamp, leading to the ferry, and to charge stipulated fees for crossing the same for a period of 25 years.

¹¹ In 1788, a town around Caswell Court House having already been laid off on the land belonging to Nicholas Delane and William Lea, an act was passed by the Assembly authorizing the name changed to Leasburg.

"North Carolina, October 15, 1759" - EARLIEST KNOWN USAGE!

By Tony L. Crumbley

head a the (m) ...
April 14. 1700
The Reverend
A Searcht. Secretary to
the Society for the Propaga-
tion of the Gospel in Foreign
Parts. at the Charter-house
London.

Figure 1

The postal history of North Carolina began when the first settlers paid an outgoing ship's captain to deliver their letters to the mother country. This could have been as early as 1585 when Sir Walter Raleigh's colonists sent letters back on the returning ships. The exact date will probably never be known, but it is known that there was an active postal system in North Carolina prior to the enactment of "an Ordinance for regulating the Post Offices of the United States of America" on October 18, 1782.

The previous earliest recorded letter from North Carolina with rate marking is a Brunswick ship letter with a manuscript "5" postage rate, dated 1767. A recent acquisition by the author has uncovered a significantly older cover from North Carolina. The cover, shown in Figure 1, is dated October 15, 1759. It is from the Reverend James Moir, an Episcopal priest, residing in Northampton County. Rev. Moir has a long and colorful history in the state.

Considered by the church as one of the most industrious missionaries in North Carolina, he served for over 25 years in several North Carolina provinces. Before his appointment in 1740, he had lived six years in South Carolina. Moir arrived in North Carolina in 1740 and settled in New Hanover County. In 1741 the county was divided into two parishes - St. James on the north side of the Cape Fear River, and St. Philips on the south side. Moir proposed to settle at St. James Parish, but the vestry refused to pay him the fifty pounds per annum starting salary which he requested. When St. Philips offered him sixty pounds, he agreed to serve the south side.

Problems began early for Rev. Moir. He wrote the Church of England that this parish covered 150 miles of coastline, and its inhabitants were widely dispersed, yet he

received very little consideration from his parishioners. He was treated with no generosity by the vestry, and his salary was frequently paid in rice. He wrote the Society, "It is now four years since I came to settle in this province, and though I have undergone many hardships in traveling, they don't discover the least inclination to find a convenient house for me, nor pasture for my horse, which are a very uncertain possession here, as being apt to stray, when not stolen."

At Easter in 1747, Moir removed to Edgcombe Parish, more than a hundred miles to the northwest. Here he was much happier than he had been in New Hanover. On November 22, 1748, he informed the Society that "the people seem much inclined to encourage missionaries and often complain of being pestered with sermons of Baptist teachers whom I always found to be grossly ignorant as those they pretend to teach."

By 1750, Moir had moved to Northampton County, his location when the letter in Figure 1 was written. During his twenty-five years in North Carolina, he claimed to have baptized a total of 4,409 persons. Only one other Anglican missionary baptized more. Moir left Northampton County in 1765, moving to New England and later to Suffolk, Virginia. He planned to return to England, but died in February 1767.

The previous accounts of Rev. Moir were taken from official records of the church which were by-in-large accounts by Moir himself. Governor Dobbs had an altogether different opinion of the Rev. Moir. In a letter to the church in 1764, Governor Dobbs stated that, "Moir has no parish, performs very little casual service: he has been endeavoring to procure a certificate of his good behavior, but I am informed with very bad success from any men of rank or character, he lives upon a plantation penuriously and

