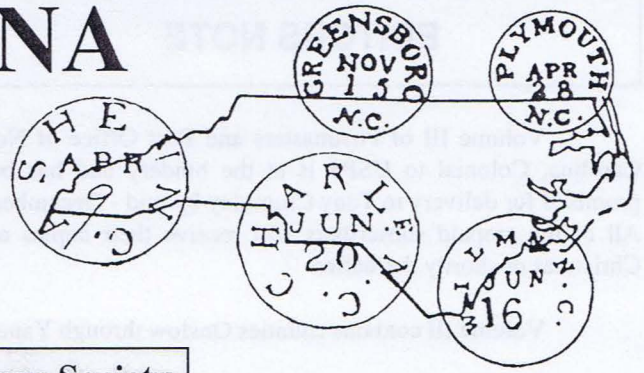


NORTH CAROLINA POSTAL HISTORIAN

The Journal of the North Carolina Postal History Society



Volume 17, No. 3

Fall 1998

Whole 66



Bummer from General Sherman's Army

Affiliate #155 of the American Philatelic Society



EDITORS NOTE

Volume III of Postmasters and Post Office of North Carolina, Colonial to USPS is at the bindery and has been promised for delivery to Tony Crumbley by mid - December. All of the prepaid subscribers will receive their copies near Christmas or shortly thereafter.

Volume III contains counties Onslow through Yancey.

Non - subscription sales on Volume III have been surprisingly slow. The question is, "Why would the purchasers of Volumes I and II not buy Volume III?"

Volume IV, the last volume, is in production. It should be ready for press in the summer of 1999. The contents will be cross references, machine markings, up-dated railroad markings, errata and addenda, plus some more very interesting material.

If you have neglected to place your order for Volume III, send it to Tony Crumbley, PO Box 219, Newell, N.C. 28216. The cost is \$46 including shipping.

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North Carolina Postal Historian

The North Carolina Postal Historian 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 \$15 per year. Applications for membership may be obtained from the Treasurer. Submissions for the Postal Historian or inquiries may be addressed to the editors.

Library of Congress #ISSN 1054-9158.

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General Sherman's March Across North Carolina

By: Tony L. Crumbley

General William T. Sherman considered his march through the Carolinas the greatest of his military feats. The South, on the other hand, considered it the crowning display of Yankee barbarity. When Sherman set out from Savannah in January 1865 with 60,000 veteran soldiers, he was convinced that his concept of total war would bring about a speedy end to the war. Before him lay South Carolina, the birthplace of secession and beyond that was North Carolina and then Virginia where Grant and Lee stood deadlocked.

On December 30, 1864 Sherman began his move into South Carolina by moving Major General William T. Ward's 20th Corp across the Savannah River into South Carolina. Because of bad weather and occasional fire from the few Confederate pickets on the other side, it took over a week to successfully move all 60,079 men, 2,500 wagons and 600 ambulances across. This crossing would, in fact, sever the communication tie of Sherman's army from their supplies of food, fodder, and munitions.

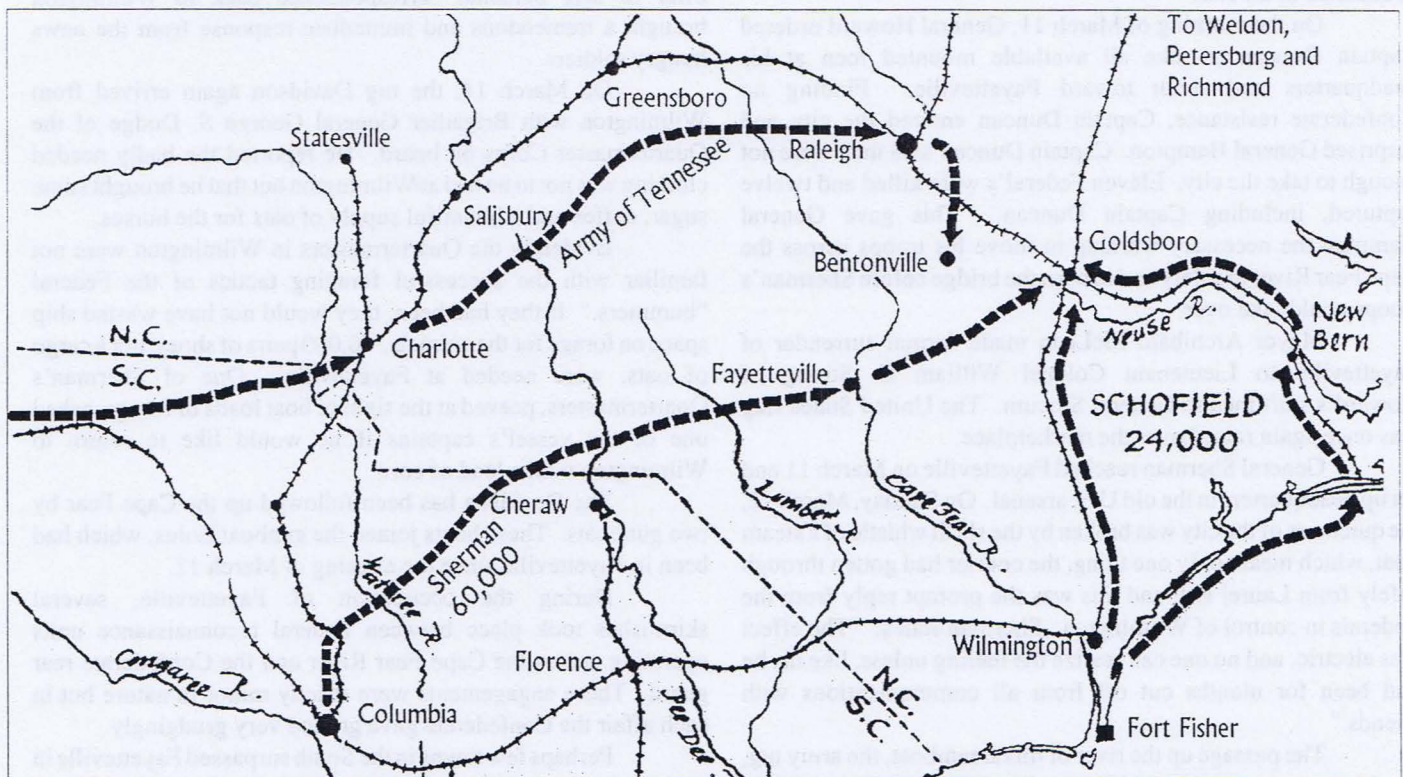
For the month of January and February, Sherman's troops played havoc on the State of South Carolina, burning everything within its path. Being cut off from its supply lines, Sherman ordered "bummers" to fan out from the troop's path and bring in any usable supplies. The bummers took this as an order

that if it wasn't used or they couldn't carry it, to burn it. This they did!

