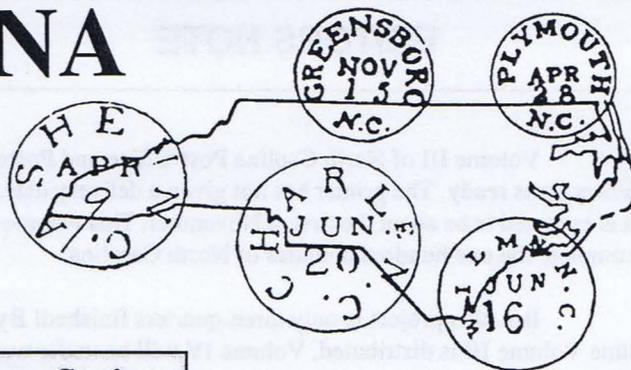


NORTH CAROLINA POSTAL HISTORIAN

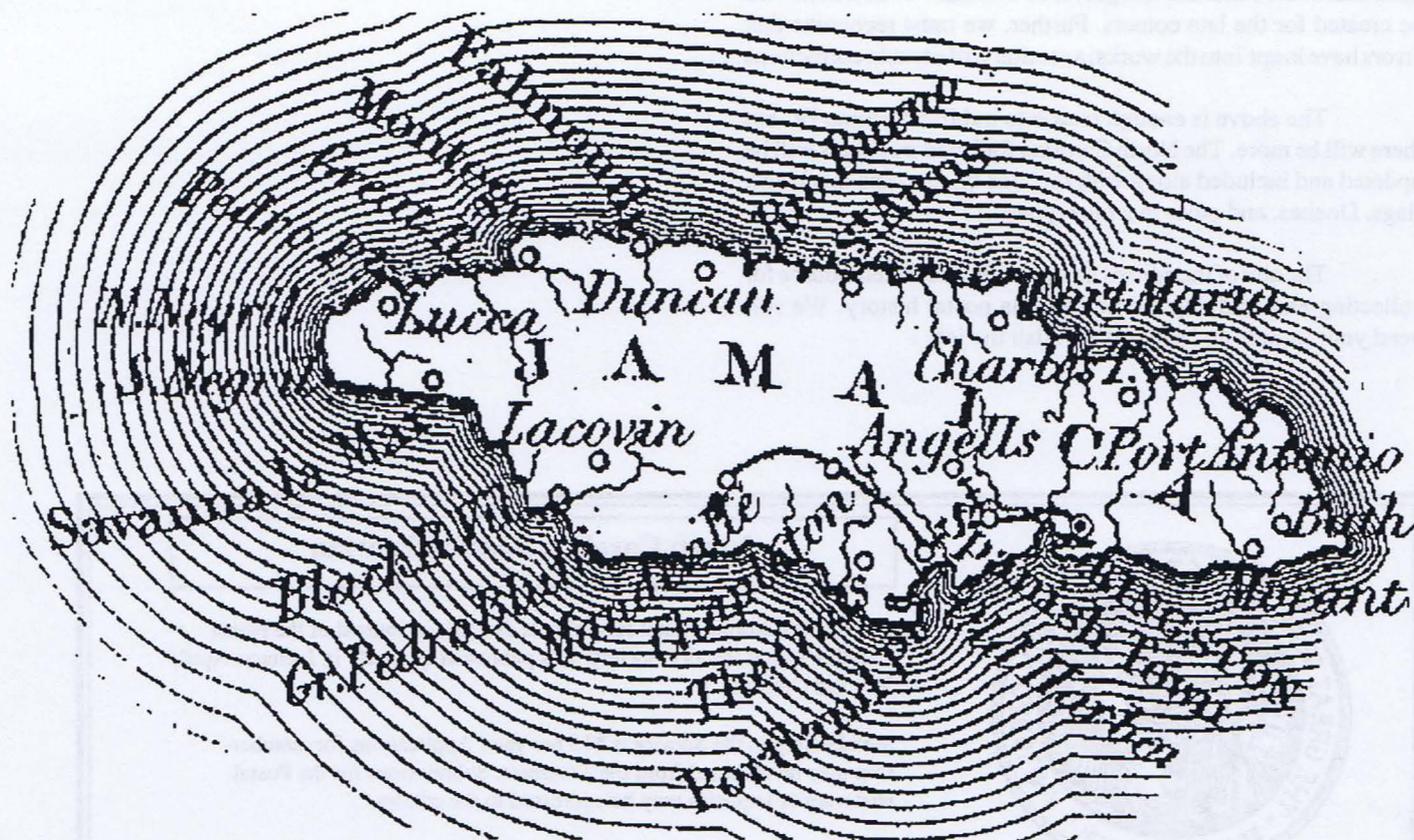


The Journal of the North Carolina Postal History Society

Volume 17, No. 2

Summer 1998

Whole 65



SALEM TO JAMAICA

A Letter from a Father to his Missionary Son

Affiliate #155 of the American Philatelic Society



EDITORS NOTE

Volume III of North Carolina Post Office and Postmasters is press ready. The printer has not given a delivery date, but it is expected to be about the first of November. This volume will complete the one hundred counties of North Carolina.

But, this project is only three-quarters finished! By the time Volume III is distributed, Volume IV will be under way. If Volume III finishes all one hundred counties, what is there left for Volume IV? Lots!!

There are tens of thousands of post offices, and uncounted thousands of postmasters listed in the first three volumes. Therefore, we need two cross-references: postmaster to post office and post office to county. After three years of production of the first three volumes, many new markings have been discovered that did not get in, so a section of additions will be created for the late comers. Further, we must recognize that errors have crept into the works; a section will contain corrections

The above is enough reason to publish Volume IV, but there will be more. The North Carolina Railroad markings will be updated and included along with sections on machine markings: flags, Doanes, and other machine types.

