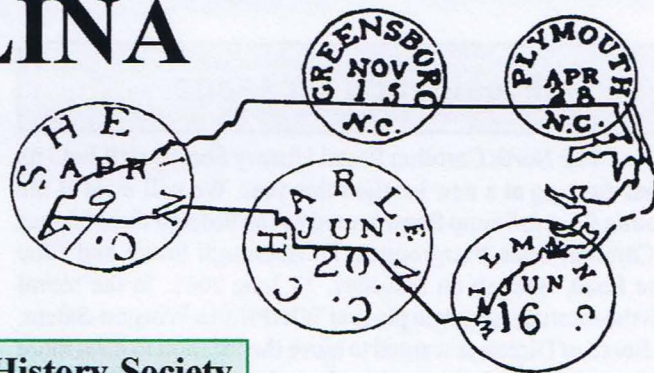


NORTH CAROLINA POSTAL HISTORIAN

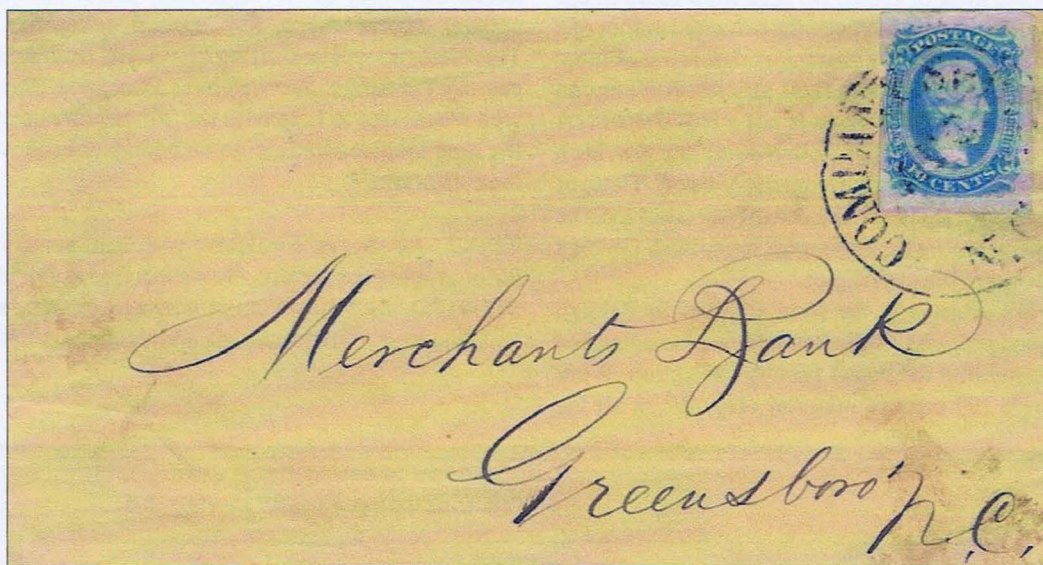


The Journal of the North Carolina Postal History Society

Volume 20, No. 1

Spring 2001

Whole 74



REFUGEE BANKING . . .

President's Message

The North Carolina Postal History Society will hold its annual meeting at a new location this year. We will meet at the Carolina Coin & Stamp Show hosted by the Raleigh Coin Club at the Carolina State Fairgrounds, Hillsborough Street and Blue Ridge Road, Raleigh on Saturday, 23 June 2001. In the recent years the meeting has taken place at WINPEX in Winston-Salem. The Board of Directors wanted to move the location to meet more members and friends from other places in the state. Raleigh was chosen for the next meeting. The Board will meet at 1:00 PM followed by the general meeting for members at 2:00 PM. During the general meeting Vernon Stroupe, our editor, will give a short talk titled "A Different Look at North Carolina Postal History." He is in the process of rewriting his collection pages and has some new ideas on presenting his North Carolina covers. I hope you will mark your calendars with the date of our next meeting and plan to attend.

Our last *North Carolina Postal Historian* had a fine article by Galen Harrison on the Salisbury Prison. This wonderful contribution is just the kind of article we seek from more of our members. Tony Crumbley, who has been the principal author of a major portion of the articles in our journal, is deserving of more assistance from the membership with their articles. Anyone can help. A lengthy article such as Galen's is not a requirement. A short article about a favorite North Carolina cover can provide a topic that will be of interest to other members. Vernon, Tony, or I will be happy to help anyone who has a contribution but feels he or she needs some help getting their thoughts organized. Give it a try. I think you will enjoy the experience.

The NCPHS projects at the state archives in Raleigh continue to make good progress. Alphabetically, we have reached Surry County in assembling the Postal History Collection. Work to date has been with 19th century material only. When all the

IN THIS ISSUE

1863 Refugee Banking in Company Shops W. Clary Holt	3
WWII Ration Stamps: Preventing Chaos Tony L. Crumbley	5
The Purple Machine Cancels of North Carolina Tony L. Crumbley	9
The Lost Wilmington Stamps	12

counties have been completed we will shift to the documentation of 20th century covers. This will be a much larger challenge as there is little information on the North Carolina postmarks of the 20th century. Our latest books, *Post Offices and Postmasters of North Carolina*, do not document postal markings of the 20th century except for a few special categories of markings. Therefore, we will be starting essentially from scratch on the 20th century markings. We welcome assistance from any members who would like to help with the 20th century covers. We meet at the state archives in Raleigh on Mondays each week to work on the collections.

As always, I welcome your comments and suggestions for improving the society. Please feel free to call me at home (336 545-0175), send me an email message, or write to me. Both my email address and my mailing address appear in this journal.

Dick Winter



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 News-letter or inquiries may be addressed to the editors.

Library of Congress #ISSN 1054-9158.