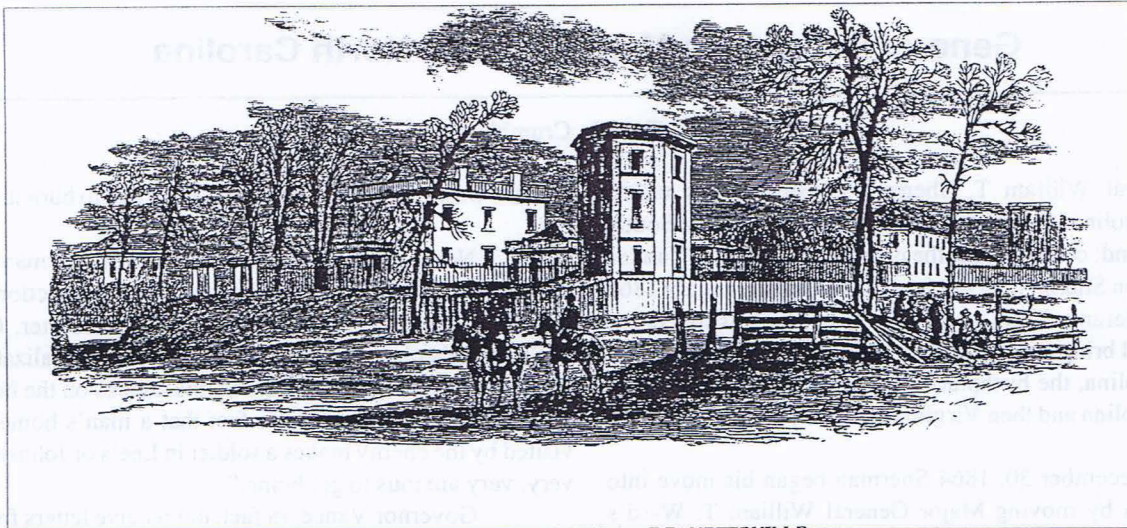
Never before or since until the Russo-German campaign during WWII has the state experienced such destruction, the scars of which can still be seen today, some 133 years later. One phase of Sherman's plan of total war called for a demoralization of the Confederate armies in the field by the attacks on the home front. Sherman wrote, "The simple fact that a man's home has been visited by the enemy makes a soldier in Lee's or Johnston's army very, very anxious to get home."

Governor Vance, in fact, did receive letters from troops stationed at the front line stating that they could not complain of their conditions for it was their duty to protect the state but they were in fact concerned for home and family. They asked the Governor to do something for them in order that there be less desertion of the men who were feeling the need to protect their family. Governor Vance, however, could do little.

On March 7 and 8, Sherman's army began to cross over into North Carolina at the Pee Dee River near Cheraw. Sherman had his Generals issue orders for gentler treatment of North Carolinians. General Slocum's orders read: "All officers and soldiers of this command are reminded that the State of North Carolina was one of the last States that passed the ordinance of



Route of Sherman's March through North Carolina



Arsenal at Fayetteville

secession. And from the commencement of the war there has been in this State a strong union party...it should not be assumed that the inhabitants are enemies of our government, and it is to be hoped that every effort will be made to prevent any wanton destruction of property, or any unkind treatment of citizens."

From his headquarters at Laurel Hill Presbyterian Church, General Sherman sent a message to the commanding federal officers at Wilmington to send a boat up the Cape Fear River to meet Sherman in Fayetteville to re-supply him with clothing, bread, coffee and sugar. He noted they had an abundance of all else.

On the morning of March 11, General Howard ordered Captain Duncan to take all available mounted men at his headquarters and scout toward Fayetteville. Finding no Confederate resistance, Captain Duncan entered the city and surprised General Hampton. Captain Duncan's 68 men were not enough to take the city. Eleven Federal's were killed and twelve captured, including Captain Duncan. This gave General Hampton the necessary warning to move his troops across the Cape Fear River to safety and to burn the bridge before Sherman's troops could take over.

Mayor Archibald McLean made formal surrender of Fayetteville to Lieutenant Colonel William E. Strong of Howard's staff then to General Slocum. The United States flag was once again raised over the marketplace.

General Sherman reached Fayetteville on March 11 and set up headquarters in the old U.S. arsenal. On Sunday, March 12, the quietness of the city was broken by the shrill whistle of a steam boat, which meant only one thing, the courier had gotten through safely from Laurel Hill and this was the prompt reply from the Federals in control of Wilmington. Sherman states: "The effect was electric, and no one can realize the feeling unless, like us, he had been for months cut off from all communications with friends."

The passage up the river of this steamboat, the army tug, Davidson, was unopposed until it was ten miles from Fayetteville, where some small detachments of Confederate cavalry fired upon it from the river banks. Acting Ensign Charles Ainsworth of the Davidson had taken precaution to cover the craft securely with

cotton bales and no damage was done.

After a few minutes conference with Ensign Ainsworth about river conditions, Sherman instructed him to ready a start back at 6:00 p.m. and ordered Captain Byers of his staff to get ready to carry dispatches to Washington. He also authorized General Howard to send to Wilmington on the Davidson some of the refugees who were traveling with his army which at this point amount to more than 20,000 predominately black Southerners.

Carrying Captain Byers, the tug departed Fayetteville with a huge pile of mail cluttering its deck. Ensign Ainsworth's offer to take personal correspondence back to Wilmington brought a tremendous and immediate response from the news hungry soldiers.

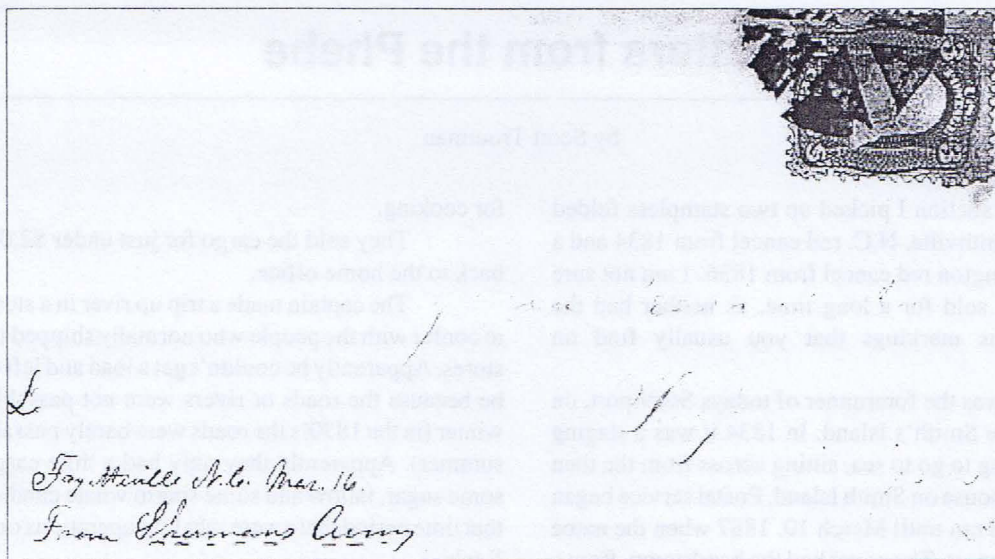
On March 14, the tug Davidson again arrived from Wilmington with Brigadier General George S. Dodge of the Quartermaster Corps on board. He reported the badly needed clothing was not to be had at Wilmington but that he brought some sugar, coffee and a bountiful supply of oats for the horses.