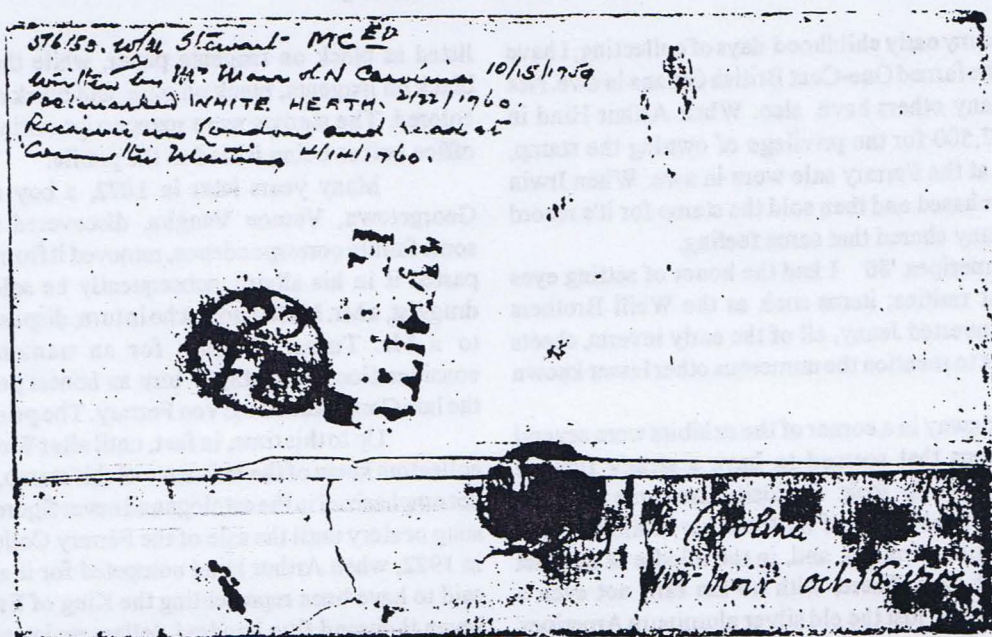


Figure 2

inhospitably; and lays out his salary as missionary in England to retire and to live upon when he loses his support as missionary; his character, as I am informed, is to stir up and make divisions in the neighborhood instead of promoting peace and love; having observed that he had a return to the Society of great numbers of negroes and children by him, I enquired into it and was informed by gentlemen in his neighborhood that they never heard of any number baptized by him." Quite a different picture of the Rev. Moir!

Now, let's turn to the letter itself. The enclosure undoubtedly remains in the archives of the church, thus all we know are from the address and other markings. The cover is addressed to the Reverend D. Bearcroft, Secretary of the Society for the Propagation of the Gospel in Foreign Parts at the Charter House, London. A manuscript "5" is in the same hand as the address. Addition manuscript notes are "North Carolina", "Mr. Moir", "October 15, 1759", and "read at Committee April 14, 1760".

The letter is undoubtedly a ship letter and possibly the earliest recorded through White Haven. The black "White Haven" marking, 26x11mm, is known used from 1741-1781. The port did not receive a ship letter stamp until 1794. The black "London" bishop marking measures 18x16mm and indicates the letter arrived in London on February 22, 1760. This gives us a time interval of 140 days for the cover to travel from North Carolina to London.

The port of departure is unknown, perhaps Edenton which was only a hundred miles east of Northampton County. We do know much about White Haven, the port of entry, Figure 2, which had its first piers erected in 1687, and

many improvements were made in the early 1700's. White Haven was mainly a tobacco port in the mid and late 1770's, importing largely from Virginia. The letter was most likely carried on a tobacco ship just in time for the fall crop.

A major addition to the port was completed in 1767. This facility was later bombarded with cannon by John Paul Jones in 1778, the only attack by the colonies on the British mainland during the Revolutionary War.

Is this the earliest cover from North Carolina? Certainly not! Moir himself would have been communicating with the church for nearly 20 years prior to this cover. It is, however, the earliest recorded cover to date. Where are the others? In London, perhaps, waiting for some lucky collector to salvage them from some scrap paper pile. Let's hope when they are discovered, they will head their way back soon to North Carolina. I'd hate to think we're going to have to wait another 241 years for the next cover to return home.

From *The State Magazine*, Sept. 15, 1968

Aycock Brown might have been the only man in history to buy a post office's entire stock of stamps. He and Alpheus Drinkwater were driving to Mashoes. There we talked with Thomas Royall Midgette, the Mashoes postmaster, who was complaining they were about to close the post office that served only 14 persons. "It was early December," said Aycock, "so Drink and I decided to buy our Christmas card stamps to help Midgette. Drink bought \$10 worth and I bought \$5. Midgette had to scrape the bottom of the drawer to get that many stamps together. Maybe Drink and I were the only people ever to buy out a post office."