President

Richard F. Winter
31 Flagship Cove
Greensboro, NC 27455

Secretary - Treasurer

Thomas Richardson
3764 Pine Ridge Dr.
Trinity, N.C. 27370

Editors

Tony L. Crumbley
PO Box 219
Newell, N.C. 28126

Vice-President

John W. Allen
3801 Friendly Acres Drive
Greensboro, NC 27410

Vernon S. Stroupe
PO Box 8879
Asheville, N.C. 28814

1863 REFUGEE BANKING IN COMPANY SHOPS

by W. Clary Holt

Company Shops, this was a village created out of forest by the North Carolina Railroad for the location of its maintenance and repair shops. It was halfway between Goldsboro and Charlotte. The company's shops were to have been located in Graham, the County Seat of Alamance County. However, the conservative members of the Graham City Council passed an ordinance prohibiting the railroad within one mile of the Courthouse. The railroad officers, accordingly, moved west approximately two miles and in 1854 created their own village. In 1863 for a period of nine months the small town was named Vance, in honor of Governor Zebulon Baird Vance. In 1887 it became Burlington, where I now reside and have practiced law since 1939.

One of my collecting interests is covers postmarked from Company Shops and in particular those during the period of the Confederacy. A short time ago Brian Green, the Confederate specialist of Kernersville, North Carolina, called me stating he had acquired a Company Shops cover in which I might be interested, not so much for the cover and stamp thereon, but the contents. The price was right and in due course the envelope arrived. (see cover)

It is addressed to the "Merchants Bank", Greensboro, and bears a Confederate States #11A stamp. The cancellation, while not full, is plainly Company Shops. The envelope contained two items. One is a piece of stationery with the heading "Bank of Commerce at Newbern". Below where the point of origin and note appears, the word "Newbern" has been crossed out and in large manuscript the words "Company Shops" inserted. It is dated September 25, 1863 and is the receipt and credit for funds deposited in the Bank and signed by John A. Guion, Cashier, and by John Hutchinson, Teller. (Exhibit A) The other item (Exhibit B), datelined Wilmington, 10 Sept. 1863, is an order of payment containing this inscription. "\$500 Cash of Bank of Commerce at Newbern now Company Shops. Pay to auction bill or bearer Five hundred dollars". At first I was somewhat surprised at how the Bank at Newbern was suddenly located in Company Shops. Upon reflection and examination of the dates, the explanation was clear.

After the commencement of the Civil War in 1861 the strategy of the Federal forces was to close the seaports of eastern North Carolina. As early as March of 1862 the coastal region of North Carolina, including Newbern, was under federal control. Only the port of Wilmington remained open.

General Burnside had established his headquarters in Newbern and from that point excursions were made into the interior of the State. From a military standpoint I will never understand why the railroad line from Wilmington to the Confederate forces in Virginia was not cut. This was the sole avenue of supplying the troops in Virginia and certainly prolonged the War.

So, the bank, as a matter of necessity and to prevent its seizure by the Federal forces, had moved to Company Shops. Having clearly established a reason for removal of the bank, I attempted to obtain more information about its location in Company Shops. I noticed the use of the term "Teller", the official designation of cashier, it certainly would seem to follow that banking transactions were conducted at said location. In spite of all efforts, including local history books and historians, none have any mention whatsoever of this bank. I have tried to determine where it might have been located and after checking the various locations available I can only conclude that it was situated in the railroad buildings with the office of the railroad, since this was headquarters for the North Carolina Railroad at that time.

From examining the canceled checks of the local cotton mills during this period it appears that the banking was through banks located in Greensboro, Charlotte or Raleigh. I have not been able to determine when the first bank opened in Burlington, but I assume from what I have been able to find, that the first one in Alamance County was located in the county seat at Graham.

I cannot conclude without calling attention to the handwriting of that period. It was a day of fine penmanship since most writings at that time were done in manuscript.

Wilmington 10th Sept 1863
\$500 Cash of Bank of Commerce at Newbern
now Company Shops
Pay to auction bill or bearer Five hundred
dollars
J. A. Guion
Sent for credit Sept 24th 1863

Exhibit B

A. T. JERKINS, PRESIDENT,

J. A. GUION, CASHIER.

BANK OF COMMERCE AT NEWBERN,

Company Shops

Newbern, N. C., September 25th 1863

Wm H Clark Esq Cash

Dear Sir,

Your favor of the 24th inst. with enclosures

*as stated, is received. & your acct has credit for Wm H Allen
on this Bank for \$500.00*

Respectfully Yours,

John A Guion Cashier.
John Hutchinson Teller

Exhibit A

REMINDER TO THOSE WHO HAVE NOT PAID DUES FOR 2001

If there is a red check-mark on your address label, your dues are late!

Please send \$15 to the Society Treasurer

WWII RATION STAMPS: PREVENTING CHAOS

by Tony L. Crumbley

One of the hardest lessons learned on the home front during World War I was the need for adequate price and rationing controls. Failure to control prices substantially increased the cost of the war and reduced the standard of living of millions of people. Recognition of this unsatisfactory organizational experience led to various Industrial Mobilization Plans for any future war. By the time the United States began to feel the impact of the Second World War, the government had in place certain policy guidelines regarding priorities, allocations, prices and distribution of raw materials and goods.

The primary responsibility for the allocation and distribution of civilian supplies initially fell to the Office of Price Administration and Civilian Supply, which was established in April 1941, but which had little authority in prewar days. Congress reorganized the agency, changed its name to the Office of Price Administration (OPA) in August 1941, and increased its powers with the Emergency Price Control Act of January 1942, which authorized it to establish maximum prices on most commodities and on residential rents. Its power to ration came with the Second War Powers Act.

Control of commodities was undertaken in much the same way, regardless of the commodity: procurement and control of world supplies, reaching agreements with foreign claimants for those commodities, and distribution of the United States' allocation to the Armed Forces, Lend-Lease, and civilian populations.

The OPA's task was to distribute the civilian allocations equitably. It devised and administered the mechanics of the various rationing programs. The OPA eventually employed about 60,000 paid persons but relied primarily on volunteers -- 200,000 at the peak. It was administered from the national office in Washington, through nine to 12 regional offices and as many as 104 district offices, down to 5,500 to 7,000 local War Price and Rationing Board offices. The OPA was a complex organization, hastily organized and rapidly expanded. Interdepartmental and interagency cooperation was sometimes absent. Lines of authority often were unclear.