Evidently the Quartermasters in Wilmington were not familiar with the successful foraging tactics of the Federal "bummers." If they had been, they would not have wasted ship space on forage for the animals. 40,000 pairs of shoes, not a cargo of oats, were needed at Fayetteville. One of Sherman's Quartermasters, peeved at the sight of boat loads of forage, asked one of the vessel's captains if he would like to return to Wilmington with a load of corn.

The Davidson has been followed up the Cape Fear by two gunboats. These boats joined the gunboat Eolus, which had been in Fayetteville since the evening of March 12.

During the occupation of Fayetteville, several skirmishes took place between Federal reconnaissance units operating across the Cape Fear River and the Confederate rear guard. These engagements were strictly minor in nature but in each affair the Confederate gave ground very grudgingly.

Perhaps few towns in the South surpassed Fayetteville in the ardor and liberality with which she supported the war. After secession became the law of the state, the leading men had been union men, not secessionists, but they were Confederate, and when the war began they rallied to the Southern cause.



#65 Fayetteville, N.C., March 16, (1865) from Sherman's army to Julia Beach Goodman, Troy, Michigan. Posted on one of Ensign Ainsworth's boats back to occupied Wilmington.

Fayetteville received harsh treatment at the hands of Sherman's army, not only because it was a stronghold of confederate loyalty but also because it allowed the bridge across the Cape Fear to be destroyed. General Sherman issued specific orders as to what property was to be destroyed in Fayetteville. He issued special field orders, No. 28, which instructed the destruction of all railroad property, all shops, factories, tanneries, etc. All of the above property was destroyed and much more. A lady living near Fayetteville told the following story of a visit from Sherman's "bummers."

"There was no place, no chamber, truck, drawer, desk, garret, closet or cellar that was private to their unholy eyes. Their rude hands spared nothing but our lives. Squad after squad unceasingly came and went and tramped through halls and rooms of our house day and night. At our house, they killed every chicken, goose, turkey, cow, calf and every living thing, even our pet dog. They took from old men, women and children alike, every garment of wearing apparel save what we had on. Such as it did not suit them to take away they tore to pieces before our eyes." So much for General Sherman's orders for leniency with the citizens of North Carolina.

After a week in North Carolina, the invading army had found booty and destroyed property, but they had found little evidence of the supposedly strong union sentiment among the people. One Union major wrote that he found more persons in Columbia who had proved their loyalty to the Union than in all of North Carolina put together. The city of Fayetteville was offensively rebellious, he noted.

By March 15, Sherman and his entire army had crossed the Cape Fear and the march to Goldsboro had begun. Before leaving Fayetteville, Sherman wrote General Schofield at Newbern and to General Terry at Wilmington to move with their effective forces direct to Goldsboro where he expected to meet them by March 20.

On March 15, Sherman's cavalry under the command of Kilpatrick struck the confederate skirmish lines of Confederate

General Hardee. There were no skirmishing on the night of March 15 between Kilpatrick and the confederate troops. At 6:00 a.m. on March 16 the federal troops moved against the Confederate troops led by Taliaferro. The Confederate losses were considerable during the morning's fighting. The Federals pressed Hardee hard all afternoon and up into the early part of the evening but were unable to overtake the Confederate works. Around 8:00 p.m., Hardee started withdrawing his troops and artillery.

General Schofield and Kilpatrick reported their casualties for the day's fighting at 682 killed, wounded, captured or missing. Of the casualties, 533 were wounded. This was a serious loss because none of the wounded could be left behind. Every injured man had to be carried in an ambulance.

The Battle of the 16th, though seemingly fierce by those participating, was little more than a skirmish as compared to the battle to be fought at Bentonville two days later. It is significant because the stout resistance put up by Hardee in the engagement stopped the advance of the Federal Troops. As a result, the columns became strung out and the distance between them gave General Johnston time to start preparation for his next grand stand, The Battle of Bentonville.

Bibliography

Sherman's March through North Carolina, A Chronology, Angley, Cross, and Hill, N.C. Dept. of Cultural Resources, Div. of Archives and History, Raleigh, NC, 1996.

Letters from the Phebe

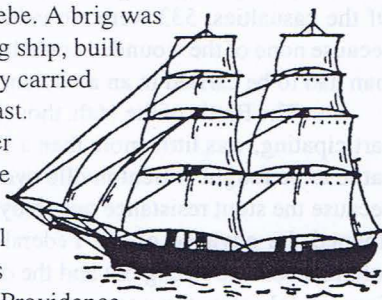
by Scott Troutman

Recently at auction I picked up two stampless folded letters, one with a Smithville, N.C. red cancel from 1834 and a second with a Wilmington red cancel from 1836. I am not sure that either had been sold for a long time, as neither had the typical James Harris markings that you usually find on Wilmington covers.

Smithville was the forerunner of today's Southport, on the mainline opposite Smith's Island. In 1834 it was a staging point for ships waiting to go to sea, sitting across from the then new Bald Head lighthouse on Smith Island. Postal service began on July 1st, 1811 and ran until March 10, 1887 when the name was changed to Southport. The cover had the handstamp, from a year earlier than the listing in Stroupe's Illustrated N.C. Postal Markings.

The 1830's were a long time ago. Andrew Jackson was President. Florida was still a territory. What is now Oklahoma had just been declared "Indian Territory" and was being run by the Five Civilized Tribes. Arkansas, part of the recently acquired Louisiana Purchase, would be admitted as a state in 1836. In Wilmington they were starting work on the states first railroad, the Wilmington and Raleigh. Two newly completed lighthouses, the octagonal Hamilton's light at The Cape (Buxton) and Ocracoke were operational on the Outer Banks.

One of the nice parts of collecting old covers is that you also collect bits of history that would otherwise be forgotten. And these two folded letters are no exception. Both these letters are invoices for the Brig Phebe. A brig was a two masted wooden sailing ship, built for ocean going travel. They carried four square sails on each mast. The forerunner of the clipper ship, they were the principle merchant ship of that era. Today we would call it a tall ship. Phebe, it appears, was traveling routinely between Providence, Rhode Island and Wilmington, N.C. Salt and rum was her cargo out of Providence; naval stores and lumber her cargo back north. I have transcribed both letters and will make comments on some of their contents, which I find interesting.



The first letter, was mailed from Smithville on Dec 17th 1834 while the ship was becalmed. Indeed, she had been at the dock in Wilmington for some 41 days while she off loaded and her captain arranged for cargo. This was an abnormally long stay. The crew was apparently normally paid in Providence, however in this case the captain had to advance them money to cover their expenses. Surprisingly the wharfage fees of 50 cents a day were not as high as I might have thought for a large ship.