The Only Known Copy

by Tony L. Crumley

Since my early childhood days of collecting, I have looked upon the famed One-Cent British Guiana in awe. Not only I, but many others have, also. When Arthur Hind in 1937 paid \$37,500 for the privilege of owning the stamp, those present at the Ferrary sale were in awe. When Irwin Weinberg purchased and then sold the stamp for its record \$1 million, many shared that same feeling.

At Ameripex '86 I had the honor of setting eyes on many great rarities; items such as the Weill Brothers blocks of the inverted Jenny, all of the early inverts, sheets of US Zeps, not to mention the numerous other lesser known rarities.

Stuck away in a corner of the exhibits were several frames of stamps that seemed to have a steady flow of collectors stopping to look. Curiosity drew me to these frames. There in the midst of all the other exhibits was a collection of British Guiana, and, in the middle of the first frame, was that gem. There, with no fan fair, not even a special display case, just the old silver aluminum Ameripex frame, there, before my eyes was the Sun God of philately, our own Mona Lisa!



After a few moments of gazing, my eyes wandered, and there, hidden high in the ceiling, was an armed guard, and, to the left, on an elevated platform was another. Both of the guards had their eyes directed towards the frame that housed this rarity. So this great rarity did rate special attention! My thoughts turned to, "Why does this stamp, labeled 'The Rarest Stamp in the World', deserve this special attention"? Many other stamps are just as unique, not to mention more attractive. What is its story?

In 1856, so the saga goes, a consignment of stamps from London for the post office in Georgetown, Colony of British Guiana, was either delayed or lost at sea, and so the local postmaster turned to the printers of the Official Gazette, commissioning the owners, Baum and Dallas, to print an order of typeset stamps for provisional use until a fresh shipment of government printed stamps would arrive.

It was a simple, but neat, piece of typesetting in two denominations - one cent and four cents. The one cent is

listed as black on magenta paper, while the four cents is black on magenta, black on blue, and black on blue surface colored. The stamps were manuscript initialed in the post office before being issued to the public.

Many years later in 1872, a boy collector from Georgetown, Vernon Vaughn, discovered this stamp on some family correspondence, removed it from its cover, and pasted it in his album. Subsequently he sold it to a local druggist, a Mr. McKinnon, who in turn, disposed of it in 1878 to a Mr. Turner Ridpath for an unnamed monetary consideration. Ridpath, to turn an honest penny, sold it to the late Count Renotiese von Ferrary. The price is unknown.

Up to this time, in fact, until after World War I, few collectors knew of the existence of this stamp, at least it was not emphasized in the catalogs and never figured in philatelic song or story until the sale of the Ferrary Collection in Paris in 1922, when Arthur Hind competed for it against a party said to have been representing the King of England. Thirty seven thousand five hundred dollars registered the highest price ever paid for a postage stamp! It caught the imagination of the world, especially of collectors and writers, who exhausted their stock of adjectives and superlatives in glamorizing it.

Since that first public sale in 1922, the legendary One-Cent British Guiana has continued to set new records and draw great attention. It is not "The Rarest Stamp in the World" for numerous other stamps exist of which there is only one example. It can claim the distinction of fetching the highest price for a single stamp, and this is its only real claim to fame.

Perhaps if Hind had not been motivated to raise the ante in the Paris bidding in 1922, none of us would be aware of this gem. He did, for whatever reason - his reckless desire for publicity or merely the whimsey of a man of great means. Because of this we all know of the One-Cent British Guiana.

At this point many of you are asking yourselves, "what does all this have to do with North Carolina postal history"? The fact of the matter is - nothing! Except it brings me to consider the many North Carolina postal history items that fit into the same unique category as the One-Cent British Guiana. We have many such treasures which have yet to receive the vast publicity that drives up the price and creates such interest. With this article I would like to introduce you to some of North Carolina's Great Philatelic Rarities. I'd like to lead into the arena several of our own philatelic items which rival anything from abroad. Yes, items that can not only be labeled, "The Only One Known", but, "Made in North Carolina".