OPA began the rationing program with tires. In May 1942 it began to ration gasoline on the East Coast and in December extended it to the entire nation. Rationing was imposed on crude oil in the East in the fall of 1942 and nationwide in the late winter of 1942.

Sugar and coffee were the first foodstuffs to be affected by shortages. During normal prewar years Americans consumed close to eight million tons of sugar, two-thirds of which was imported from the Philippines, Hawaii and Cuba. Early in the war

the Philippines were cut off; imports from Hawaii were seriously reduced. Lack of shipping and submarine activities curtailed imports from Cuba. At the same time the demand was enlarged by Lend-Lease shipments and the increased use of sugar in manufacturing alcohol, synthetic rubber and explosives. Rationing of sugar began in May 1942, and continued until 1947. Coffee, most of which was imported from Brazil, became temporarily scarce because of large shipments to the Allies and interference with shipping. Coffee rationing began in November 1942, but was discontinued eight months later.

By the end of 1942, the armed forces and Lend-Lease were absorbing 25 percent of the foodstuffs produced in this country. Rationing of processed foods (canned, bottled, frozen and dried vegetables and fruits, juices and soups) began on May 1, 1943 under a "point system." Four weeks later the point system was extended to meats, fats and oil. Under this system the OPA determined the point value of goods and issued coupons valued for a certain number of points. By mid-1942 rationing covered 95 percent of the food supply. In addition to gasoline and food, rationed commodities eventually included automobiles, bicycles, stoves, typewriters, rubber footwear and shoes.

Probably no government agency ever affected the lives of so many people more intimately than the OPA, and it received more than its share of criticism. The fundamental necessity of the OPA's work was understood, however, and despite a somewhat lucrative black market for some items, the great mass of patriotic Americans loyally supported it. The OPA not only saved taxpayers billions of dollars in the cost of the war but it prevented the widespread chaos and suffering, which surely would have followed had not pricecontrols and rationing been in place. In the end, the war on the home front was won and citizens of the United States emerged from World War II more prosperous than after World War I.

War Ration Book One, Fig. 1, was in circulation from May 4, 1943 until April 30, 1944. Its holder was permitted to purchase one-half pound of sugar a week, about half the normal consumption. Book One was eventually used for coffee and shoes.

War Ration Book Two was issued in March 1943, and was used for processed foods (blue stamps) and meats, fats and oils (red stamps). To prevent hoarding of foodstuffs, ration stamps were redeemable only for a specified period --usually a month --and could be cancelled at any time.

Each month every man, woman and child in the country, and some military personnel, received two ration books.

Approximately three billion stamps less than one inch square changed hands every month. Newspapers kept the public informed of the stamps' validity dates.

War Ration Book Three was used from 1943 to March 1944, when Book Four was issued and circulated until the end of the program. War Ration Book Five had already been printed when Japan surrendered and was never distributed to the public. The production of War Ration Book Four was the "biggest printing job in history." The job required:

- 18 printing plants scattered throughout the nation.
- 96 carloads of special safety paper to balk counterfeiters.
- 7,500 gallons of paste to fasten the pages in books.
Using paste saved 75 tons of stapling wire, enough steel to make 15,000 Garand rifles
- 87,000 pounds of ink.
- 750,000 boxes, 200 books to the box.
- 4 freight trains of 30 cars each to take the books to the 5,500 War Price and Rationing Boards across the United States.

During the war a family of six persons was issued 24 food ration books with a total of 5,064 coupons. The OPA occasionally issued additional stamps for sugar for home food processing. The customer applied for the stamps through his local rationing board. Bakeries, cafes and industrial users obtained their quota with certificates.

Along with foodstuff and clothing, gasoline was also rationed. Gasoline rationing lasted from May 1942 through September 1944. The public never really understood that the purpose of gasoline rationing was to conserve rubber. Each motorist was assigned a sticker with a letter of priority --A to E. The sticker was displayed on the windshield to indicate the type of coupon being used.

"A" Coupons were issued to owners of automobiles for pleasure driving. One stamp was worth three to five gallons per week. After January 1943, when the OPA banned pleasure driving, the A Coupon was used only for essential business such as shopping, church, funerals and medical attention.

"B" Coupons were issued to cover essential driving, such as commuting to work. The amount varied depending on the distance. War workers received a supplemental allowance.

"C" Coupons were issued to essential industries and occupations such as physicians. E Coupons were used by farmers for non-highway use gasoline for farm implements. They also were used for the highest priority category --emergency vehicles, police, clergy and occasionally politicians.

"R" Coupons provided allocations for boats and small engines.

Owners of trucks, both farm and commercial, received "T" Coupons. Tuckers and farmers generally received all the gasoline they needed, but it was a mixed blessing because of the increased paperwork. Motorcyclists used "D" Coupons, but received no sticker. "S" Coupons were issued to servicemen for use when off duty. Essential industries and certain occupations acquired bulk gasoline coupons.

A thriving black market developed with fuel selling for two to three times the legal price ceiling. But as difficult as the gasoline program was to administer, there were important benefits. Traffic fatalities decreased; car pooling and walking became fashionable.

Another problem the OPA faced was counterfeiting of ration stamps and coupons. Verification centers were established in the OPA's regional offices where the ration currency was inspected for counterfeiting, stolen ration currency, and other problems. The government used special safety paper to deter counterfeiters.

Consumers had to apply to the OPA for major purchases which included bicycles, kitchen appliances, typewriters, rubber footwear, new automobiles and tires. Other goods unavailable for much of the war ranged from lawn mowers, brushes made of hair or bristle, boxed candy and beer mugs to glass eyes, lobster forks, ice skates, alarm clocks and occasionally cigarettes and book matches.

Consumers and the OPA found innovative ways to overcome the many shortages. Clothiers sold men's victory suits, i.e., one pair of cuff-less pants, a short jacket with narrow lapels, and no vest. The OPA decreed that women's skirts must end one inch above the knee and that swimsuits had to be two pieces. Women used leg makeup and eyebrow pencils to simulate nylon or silk stockings. Patched clothing became the latest fashion fad. In general, consumers found ways to "use it up, wear it out, make it do, or do without."