Phebe also had to take on food: beef, pork and a lot of bread (so much that he had to pay fees to warehouse it). Also some molasses, coffee, butter, sugar, tea, pears, a little rice (probably from nearby Orten Plantation), some rum, and wood

for cooking.

They sold the cargo for just under \$2,000. Half that got back to the home office.

The captain made a trip up river in a steamboat, possibly to confer with the people who normally shipped lumber and naval stores. Apparently he couldn't get a load and left empty. This may be because the roads or rivers were not passable in the dead of winter (in the 1830's the roads were barely passable in the dead of summer). Apparently they only had a little cargo to take home: some sugar, tallow and some sperm whale candles. Remember in that time period there were whaling operations on the Shackleford Banks.

Getting a brig across the outer banks and up an ever shifting set of sand bars on the Cape Fear River called for local expertise. A local pilot, hired for the trip, made a handsome fee of \$18.25 each way. Compare this with 37 cents paid to someone in the second letter, for helping load barrels of tar. This could well have been one or two days wages for a stevedore.

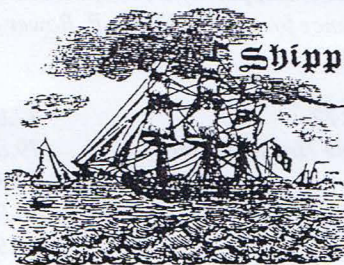
The second invoice is from a trip in March-April 1836. it is written on one copy of a three copy invoice form used only at Wilmington - a sign that Wilmington had their own printer. one copy went with the ship captain, one was mailed, and one stayed with the shipping agent. In the event the ship was lost, or the captain tried to sell some of the cargo en route, there were backups of the cargo manifest. This kept the captain honest and allowed insurance claims if the ship sank. Lloyds of London had already been insuring cargos and ships for several hundred years.

Phebe got the salt off loaded in good order, but the market for salt was depressed. The letter asked the consignors for instruction on what price to sell at. Apparently she also had some rum which they sold. She would get turned around in a short 11 days, this time with a full cargo. She took on 29,218 feet of "merchantable housing board", probably two by fours up to two by eights. She also carried 6000+ feet of what was called "refuse", probably lumber of lower quality or short lengths. The interesting item is 1000 feet of wide board, those great heartwood pine boards 12 to 18 inches wide for flooring. Such lumber today would be worth a fortune, but it went for ten cents a foot (you probably couldn't touch it today for \$10 a foot). An indication of the bounty of the virgin long leaf pine forests.

Phebe also carried home a load of naval stores. 200 barrels of tar and 25 more of pitch - required commodities for wooden ships. Once or twice a year these ships had to be laid over on their sides (careened), the barnacles scraped off and the bottom re-tarred. These naval stores could have found their way to whaling bases like Mystic, Connecticut, but Providence was a seafaring town and may have used these supplies locally.

Most valuable of all was 5 barrels of turpentine, used for making paint. North Carolina was a major turpentine source.

On both trips there were customs fees to be paid. In the second letter these are under the heading "Expenses and Inspection".



Shipped in good order and well conditioned, by *David B. Love* on board the *Brig*
Calliope the *Ship* whereof *Rede* is Master, now
 lying in the PORT OF WILMINGTON, North Carolina, and bound for *Providence R.I.*
 To say: *Thirty six thousand Nine hundred*
and forty five *Sum* *two hundred*
Dollars *and* *Twenty five* *cts*
for *Disbursements* *and*
Sixty *cts* *Good* *wood*

being marked and numbered as in the margin, and are to be delivered in the like order and condition at the aforesaid
 Port of *Providence* (the danger of the seas only excepted) unto
William H. Bower or to his assigns, he or they paying Freight for the said

IN WITNESS WHEREOF, the Master of the said vessel hath subscribed to *the* Bills of Lading of this tenor and date
 one of which being accomplished the others to stand void.

DATED in Wilmington, the *5* day of *April* 183 *6*

Thos. Rede

Waybill from the brig Phebe

Apparently Phebe had enough food on board to make it home with the quick turnaround. But it looks like they had some home cooking while in port this time as the captain hired a cook at 50 cents a day. Of course that wasn't the big bill. The big bill was the \$7.81 in saloon bills that they ran up. One wonders if a similar bar tab wasn't buried under "Sundry's" on the first letter. Sailors will be sailors!

Phebe's sister ship, the *Morning Star* was also in port at Wilmington, but was stuck waiting for its return cargo to arrive. The agent was bemoaning that it was not his fault, and he couldn't help it if the expenses were mounting (probably at the bar). The note at the bottom, N.B. for New Business, says that they finally got the cargo and the hands to load it.

Both of these letters probably went up the Great Post Road, and their condition is remarkable. I wonder what people 160 years from now will glean from the letters we write and save.

Letter canceled Dec 21, Smithville NC To Mess. Wm P Bower & Co Providence, R.I.

Brig. Phebe Disbursement at Wilmington
 December 14th 1834

To Pilot for Bringing the Vessel from Sea	18.25
Customhouse for Entry & Clearance	7.57
2 1/2 bbl Beef \$9.25 bbl pork	17.25

Bread \$22 D Floor Freight Storage for Bread	29.35
Butchers Bill for fresh meat	11.35
Labour for Discharging Salt ??????????	4.12
Wharfage 41 Days @ 50 cts	20.50
My expenses for going up Country	8.12
My board and passage Down in Steamboat	4.00
Advance for Crew for Sundrys	62.52
Wharfage for cargo \$9 Wood \$4.25	13.25
Molasses and Oil \$3.22 Coffee & Butter \$5.27	8.49
Sugar \$2.42 Tea \$1 Rum \$1.40	4.82
Logline \$1 Pears \$1.50 Rice .87ct	3.37
Sundrys \$14.50 Pilot for Returning trip to Sea	39.75

Sales of Cargo as Act. Rendered you	\$ 1937.70
Invoice of Cargo	123.82
Disbursements	253.53
Check on Charleston to Mess. T. Mowry & Co.	1,000.00
To Balance to account	19.37.70

Charge Fisher 60.35
 Wilmington 14th Dec. 1834
 John W. Fisher

Smithville 17 Dec 1834

Mess. W.R.Bowers & Co. Gentlemen, excuse this as the pilot is now coming of the wind. Is rather light but close this to put in the office myself. Shall write you when I get out. Rather uncertain as the wind is light. I sent a check to Mess. Smith, Mowrey & Co to put to your credit with the parcel? of what sent to them 10 Bll sugar 10 boxes tallow & six of sperm Candles. Shall write you more Particulars. yours.

John W. Fisher

Letter canceled Wilmington, N.C. Apr 1 (1836)

Mess. William P. Bowers & Co.

Providence, R.I.

Shipped in good order and well conditioned by David B. Hood on board the Brig called the Phebe, whereof Rider is Master, now lying in the Port of Wilmington, North Carolina and bound for Providence R.I. To say: Thirty six Thousand and Nine Hundred and forty feet Lumber, Two Hundred Barrels Tar, Twenty five of Pitch, five of Turpentine and six 114 Cord Wood. being marked and numbered as in the margin, and are to be delivered in like order and condition at the aforesaid port of Providence (the danger of the seas only excepted) unto William P. Bowers & Co or the their assigns, he or they paying Freight for the aid.