To start, let's look at several Confederate States Postmaster's Provisionals. Each of these can be considered identical to the One-Cent Guiana in that they were produced in the same manner and for the same reason, to satisfy the

identical to the One-Cent British Guiana in that they were produced in the same manner and for the same purpose. Having no supply of stamps the postmaster acquired his own provisional stamps to satisfy the demands of his patrons.



Franklin, N.C., Paid 5, 1861

18x10mm. These markings were applied in red on white wove paper. Count Ferrary also owned this cover which was included in the Paris sale in 1922.



Salisbury, N.C., Paid 5 Cents, Sep. 1, 1861

This cover matches the condition of the One-Cent British Guiana; it is a true dog! Only part of the cover remains, and the remaining part is water stained. This typeset provisional is printed in red on white paper. The cover has been turned and re-used with a Confederate 10 cent blue #11 canceled from Clover Depot, Virginia. This provisional is an example of using stocktype found in many printing offices at that time. The Phoenix, spreading its wings and arising from flames, was common at that time.

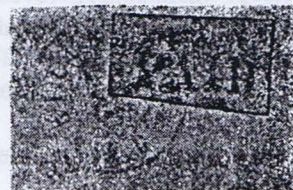
This unsightly cover has been owned by Caspary and Emerson. Even in such poor condition, the cover last sold for \$4,500.



Hillsboro, N.C., Paid 5, June 7, 1861

In the Sidney P. Hessel Auction, held by H.R. Harmer of New York in 1975, this 5 cent black Hillsboro Confederate Postmaster's Provisional was offered for sale.

Mr. Hessel was given credit by Deitz in his 1929 book as having submitted it. It is nothing more than a black "PAID", 20x6mm, handstamped on a small piece of white wove paper. The stamp was affixed to the cover and tied by a "5" in circle measuring 18mm; the five is 10mm.



Hillsboro, N.C., Paid (3), May 27, 1861

A similar adhesive has been discovered from Hillsboro in the Mangum correspondence, a substantial new find, with the identical "PAID" handstamp, but with one important difference, it is tied by the double circle Hillsboro postmark, dated May 27, 1861. This is the day that North Carolina joined the Confederacy! The significance is that on this date the U.S. postal rate of 3 cents was still in effect. It was not until June 1 that the Confederate of 5 cents started.



Chapel Hill, N.C. August 10, 1861, Paid 10

The postmaster of Chapel Hill also created a crude stamp when his supply of stamps ran out. This provisional was prepared with two post office handstamps. The "PAID" measures 16x4mm; the "10" is 18x10mm. These markings were applied in red on white wove paper. Count Ferrary also owned this cover which was in the Paris sale of 1922.

The next several covers which we will look at as "Only One Known" are similar to the previous in that they are Confederate Postmaster Provisionals and sold in advance for use as postage when regular stamps were unavailable. They differ, however, in that they are not adhesive, but applied to envelopes.



Gaston, N.C., Nov. 26, 1861, Paid 5

When the postmaster of Gaston needed a solution for the problem of no stamps, he decided to create his provisional on postal stationery. To do this, the postmaster applied his cds in the upper right-hand corner without the date slug inserted. Within this he handstamped "PAID 5". This became the control marking which could be sold for prepayment of postage.

The envelope was mailed on November 26 at which time the cds was again applied with the date slug in place, becoming the canceling device for the PAID 5 control marking. The only known cover is made of lemon yellow paper.

As the previous provisional was created, so was the

Greensboro. The postmaster applied an old cds without the date slug in place. The spelling in this control marking in red was Greensboro/N.C. without the "ough", and with a "PAID 10" slug inserted. All known Greensboro Provisionals except this one was canceled with a red Greensborough/N-C cds. The cover is unique in that the postmaster chose to use blue ink for the Greensborough cds and red ink for the Greensboro control mark.

This cover is of great significance to me because it was an original find. In my many years of collecting, few such finds have occurred. This is evidence that great postal history items are still waiting to be found. Also of significance is the fact that this cover can not as yet be explained.



