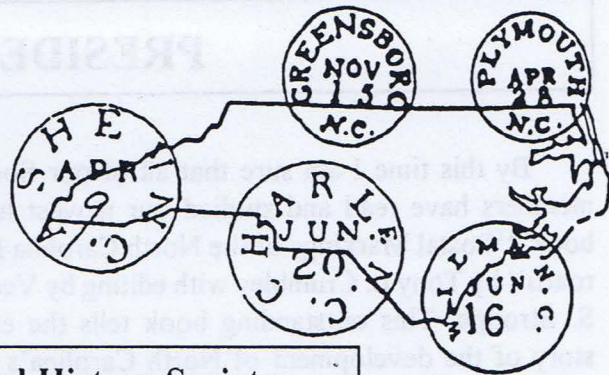


NCPHS Newsletter

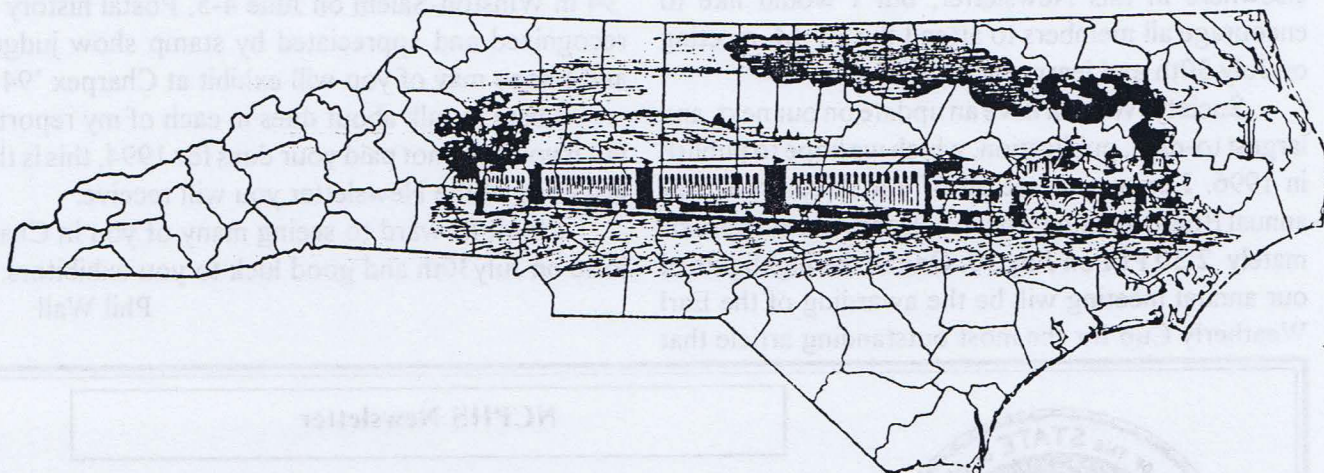


The Journal of the North Carolina Postal History Society

Volume 13, No. 2

Spring 1994

Whole 49



COMPANY SHOPS - A Brief Passage in Time

Affiliate #155 of the American Philatelic Society



PRESIDENT'S MESSAGE

IN THIS ISSUE

By this time I am sure that all of our Society members have read and studied our newest handbook, "Postal Markings of the North Carolina Railroads" by Tony L. Crumbley with editing by Vernon S. Stroupe. This outstanding book tells the entire story of the development of North Carolina's railroads and the role they played in transporting the mail in our state.

Tony (and Vernon) are to be congratulated and thanked for their endeavors. This book will undoubtedly become the benchmark standard by which all other state postal history handbooks will be measured. Additional copies - either bound or looseleaf - may be obtained from Tony L. Crumbley, P.O. Box 219, Newell, N.C. 28126. The cost is \$12 per copy.

The official Call to Convention will be found elsewhere in this Newsletter, but I would like to encourage all members to attend the 2 P.M. meeting on July 30th and learn more about your

Society. We will have an update on our next, and largest to-date, publication, which we hope to publish in 1996. I expect to see all of our directors at our annual Board meeting, which will convene at approximately 2:30 PM on July 30. One of the highlights of our annual meeting will be the awarding of the Earl Weatherly Cup for the most outstanding article that

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was published in the Newsletter in 1993.

At our 1993 Annual Meeting we will institute a second writers award; for the best article published in the Newsletter by a first time author. So if you have never written a philatelic article, I encourage all of you to give it a try. Every experienced writer for the Newsletter wrote one at one time, his or her first article. It need not be lengthy and either of our editors will be more than happy to assist you.

Our members won the top four awards at Winpex '94 in Winston-Salem on June 4-5. Postal history is recognized and appreciated by stamp show judges and I hope many of you will exhibit at Charpex '94.

I hate to talk about dues in each of my reports, but if you have not paid your dues for 1994, this is the last copy of the Newsletter you will receive.

I look forward to seeing many of you in Charlotte on July 30th and good luck to you exhibitors.

Phil Wall



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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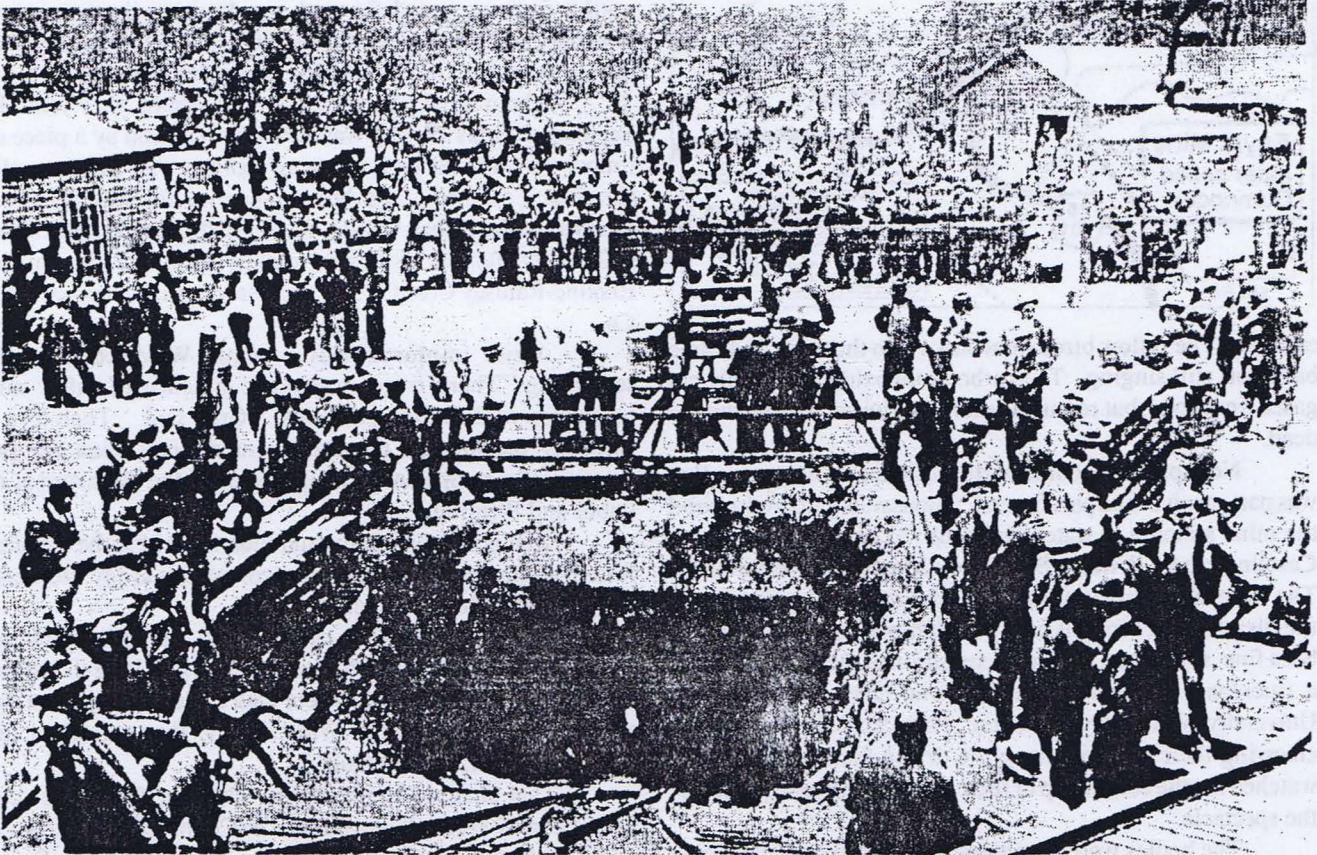
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COAL-MINING DISASTER OF '25 WAS N.C.'S WORST