In witness whereof the Master of said vessel hath subscribed to three Bills of Lading of this tenor and date one which being accomplished the other to stand void.

Dated in Wilmington the 1 day of April 1836. Thos. Rishler.

Wilmington North Carolina, March 4 1836 Mess. William P. Bowers & Co.

Gents. Enclosed you have Bill Lading and Invoice of cargo shipping Brig. Phebe which sailed for your place yesterday morning amounting to \$1981.58 as your Capt. was under the impression that he only received 200 Barrels Tar. I have only charged you with that amount in Invoice but I delivered him 202 and that amount you will find when the Phebe is discharged.

The Morning Star has commenced taking in cargo this morning and she is not ready to sail to the last of the week. It is not my fault and I fear she will not get off with as little expense as the Phebe. As soon as she sailes I shall draw on you for the amount of the two cargoes with the exception of the rum & salt and I fear I shall not be able to obtain the price you Invoiced them at as I have not had any more offers since I last wrote you and I want you to write me particulars whether to sell the salt at the market price or keep it stored. and oblige you oc. David B. Hood wit. Robert H. Master

N.B. The Morning Star has got the hands, must load up lumber that ??? was landed in Wilmington

Invoice Lumber and Naval Stores shipped by David B. Hood on board Brig. Phebe for Providence for a/c of William P. Bower & Co.

6 1/4 Cords Wood	\$2.72	17.00
29218 feet	merchantable Housing board	379.83
6331	refuse " do	41.14
1000	Wide Board	10.00
391	refuse "	1.95
200 Barrels Tar @ 1.625 ea		325.00
25 "	Pitch @ 2.00	50.00
5 "	Turpentine 4.00	20.00
		844.92

Charges

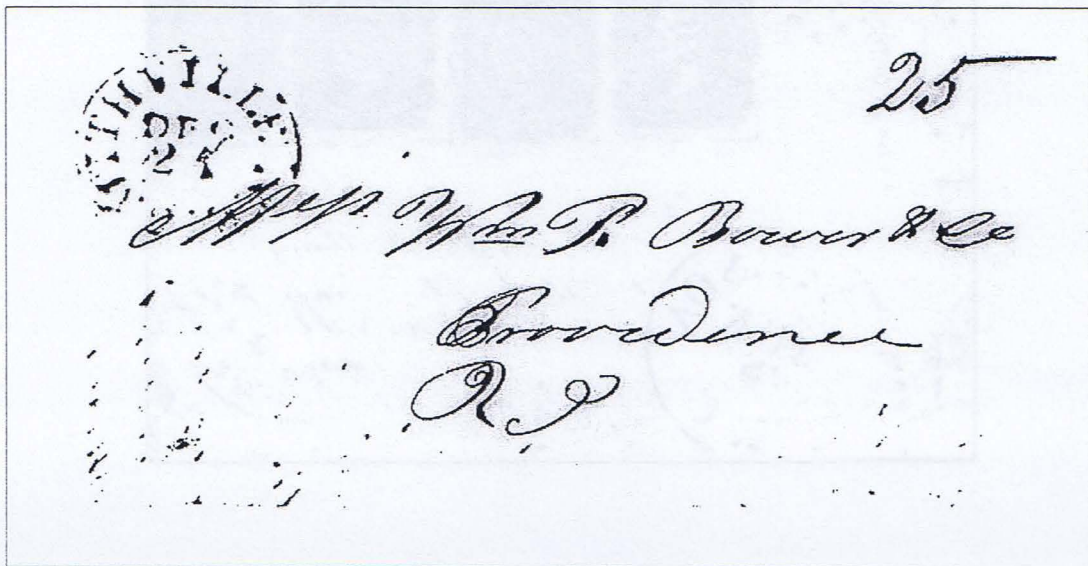
Wharfage on 36940 feet lumber	9.23
Expenses & Inspection of do	33.24
Cash advance capital rider	2.00
Entrance 1.50 Saloon Bills 7.81	9.31
Paid for stowing cargo	13.56
Wharfage and Landing balance	5.50
Pilotage up & down the river & bar	38.00
Paid for 4 days cooking .50 ea	2.00
Extra labor for Rolling Tar	.37
the Capt. says it includes labor	113.21
	Dollars 958.13
Commission	23.45
	981.58

WANTED

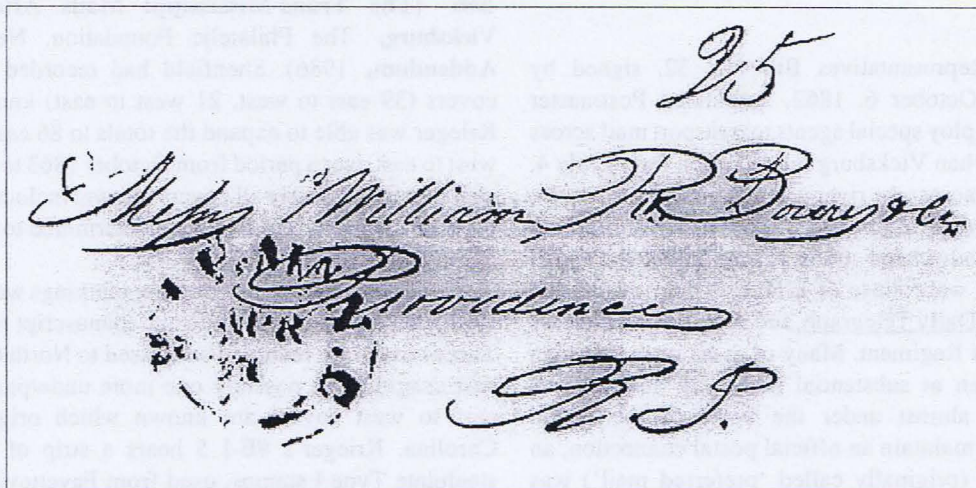
I am seeking the following material for an exhibit and/or xerox copies of the same for a continuing series of articles. Any help by the membership will be greatly appreciated and acknowledged. The only specific criteria is that the marking must cancel a Confederate General Issue Stamp. If you have information that the cancel does not exist in this form I would also like to hear from you.

Straightline cancels from **TAWBORO**, **KERNERSVILLE** and **MARTINDALE**. Unusual cancels include the **GRAHAM & JAMESTOWN** segmented balloon cancels; **ELKIN** with its fancy type and **RIDGEWAY**'s geometric circle of wedges. I am also seeking the following handstarrips used as cancelers; "WAY" - "FORWARDED" - "MISSENT" - "FREE" - "HELD FOR POSTAGE" - "ADV" or "ADVERTISED". These handstamps do not have to be from N.C.