The aim of the editors is to provide a complete source for collecting and studying North Carolina postal history. We still need your in-puts and support to finish the job.

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North Carolina Postal Historian

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Express Mail of 1836-1839

by Tony L. Crumbley

Most of us are aware of the famous Pony Express mails carried out west prior to the opening of the Transcontinental Railroad. I expect, however, few of you are aware of a similar Express Mail route that ran through North Carolina years before this famous Express Mail service had begun.

The concept of an Express Mail can be credited to Postmaster General Amos Kendall who persuaded President Andrew Jackson to sign into law on July 2, 1836 a post office bill which included authorization for the Express Mail. Section 39 of that bill reads:

Section 39. "and be it further enacted that in case the Postmaster General shall deem it expedient to establish an Express Mail, in addition to the ordinary mail, on one of the post roads, in the United States for the purpose of conveying slips from newspapers, or letters, or other such as contain money, not exceeding half an ounce in weight, marked "Express Mail" and public dispatches, he shall be authorized to charge all letters and packages carried by such Express Mail with triple the rates of postage to which letters and packets not free, may be by law subject, when carried by the ordinary mails."

With this authorization the Postmaster General began the first Express Mail route from New York, to New Orleans. The normal mail delivery time in 1836 for this distance was 13 days. This new express route would cut that time to 6 1/2 days. Contracts would be let to different carriers of the mail along the post road. The mail could be carried by rail if such existed or by steamship as was the case from Mobile to New Orleans. Most of the mail would, however, be carried by pony and coach.

On July 25, 1836, Postmaster General Kendall advertised Express Mail contracts for several different routes through North Carolina - one would have run from Fredericksburg to Greensboro, the other from Petersburg to Blakely Depot and on to Fayetteville, the latter being the mail route chosen.

The mail would run from Blakely Depot to Louisburg to Raleigh to Fayetteville to Cheraw, SC and on to Columbia. The distance from Blakely Depot to Fayetteville was 154 miles. Mail was to leave Blakely Depot at 3:00 p.m. and arrive at Fayetteville by 5:00 a.m. the next day. The mail would leave Fayetteville at 5:30 a.m. and arrive in Columbia by 7:30 p.m., rather speedy by 1836 standards.

On September 2, 1836 the mail routes were chosen by the Postmaster General and written guarantees were requested on September 15 of the carriers. From Petersburg to Blakely Depot the mail was carried by the Petersburg and Roanoke Railroad

Company. From Blakely Depot to Louisburg it was carried by Messrs. William and King and from Louisburg to Raleigh by Mr. Alexander Porter. An article in the Halifax (NC) Advocate on September 16, 1836 gives proof that September 15, 1836 was the first day of Express Mail service in North Carolina.

"Express Mail - This mail commenced running yesterday, the 15th Inst. Messrs. Williams and King are the contractors for carrying the mail from Blakely to Louisburg. On Sunday last they tried the experiment to see what length of time it would take them to accomplish the distance and performed it in one hour less than contract time. A letter was received by a gentleman in this place from a gentleman in Louisburg, by the Express Mail, the short space of four hours. And the answer was returned in five hours and five minutes, accomplishing a stance of one hundred and four miles in nine hours and five minutes. They have the best northern trotters and fine riders which will insure them success."

On June 10, 1837, the terminus was changed from Blakely Depot to Gaston reflecting the expansion of the railroad. Perhaps a hint of things to come. On January 1, 1839 all Express Mail service was discontinued in North Carolina providing a time frame of two years one and one-half months that this service was in effect. On July 1, 1839 all Express Mail throughout the South was discontinued. Why did the service cease? Period reports indicate the Express Mail service operated at a profit. Estimates are that it made \$40,000 its first six months of operation.

When the Express Mail was established, the alternative for the fastest transportation of letters was between Pony Express and Stage Coach. Railroads, steamboats and the telegraph were still in their infancy in so far as general transportation of the mails were concerned. It was during the first year of Express Mail operation that the New York Commercial Advertiser announced the invention of the railroad post office. When the Express Mail began, the railroad only ran a few miles into North Carolina. By January 1, 1839, the railroad ran through the state and on to Augusta, GA. It would seem the railroad did away with the need for such an Express Mail system in the south. It was perhaps a great learning experience for when the postal service would begin its Great Western Pony Express Service. Postmaster General Kendall on account of the closing of the Express Mail routes was that the speed of the ordinary mail having been increased so greatly reduced the need for this service.

It seems, however, in early 1837 Amos Kendall became interested in the telegraph and was not going to be left behind by new improvements in communications. Perhaps he felt the end of the U.S. Mail system was pending! Wonder what he would think of the Internet today!

Now with hundreds of thousands of letters having been carried over this route during its brief time, where are all the North Carolina Express Mail covers? The American Stampless Cover Catalogue lists nearly 100 different towns from which express covers are known.

An Express Mail cover would need to have the words "Express Mail" or "Express" written on the letter. Of those that exist most all are manuscripts. A few rare handstamp examples are known from Augusta, Columbia, SC, Hayneville, AL, Millsdedgeville, GA and Natchez, MS.

No letters weighing more than one-half ounce were permitted in the express. The base rate were for single sheet. Multiples of the 75 cent rate are known but other multiples are scarce.