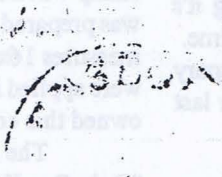
PAID
10

Chas. L. Feltiguer Esq
Mount Carmel
South Carolina

32xvi

Greensboro, N.C., March 14, 1862, Paid 10

A Soldier's Letter co. 4th N.C.
Regt. M.C. troops



PAID
10

Mrs Henry Kerner
Lincolnton P.O.
Lincoln County
N.C.

Greensboro, N.C., Due 10 over Paid 10

As with the previous cover, the red Greensboro Paid 10 control marking was applied to the upper right-hand corner. At some later point the Due 10 in red was applied over the Paid 10, and the red Greensborough cds was applied at a still later date. The puzzle is why would a Due marking be applied over a Paid marking. One explanation is the letter was over weight and needed 20 cents postage rather than 10 cents, thus an additional 10 cents was due. Whatever the case, to date no other such cover has been reported.

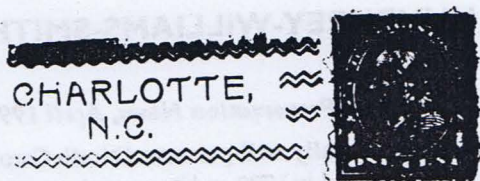
The next two "Only One Known" covers will take us out of the realm of the Confederate and look at an example of pre-war and post-war covers.

Shalotte is a recent find which was brought to the market and was a previously unlisted Brunswick County postmark. Postmaster D.K. Bennett was writing to T.D. McDowell, a state senator in Raleigh, and requesting that he try to sell copies of his recently published North Carolina history book.

The Shalotte post office first opened in 1838. It operated as Shalotte until Dec. 29, 1858, at which time the spelling was changed to Shallotte. Twenty seven days before the official name change, the postmaster was using his cds with the new spelling. Probably the newness of the cds handstamp is the reason for the clearness of the postmark.



Shallotte, N.C., December 1, 1858, Free



Charlotte, N.C., circa 1897

The last of the "Only One Known" I'd like to examine is perhaps the most unusual of the Charlotte postmarks. No background is known on this marking. Similar markings have been seen from other towns. Perhaps it was produced locally in 1897 to cancel a large number of cards expected for the holiday mail. The size of the envelope and the one-cent rate would indicate a greeting card or invitation was enclosed.

This cancellation has been labeled the "tractor tire" cancel for obvious reasons.

I have come to the end of my ramblings on unique items. Included here is only a brief sampling of the many "Only One Known" examples of North Carolina postal history. Of more than 6,000 stampless covers recorded through the efforts of the NCPHS, more than 120 are the only known examples. I expect each of you have your own examples of such items in your collections. Perhaps this is what the hobby is truly all about.

In any case, the next time you visit a local show and see an armed guard hanging from the rafters, and another stationed on an elevated platform just above the exhibit frames, you can be assured a new day has come to North Carolina postal history collecting. The price of covers just went up! Not because of rarity, but because of the publicity given to superior philatelic status.

MINUTES OF THE 1991 BUSINESS MEETING

Winpex '91, Greensboro, N.C., June 1, 1991

The meeting was chaired by President Ken Schoolmeester. The following were elected officers for the period 1992-1994:

President - Scott Troutman

Vice-President - Alan Vestal

Secretary-Treasurer - Thomas Richardson,

The problem was brought up concerning upgrades needed in Vernon Stroupe's computer software if he was to continue doing the desktop publishing for the Newsletter. It was generally agreed that this service was needed, and it was unfair to Vernon for him to bear all of the costs, and there was sufficient funds to cover an honorarium to cover his expenses. A fee of \$125 per issue was agreed to with the stipulation

that he commit to continuing the work for at least a year and a half. A motion was made and seconded that we go ahead and provide for an honorarium for whoever is the editor.

There was a comment that only about 50% of the membership had paid their 1991 dues.

There was discussion of a new book of all the N.C. postmasters. It is being done by the same person who did it for Tennessee and it is about 75% complete. Plans are to solicit advanced orders, with the Society easing the cash flow to get the book published. Tony Crumbley has the cost estimates. No Society action was required at this time.

There being no further business, the meeting was adjourned.