*Reprinted with permission
by Ken Otterbourg
Winston-Salem Journal Reporter*



Workers spent three days trying to rescue miners trapped in the Carolina Coal Mine in Coal Glen by an explosion in 1925. Fifty-three died.

COAL GLENN

The first explosion thundered out of the ground at 9:40 on the morning of May 27, 1925.

Howard Butler heard the blast and ran down into the mine. A thousand feet below the earth, he saw the men, some stunned but still alive, and the broken walls and timbers.

There was another explosion. The smothering coal gas pushed forward. Butler, the mine superintendent, scrambled for fresh air. Near the surface he collapsed, but he survived.

Then a third and final blast. The Carolina Coal Mine shook no more. When the rescue effort was stopped three days later, 53 men - half the adult male population of this small community in southern Chatham County - were back in the ground, dead and buried.

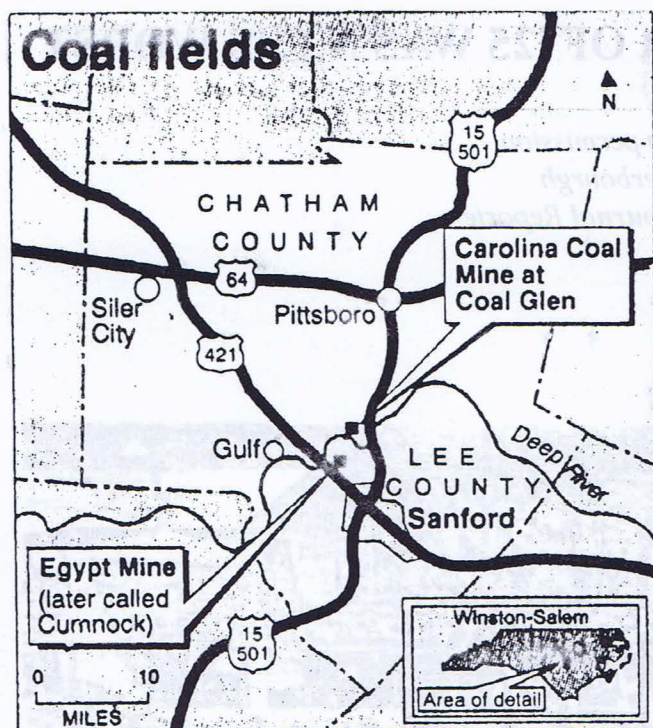
This was more than the state's worst industrial disaster.

It destroyed a tiny town. It hastened an end to the state's coal-mining industry. And like the fire that raced through a chicken-processing factory in Hamlet a year ago, the events here served as wake-up call to a state government that had ignored the dangers that workers faced.

The mine had never been inspected by the N.C. Department of Labor and Printing.

As Frank D. Grist, then the commissioner of the agency, wrote to the governor, "The State of North Carolina could have presented the mining industry in this state with a clearer conscience if everything in its power had been done to safeguard the workmen in the mines."

By the next morning, rescue crews from other coal regions - Pittsburgh to the north, Birmingham to the south - began arriving in Cummock. The Pittsburgh workers brought



canaries. The yellow birds went down into the mine and came back out, still singing. The carbon monoxide and deadly cot gases were gone, but rescue workers continued hauling out the dead.

Newspaper accounts of the accident paint a scene that was part carnival and part funeral. Thousands gathered around the mine's mouth to watch and wait. "The crowd is a North Carolina crowd," wrote Ben Dixon MacNeill, a reporter for *The News & Observer* of Raleigh, who dashed the 60 miles to the disaster and brought back the first photographs. "It has been fine, save for an indecent exposition of the picnic spirit by a truckload of heedless students who came over from the University Wednesday afternoon. They came as for a holiday, elbowing their way in among the drawn-faced mothers who watched for the coming up of their sons. They were quieted by the spectacle."

The bodies were decomposed and stinking from being under-ground for two days. Whites were turned black from the coal dust. Some could only be carried out using sheets. One man's skin had fallen off. He was identified because he was missing a little toe, the result of an earlier shooting accident.

As was the custom of the day children who lost their fathers were called orphans. Seventy-nine children became orphans. Thirty-eight women became widows.

One of those killed was Tom Wright, who was 23. He left behind six children and a wife. His brothers, James and Russell, both bachelors, also died in the mine. That wasn't unusual. The list of the dead is filled with brothers and fathers and sons. There were the sons, Wade and D.J.; the Alstons, Henry and John; the Hudsons, Joe and Dan; the Dillinghams, W.D. and N.E.; the Andersons, George and Shubert.

Writing of the Andersons in *The Charlotte Observer*, Angus A. Acree said: "Their poor bodies, scarred and crushed, were found with arms entwined about each other. They had gone before their maker in brotherly, loving fashion."

What caused the explosion? Rescuers found matches on some of the dead and quickly reasoned that a miner catching a smoke accidentally ignited coal gas. That theory was rejected. Many people then blamed it on fate.

Not W.H. Hill. He conducted an investigation for Grist and delivered a report that said a defective mining blast started it all. "The shot blowing out ignited the gas and coal dust, resulting in a general explosion throughout the mine, which wrecked the underground ventilating system," Hill wrote.

He said he didn't see any reason why the mine couldn't be reopened. But he made seven recommendations about mine safety. They included forbidding miners from blasting a seam until a foreman tested for coal gas, limiting the amount of blasting powder brought into the mines, and requiring dry coal dust to be carried out of the mine at regular intervals.

There would be other mining deaths that year. In September, Silas Worthly was struck in the head by a piece of timber that was hit by a runaway coal car. At the time, the Carolina Coal Mine had been re-opened for less than two months. In November, Charles Shirley and Sylvester Murchison suffocated after an explosion rocked the mine run by the Erskine-Ramsey Coal Co., the successor to the Cumnock Coal Co.

Grist implored Gov. Angus W. McLean to do something. "There is an inadequate practice of safety and precaution in the mining industry," Grist said. "Therefore, I earnestly recommend the enactment of legislation for the creation of a competent mine inspector in the Department of Labor and Printing."

Grist got his inspector and more. In 1929, the General Assembly finally agreed to require companies to pay Workers' Compensation to injured employees.

THE DEEP RIVER curves north where it forms the border between Lee and Chatham counties. Along the banks is the Cumnock coal seam, where men set to mining about the time of the Revolutionary War. Mostly, they scratched the surface near the town of Gulf.

That changed in the 1850s, when the first mine ventured below 500 feet. It was on the Lee County side of the river, and it carried the unlikely name of the Egypt Mine. A railroad line ran from there to Fayetteville, then a working port city on the Cape Fear River.