Known North Carolina Express Covers

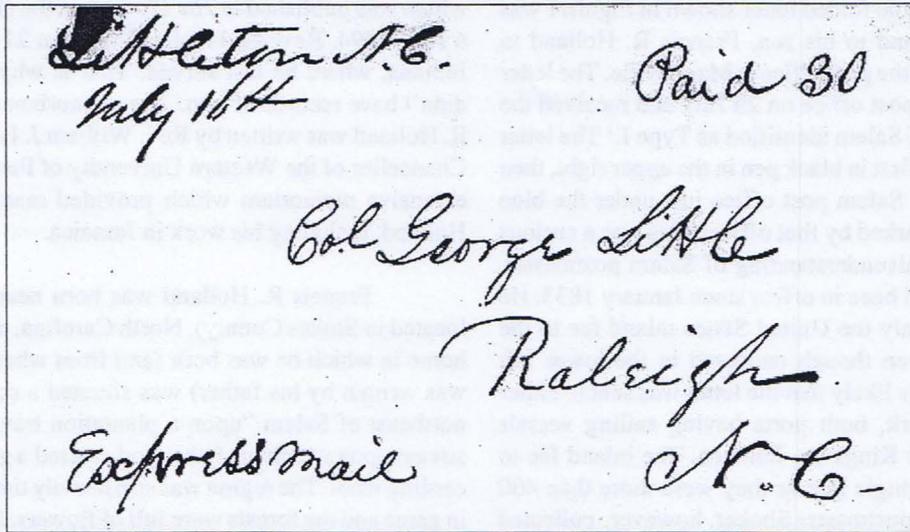
1. Fayetteville, NC, May 21, 1837, 75 cents rate to Bell & Co., NY.
2. Fayetteville, NC, July 6, 1838, 75 cents rate to Mr. Jones Fuller, Mobile, AL.
3. New Bern, NC, October 23, 1837, 75 cents rate to Robert B. Walker, Greensboro, AL.
4. Wilmington, NC, February 1837, 75 cents rate to William R. Browes & Co., Providence Road.
5. Littleton, N.C., July 16, (1837), 30 cents Paid to Col. George Little, Raleigh, N.C.

Schedule of Rate

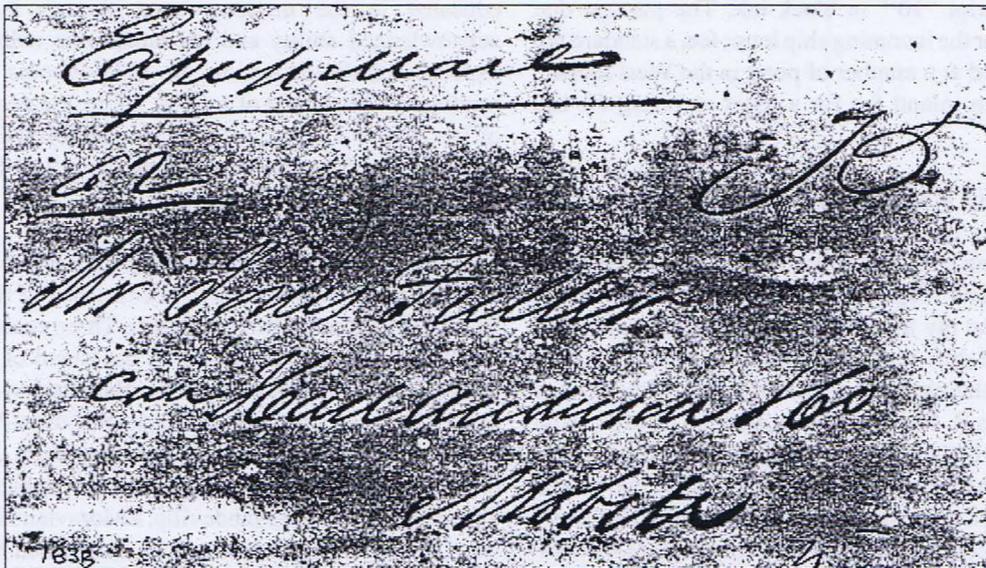
Mileage	Regular Rate (cents)	Express Rate (cents)
Up to 30 Miles	6	18
30 to 80 Miles	10	30
80 to 150 Miles	12 ½	37 1/2
150 to 400 Miles	18 ¾	56 1/4
Over 400 Miles	25	75

Dates of Commencement and Termination of Express Mail Service

Number of Route	Termini	Commencement	Termination	Comment
The Southern Route				
1	New York-Philadelphia			Never solely an express route
2	Philadelphia-Boston	November 15, 1836	January 31, 1838	
3	Baltimore-Washington	November 15, 1836	January 31, 1838	
4	Washington-Fredericksburg	November 15, 1836	March 31, 1838	
5	Fredericksburg-White Chimneys	November 15, 1836	March 31, 1838	
5a	White Chimneys-Richmond	November 15, 1836	March 31, 1838	
6	Richmond-Petersburg	November 15, 1836	March 31, 1838	
7	Petersburg-Blakely Depot	November 15, 1836	April 11, 1838	Terminus changed from Blakely Depot to Gaston June 10, 1837
7a	Blakely Depot-Louisburg	November 15, 1836	January 1, 1839	See above
8	Louisburg-Raleigh	November 15, 1836	January 1, 1839	
9	Raleigh-Columbia	November 15, 1836	January 1, 1839	
10	Columbia-Milledgeville	November 15, 1836	July 1, 1839	Express service terminated at Augusta January 1, 1839
11	Milledgeville-Columbus	November 15, 1836	July 1, 1839	
12	Columbus-Montgomery	November 15, 1836	July 1, 1839	
13	Montgomery-Mobile	November 15, 1836	July 1, 1839	
14	Mobile-New Orleans	November 24, 1836	July 1, 1839	Never solely an express route



Undated Express Mail cover from Littleton to Raleigh with ms Paid 30 rate.
 N.C. Archives



Express Mail from Fayetteville with pointing hand "Paid" for the 75 cent rate to Mobile.
 Markings are red and faint.

