

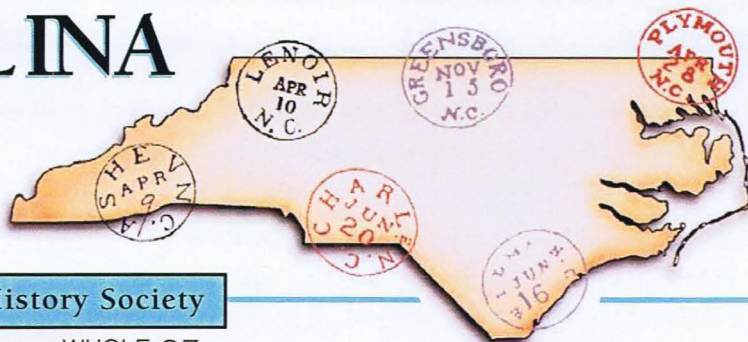
# NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History Society

VOLUME 26, NO. 1

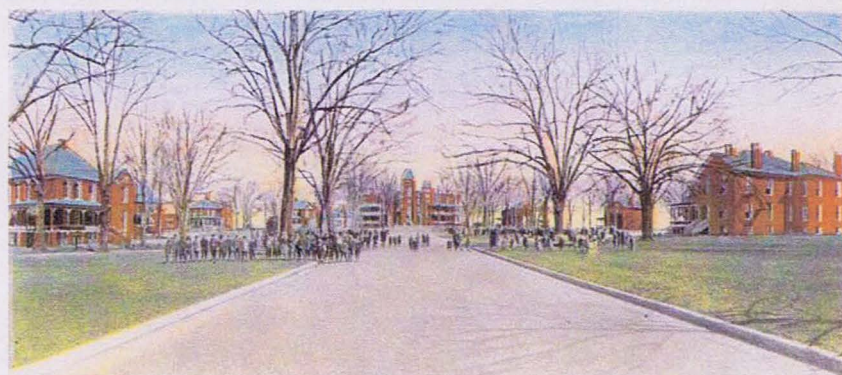
WINTER 2006-07

WHOLE 97



A MODERN DAY  
POSTAL HISTORY PROJECT

STEAMSHIP 20 COVER  
RE-DIRECTED FROM SWANSBORO



OXFORD ORPHANAGE, OXFORD, N. C.

OXFORD  
THE CITY OF  
TWO ORPHANAGES



## PRESIDENT'S MESSAGE

Again we have arrived at a new holiday season. I would like to extend to each of you a very warm holiday greeting and my best wishes that the New Year will be a healthy and joyful one for you.

Please remember to pay your dues for the New Year, if you have not already done so. The dues remain at \$15 for the year and the four issues of our fine journal, the *North Carolina Postal Historian*. Make your payments to Bill DiPaolo our Secretary-Treasurer, whose mailing address appears on this page. Our society continues to enjoy good health thanks to the generosity of our members, who contribute their time and money, for which we are most grateful. Donations above the regular membership amount of \$15 are deductible and will be very helpful to our small society. This year we have asked that you state your collecting interests when you return the dues statement. If we know the collecting interests of our members, we can plan more easily future articles in the journal to suite those interests.

With this issue, director Marshall Acee has started a new feature that will periodically introduce you to some of our long-term society members. His idea is an excellent one and will bring more color to our society, which seldom has an opportunity to meet and shares experiences. Terry Chappell continues his skillful ways to bring more "color" to the journal. His assisting editor Tony Crumbley with the layout of the journal has been outstanding. It is a joy to see what innovations he brings with each issue.

Please read the article that I have prepared describing the work on the new *North Carolina Postmark*

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*Catalog.* This effort to document 20th as well as 19th century markings is a major undertaking that will require input from our members. My estimate is that it will take ten more years to assemble the data for all 100 counties. Although I have the extensive records that were assembled by Vernon Stroupe and access to the largest collections of North Carolina postal history, including the North Carolina Archives, I am certain there will be markings information that is missing from these sources and that can be supplied by you, our members.

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 at [rfwinter@bellsouth.net](mailto:rfwinter@bellsouth.net) or write to me. My mailing address is listed below.

—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 Postal Historian or inquiries may be addressed to the editors.