During the Civil War, the Egypt's coal wound up in Wilmington as fuel for blockade runners. But there was a hitch. When burned, the coal gave off a thick smoke that was easily spotted by federal patrol boats guarding the waters off the lower Cape Fear.

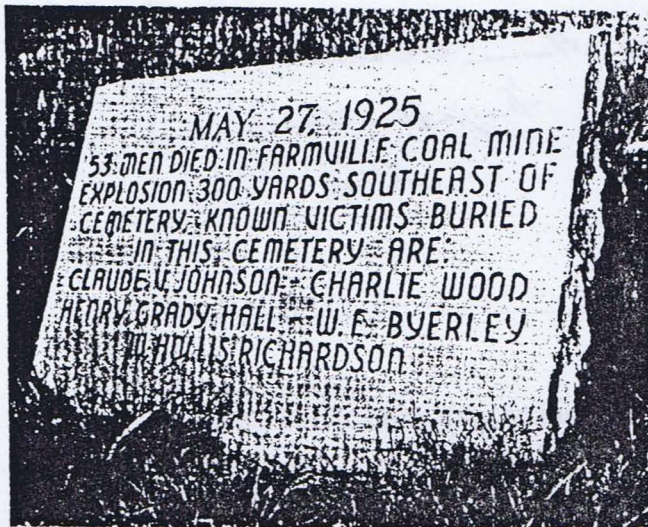
After the war, the Egypt Mine was closed from 1870 to 1888 and from 1902 to 1915. The first time was because of a flood; the second was because of death. An explosion in December 1895 killed 43 miners. Five years later, another explosion killed 21 workers.

The state investigated. A coroner's jury was convened. Its members said, "We... find that these twenty-one men came to their deaths by the explosion of gas and the after-damp but how the fire originated, we cannot say."

When the Norfolk Southern Railroad Co. reopened the mine in 1915, it changed the name to the Cumnock Coal Co.

Egypt, a name now linked with death, was considered bad luck. Its rival, the Carolina Coal Co., opened its mine in 1921, digging for the first time across the river, in Chatham County. In 1925, the two businesses produced about 81,000 tons of coal.

There was prosperity on both sides of the Deep River. The town of Coal Glen, which changed its name from Farmville, had a company store and a row of houses stretching deep into the surrounding woods. In Cumnock, the miners lived in "Redtown," named for the color of their cottages, the same red used by the railroad.



Memorial marker in a cemetery near the opening of the Carolina Coal Mine.

"There were houses everywhere," said Margaret Wicker, who grew up in a white farmhouse a quarter-mile from the mouth of the Coal Glen mine. Mrs. Wicker remembered that she was chopping cotton in the fields out back - "just messing around, because I was young" - when she heard something. "It was just like a big boom. Then this air just boiled off the mine. We had an idea what had happened."

THE ERSKINE mine closed in the late 1920s. The Carolina Coal Co. declared bankruptcy in 1930, but 13 years later, the Raleigh Mining Corp. reopened the Coal Glen mine. By 1950, according to state records, the mine was yielding 100 tons of coal each day. It was still a dangerous place.

Hoover Fields died below ground in February 1951. A year later, Arthur Devine was asphyxiated. The mine was temporarily closed.

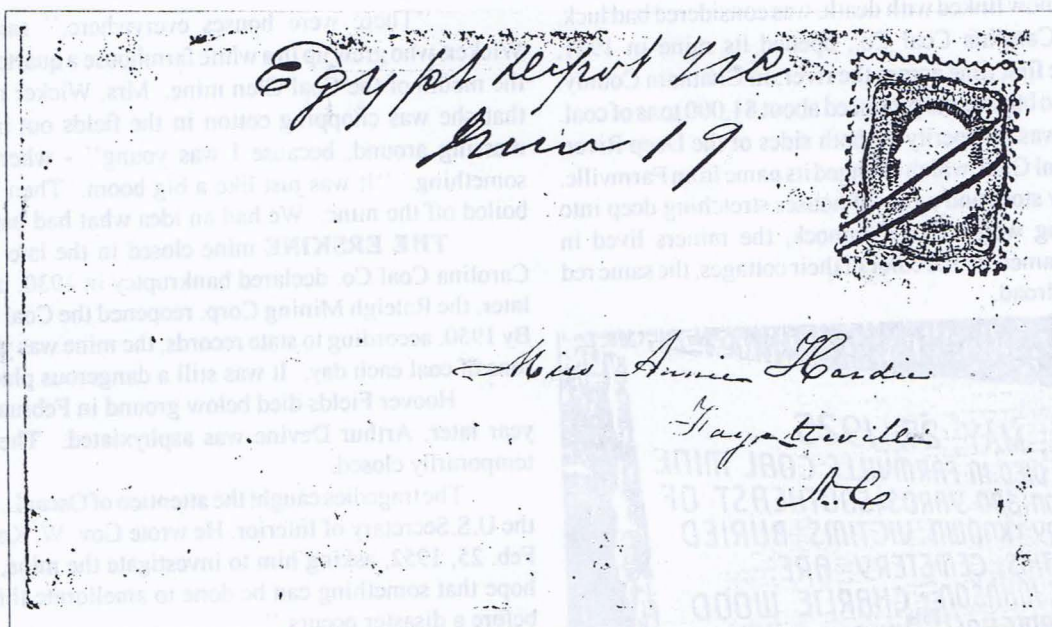
The tragedies caught the attention of Oscar L. Chapman, the U.S. Secretary of Interior. He wrote Gov. W. Kerr Scott on Feb. 25, 1952, asking him to investigate the mine, "with the hope that something can be done to ameliorate this situation before a disaster occurs."

In March, there would be one final death, when Hall Minter was electrocuted. Two months later, the mine closed for good, its coal seam lost.

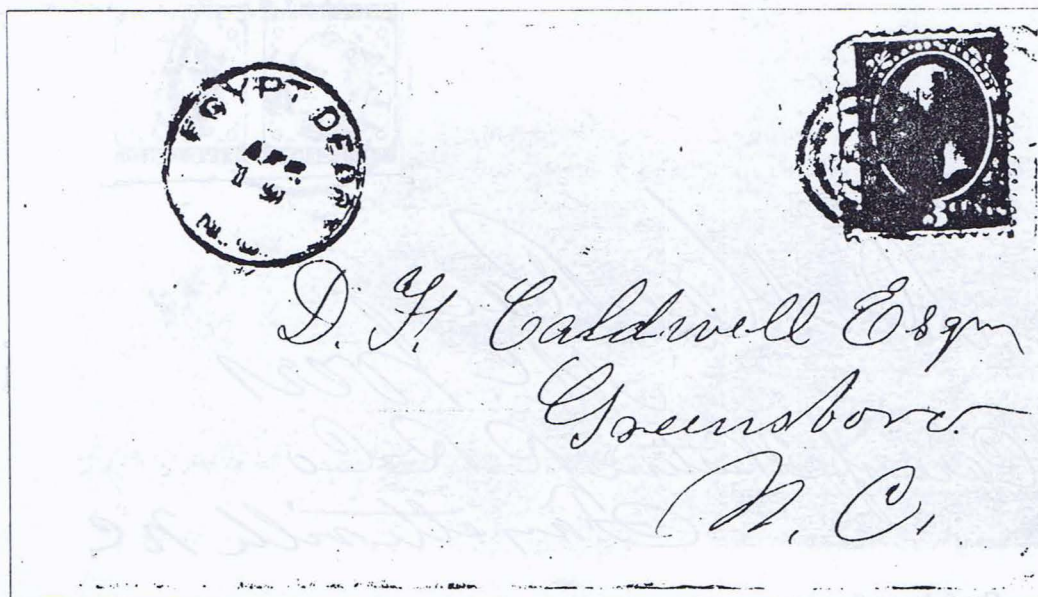
Other than a historic highway marker and a memorial headstone at a nearby cemetery, there is little evidence of the mines and the toll they took on the people who lived nearby. A creosote factory operates on land once used by the Coal Glen mine. The mine shaft is hidden by shrubs. Across the river, on land where the Cumnock mine once stood, is the Golden Poultry Co., which processes and packages chicken.