Remnants of the WWII era can be found with almost any visit to a local flea market, antique shop or stamp bourse. An abundance of these stamps remains today but little research has been conducted on this subject. Perhaps a reader out there would like to tackle this important time in our history.

WWII Ration Books 1, 2, and 3

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

Nº 56532-FC

WAR RATION BOOK No. 3 Void if altered

Identification of person to whom issued: PRINT IN FULL

Wm. *E.* *Holsclaw*
(First name) (Middle name) (Last name)

Street number or rural route *2057 E 34th*

City or post office *Brooklyn* State *N.Y.*

AGE <i>38</i>	SEX <i>M.</i>	WEIGHT <i>Lbs.</i>	HEIGHT <i>Fe. In.</i>	OCCUPATION
------------------	------------------	-----------------------	--------------------------	------------

SIGNATURE _____
(Person to whom book is issued. If such person is unable to sign because of age or incapacity, another may sign in his behalf.)

WARNING
This book is the property of the United States Government. It is unlawful to sell it to any other person, or to use it or permit anyone else to use it, in violation of the regulations of the Office of Price Administration. Persons who violate these regulations are subject to imprisonment.

LOCAL BOARD ACTION
Issued by _____

112213 CZ

UNITED STATES OF AMERICA
OFFICE OF PRICE ADMINISTRATION

WAR RATION BOOK TWO

IDENTIFICATION

Kiger Caroline Helen
(Name of person to whom book is issued)

36 Canale
(Street number or rural route)

Canale *N.C.*
(City or post office) (State)

ISSUED BY LOCAL BOARD NO. *45-117-1* *Buncombe N.C.*
(County) (State)

City Hall *Asheville*
(Street address of local board) (City)

By *June J.*

SIGNATURE _____
(To be signed by the person to whom issued)

1 This book is the property of the United States Government. It is unlawful to use it, or permit anyone else to use it, in violation of the regulations of the Office of Price Administration.

2 This book must be returned to the Office of Price Administration when the holder is inducted into the armed forces. The address of the Board appears on the back of the book.

3 A person who finds a lost War Ration Book must deliver it promptly to the nearest Ration Board.

4 PERSONS WHO VIOLATE RATIONING REGULATIONS ARE SUBJECT TO IMPRISONMENT.

OPA FORM NO. B-121

UNITED STATES OF AMERICA

War Ration Book One

WARNING

1 Punishments ranging as high as Ten Years' Imprisonment or \$10,000 Fine, or Both, may be imposed under United States Statutes for violations thereof arising out of infractions of Rationing Orders and Regulations.

2 This book must not be transferred. It must be held and used only by or on behalf of the person to whom it has been issued, and anyone presenting it thereby represents to the Office of Price Administration, an agency of the United States Government, that it is being so held and so used. For any misuse of this book it may be taken from the holder by the Office of Price Administration.

3 In the event either of the departure from the United States of the person to whom this book is issued, or his or her death, the book must be surrendered in accordance with the Regulations.

4 Any person finding a lost book must deliver it promptly to the nearest Ration Board.

OFFICE OF PRICE ADMINISTRATION

Nº 394406 -342

Certificate of Registrar

This is to Certify that pursuant to the Rationing Orders and Regulations administered by the OFFICE OF PRICE ADMINISTRATION, an agency of the United States Government,

(Name, Address, and Description of person to whom the book is issued:)

Blumstock (Last name) Rose (First name) (Middle name)
415 (Street No. or P. O. Box No.) West 24 (Street or R. F. D.)
New York (City or town) NY (County) NY (State)

FOLO UP

5 ft. 3 in. (Height) 180 lbs. (Weight) Brown (Color of eyes) Brown (Color of hair) 60 yrs. Sex ☒ Male ☐ Female
 has been issued the attached War Ration Stamps this 4 day of May, 1942, upon the basis of an application signed by himself ☐, herself ☐, or on his or her behalf by his or her husband ☐, wife ☐, father ☐, mother ☐, exception ☒ (Check one).
Jessie P. Blumstock (Signature) (Registrar)
 Local Board No. 4-245 County NY State NY

Stamps must not be detached except in the presence of the retailer, his employee, or person authorized by him to make delivery.



Ration Book 1

UNITED STATES OF AMERICA
 OFFICE OF PRICE ADMINISTRATION
V - FUEL OIL RATION
 Class 3 Consumer Coupons
 (One-Gallon Coupons)

Copy this number to fill on each coupon in the space provided. After each 5 or 10 entries, check against original number for accuracy.

V 234002 AD7 **1834002**

Date May 14, 1942 expires Sept 30, 1943
 These coupons are issued to Miss Caroline Blumstock to be used at 36 Riverside St (City or town) Bureau (State) NY
 and consists of 15 coupons of 1 gallon each, a total of 15 gallons.
 Dealers in fuel oil or their representatives are hereby authorized to deliver fuel oil to the above person or his agent for use at the above address, and are required to detach from this sheet coupons having a gallonage value equal to the quantity of oil delivered, in accordance with the rules and regulations of the Office of Price Administration in effect at the time of each delivery. At the time of delivery, the dealer or his agent must fill in the delivery record below.

War Ration Stamp No. 11-1 at ashville (City) NY (State)
 By Caroline Blumstock (Name) NY (State)
 Received by Caroline Blumstock (Signature of coupon holder)

COUPONS VOID IF DETACHED

RECORD OF DELIVERIES

I certify that I have delivered to the user and premises named above the amount of fuel oil entered by me opposite my signature below, and that upon such delivery I removed from this sheet the coupons stated opposite my signature, in accordance with the provisions of the Fuel Oil Rationing Regulations.