Thank you in advance for your help.
CONRAD L. BUSH 205 Hughes Street N.E. Fort
Walton Beach, FL 32548



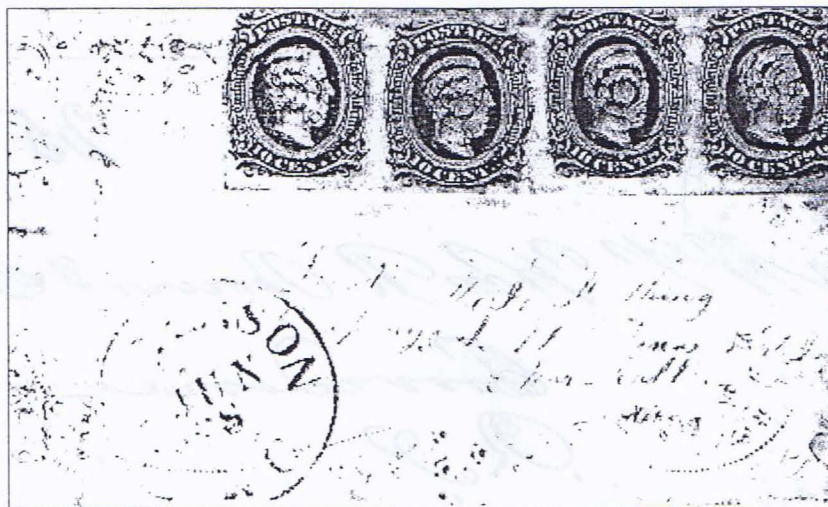
Smithville Type I cds of 21 Dec (1836) with the overland rate of 25 cents to Providence, R.I.



Wilmington Type III cds of 1 Apr 1836 with 25 cent overland rate to Providence, R.I.

A CONFEDERATE NORTH CAROLINA TRANS-MISSISSIPPI EXPRESS COVER

Daniel C. Warren, M.D.



With the outbreak of war, the North quickly grasped the importance of controlling the Mississippi River and dividing the Confederacy, using its considerable Navy assets to do so as soon as possible. In 1862, New Orleans, Baton Rouge, and Memphis all were occupied by Union forces. The resulting presence of Federal gunboats on the river significantly disrupted commerce between the eastern and western parts of the Confederacy, including the mail routes to and from Texas, Arkansas, and Louisiana.

House of Representatives Bill No. 32, signed by President Davis on October 6, 1862, authorized Postmaster General Reagan to employ special agents to transport mail across the Mississippi, but when Vicksburg fell to Union forces July 4, 1863, the last rail line across the river was cut, ending the regular mail service. From mid-1862 onward, a series of private express companies had already been transporting mail, the most noteworthy of which were those of E.H. Cushing, owner and editor of the Houston Daily Telegraph, and A.H. Edey's Express Mail of the 5th Texas Regiment. Many of these were one-man operations, undertaken at substantial risk, with surreptitious nighttime crossings almost under the bows of the Union gunboats. In order to maintain an official postal connection, an express mail system (originally called 'preferred mail') was authorized by the Confederate Congress on May 1, 1863 and was established by order of the Postmaster General on October 20th of that year. The prescribed rate was 40c per half-ounce or fraction thereof. Letters going east to west were routed through either Brandon or Meridian, Mississippi, while those going west to east went via Shreveport or Alexandria, Louisiana. On February 10, 1864 at the request of Postmaster General Reagan, who felt he could no longer administer western postal affairs

from Richmond, President Davis established a separate Trans-Mississippi Post Office Department at Marshall, Texas, and appointed Dr. James H. Starr as Postmaster.

The records contained in Lawrence L. Shenfield's definitive work (**Confederate States of America: The Special Postal Routes**, The Collectors Club, Inc., New York, 1961) were updated in 1984 by Richard Krieger, with an addendum issued in 1986 (**The Trans-Mississippi Mails After the Fall of Vicksburg**, The Philatelic Foundation, New York, 1984; **Addendum**, 1986). Shenfield had recorded a total of sixty covers (39 east to west, 21 west to east) known at that time. Krieger was able to expand the totals to 86 east to west, and 30 west to east over a period from October 1863 to March, 1865. He also illustrated nearly all covers known, including, for reference purposes, those which had been determined to be fraudulent.

No handstamped or other markings were used, and they are identified by the 40c rate and manuscript routing notations. Three covers are recorded addressed to North Carolina (west to east usage), with possibly one more underpaid example. Two east to west covers are known which originated in North Carolina. Krieger's #E-I 5 bears a strip of 4 10c engraved steelplate Type I stamps, used from Fayetteville, NC to Camp Bragg, Ark. January 6, 1864, annotated 'Via Brandon or Meridian, Miss.' Cover #E-24 is shown here, which also has a strip of four 10c Type I stamps with four strikes of a concentric grid and a Paterson, North Carolina datestamp of June 8, 1864. The embossed "ladies' envelope" is addressed to Lt. W.J. Forthing, Company A, 1st Texas, Marshall, Texas and is annotated at the left in faded but readable manuscript "By expressmail via Brandon Miss." (PF Certificate No. 108007).

ENGLAND to WILMINGTON

by Richard F. Winter

Figure 1 illustrates a very rare 1827 cover to Wilmington, North Carolina. The postal history, which makes this cover so unusual, will be explained as well as some information provided about the addressee, Carleton Walker. Background portions of this article first appeared in *The Chronicle of the U.S. Classic Postal Issues*, the quarterly journal of the U.S. Philatelic Classics Society.¹

In 1755 a monthly mail service was established by the British Government between Falmouth and New York.² Prior to this time transatlantic letters had been carried privately by captains of trading vessels. The vessels had no scheduled dates of departure, but left when sufficient cargo was on board to make the voyage. The Falmouth packet service to North America departed on a monthly basis and carried mails prepaid the outgoing packet letter rates from England. The carriage of passengers and cargo was secondary to the requirement to carry the monthly mails. By September 1787 calls were made at

Halifax both outward and inward during the summer months (March – October). In 1806, Bermuda was added as a port of call during the winter months when the call couldn't be made at Halifax. By April 1823 the British Admiralty assumed responsibility for the packet service from the General Post Office to provide employment for naval officers no longer needed because of the end of the Napoleonic Wars.

In the 1820s American sailing vessels began to dominate the North Atlantic route, presenting for the first time a serious challenge to the British maritime dominance. They provided more frequent service between New York and England and quicker transit times (about ten days faster than the Falmouth packets which had to call at Halifax). At least four different sailing ship lines from New York and one from Boston operated on regular schedules to Liverpool and London.³ These Lines were:

From Boston: Line of Boston & Liverpool
Packets

from Boston on the 1st and Liverpool
20th each month

From New York: Black Ball Line

commencing Jan 1818, from New York on the 5th and Liverpool on the 1st each month; in 1822 a second group of ships sailed the 1st and 16th from each port

Red Star Line

commencing Jan 1822, from New York on 25th and
Liverpool on the 12th each month; changed in 1823 to 24th
from New York and 8th from Liverpool

Swallowtail Line

commencing Aug 1822, from New York on the 8th and
Liverpool on the 24th each month

Black X Line

commencing May 1824, from New York and London on the 1st each month; changed in 1825 from New York on 20th and London 1st each month

These American sailing vessels, called “packets” because they left on regularly scheduled days each month, soon carried most of the mails as merchants decided not to wait for the slower, monthly British Admiralty Packets.