SALEM to JAMAICA

by Richard F. Winter

On 23 July 1843 the folded letter shown in Figure 1 was written by William Holland to his son, Francis R. Holland in Fairfield, Jamaica, care of the post office at Mandeville. The letter was mailed in the Salem post office on 26 July and received the blue circular datestamp of Salem identified as Type I.¹ The letter was prepaid 27¢, marked first in black pen in the upper right, then written in blue ink at the Salem post office just under the blue handstamp PAID, also marked by that office. This was a curious amount and reflected a misunderstanding of Salem postmaster, Emanuel Shober, who had been in office since January 1833. He was required to collect only the United States inland fee to the ship's departure port. Even though endorsed in the lower left corner "via Baltimore" it is likely that the letter was sent to either Philadelphia or New York, both ports having sailing vessels periodically departing for Kingston, Jamaica. The inland fee to those ports was 25¢ per single rate as they were more than 400 miles from Salem. Salem postmaster Shober, however, collected an additional 2¢ fee, which was the ship letter fee on incoming ship letters, but not required to be prepaid on outgoing ship letters.

The letter was carried on a sailing vessel to Jamaica. It is not known from which United States port this vessel departed. The letter entered the Jamaican mails at the Kingston post office on 30 September 1843, 66 days after it was posted in Salem. A KINGSTON SHIP-LETTER² circular datestamp was struck in black. Kingston also marked the letter for a postage due of 10 pence with a manuscript "10^d" in black ink. The postage due consisted of 4 pence for the incoming ship letter fee, a standard fee for ship letters received at a number of ports in the West Indies,³ plus 6 pence Jamaican inland fee for a letter traveling 60-100 miles from Kingston.⁴

The reason for a letter from Salem, North Carolina to Jamaica in 1843 was a puzzle at first. After some research the answer was found along with more interesting information about one of North Carolina's respected citizens. The Salem origin immediately brought to my mind the Moravian community that resided in Salem and still resides in Winston-Salem today. I visited the Moravian church archives in Old Salem with hopes of learning about Francis R. Holland. There were no records about him there, however, which was very disappointing. I learned that Moravian records did not stay in Salem when an individual moved away, which must have been the case with Francis R. Holland. I did find a few references to him in the *Records of the Moravians in North Carolina*, (Raleigh, 1964), Volume 9, which explained that a young school teacher by that name was called to service in the Moravian mission in Jamaica in 1841. Since there was little else about him in the Old Salem archives, it was suggested that I write to the Moravian Archives in Bethlehem, Pennsylvania. I did so and the response was very rewarding. Assistant archivist Albert H. Frank sent me a copy of the memoir of Francis R. Holland

which was published in *The Moravian*, the church newspaper, on 6 June 1894. Reverend Holland died on 21 May 1894 in Hope, Indiana, where he last served. That is why Old Salem archive didn't have records of him. The memoriam of Reverend Francis R. Holland was written by Rev. William J. Holland, D.D., PH.D., Chancellor of the Western University of Pennsylvania. It was an extensive memoriam which provided many details the life of Holland, including his work in Jamaica.

Francis R. Holland was born near Salem (at the time located in Stokes County), North Carolina, on 15 May 1820. The home in which he was born (and from where the Figure 1 letter was written by his father) was situated a couple of miles to the northeast of Salem "upon a plantation traversed by a beautiful stream upon which his father had erected a grist-mill and mill for carding wool. The region was still heavily timbered and abounded in game and the forests were full of flowers. His father was a keen lover of nature, an enthusiastic amateur botanist, a sportsman before whose rifle, tradition avers, the last red deer shot in Forsyth County, N.C., went down." Since there were no public schools in North Carolina at that time, nor for another twenty years, Francis was schooled in a "Subscription school," a log school-house on a nearby plantation. At the age of nine he was sent to the Parochial School for Boys in Salem, completing the required courses six years later. His father was unable to enlist the support of ecclesiastical authorities in a plan to have Francis sent north to be educated in the ministry even though the boy had the acknowledged ability and his father was willing to defray the expenses of the education. In 1837 Francis entered into the printing establishment of John C. Blum, the owner and publisher of *The People's Press*, one of the longest established newspapers in North Carolina. He was accepted into the Moravian church a year later at the age of eighteen.

Before his two year term of service with the printer ended, Francis was invited to become one of the Masters of the Parochial School for Boys in Salem. Three years later he received a call as Assistant Missionary in the island of Jamaica. He had preferred to do his mission work in the Mission of the Cherokees, but left Salem in October 1841 and sailed from Philadelphia on 18 October on the barque *Madeline* to Kingston, Jamaica, arriving on 2 November 1841. In April 1842 he established the Fairfield Training School near Mandeville, a Moravian Mission school. He was in that post in the summer of 1843 when his father sent the Figure 1 letter to him. The school remained under his care until the summer of 1844 when he returned to Salem. He was ordained a Deacon of the Moravian Church on 21 July 1844 and was married in October of that year.