(Use ink or indelible pencil)

Date	Gallons of Oil Delivered	Coupons Received Number of Unit Coupons	Gallonage Represented by Coupon Coupons	Name of Dealer	Signature of Deliveryman
<u>1-7</u>	<u>2</u>	<u>1</u>		<u>Lat Not</u>	

★ U. S. GOVERNMENT PRINTING OFFICE: 1942 15-60073-1

Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**
 Permits Delivery of **1** GALLON FUEL OIL OFFICE OF PRICE ADM. No. **1**

Ration Book 2

RATION STAMP NO. 1
 RATION STAMP NO. 2
 RATION STAMP NO. 3
 RATION STAMP NO. 4
 RATION STAMP NO. 5
 RATION STAMP NO. 6
 RATION STAMP NO. 7
 RATION STAMP NO. 8
 RATION STAMP NO. 9
 RATION STAMP NO. 10
 RATION STAMP NO. 11
 RATION STAMP NO. 12
 RATION STAMP NO. 13
 RATION STAMP NO. 14
 RATION STAMP NO. 15
 RATION STAMP NO. 16
 RATION STAMP NO. 17
 RATION STAMP NO. 18
 RATION STAMP NO. 19
 RATION STAMP NO. 20
 RATION STAMP NO. 21
 RATION STAMP NO. 22
 RATION STAMP NO. 23
 RATION STAMP NO. 24
 RATION STAMP NO. 25
 RATION STAMP NO. 26
 RATION STAMP NO. 27
 RATION STAMP NO. 28
 RATION STAMP NO. 29
 RATION STAMP NO. 30
 RATION STAMP NO. 31
 RATION STAMP NO. 32
 RATION STAMP NO. 33
 RATION STAMP NO. 34
 RATION STAMP NO. 35
 RATION STAMP NO. 36
 RATION STAMP NO. 37
 RATION STAMP NO. 38
 RATION STAMP NO. 39
 RATION STAMP NO. 40
 RATION STAMP NO. 41
 RATION STAMP NO. 42
 RATION STAMP NO. 43
 RATION STAMP NO. 44
 RATION STAMP NO. 45
 RATION STAMP NO. 46
 RATION STAMP NO. 47
 RATION STAMP NO. 48
 RATION STAMP NO. 49
 RATION STAMP NO. 50
 RATION STAMP NO. 51
 RATION STAMP NO. 52
 RATION STAMP NO. 53
 RATION STAMP NO. 54
 RATION STAMP NO. 55
 RATION STAMP NO. 56
 RATION STAMP NO. 57
 RATION STAMP NO. 58
 RATION STAMP NO. 59
 RATION STAMP NO. 60
 RATION STAMP NO. 61
 RATION STAMP NO. 62
 RATION STAMP NO. 63
 RATION STAMP NO. 64
 RATION STAMP NO. 65
 RATION STAMP NO. 66
 RATION STAMP NO. 67
 RATION STAMP NO. 68
 RATION STAMP NO. 69
 RATION STAMP NO. 70
 RATION STAMP NO. 71
 RATION STAMP NO. 72
 RATION STAMP NO. 73
 RATION STAMP NO. 74
 RATION STAMP NO. 75
 RATION STAMP NO. 76
 RATION STAMP NO. 77
 RATION STAMP NO. 78
 RATION STAMP NO. 79
 RATION STAMP NO. 80
 RATION STAMP NO. 81
 RATION STAMP NO. 82
 RATION STAMP NO. 83
 RATION STAMP NO. 84
 RATION STAMP NO. 85
 RATION STAMP NO. 86
 RATION STAMP NO. 87
 RATION STAMP NO. 88
 RATION STAMP NO. 89
 RATION STAMP NO. 90
 RATION STAMP NO. 91
 RATION STAMP NO. 92
 RATION STAMP NO. 93
 RATION STAMP NO. 94
 RATION STAMP NO. 95
 RATION STAMP NO. 96
 RATION STAMP NO. 97
 RATION STAMP NO. 98
 RATION STAMP NO. 99
 RATION STAMP NO. 100

Ration Book 3

The Purple Machine Cancels of North Carolina

by Tony L. Crumbley

In 1972 and 1973, tests of a new purple ink for the M-36 canceling machines were conducted in northern Virginia and Prince George, Maryland postal facilities. Later, some post offices with Pitney Bowes Mark II canceling machines also began using purple ink. The switch to purple ink was because the old black ink in use was causing the inking rollers to swell and jam the canceling machines. The purple ink helped alleviate this problem.

During its span of use, this new purple ink was also used in International and Universal canceling machines. Purple ink was also utilized by various flat canceling machines, primarily the Digraph Bradley canceller.

The life span of purple ink was short. By 1980, the purple ink was receiving much criticism because it was difficult to read and its likelihood of running on stamps. The greatest concern to the postal service was the fact that the purple ink could be washed off with water and a common household cleanser. It was common during this time frame for stamp dealers to be offered large quantities of uncanceled stamps without gum clearly coming from a washing operation. At least one North Carolina dealer was investigated for washing stamps. No charges were filed.

A new black ink was developed and finally approved in 1982 which solved the jamming problems on the Mark II canceling machines. The M-36 machines were also modified to use the new black ink. By early 1984, purple cancels were virtually nonexistent. A few examples of purple cancels were

recorded in the later part of the 1980's and into the 1990's. The earliest recorded purple cancel is 29 April 1972 from Prince George, Maryland. The latest reported usage is July 8, 1998 from Industry, California.

The earliest recorded usage in North Carolina is 10 July 1982 from Rocky Mount. The latest recorded usage in North Carolina is 27 January 1983 -- only a seven-month time span.

Most purple machine cancels have a circular dial showing the place and date of cancellation, and a killer consisting of either six or seven wavy or straight lines or a slogan cancellation. To date, 37 dial types have been recorded and 220 slogans. Purple ink was also used on three recorded flat type cancels. These flat cancels were used to postmark larger envelopes. None have been recorded from North Carolina.

To date in North Carolina, five cities have been recorded using a total of 13 different cancels. Only five dial types have been recorded (dial 6 and 6.1) and five different cancellations -- one with seven wavy lines and four slogan cancels. The recorded purple cancels will follow on the next page. Considerable research has been done by the study group over the past few decades. The author feels, however, many more markings are to be recorded. A copy of the most current guide to collecting purple machine cancels may be purchased for \$20 from Robert Washburn, PO Box 840, Skowhegan, Maine 04976. He would also like to hear from collectors who have unrecorded markings.