Confederate States cover with pair of London Print #6's with Wilmington, N.C. cds and addressed to McIver, in care of Western Rail Road Company.



Manuscript Egypt Depot cover ca. 1866-69 franked with issue of 1861-69



Cover with Egypt Depot/N.C. cds of Apr/19 on banknote issue of 1873-87.



George Harrison Esq
Bath
New Hampshire

IF NOT DELIVERED IN FIVE DAYS, RETURN TO
Egypt Railway Company,
EGYPT, CHATHAM COUNTY, N. C.

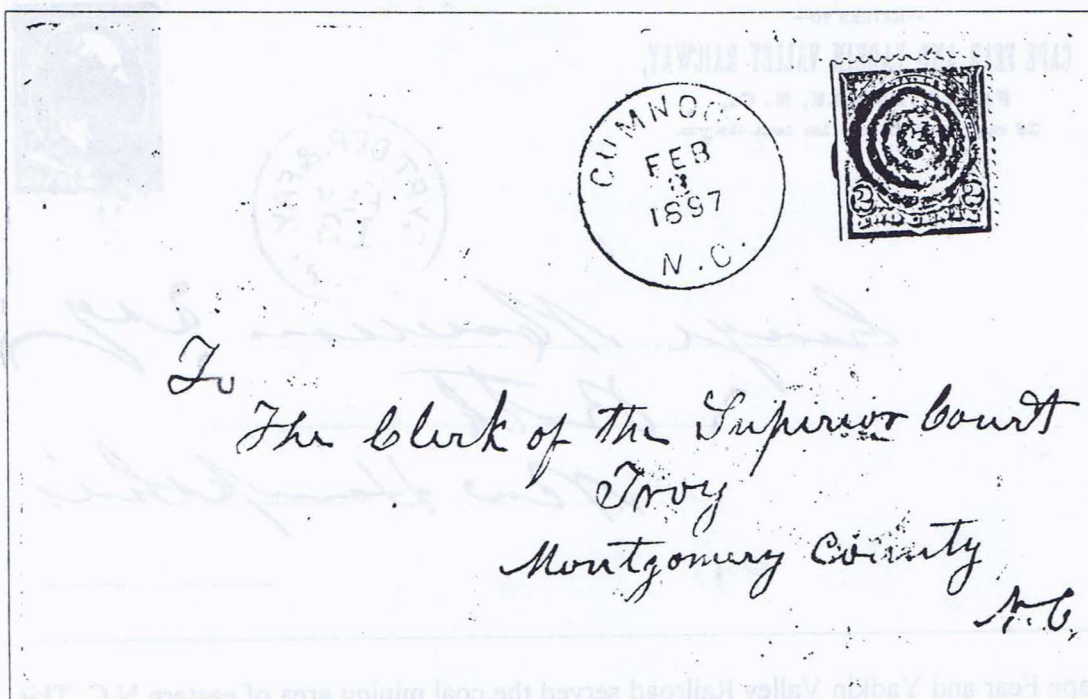
EGYPT DEPOT
SEP 4
1898
N.C.

2

and A. Henry
Sept 4/98

eman
Treasurer
Williamport

Page 7



An 1897 cover with a Cumnock/N.C. cds

Postmasters of Branch, Egypt, Egypt Depot and Cumnock

Branch, Chatham County

William McClane	14 Mar. 1856
Haywood L. Huse	23 Feb. 1866
Changed to Egypt Depot	

Egypt Depot

Haywood L. Huse	23 Apr. 1867
Wesley S. Russell	31 Jul. 1873
Murdock P. Muse	8 Jan. 1880
Alford G. Roberson	20 Apr. 1880
Margaretta C. Roberson	1 May 1885
Samuel A. Hensley	23 Oct. 1887
Edwin L. Tyson	5 June 1894
Changed to Egypt	

Egypt

Mary L. Gunter	13 Dec. 1894
Changed to Cumnock	

Cumnock

Mary E. Gunter	11 May 1895
William M. Gunter	11 Dec. 1896
Caleb F. Pendleton	24 Feb. 1898
John W. Mills	7 Mar. 1898
Caleb F. Pendleton	27 Dec. 1900
William J. Tally	17 Mar. 1903
George F. Smith	17 Oct. 1904
to Lee County	2 Mar. 1908

Cumnock, Lee County

George F. Smith	
Mattie L. Smith (act.)	1 Feb. 1940
Lucille B. Spivey	30 Nov. 1965
Discontinued	11 Feb. 1965

COMPANY SHOPS

A Brief Passage in Time

By Tony L. Crumbley

Few towns in North Carolina have a more colorful history than Company Shops. The community was born with the railroad, served the railroad well, and died with the railroad changes.

It is my intention to take the reader through this birth and death of a community name as seen through its postal history. In the end, it is hoped the reader will have a vivid picture of this active North Carolina community.

The building of the early railroads in North Carolina was a long and tedious task. Two separate lines in the eastern part of the state were started in 1836 and completed in the early 1840's, but for many years thereafter the central and western parts of the state had no railroads whatsoever and relied on horse drawn vehicles for commerce, passengers and dispatch of the mail.

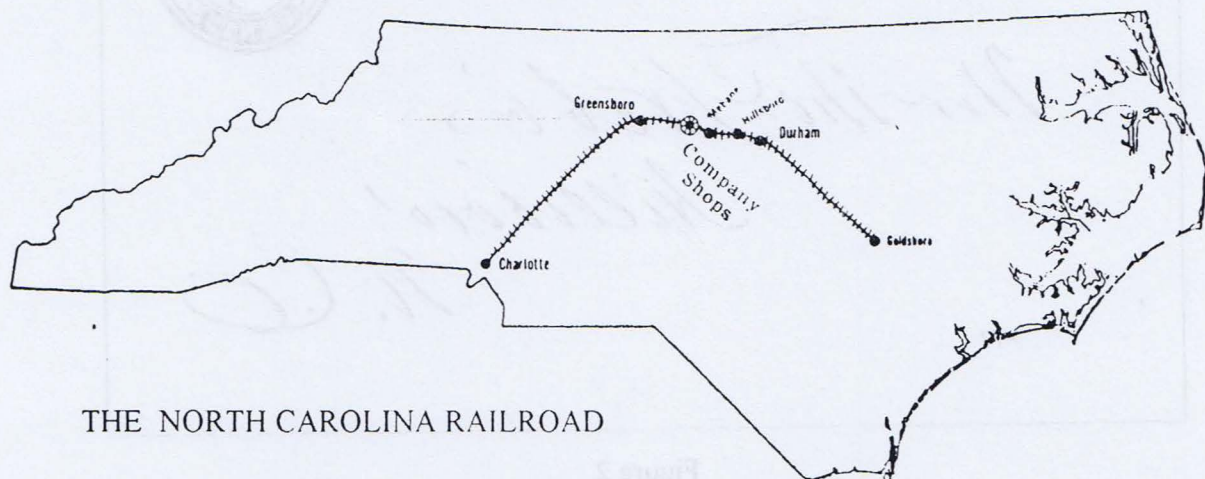
In 1841, John Motley Morehead of Greensboro became Governor of North Carolina (1841-1845). He proposed a new plan for a statewide system of railroads, canals and turnpikes, and in the plan was the building of a railroad from Goldsboro in eastern North Carolina to Raleigh, thence west through Greensboro and terminating at Charlotte, thus giving rail service through the rapidly growing central Piedmont section of the state.