In late 1826 the General Post Office decided to discontinue the Falmouth Packet service to New York. The New York *Albion* announced this change with the statement, "The packets which have heretofore arrived at this port, via Halifax, will, for the future, be directed to proceed to Bermuda; there land the mail for the U. States and then sail for Halifax, where she will remain a fortnight, and return to England. The mail for the United States will be bro't from Bermuda to Annapolis, in the Chesapeake, by small, fast sailing, cedar vessels, built for the purpose, and return by the same conveyance to Bermuda, from whence it will be taken to England by the Packet returning from

Mexico.”⁴ Thomas William Moore, the British packet agent in New York, was required to relocate to Annapolis to handle official despatches brought in by the packets.⁵ Samuel Cunard of Halifax was awarded the British contract to provide the two small brigs necessary to carry the U.S. mails and British despatches from Bermuda to Annapolis. His two vessels were the brigs *Susan* and *Emily*. From Annapolis, the British despatches went by regular mail coach to Washington, D.C. escorted by the British packet agent and the courier, who accompanied the mails from Bermuda. The regular mails brought in by the Cunard vessels from Bermuda were taken to the Annapolis post office and entered the U.S. mail system as ship letters.

The Annapolis packet service proved to be very unsatisfactory and was discontinued nine months after it started. A major reason for the abandonment of the Annapolis Packet

service was the extra costs incurred by the British. Diversion of the Falmouth packets from their direct route back to England to pick up the mails at Bermuda added hundreds of miles to the transits. This not only slowed their return voyages but also added extra costs that were not warranted by the small amount of mail picked up at Bermuda. Only nine voyages (one per month) were made into Annapolis before the Falmouth Packet service was shifted to the Falmouth-Halifax-Bermuda-Halifax-Falmouth route.

The cover illustrated in Figure 1 originated in Wooler, Northumberland County, England, in early January 1827. Since the contents of the letter are missing, we do not know the date the letter was written. The Wooler post office marking on the reverse showed only the mile mark of 318 (miles to London) and no date. The letter was addressed to Carleton Walker, Naval Officer, Wilmington, North Carolina. We know that the letter was intended to go by British Government packet because of the very high prepayment marked on the letter, "P 2/5," paid 2 shilling 5 pence. The required prepayment for British packet service (equivalent to 58¢) represented 1 shilling 3 pence British inland fee for the 588 miles from Wooler to London to Falmouth, abated by one penny,⁶ plus 1 shilling 3 pence Falmouth Packet fee.

The January 1827 Government mail packet for North America was the *Redpole*, which departed Falmouth on 11 January 1827 with the monthly mails. After a very lengthy passage *Redpole* arrived at Bermuda on 3 March 1827. The American mails were transferred to the brig *Susan*, which departed Bermuda three days later and carried the first British mails into Annapolis on 18 March 1827. There were only 1313 letters reported in this mail, including the cover shown in Figure 1. Mr. Jeffries of the British Navy was in charge of this mail and delivered it to the Annapolis post office. He also had despatches for the British Minister in Washington, which he took to Washington in company with the British resident agent, Mr. Moore, the next day.

The fees prepaid in England paid the letter only to the U.S. entry port. The Annapolis post office struck the red circular datestamp ANNAP^S M^D/MAR/19, the handstamp SHIP in red, and marked the letter for 27¢ postage due in the upper right corner. The postage due consisted of 2¢ ship fee and 25¢ U.S. inland postage for a single letter travelling more than 400 miles from Annapolis to Wilmington, North Carolina.

To date, I have recorded only eight covers carried on the two vessels of the Annapolis packet service. They were carried on six of the nine voyages from Falmouth. Since each voyage into Annapolis carried only about 1000 letters to the United States, it is remarkable that any covers have survived at all. There are three known covers of the reported 1313 letters from the first voyage, a survival rate far in excess of that predicted by most postal history students.

When I first saw that this cover was addressed to Carleton Walker, Naval Officer, Wilmington, I was puzzled. I

could find no officer in the U.S. Navy by that name⁷ and strangely, no rank was shown. Then I learned that the term Naval Officer was used by the Treasury Department and not the Navy Department. Under the Treasury Department, there was a large organization of Customs officials. Over 100 collection districts and seaports had customs officials. Each seaport had one or more collectors, inspectors, surveyors, gaugers, storers, markers, measurers, and weighers. The more important ports, such as Boston, New York, Philadelphia, Baltimore, etc. had an appointed Naval Officer. His duties included receiving copies of all manifests and entries, estimating with the Collector the duties on all merchandise subject to duty, countersigning all permits, clearances, certificates and other documents granted by the Collector, and certifying the Collector's accounts of receipts, bonds, and expenditures.⁸ For those important ports he was the senior member of the customs team. It appeared that Wilmington was one of the important ports that had an appointed Naval Officer, at least early in the 19th Century. In 1827, however, the Naval Officer for Wilmington was John D. Jones and not Carlton Walker. It seemed that Carleton Walker was still addressed as Naval Officer from earlier appointments.

Carleton Walker was born on 5 January 1777, the youngest of three sons of James and Jane Woodhouse Walker of Wooler in the Cheviot Hills near Alnwick Castle and Berwick-on-Tweed, Northumberland County, in northern England.⁹ In 1791 at the age of fourteen he immigrated with his widowed mother to Wilmington, North Carolina to join other members of the Walker family already established in the Cape Fear area. I don't know when Carleton was first appointed Naval Officer for Wilmington. His marriage notice, published in the *Wilmington Gazette* of 31 December 1801, indicated that he was the Naval Officer at the time of his marriage.¹⁰ *Ming's United States Register and New York Pocket Almanac* from 1807 to 1814 showed that he was still the Naval Officer at Wilmington. The *Register of all Officers and Agents, Civil, Military, and Naval, in the Service of the United States*, published in Washington, D.C. every two years, sometimes referred to as the *Blue Book*, revealed that he remained listed as Naval Officer, Wilmington through 1816. The *Register* for 1818 showed John D. Jones had the appointment. It would appear that Carleton had not been Wilmington's Naval Officer for at least ten years before the Figure 1 letter was written. It is safe to assume that the letter was written by either family or friends in Wooler. There was no question that a letter addressed to him as Naval Office for Wilmington would reach him since he was a well-known person in this seaport. Perhaps out of courtesy to his earlier appointments he retained the title, at least among family and friends in England.

Carleton served in the War of 1812 on General P. Gaines' staff as paymaster of troops and attained the rank of major. After the War of 1812 he seems to have devoted all his energies to lavish speculations, surviving extreme financial difficulties, and managing family estates and plantations inheritances. His had a permanent family residence in Hillsborough after 1826. He died 12 October 1840 after a long

bout with a kidney ailment.