Recorded Purple N.C. Cancels

	<u>Zip</u>	<u>Dial</u>	<u>Killer Type</u>	<u>EKU</u>	<u>LKU</u>
Asheville	288	6	7 wavy links	11/19/82	1/24/83
Asheville	288	6	Give to United Way Type I	10/6/82	11/23/82
Asheville	288	6	Christmas seals fight Emphysema, TB, Air Pollution	10/24/82	12/31/82
Fayetteville	283	6	7 wavy lines	9/3/82	1/19/83
Fayetteville	283	6	Give the United Way Type II	9/17/82	11/3/82
Greensboro	274	6	7 wavy lines	11/6/82	1/18/83
Greensboro	274	6.1	7 wavy lines	12/9/82	
Raleigh	276	6.1	7 wavy lines	8/29/82	11/9/82
Raleigh	276	6	7 wavy lines	9/7/82	1/27/83
Raleigh	276	6	Conquer Multiple Sclerosis Type 2	10/15/82	1/27/83
Raleigh	276	6/1	Conquer Multiple Sclerosis Type 2	11/15/82	
Rocky Mount	278	6	7 wavy lines	7/10/82	1/19/83

City & State

5



City, State & Zip

6



6.1



6(T)



City, State & Zip
are tighter
together and
are all in the
top part of dial



6.1(M)



City, State & Zip
are tighter
together and
are all in the
top part of dial



WOODROW W. TYSON, M. D.
RON L. COX, M. D.
SUITE 205-A
624 QUAKER LANE
HIGH POINT, N.C. 27262



Greensboro purple ink cancel dated 26 Nov 1982



Mr. Bosch
1920 Ridge Road
Raleigh, N.C.
27607

Raleigh purple ink cancel dated 21 Dec 1982

THE LOST WILMINGTON STAMPS

by Tony L. Crumbley

On 1 June 1861, when Wilmington Postmaster, Daniel Dickson, became a Confederate States postmaster, he was instructed by Confederate States Postmaster General Regan to satisfy his obligations to the Federal postmaster general and forward an inventory of his office to the Confederate States postmaster general's office.

Most Southern postmasters settled their outstanding Federal debts, however, a few thought little about the remaining inventories of Federal stamps and stamped envelopes which were demonetized as of 1 June 1861. At the end of the war, these few received a surprise when they were notified they owed the U.S. Post Office for stamps which were in their possession when the war began.

Figures 1 and 2 illustrate a folded letter to the 3rd assistant postmaster general in Washington from the former Wilmington postmaster explaining the whereabouts of \$661.60 worth of U.S. postage stamps and envelopes for which he was being held responsible.

Former Postmaster Dickson states that he left the stamps in the safe when he fled Wilmington before occupation of that city by Federal troops. He provides an account of an assistant who saw the safe opened by Federal soldiers who considered the stamps worthless and dispersed them.

Laurinburg, N.C.
Dec. 27, 1865

Sir,

Yours (No.69), 15th inst. I rec'd on Monday last, 25th.

I cannot qualify that the stamps you mention are the identical ones which I left in the I left in the Post Office at Wilmington.

I can qualify that I left stamps in the P.O. safe a Wilmington to the amount of six hundred & sixty one 60/100 dollars wrapped & directed to he P.M. Gen'l, Washington, D.C. & that they are the identical ones which I rec'd from Washington. I can prove by a former ass't in the office who was present when the safe was opened by U.S. Military Authorities, that such a package was taken out by them, giving some away, strewing some around, saying they were of no value. I presume those you have rec'd are some of the same, but I cannot qualify that they are.

Resp'y
Dan Dickson
Late PM, Wilmington, NC

*I retired from the P.O. and the town in November 1864.
The U.S. troops possessed it the following Feby.*

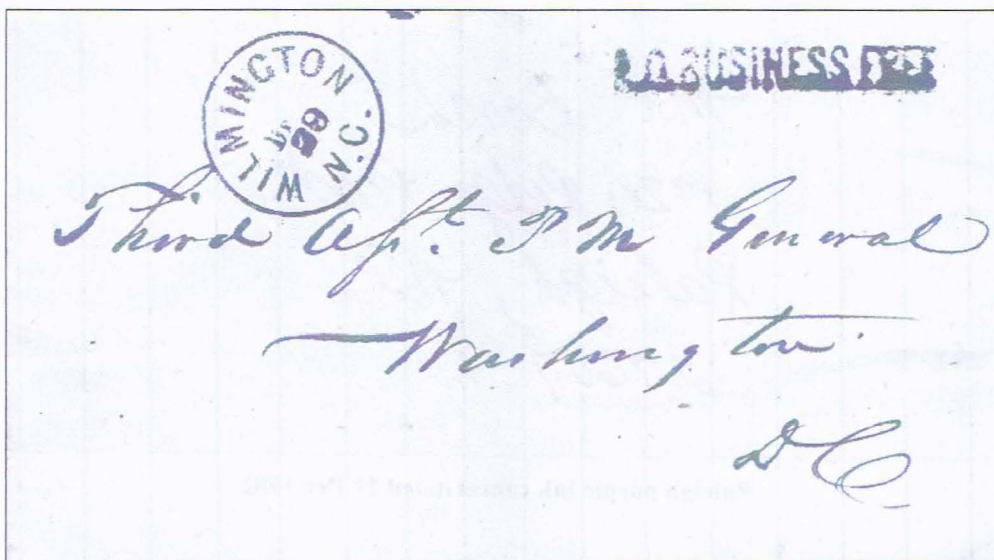


Figure 1
Address side of the folded letter, datelined Laurinburg, and postmarked Wilmington.
The handstamp in the upper right is P.O. BUSINESS FREE

Lawrence et al
Dec 27, 1865

3rd AP
JAN 1
1866
Wm

Yours (No 69) ~~25th~~ ^{25th} that I
rec on Monday last, 25th
I cannot qualify that the stamps
you mention are the identical ones
which I left in the Post Office at
Washington -