Only a part of the plans were completed while Governor Morehead was in office, but progress moved

steadily forward under his successors, Governors Reid, Bragg, and Ellis. In 1856 all preliminary work had been completed in building the new North Carolina Railroad and trains were running between Goldsboro and Charlotte.

In building the line, it became evident that Raleigh was located too far east to serve efficiently the railroad as a headquarter town and a location for the railroad's shops, so the town of Graham, North Carolina, county seat of Alamance County, and located half way between Raleigh and Charlotte, was chosen instead of Raleigh. However, the citizens of the town would have no part of it because of smoke, noise and screeching of whistles that would disturb their tranquility and frighten their livestock, and they passed an ordinance prohibiting building a railroad within one mile of the courthouse, then in the center of the town. Railroad tracks, therefore, were rerouted one mile to the north and a new headquarter town, Company Shops, was built on the outskirts of Graham and included the railroad offices, living quarters for personnel and shops for maintenance.

One of the great services that the new North Carolina Railroad rendered was to speed up the mail service to important towns that in the past had to rely on post riders, mail buggies and stage coaches. Graham, one of the older towns, long had a post office and served Company Shops on regular mail for a while.



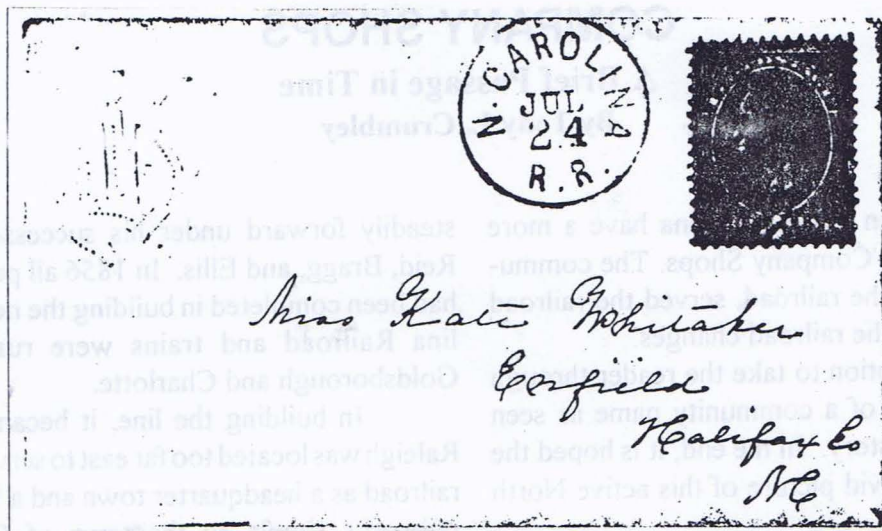


Figure 1.

However, the North Carolina Railroad had its own postmarker-cancelers and produced many interesting covers of its own. Figure 1 is an example of one such North Carolina Railroad marking.

The North Carolina Railroad markings are a story in themselves which will be covered in another article.

On April 14, 1858, Daniel Worth received the commission to become the first postmaster of Company Shops.. Only a few covers have survived from the pre-war era from Company Shops. Figure 2 is an

example of the first known marking from Company Shops dated November 20, 1858.

Figure 3 is an example of a cover posted just prior to North Carolina leaving the Union and joining the Confederacy. Dated April 26, 1861, the letter tells of exciting conditions around the shops. It is from R.W. Mills, an official with the railroad and is to his brother Henry Mills, the postmaster of Granite Hill. The letter reads:

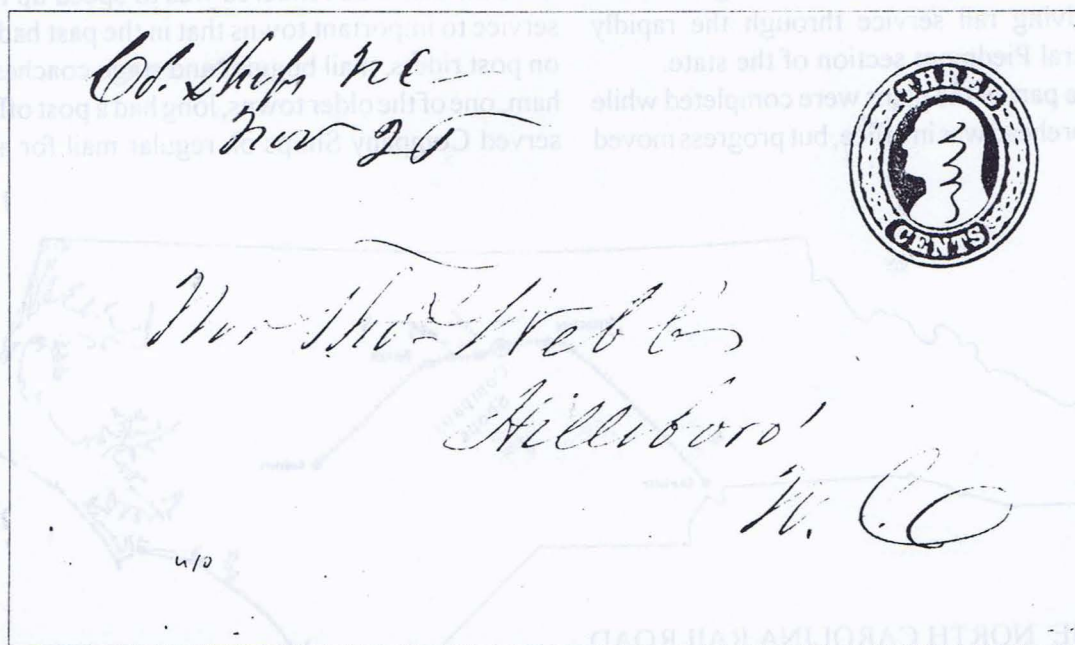


Figure 2.

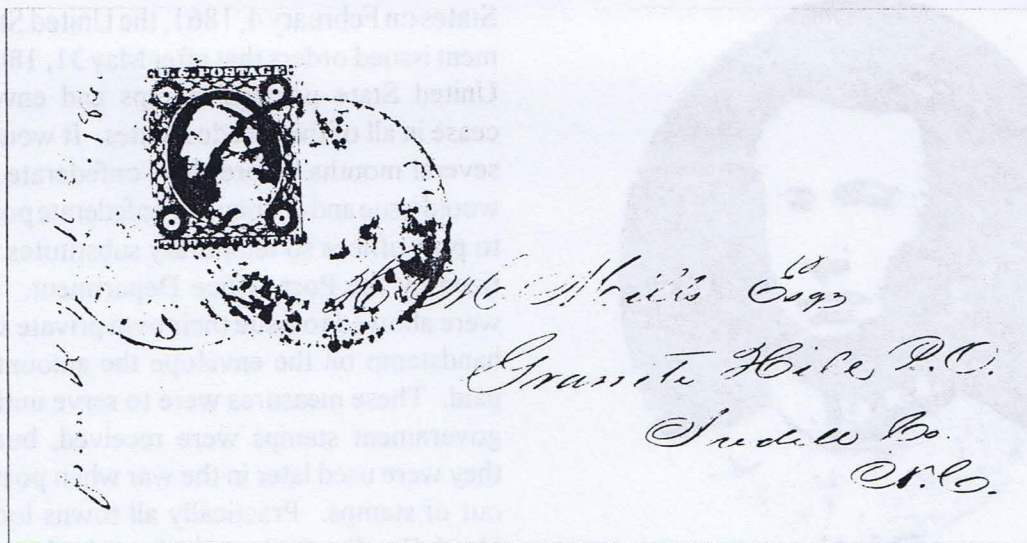


Figure 3.