Francis R. Holland and his wife returned to Jamaica for another six years and labored in the Jamaica missionary field at

New Carmel, Lititz, and Bethany. Owing to the poor health of his wife, who contracted jungle-fever in the Jamaican lowlands, he and his wife returned to the United States in April 1850. He served as pastor of the Moravian Church in Canal Dover, Ohio and the Sharon Church near Uhrichsville, Ohio. In 1856 he returned to Salem to join the pastorate of the Church at Salem, North Carolina. He left Salem in the Fall of 1863 to serve at the Moravian Seminary for Young Ladies at Bethlehem, Pennsylvania. In May 1866 he moved to Hope, Indiana to establish and take charge of a Seminary for Young Ladies there, retiring in 1879. He spent his last fifteen years in quiet retirement on the outskirts of the village of Hope, Indiana.

A number of letters from the Francis R. Holland archive have survived and are prized pieces in Jamaican collections, some having very rare Jamaican ship letter markings. Holland was a

well-educated, Moravian missionary in Jamaica and wrote lengthy, detailed letters back to his friends in Salem and in Bethlehem. He was so well respected in the Moravian community that, when he passed away, his memoriam occupied a full page and a half in the church newspaper, an important newspaper of the time.

¹. *Post Offices and Postmasters of North Carolina, Colonial to USPS*, Volume II (Charlotte, North Carolina: North Carolina Postal History Society, 1996), page 2-20.

². Thomas Foster, *The Postal History of Jamaica, 1662-1860* (London: Robson Lowe, Ltd., 1968), page 103, Type SL4.

³. C. Tabcart, *United Kingdom Letter Rates 1657-1900, Inland & Overseas*, (Fareham, England: C. Tabcart, 1989), page 18.

⁴. Thomas Forster, *op. cit.*, page 50.



Figure 1. SALEM, N.C. blue circular datestamp of 26 July 1843 on folded letter to Fairfield near Mandeville post office, Jamaica. Letter carried by sailing vessel to Kingston, Jamaica where KINGSTON SHIP-LETTER circular datestamp applied in black and 10 pence postage due marked in pen. Letter prepaid 27¢, a 2¢ overpayment of 25¢ inland rate to departure port.

THE POSTAL ROUTE FROM CHERRY LANE TO TRAP HILL

by Tony L. Crumbley

Several years ago, Jerry Roughton passed on to me an article from the September 3, 1944 issue of *The State*. Actually, it was just one page of an article on the postman of Cherry Lane. The most intriguing thing about the article was the photo included here of Postman Walter Crouse on his horse. From the article, we find that Walter made his rounds on horseback. It was a nine and one-half mile stretch over rough mountain trails that Crouse followed three days a week: a torturous and uninviting route, especially on stormy days. It was a job that wouldn't have a very strong appeal to most people, but Crouse liked his work and his regular contacts with the people to whom he delivered the mail. It took him more than five hours to complete his rounds, and it was tough going most of the way.

Mrs. Lula Norman, appointed Postmaster of Cherry Lane and served until the office dosed on February 28, 1955, said of Postman Crouse: "He's a mighty accommodating man. He doesn't mind picking up a grocery list calling for coffee, butter, sugar and other items, and he likes to be of service in other ways to the people living along his route. He has a friendly interest in them and I believe they appreciate what he does for them."

His route took him from Cherry Lane to the little community of Miles and on to Traphill. "It's just a common dirt road from Miles to Traphill," he said "but from Cherry Lane to Miles it's mighty bad. There are over-hanging brushes and jagged rocks and washouts."

The postman left Cherry Lane early in the day. When the weather was stormy, he advanced his schedule an hour or so in order to have time to "take up" in somebody's house or barn if the weather became too severe. The rains came suddenly and fiercely in the mountains and, although usually of short duration, the storms were violent.

His horse, Tom, had been his route companion for about nine years. But on severe winter days, when the snow drifts covered the trail, Crouse started out afoot to cover the worst part of the route (Cherry Lane to Miles) and at Miles a horse is borrowed for the remainder of the trip.

He carried his hand mail in a pouch which was brought to him from Germany by his nephew, Horace Crouse. He knew every family along the route and visited with them briefly as he moved along. There were approximately thirty stops between Cherry Lane and Traphill.

Within a year of this article, Miles would be closed and by 1955 Cherry Lane was closed. Perhaps Tom got tired of the jagged rocks.

In reviewing the history of these post office, we found

Cherry Lane to have been first settled around 1838. It was named for a border of Cherry trees leading to the home of Frank Bryans.

In 1859, Andrew J. Woodruff was appointed first postmaster. He served through the Civil war.

An architecture history of Allegheny included a picture of the old Miles Store in Cherry Lane (Fig. 2). This store was located on the west side of U.S. 21 at the junction of State Road 1106. The store was built in early 1900 and was owned and operated by Alex Woodruff and John T. Miles. Miles was the postmaster of Cherry Lane from December 11, 1919 until November 1, 1945. For a time, Postmaster Miles operated the post office from this location.

On November 1, 1945, Mrs. Lula Norman became acting postmaster. She served until February 28, 1955 when the office was dosed. (Fig. 3). Originally, the post office department had planned on dosing this office in 1954 but the order was rescinded. (Fig. 4).