I can qualify that I left
stamps in the P.O. safe at Washington
to the amount of six hundred & sixty
one ⁶⁰/₁₀₀ dollars, enveloped & directed to
the P.M. Genl Washington DC & that they
are the identical ones which I rec^d
from Washington. I can prove by a
former off^r in the Office who was present
when the safe was opened by U.S. military
authorities, that such a package was
taken out by them, giving some away, stam-
ping some around, saying they were of no
value. I presumed those you have rec^d
on some of the same, but I cannot qualify
that they are -

Respy

Dan Deaton

Late P.M. Washington DC

Entered from the P.O. ^{at the time} on Nov 64. The U.S.
troops posted in the following Feb -

Figure 2

Contents of the folded letter with double circle receiving stamp of the 3rd assistant postmaster
general

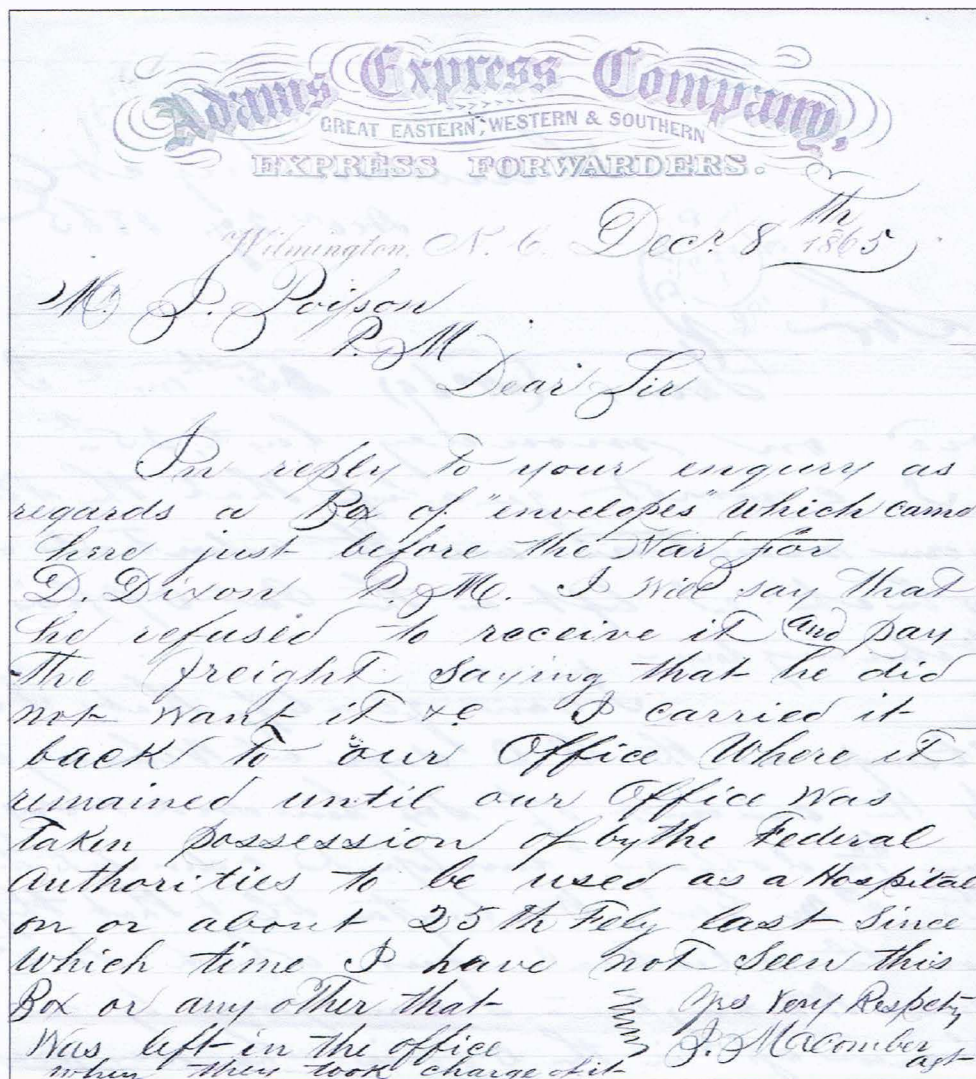


Figure 3

Adams Express Company letterhead with Agent Macomber's reply to Postmaster General Poisson's inquiries

The postmaster general's letter to former Postmaster Dickson was preceded by another letter to the Adams Express Company's Wilmington office inquiring as to the whereabouts of a box of envelopes, presumably postal stationery, shipped to the Wilmington post office. The reply, Figure 3, on preprinted letterhead is as follows:

Wilmington, N.C. Dec. 8, 1865
Mr. I. Poisson, PM

Dear Sir,

In reply to your inquiry as regards a box of "envelopes" which came here just before the War for D. Dixon, P.M. I will say that he refused to receive it and pay the freight saying that he did not want it, etc. I carried it back to our office where it remained until our office was

taken possession of by the Federal authorities to be used as a hospital on or about 25th Feby last since which time I have not seen this box or any other that was left in the office when they took charge of it.

Yrs. Very Respectly
J.O. Macomber

The cover is not with this letter. It is interesting that the Post Office Department was shipping this package by a freight company. It must have been too large for the mails.

A similar story is told in a third letter from Sparta, Edgecombe County, and is evidently a reply to a similar request from A.N. Zevely of the fancy handstamp fame, who was an assistant postmaster general. The letter shown in Figure 4 is without cover.