Cos. Shops, April 26, 1861

Dear Brother: I have not yet received a word from you by letter. I received four bags of flour and meal this week for which I am very much obliged. I am so busy and the excitement of war so great, I am nearly out of my head half my time. I see nothing but soldiers daily and never a train passes but has some. Everybody wants to go. Politics is dead and everybody for resistance to the death. Many of our road men have volunteered. John Welch has quit the office and I have his place to fill with only one man in the office. I never saw the likes in all my life and nobody else. Virginia has 32,000 men now in the field and say they can raise 200,000 more if need be. North Carolina, by tomorrow night, will have 10,000. Our army will march 6th of May for Washington City where will be the great battleground. Our cause is right and just, God on our side, and we will whip the yankee beings of old Lincoln and his black cohorts. I am rejoiced to see my native country all right and her fine company in the field. I have no late papers that can give you any later news than I write. I will send you the latest I get that is worth anything. Our men in the forts are all well and doing well sporting for a fight. Henry, how are you getting along in your business? Are you paying these infernal scoundrels in New York anything? My advice is not to pay any of them another cent. Everybody is refuting all northern claims, and many swear they never will pay them. Don't think of paying any money. It is one way we have of whipping them and advantage and fair in war. Georgia joins in love to all. Affectionately,

R.M. Mills

By June 1, U.S. postage was no longer valid in the south and by July 21 the first battle in the "march to Washington" had occurred in Manassas, Virginia. No longer would the south and Company Shops be the same.

Suddenly, on May 20, 1861, the little village

of Company Shops became one of the most important spots in central North Carolina. This was the day that North Carolina seceded from the Union and seven days later on May 27, 1861, joined the Confederate States of America. For months the North and the South had been on the brink of war and many troops had already been moved by the North Carolina Railroad to vantage positions, but now an all-out effort was necessary.

The youthful and able Charles F. Fisher of Salisbury, North Carolina, was then president of the railroad and resided at Company Shops. The attorney was the Honorable Ralph Gorrell of nearby Greensborough and at the time Gorrell was also the Confederate Depository for the District which included Company Shops.

Fisher, a knowledgeable and experienced railroad man, soon found himself almost solely moving recruits and troops from central and western North Carolina to Raleigh with rail connections to the prospective battlefields of Virginia. Company Shops found itself nestled in the midst of North Carolina's largest colleges and schools, all quickly converted into military training centers and anxious home folks flooding the mail with letters to loved ones soon to enter the Confederate Army.

Large warehouses and commissaries located at Greensborough depended on the North Carolina Railroad to keep supplies moving. But responsibilities were never too great for the able President Charles F. Fisher. In addition to his regular duties, he



Charles S. Fisher

found time to organize and train the 6th North Carolina Regiment and used a part of the Company's employee living quarters at Company Shops as barracks and became the Company's first Colonel. With the need of the skill and knowledge possessed by Fisher in railroad military logistics in the deployment of troops, he and his regiment were rushed to the scene of the First Battle of Manassas and on the first day of the battle, he was killed in action. Fort Fisher, near Wilmington, was named in his honor.

Shortly after the formation of the Confederate

States on February 4, 1861, the United States government issued orders that after May 31, 1861, the use of United State postage stamps and envelopes must cease in all of the seceded states. It would be at least several months before the Confederate government would issue and distribute Confederate postage stamps to post offices so temporary substitutes were authorized by the Post Office Department. Postmasters were allowed to issue their own private stamps, or to handstamp on the envelope the amount of postage paid. These measures were to serve until the official government stamps were received, but sometimes they were used later in the war when postmasters ran out of stamps. Practically all towns located on the North Carolina Railroad in the central part of the State were forced to use one or more types of the substitutes, especially in the early part of the war. Illustrated in Figure 4 is a cover posted from Company Shops on June 11, 1861. This cover is from R.W. Mills to his brother in Granite Hill. The letter was carried as railroad business without payment of postage, perhaps due to the shortage of stamps.

The earliest known Confederate Company Shops postal marking is shown in Figure 5. This February 1, 1862 handstamp Paid 3 is the only recorded example of this marking. The letter is addressed to R. Gorrell, the attorney for the North Carolina railroad and delegate in Raleigh, Manuscript

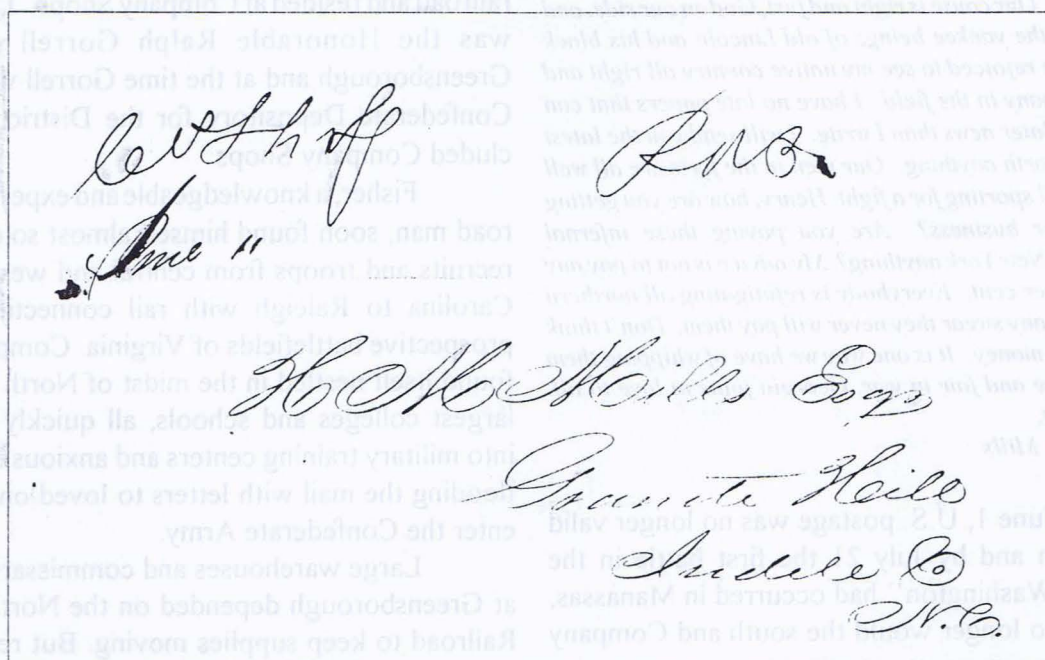


Figure 4.