What started as a somewhat plain-appearing outer sheet of a folded letter to the Naval Officer at the port of Wilmington, North Carolina, turned out to be quite interesting from a postal history point of view. The key visual clues of its importance were the fact that it was an Annapolis ship letter in 1827 (the only year of the British packet service to Annapolis) and showed evidence of prepayment of the Government packet rate vice a ship letter rate.

Bibliography

¹ Richard F. Winter, "British Packet Service to Annapolis Maryland," *Chronicle* 130, May 1986, pp.111-113.

² J.C. Arnell, ed., *Handbook on Transatlantic Mail*, (Canada: British North America Philatelic Society, 1987), p.18.

³ Carl C. Cutler, *Queens of the Western Ocean*, (Annapolis,

Maryland: United States Naval Institute, 1961), Appendix I.

⁴ Report from New York *Albion* in the 7 December 1826 *Maryland Gazette*, a small newspaper published weekly at Annapolis, Maryland.

⁵ J.C. Arnell, *Atlantic Mails*, (Ottawa, Canada: National Postal Museum, 1980), p.70.

⁶ C. Tabcart, *United Kingdom Letter Rates 1657-1900, Inland and Overseas*, (Fareham, England: C. Tabcart, 1989), p. 16.

⁷ Edward W. Callahan, ed., *List of Officers of the Navy of the United States and of the Marine Corps, 1775-1900*, (New York: Haskell House Publishers, Ltd., 1969).

⁸ *A Naval Encyclopedia*, (Philadelphia: L.R. Hamersly & Co., 1881), pp.189-190.

⁹ William S. Powell, ed., *Dictionary of North Carolina Biography*, Volume 6, (Chapel Hill, North Carolina: University of North Carolina Press, 1996), pp. 109-110.

¹⁰ *Ibid*, p. 109.

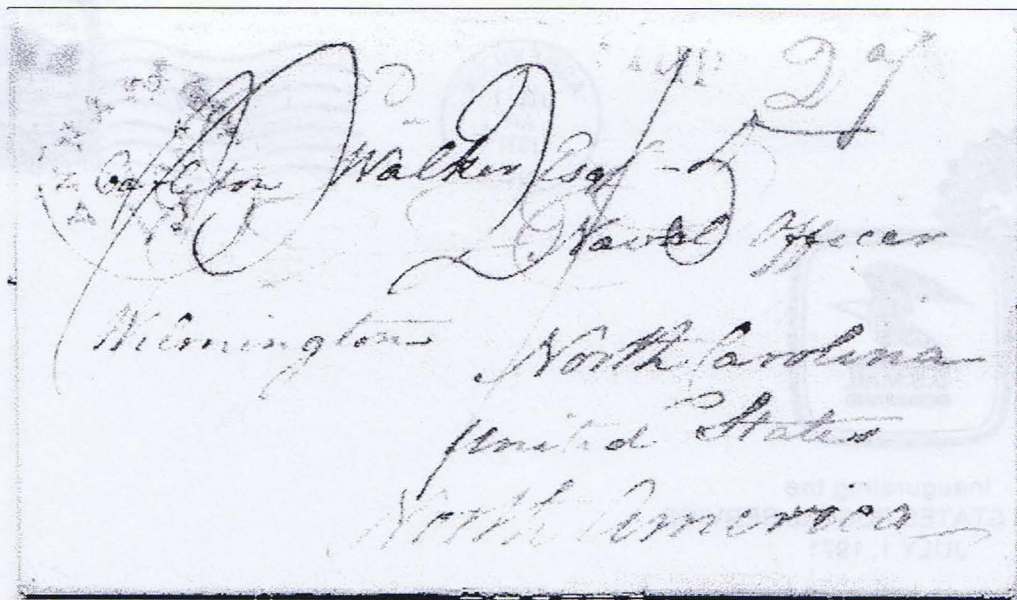


Figure 1. Outer sheet of January 1827 folded letter from Wooler, England to Wilmington, NC, paid 2 shilling 5 pence for British packet fees to the U.S. Annapolis marked letter for 27¢ postage due (2¢ ship and 25¢ inland fees). Letter addressed to Naval Officer, Wilmington, North Carolina.

Since the Spring of 1997 (*North Carolina Postal Historian*, Whole Number 60) I have been writing articles about North Carolina covers in the foreign mails. I would like to continue but I will need help from the members. I need more cover examples to analyze and describe. If you have North Carolina covers to or from foreign destinations up to 1875 that you would like to have described in my articles, please send me photocopies. If the cover can be used I will prepare an article to share the information about your cover with our members.

THE FIRST POSTAL ISSUE OF THE U.S. POSTAL SERVICE

by Tony L. Crumbley

The catalog for first day covers of Scott #1396 is titled, "The 7-1-71 Affair". Anyone familiar with this aspect of the hobby knows collecting these covers is truly an affair!

The importance of 7-1-71 is the official date of transfer of the U.S. Post Office Department from a politically controlled department of the government to the semi-governmental U.S. Postal System.

To Commemorate this event the post office issued a special 8 cent multicolored stamp with the new Postal Service logo. In addition to this stamp, 30 million free Postal Service cacheted envelopes were printed by Garden City Envelope Company and shipped in boxes of 500 to every post office in the nation. Each box of envelopes had one with a bold 500 printed on

the face side. These free envelopes were distributed to post offices based on their volume of mail.

The Postal Service sent stamps and envelopes to all 39,513 post offices in the U.S., including the 1,009 post offices operating within North Carolina. They also authorized the First Day of Use for this stamp at all post offices. To date 325 different North Carolina post offices have had First Day covers reported. The list that follows includes all cities which covers are known.

For those of you who wish more details on this 7-1-71 affair, the 1997 catalog and price list of these covers is available from Sunbelt Covers, PO Box 627, Columbia, S.C. 29202, priced at \$10.



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Ansonville	Cliffside	Goldsboro	Lumber Bridge	Olin	Stedman
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Ash	Columbia	Grantsboro	Macon	Otto	Stokesdale
Asheboro	Como	Greensboro	Madison	Oxford	Scottville
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Avon	Conway	Halifax	Manteo	Pinebluff	Supply
Badin	Cooleemee	Hallsboro	Margarettsville	Pinehurst	Swannanoa
Bakersville	Corolla	Hamlet	Marion	Pikeville	Swansboro
Balfour	Creedmoor	Harbinger	Mars fill	Pisgah forest	Sylva
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Belhaven	Deep Run	Henrietta	Method	Raeford	Topton
Bessemer City	Denton	Hickory	Micro	Raleigh	Townsville
Bethania	Deaver	Highlands	Middleburg	Red Springs	Trenton
Bethel	Drexel	High Point	Midland	Reidsville	Tryon
Beulaville	Dunn	Hillsborough	Midway Park	Rex	Turkey
Black Mountain	Durham	Horse Shoe	Millers Creek	Richfield	Turnersburg
Bladen boro	Eagle Rock	Hot Springs	Minneapolis	Rich Square	Tyner
Blowing Rock	Eagle Springs	Indian Trail	Meisenheimer	Ridgway	Valdese
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