HUMPHREY-WILLIAMS-SMITH HOUSE WINS NATIONAL PRESERVATION AWARD

Historic Preservation News, April 1991

An unusually well-preserved North Carolina farm that was established in 1772 and its current owners, who are descendants of the original owner, have been awarded the 1991 BARN AGAIN! Farm Heritage Award from the National Trust and *Successful Farmer* magazine.

Cousins Charles Smith and Robert Doares are continuing an impressive tradition through farming and preserving the 566-acre Humphrey-Williams-Smith Plantation, which is located south of Fayetteville, N.C. in Robeson County. Besides an 1846 transitional Federal and Greek Revival-style house, the farm boasts such other structures as a circa 1784 dwelling, an 1856 commissary/post office, a buggy house, and barns.

Soybeans, wheat, oats and corn are now grown on 165 acres; 400 acres of pine and hardwood trees also are managed by Smith and Doares. The forest is complimented by an acre stand of long-leaf pine that Smith planted in 1963 to demonstrate how the slow-growing but dense heartwood was used as an early and durable building material by settlers in the region.

The clapboard farmhouse contains a library with approximately 3,000 volumes assembled since 1772. Letters, diaries, journals, photographs and account books provide a thorough documentation of how seven generations spent more than two centuries living and working on the plantation.

The Humphrey-Williams-Smith Plantation is listed in the National Register and has been recognized as a

National Bicentennial Farm by the United States Department of Agriculture and a North Carolina Century Farm by the North Carolina Department of Agriculture.

BARN AGAIN! is a national program, sponsored by the National Trust and *Successful Farming* magazine, that is designed to preserve historic farm buildings and promote their use for contemporary agriculture.

Awards Presented in Raleigh

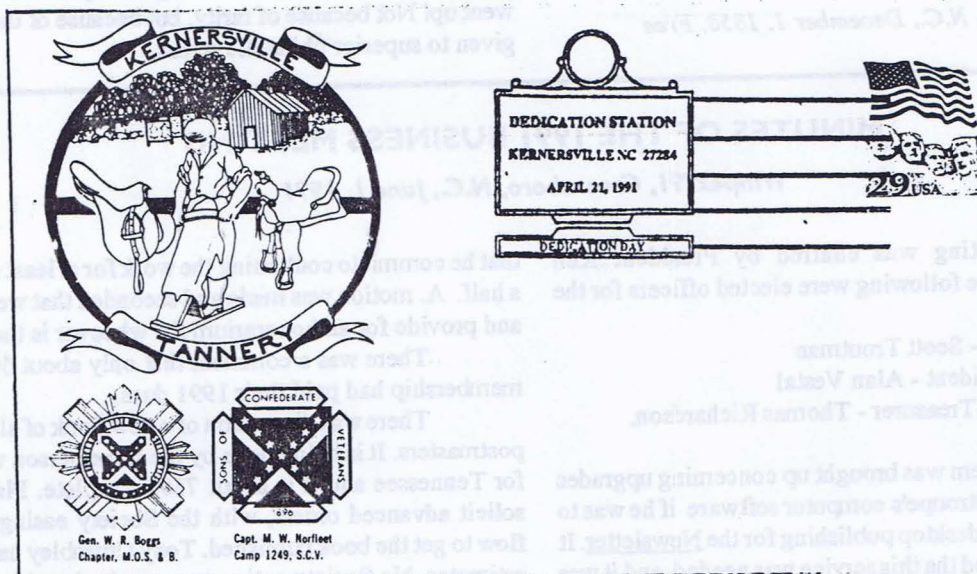
The Historic Preservation Foundation's office in the Bishop's House on the campus of St. Mary's College was the site of the presentation of the awards from the National Trust and the North Carolina Philatelic Society. The event was Friday, June 14 at 2PM. A wine and hors d'oeuvres reception followed. An official from the Charleston office of the National Trust made the presentation.

In a letter to the editor, the recipients say, "Professor Smith and I received the \$500 check from the National Trust for Historic Preservation on behalf of the NCPHS". We appreciate the gift immensely, and we will keep the Newsletter informed of our progress on the old Raft Swamp Post Office."