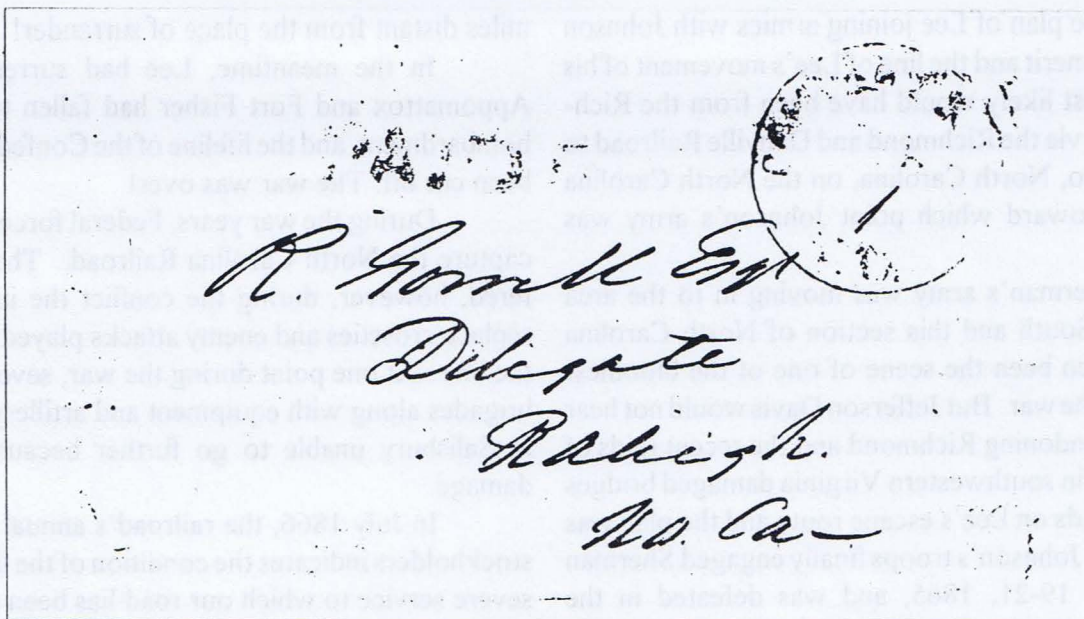


Figure 5.

paid 10 covers have also been reported.

Figure 6 is an example of a Confederate regular issue #11 posted from Company Shops. This, like the previous covers, has the 33mm Company Shops handstamp. All known markings are in black.

Throughout the war, the North Carolina Railroad and Company Shops' contributions to the war effort consisted mainly in moving men and supplies to the battlefields in Virginia, and to points in North Carolina. It was remote from the battle areas and escaped the bloody horrors of the war, but the escape

was by a narrow margin.

In March 1865, Lee's situation in Virginia had become serious. After a conference with President Jefferson Davis and civil authorities in Richmond, three courses were deemed possible: (1) to sue for terms, which meant unconditional surrender; (2) to abandon Richmond and move westward and south to join forces with Johnson's Army of Tennessee, then in North Carolina, in an attack against Sherman while he was separated from Grant; (3) to keep up the fight in the trenches around Petersburg and Richmond.

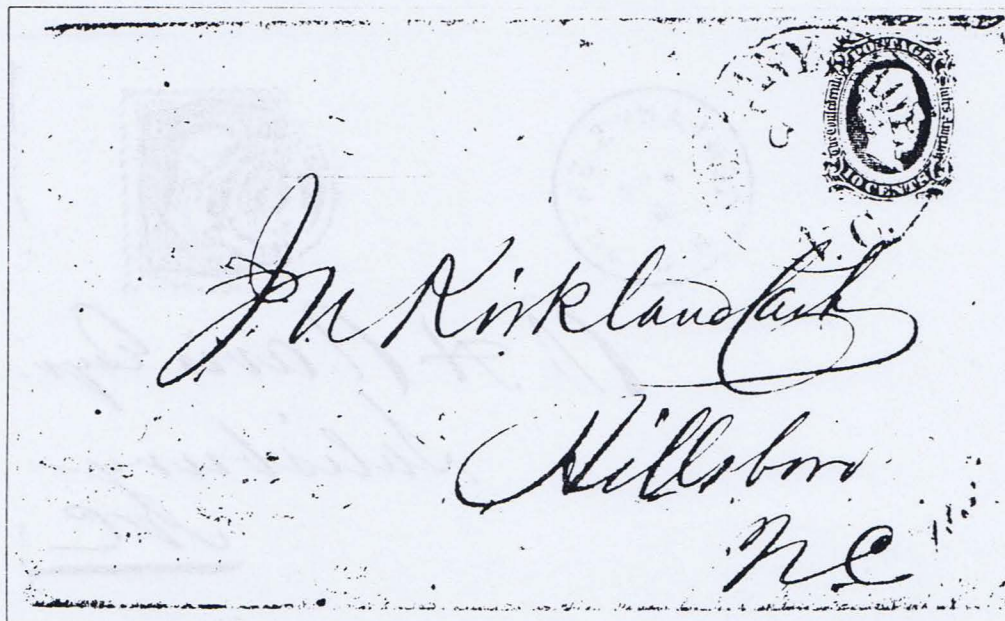


Figure 6.

The plan of Lee joining armies with Johnson had much merit and the line of Lee's movement of his troops most likely would have been from the Richmond area via the Richmond and Danville Railroad to Greensboro, North Carolina, on the North Carolina Railroad toward which point Johnson's army was moving.

Sherman's army was moving in to the area from the South and this section of North Carolina could have been the scene of one of the bloodiest battles of the war. But Jefferson Davis would not hear of Lee abandoning Richmond and the recent raids of Stoneman in southwestern Virginia damaged bridges and railroads on Lee's escape route and the plan was discarded. Johnson's troops finally engaged Sherman on March 19-21, 1865, and was defeated in the bloody battle of Bentonville, near Smithfield, North Carolina. This was the last battle of the war.

North Carolina hauled it's dead and wounded back to hospitals in Greensboro and other towns along the line. General Johnson surrendered his army to Sherman on April 26, 1865, at West Durham Station, North Carolina, twenty-eight miles east of Company Shops and not at Greensboro as many records state.

The original surrender notice was printed, with the caption: "Headquarters Army of Tennessee," near Greensboro, North Carolina, April 27, 1865. Greensboro (See map) was the nearest town with a printer that could turn out the job, but fifty-two

miles distant from the place of surrender!

In the meantime, Lee had surrendered at Appomattox and Fort Fisher had fallen to Federal bombardment, and the lifeline of the Confederacy had been cut off. The war was over!

During the war years, Federal forces failed to capture the North Carolina Railroad. The line suffered, however, during the conflict the inability to replace crossties and enemy attacks played havoc on the line. At one point during the war, several whole brigades along with equipment and artillery piled up in Salisbury unable to go further because of line damage.

In July 1866, the railroad's annual report to stockholders indicates the condition of the line: "The severe service to which our road has been subjected during the war, and the difficulty of obtaining materials and supplies for necessary repairs, has greatly impaired the efficiency of the road. There was but one of the passenger cars fit for use, and all our freight cars were in dilapidated and bad condition." With these conditions, one only wonders what was going on in Company Shops.

Perhaps an indication of the workload can be reflected in the fact that the first mail recorded after the war is dated July 12, 1871. Is this an indication there was so much work to do no one had time to write?

This cover is shown in Figure 7. By 1871 the postmaster was using a 26mm cds - still in black ink.



Figure 7.