CHERRYLANE

Andrew J. Woodruff	1859
A. J. Woodruff, CSA	2 Sept. 1861
CSA office closed on or before	30 Apr. 1865
Francis Bryan	8 Feb. 1866
Granville Gentry	2 Oct. 1867
Laura L. Gentry	14 Feb. 1876
George W. Thompson	12 Feb. 1879
Joseph G. Woodruff	13 Apr. 1883
James C. Hutchinson	27 Apr. 1885
William B. Kennedy	22 Dec. 1891
Lucy I. Holbrook	12 Sept. 1906
Mary A. Miles	11 May 1907
Edith M. Woodruff	30 Mar. 1914
Mary P. Ball, Declined	4 Sept. 1915
William A. Gentry	22 Jan. 1916
Ellis W. Jordan	3 Apr. 1917
John T. Miles	11 Dec. 1919
Lula Norman, Acting	1 Nov. 1945
Lula Norman	9 Apr. 1946
Discontinued	28 Feb. 1955
Mail to Glade Valley	

Along Postman Crouse's route was the community of Miles. The author was unable to find much about this community. It was located near Stone Mountain in Allegheny County. Ella Miles was appointed its first postmaster on June 22, 1898. The office operated until August 15, 1950. When the office was closed, Myrtle Royal was the town's last postmaster. She served from 1929 until 1950. A 21-year appointment. At the time of its

closing, the mails were forwarded to Traphill in Wilkes County.

MILES

Ella Miles	22 Jun. 1898
William R. Vannoy	26 Jan. 1914
Myrtle E. Royal	15 Jul. 1929
Discontinued	15 Aug. 1950
Mail to Traphill	

On the other end of Postman Crouse's route was Traphill. This area was settled as early as 1775! The first mention in county records of Traphill was in 1833 when Benjamin Martin applied for a license to sell retail spirits. Martin was a state legislator. That same year he had a town authorized to be called Johnsonville in honor of Revolutionary War veteran Captain Samuel Johnson. He died in 1834 and the town was never developed. In 1837, Thomas Crumpler (no relation to the author) was appointed postmaster of Trap Hill (located at the site of the proposed Johnsonville community).

The town name was taken from William Blackburn's rail pen snare which sat on a nearby hill to catch wild turkeys.

Trap Hill post office was the fifth to open in Wilkes County. Trap Hill was spelled as two words until 1892 when it was changed to one word.

Early on, Trap Hill had a colorful history. In 1839, the famed Siamese twins Chang and Eng came to Trap Hill, bought land, built a house and took the name Bunker. These world famous "Siamese twins" were joined together at the breastbone and lived as such until their death at the age of 63 on January 7, 1874. Born in Siam, they were discovered by Robert Hunter, a British merchant, at the age of 18. He met P.T. Barnum who exhibited the twins throughout the world and made them rich.

When they moved to Trap Hill they met two sisters, Sarah and Adelaide Yates, whom they married and eventually had 22 children. They lived in Trap Hill for ten years until their families had increased so much they needed two houses which they built in White Plains. The houses were about a mile apart. They spent 3 nights with one wife and 3 nights with another. Being Baptist, they probably rested on the seventh day.

Surgeons declined to separate the twins lest they die; but they developed great agility and could run, jump, and swim together. One would lay shingles on a roof while the other nailed them down. They were industrious and did well with their framing and other work. Each owned slaves and livestock on their plantations.

Chang, often a heavy drinker, suffered ill health and a stroke. Eng was healthier but when Chang died, Eng expired shortly thereafter on the same day. An autopsy after the death showed they could not have survived had they been separated.

Their former agent, Charles Harris, came to Trap Hill

the same year and married a local girl, Fannie Baugness. On April 1, 1843, Harris was appointed Postmaster of Trap Hill. He served until March 23, 1846 at which time the office was briefly closed. The office was reestablished with the appointment on December 17, 1892. The name was formally changed to Trap Hill. It is in operation today.

Trap Hill

Thomas Crumpler	4 April 1837
Joseph T. Bryan	22 Sept. 1838
Charles Harris	1 Apr. 1843
Discontinued	23 Mar. 1846
Reestablished	
John S. Johnson	7 Sept. 1848
John Prather	29 Jan. 1850
William C. Dijournett	26 May 1852
Tyra York	5 Apr. 1860
William A. Hurt	30 Jun. 1860
James M. Holbrook	4 Oct. 1860
Abraham C. Bryan	5 Feb. 1866
James M. Fruitt	15 Nov. 1867
Abraham C. Bryan	12 Aug. 1873
Thomas W. Smith	10 Nov. 1873
Nancy C. Smith	28 Nov. 1873
Joseph Kilby	7 Feb. 1882
John C. Lowe	6 Dec. 1887
Abraham C. Bryan	28 May 1892
Changed to Traphill	17 Dec. 1892

TRAPHILL (CHANGED From TRAP HILL)

John C. Lowe	17 Dec. 1892
Joshua T. Joine	4 Jan. 1894
James S. Kilby	14 Apr. 1897
John A. Myers	14 Oct. 1902
Clarence D. Holbrook	23 Jul. 1904
Alma Hankins (act)	1 Jan. 1945
Alma S. Robbins (marriage)	19 Mar. 1947
Howard B. Moran (act)	1 Jul. 1949
Ruth M. Billings	30 Jan. 1951

It seems this rugged mountain region of North Carolina has been destined to a colorful history. Perhaps the next installment of this article will describe the mails that were carried by automobile out of these hills. Surely within the many sacks of mail were a few gallons of moonshine whiskey. Perhaps, some of the late postmen became notable race car drivers.

A. A. WOODRUFF
Dealer and Breeder of
Short Horn Cattle and
Shropshire Sheep
Cherry Lane, N. C.



Cherry Lane cds
with corner card
of A.A. Woo-
druff, Breeder
and Dealer of
Short Horn Cattle
and Shropshire
Sheep

Mr J E Coulter
Connelly Springs
N.C.

Last Day of Service
cds of Miles
Aug. 15, 1950



Leon A. Thompson,
Sorrento,
Maine.