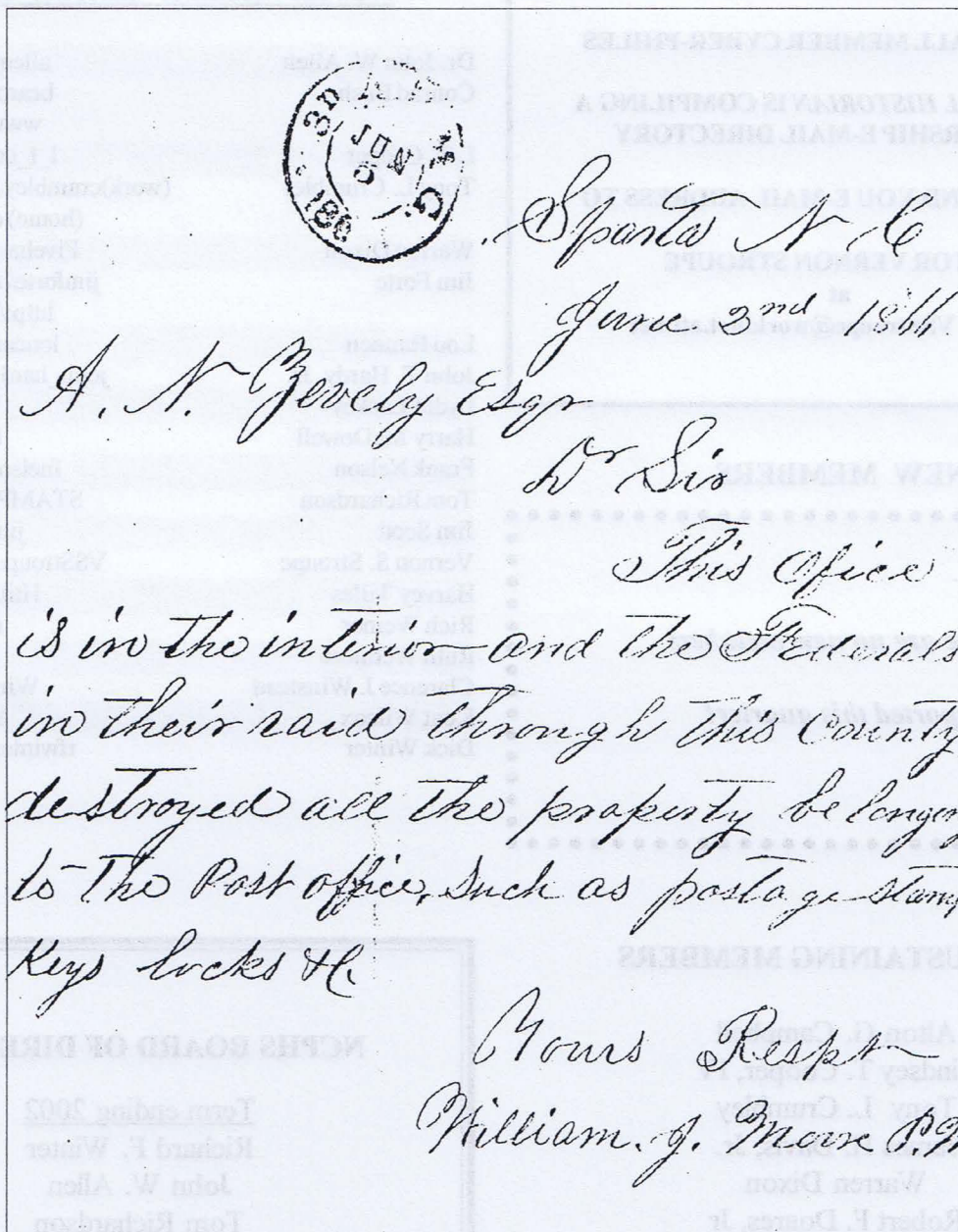


Figure 4

Letter to Postmaster General Zevely from Postmaster Moore of Sparta.
Double circle receiving stamp of 3rd assistant postmaster general at top.

Sparta, N.C.
June 2nd 1866

A.N. Zevely, Esq.
Dr. Sir

This office
is in the interior and the Federals
in their raid through this county
destroyed all the property belonging
to the Post Office, such as postage stamps,
keys, locks, etc.

Yours Respt
William J. Moore, P.M.

The outcome of these inquiries is unknown. We do know that most Confederate States postmasters were given a pardon for their actions after taking an oath of allegiance to the United States and many of them served as postmasters again.

CALLING ALL MEMBER CYBER-PHILES
THE POSTAL HISTORIAN IS COMPILING A
MEMBERSHIP E-MAIL DIRECTORY

PLEASE SEND YOU E-MAIL ADDRESS TO

EDITOR VERNON STROUPE
at
VSStroupe@worldnet.att.net

NEW MEMBERS

There are no new members
reported this quarter!

2001 SUSTAINING MEMBERS

Alton G. Campbell
 Lindsey T. Cooper, IV
 Tony L. Crumbley
 James H. Davis, Jr.
 Warren Dixon
 Robert F. Doares, Jr
 Dr. Fred C. Frostick
 Donald G. Freeman
 Elizabeth Howard
 Robert H. Hunt
 Willard E. Jones
 Robert Outlaw
 Tom Richardson
 Jim Scott
 Vernon S. Stroupe
 Harvey Teal
 Richard Weiner
 Ruth Y. Wetmore
 State Historical Society of Wisconsin

NCPHS Member Internet Directory

Dr. John W. Allen	allenj@athena.ncat.edu
Conrad Bush	bearclan@brandons.net www.bsc.net/bearclaw
L.T. Cooper	l_t_cooper@yahoo.com
Tony L. Crumbley	(work)crumbley@charlotte.infi.net (home)crumbley@infi.net
Warren Dixon	Fivehawkspress@aol.com
Jim Forte	jimforte@postalhistory.com http://postalhistory.com
Lou Hannen	loucanoe@3rddoor.com
John T. Hardy, Jr.	john_hardy@email.msn.com
Lydia Lackey	Tori!SC@aol.com
Harry McDowell	harmacd@aol.com
Frank Nelson	fnelson@coastalnet.com
Tom Richardson	STAMPS@NorthState.net
Jim Scott	jimscott11@aol.com
Vernon S. Stroupe	VSStroupe@worldnet.att.net
Harvey Tilles	Htilles@northstate.net
Rich Weiner	rweiner@duke.edu
Ruth Wetmore	ryw@brevard.edu
Clarence J. Winstead	WinsteadCJ@aol.com
Kent Wilcox	kwilcox@mcw.edu
Dick Winter	rfwinter@worldnet.att.net

NCPHS BOARD OF DIRECTORS

Term ending 2002

Richard F. Winter
 John W. Allen
 Tom Richardson

Term ending 2003

Alan Vestal
 Ruth Y. Wetmore
 Vernon S. Stroupe