See: Raft Swamp: North Carolina's Oldest Postal Building? - NCPHS Newsletter, Vol. 8, No. 2, Summer 1989, p. 8.

A Time Warp at Raft Swamp, *ibid.*

The Raft Swamp Challenge, *ibid.*



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A White Road, N.C. Confederate Cover

by Maria and Brian Green

The recent acquisition of a North Carolina soldier's correspondence from a descendant of that soldier resulted in the discovery of a Confederate cover from a previously unlisted town. This cover (below) originated from White Road, N.C., Sept. 24 (1864). In addition to the manuscript town postal markings, the rate, paid 10, is also manuscript. It is addressed to (Private) Elijah Whicker, Co. D., 38th Regt., N.C. Troops, Scales Brigade, Wilcox's Division, Richmond, Va.

Private Whicker enlisted in 1864 and served throughout the remainder of the War. Prior to his enlistment, Whicker was employed at a Jamestown (N.C.) armory.

White Road was located in Forsyth County near the present day Belew's Creek. The 1862 U.S. Post Office Department Register for 1861 shows G.V. Fulp as postmaster with \$3.90 in compensation and \$4.31 balance due the U.S. as of Sept. 30, 1861.

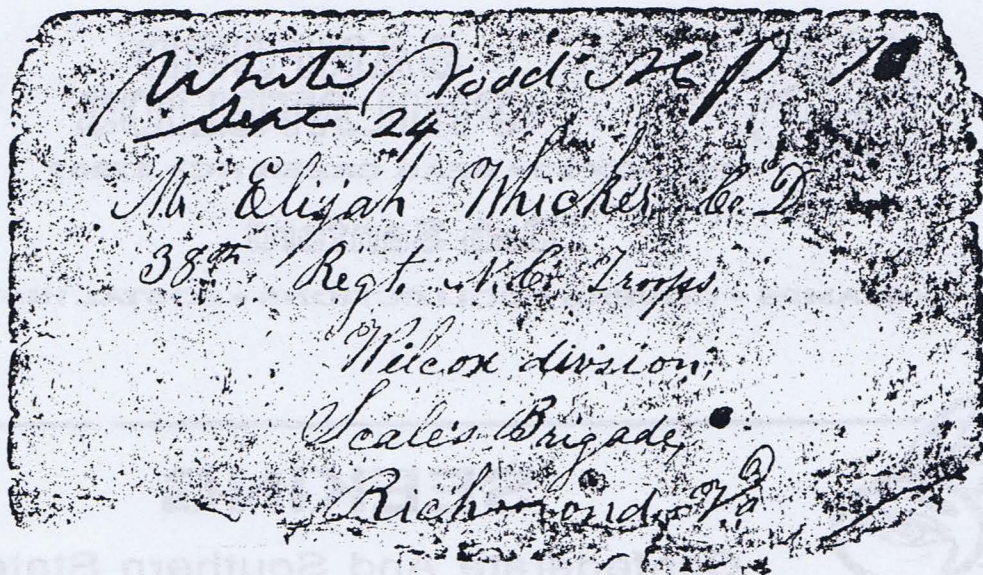
The Fulp name is prominent in Forsyth County and it is possible that he continued on, but under Confederate jurisdiction.

One of the letters written home by Private Whicker had a reference to the mail service:

*Camp near Petersburg, Va.
Monday Evening Oct. 10/64*

Affectionate Father, Mother & Sisters,

I am able to be up and eat most of my rations. I have a very bad cold and sore throat, I think it similar to spells I used to have when with you. I hope you all enjoying good health. The weather is dry and windy and very cool in the bargain. I wrote the other day about a trip over to the North side of the James River and back again. It was a wearing out tramp to me, I gladly received your instructive missive of 27th. in due time. I was pleased to know you were all getting on as well as you were. When you mail at Winston or Kernersville I am surer to get them in due time than when mailed at White Road. I have nothing reliable to write that would entertain you, I am anxious to see you and talk to you



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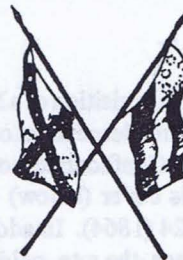
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