After 10 days return to
J. S. KILBY,
DEALER IN
GENERAL MERCHANDISE
AND COUNTRY PRODUCE.
TRAP HILL, N. C.

Trap Hill N.C.
11-16-1887



Manuscript Trap Hill
dated 11/16/1887 with
corner card of J.S.
Kirby, Dealer in General
Merchandise and
Country Produce

Gen. R. Rives Esq
Rising River
N.C.



Store owned by Alex Woodruff and J.T. Miles, postmaster at Cherry Lane.

Postman Walter Crouse on his horse, Tom, with Cherry Lane post office in the background.



DUES

**THE 1999 DUES FOR THE NCPHS
ARE NOW DUE AND PAYABLE.
PLEASE SEND YOUR \$15
TO THE SOCIETY TREASURER.**

**HIS NAME AND ADDRESS IS LISTED
ON PAGE 2**

NOTICE

Volume III

Post Offices and Postmasters of North Carolina,

Colonial to USPS is ready for printing.

Prepaid copies will be sent to subscribers.

A New Document On Our Most Famous Citizens

By Marion Venable



The famous "Siamese Twins", Chang and Eng Bunker. The name Bunker was an English name taken by the twins after they left Bangkok

In March of 1977 a short note came out in the Classified Ads in the Winston-Salem Journal. The advertisement was addressed to any descendants of Eng and Chang Bunker who might be interested in the original agreement which brought the Twins to America. When this ad was called to my attention I wrote, in the name of the Surry County Historical Society, to Professor Gordon Clark, University of Maine, for information regarding possible purchase or copying right. Soon I received a long letter attached to a copy of the document and a short family sketch which explained Mr. Clark's possession of the contract. Abel Coffin, who was the sea captain who brought the Twins over from Siam on his ship the *Sachem*, was an ancestor of Professor Clark. At Mr. Clark's mother's death he had inherited the agreement. Mr. Clark indicated the document was available for purchase and he would be glad to give our Society first chance at ownership since we were very much interested in adding to our files any Siamese Twins memorabilia.

After much discussion the Society offered a price for the document which we felt was feasible for an organization our size.

Mr. Clark refused, explaining that the market price would be in excess of \$500.00. Of course we had no such money, so we thanked him for allowing us first chance and asked that he notify us as to the final resting place of the document so that a note could be placed in our files for future reference. After some time we received a letter stating the document was pending purchase, but if he had thought before sending the document to New York City, he could have donated it to our Society as a tax deductible gift. Of course we were saddened by this afterthought. Then to our surprise on July 1, 1977 we received a letter from Clark asking if we would accept the document as a gift to the Society because he had decided Surry County was the proper place for it. We accepted by return mail.

The document is in very good condition and is stored in a bank deposit box until proper security becomes available for public display. Certainly the document is a valuable contribution toward the preservation of our county's history as well as that of the Siamese Twins who were known worldwide.

Confederate States Two Cent Green Covers from North Carolina

by Daniel C. Warren, M.D.

The two cent green lithograph (Scott #3) was issued to meet the drop letter and circular rate prescribed by the Act of February 23, 1861. The earliest known use is March 21, 1862 and covers bearing the stamp are among the scarcer Confederate usages.

Howard Lehman ¹ published his initial survey of Confederate two cent green covers in 1952, recording a total of 82 at that time. He postulated that this may represent an actual total of perhaps 246, three times as many. In a follow-up article ², he increased his total of recorded covers to 110.

Morris Everett ^{3,4} added still more to make a total of 178 genuine covers, and also identified those which had been shown to be fraudulent in the intervening years. I had discussed the 2c green inventory with Morris as early as 1972 and had the benefit of his notes and counsel at that time. An overseas military tour precluded my continuing interest in the subject, and Morris then published his findings in 1982-83. A separate inventory of North Carolina covers was compiled by Tony L. Crumbley ^{5,6} in 1995. My own records recently surfaced to rekindle my interest in these scarce items.

The published listings are generally rather terse, especially Lehman's, and do not always provide adequate information to distinguish among several similar covers. An overall total of 208 have now been recorded; there are almost certainly duplications which cannot be determined with confidence. The actual number is closer to 200 different, genuine covers.

The North Carolina listing which follows attempts to include enough information, where known, to identify each

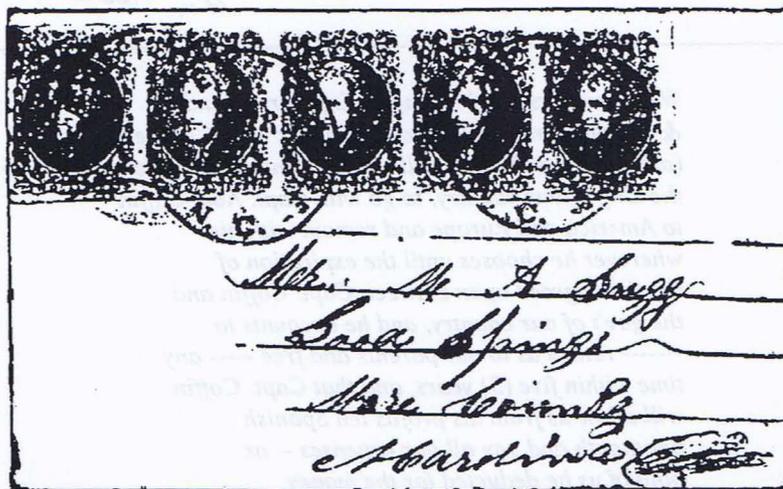
individual cover. Data elements listed include state and city of origin; location to which addressed; date; brief description of the cover and/or stamps; and the public auction sale and date when last sold. If available. Information is included on any recorded authentication, as well as the provenance of the cover, although current owners are not identified.