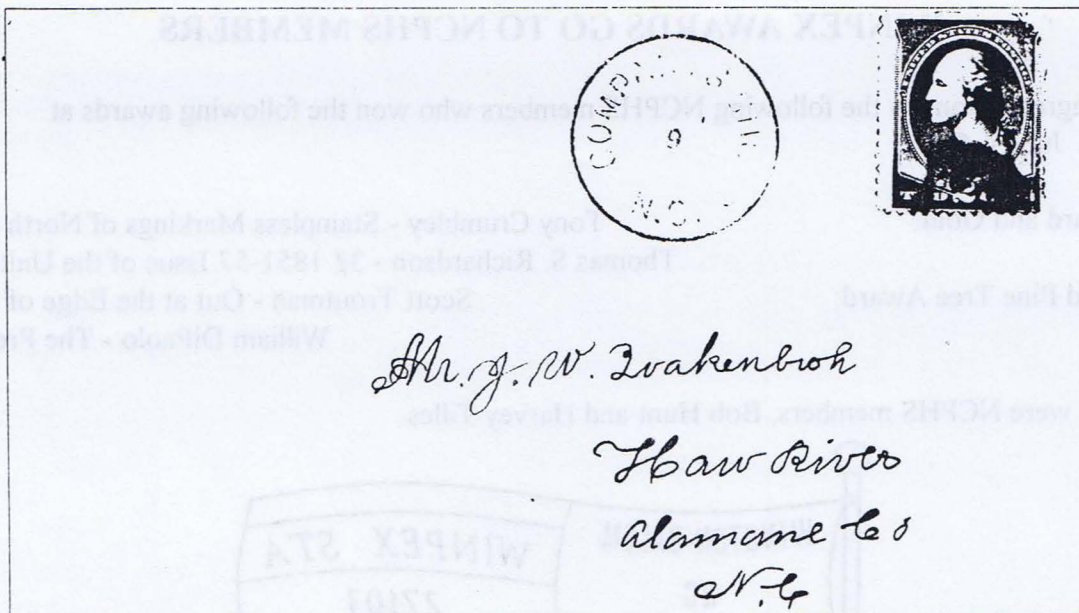


Figure 8.

Figure 8 is an example of this cds used with a 2 cent brown #210 ca. 1884.

After the war, the railroad traffic pattern changed in North Carolina. A large increase in freight hauling from the north took place over the Richmond and Danville Railroad through Greensboro to Charlotte and points further south. East-west traffic and vice versa had alarmingly diminished, and in 1891 the entire North Carolina Railroad was leased to the Richmond and Danville Railroad.

In May 1894, the Richmond and Danville was

reorganized as the Southern Railway Company, and in 1895 obtained a new lease from the North Carolina Railroad for ninety-nine years. This bit of postal history ends with the discontinuance of Company Shops, and in 1887 the town's name was changed to Burlington. Company Shops, its railroad and people, has provided us with an interesting postal history to follow, but now its name is almost forgotten.

In Figures 9, one sees the evolution of this post office in the examples of the early Burlington postal marking.

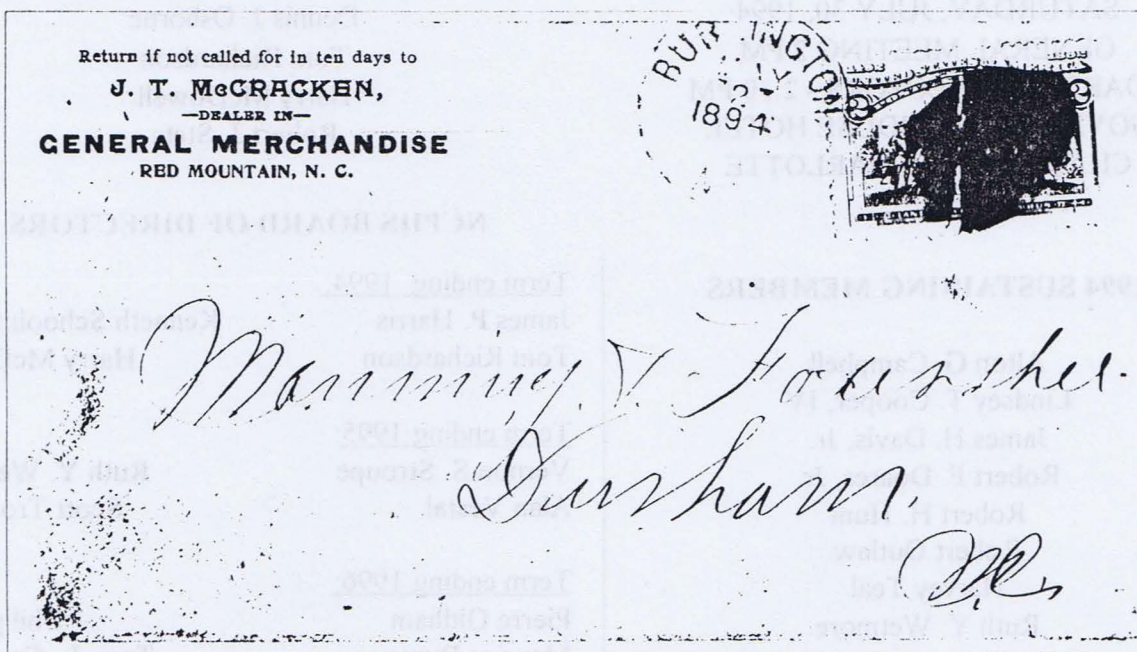


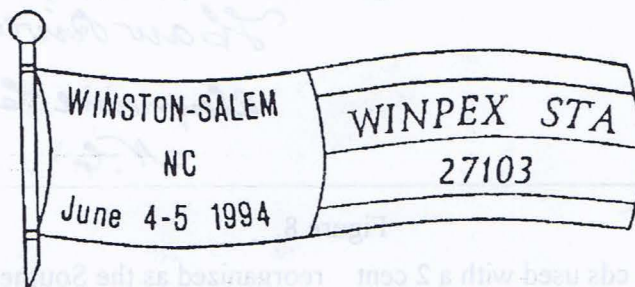
Figure 9.

WINPEX AWARDS GO TO NCPHS MEMBERS

Congratulations to the following NCPHS members who won the following awards at WINPEX, June 4-5:

Grand Award and Gold:	Tony Crumbley - Stampless Markings of North Carolina,
Gold:	Thomas S. Richardson - 3¢ 1851-57 Issue of the United States
Vermeil and Pine Tree Award:	Scott Troutman - Out at the Edge of the Earth
Vermeil -	William DiPaolo - The Prexie Coils

The judges were NCPHS members, Bob Hunt and Harvey Tilles.



NEW MEMBERS

William C. Allen	P.O. Box 495	Escanaba, MI 49829
W. Bryan Bateman	309 Walnut Creek Dr.	Goldsboro, N.C. 27534
Kevin John Cabbage	P.O. Box 68	Alta Loma, CA 91701-0068
Richard Jordan	5081 North Van Ness Ave.	Fresno, CA 93711
James F. Holmberg	American Embassy, Port-au-Prince, Dept. of State, Washington, D.C.	20521-3400

ANNUAL CALL TO MEETING

SATURDAY, JULY 30, 1994
 GENERAL MEETING 2 PM
 BOARD OF DIRECTORS - 2:30 PM
 GOVERNMENT HOUSE HOTEL
 CHARPEX '94 - CHARLOTTE

NOMINEES FOR BOARD OF DIRECTORS

For the term 1994-1997:

Dennis J. Osborne
 Tom Richardson
 Harry McDowell
 Robert J. Stets

NCPHS BOARD OF DIRECTORS

1994 SUSTAINING MEMBERS

Alton G. Campbell
 Lindsey T. Cooper, IV
 James H. Davis, Jr.
 Robert F. Doares, Jr.
 Robert H. Hunt
 Robert Outlaw
 Harvey Teal
 Ruth Y. Wetmore

Term ending 1994:

James P. Harris	Kenneth Schoolmeester
Tom Richardson	Harry McDowell

Term ending 1995:

Vernon S. Stroupe	Ruth Y. Wetmore
Alan Vestal	Scott Troutman

Term ending 1996:

Pierre Oldham	Philip Wall
Maurice Bursey	Tony L. Crumbley