I have recorded 26 covers from North Carolina, distributed as follows:

2c Circular rate	3
2c Drop Letter rate	7
4c (pair or two singles)	2
9c (?) (pair w/ 5c Richmond typograph)	1
10c rate, with five stamps	12
10c rate, single rated 'Due 8'	1

Those listed in *Bold Italics* are covers for which I have photographs, photocopies, or catalog illustrations or have seen personally. The others are extracted from the listings by Lehman, Everett, and Crumbley or descriptions in catalogs and include only intact covers or complete cover fronts. In contrast to what might be expected, ten cent rate covers outnumber the two cent rate examples, while the two four cent covers appear to be rate multiples.

The pair used with a CSA #7 is either underpaid by one cent, which doesn't appear to have been collected (or at least not so indicated) or the green stamps were not recognized as being 2c values. The 'Due 8' example may well also have occurred because of not realizing that the stamp was only a 2c one rather than deliberately underpaying the postage. Confusion with the 5c green lithograph appears to have happened on other occasions.



Fayetteville, NC to Good Springs, NC April 11, 1863

The cover shown courtesy of Benjamin Wishnietsky, is #5 in the listing and has not previously been illustrated to my knowledge.

1. Farrington, NCHigh Point NC
Black grid cancel; cover shortened. Stamp has piece out of TL corner Peter Kenedi sale 07/31/1971
2. **Fayetteville, NC** Fayetteville, NC
to James Evans Esq, Fayetteville NC; Docketed January 1863 3 lge margins, just touches L
Harmer Rooke 06/08/49; Siegel 12/11/1995 Ex-Matz 1996 CSA Cert
3. Fayetteville, NC 21 Oct 1861
4. **Fayetteville, NC** Fayetteville NC 10 Oct 1862
to Rev. Joseph Thomas; stamp UR PF Cert 0127987
5. **Fayetteville, NC** Good Springs SC 11 Apr 1863 Strip of 5
6. **Goldsborough, NC** Haywood, NC 31 Jan 1863
Small brown envelope; large margin pair with 5c typograph, Richmond printing
Ex-Caspary HR Harmer '57; Siegel '83, '85
7. **Greensborough, NC** Greensborough, NC 21 Mar
8. Greensborough, NC Greensborough NC 04 Mar ? ex-Caspary
9. **Greensborough, NC** Greensborough, NC 25 Sep ?
Tiny folded cover made from ruled paper; addressd in pencil, tape stain at top
Stamp mostly lge margins, just touched at LL Siegel 10/30/1993 Ex-Everett
10. Hillsborough? ?
Illustrated cover "Hillsborough Academy"; tied mss
Stamp cut close at right Herman Herst 10/25/1969
11. **Milton, NC** ? Turned cover
Strip 3, 2 singles. Close at top John A. Fox 07/15/1968
Christie's 6/14/198
27 Sep
12. **Murfreesboro, NC**
Murfreesboro College cover; 2 singles UL & UR
13. Oxford, NC 21 Jul Turned cover; Strip of 5
14. **Oxford, NC** Mobile, AL 22 Sep Pencancelled strip of 5
15. Raleigh, NC Raleigh NC PF certificate Siegel 4/9/1997
16. **Raleigh, NC** Haywood NC Double rate circular,
? contained 3 newspapers; homemade wrapper 12" x 4 3/4". Horiz. pair. ex-Handy
17. **Raleigh, NC** Hillsboro, NC 21 Oct ? inter-pane gutter between stamps
- 3 & 4; stamps cancelled with grid Strip of 5 with top sheet margin
18. **Raleigh, NC** Jamestown NC 19 Jun 1864
all tied on lower left of envelope; blue ccl. In Ashbrook records 5 singles; 3 stamps cut into slightly
Ex-Bleuler 1969 PF Cert Siegel 12/11/1995
19. Rowan Mills, NC Mar 28 ? Manuscript cancel on strip of 5
20. **Salem, NC** Montgomery, AL 07 Oct ? 5 strikes circular grids, affixed over Salem
provisional PAID 10 HS Strip of 5, margins all sides except part at left
Ex-Caspary; Seybold HR Harmer 10/08/1957
21. **Salisbury, NC** Chapel Hill, NC 1 strike CDS on a strip of 5
22. **Salisbury, NC** Chapel Hill NC 1 strike CDS on a strip of 5
23. **Salisbury, NC** Chapel Hill NC 2 strikes CDS on a strip of 5
24. Salisbury, NC Strip of 4 & single
25. **Salisbury, NC** Eagle Mills NC 21 Dec 1863
On 8 1/2x 12 1/2 ad of the purchasing agent of NC RR. 3 large margins, just clear at L
Siegel 10/20/1972, 10/28/97 Ex-Weatherly 1966 CSA Certificate
26. **Statesville, NC** Wilksboro, NC July 2, 1864 to Col. Robt. M. Smith, Sheriff of Wilks.;
mss. 'Due 8' Ex-Dietz Siegel 10/28/97

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3. Some Statistics on the Confederate 2c Green, Morris Everett, *Dixie Philatelist* Vol. 16, #4, pp. 3-8
4. Addenda to Statistics on the Confederate 2c Green, Morris Everett, *Dixie Philatelist*, Vol. 17, #3, p 12
5. Confederate "Green Jacks" used from North Carolina, Tony L. Crumbley, *North Carolina Postal History Society Newsletter*, Vol. 14, No.2, pp 3-6