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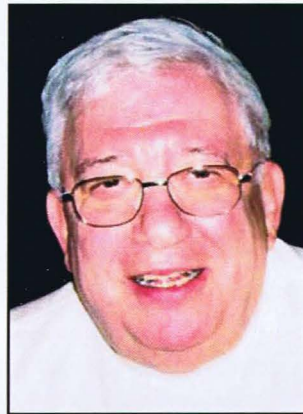
## Who's Who In The NCPHS

compiled by Marshall Acee

**D**r. Harvey G. Tilles, DPM (Podiatry/Sports Medicine) was born in New York City on November 17, 1933, to a father who collected stamps with his son when he began at the age of seven, and an encouraging mother who was a voracious reader with unlimited interests. Both were instrumental in encouraging his current avid interests.

During his 1940s and 50s youth in NYC, Dr. Tilles was able to visit the Nassau Street stamp mecca where Stanley Gibbons, Scott Stamps and other small-shop stamp havens provided many stimulating hours while he accumulated his collection. His first interest was sports on stamps, which he sold when his interests turned to early U.S. Mint stamps.

Dr. Tilles' collection expanded at the beginning of his freshman year at the University of North Carolina, with the addition of his father's stamps that were collected alongside his son's during his youth and early adulthood. Dr. Tilles continued to collect during his



professional training in Podiatry at New York College of Podiatric Medicine, with a specialty in Sports Medicine.

In the late 60s, a new philatelic career in perfinns began when Dr. Tilles spotted a perfined-stamp on the floor of his elder son's grammar school classroom and picked it up. He has written three catalogs on perfinns, and exhibited nationally and internationally on the subject, which follows the idea of counterfeiting, reuse, misuse and theft of postal material. He has been an accredited national judge since 1995.

On January 9, 1982, 18 collectors met in High Point, NC to organize the *North Carolina Postal History Society*. Dr. Tilles was elected the first President. Shortly after

the formation of the *NCPHS*, the now-named "Elite Meet" (aka *Triad Collectors Club*) was formed.

Dr. Tilles is a current resident of Greensboro, NC, and is primarily retired, but still practices Podiatry on a limited basis in Asheboro, NC. ■

## A Modern Day Postal History Project

by Tony Crumbley

**I**n 2000 the *Postmark Collectors Club* (PMCC) set out to develop the definitive list of current post offices in the United States. Contrary to most beliefs, the zip code directory is not a complete list of post offices. Many branches and substations are not included.

In 2004 the PMCC made available their list of post offices by state for a nominal fee. Thinking it would be useful one day, I ordered a copy. After sitting on my computer for a year, I decided on a use for this data. Thus, the birth of my *Modern Day Postal History Project*.

My first task was to compare the number of post offices with those listed in the official zip code directory. The directory lists 885 offices with some duplication because of spelling variations and some branch office data. The PMCC data base includes 980 distinct

addresses— nearly 100 more than the official list.

The differences in the two lists are the branch, substation and special office included on the PMCC list. A sort of the data base identified 245 that were what I will call branch post offices. These include three airmail facilities in Charlotte, Greensboro and Raleigh, military bases such as Camp Lejeun and Seymour Johnson, college stations, bulk mail centers, shopping center post offices like Four Seasons Mall and Crabtree Valley, contract post offices as well as normal branch stations like Battleground Station in Greensboro and Cliffdale in Fayetteville. Some of these offices have unique zip codes but many do not. For example, UNC Charlotte has a unique zip of 28223 and is located in the 28262 zip code area.



Also included on this list were 734 of what I will call name post offices, i.e. Canton, Currie, Landis and Greenville. These offices could have multiple zip codes, i.e. Charlotte 28201–28299 or Durham 27701–28722. Most, however, have only one zip. Of these, 59 had multiple zips. These were:

Albemarle	Concord	Goldsboro	Kinston	Pinehurst	Southern Pines
Apex	Creedmoor	Greensboro	Laurinburg	Raleigh	Statesville
Asheboro	Davidson	Greenville	Lexington	Reidsville	Thomasville
Asheville	Dunn	Henderson	Lincolnton	Rockingham	Wake Forest
Burlington	Durham	Hendersonville	Lumberton	Rocky Mount	Waynesville
Cary	Eden	Hickory	Matthews	Roxboro	Wilmington
Chapel Hill	Elizabeth City	High Point	Monroe	Salisbury	Wilson
Charlotte	Fayetteville	Huntersville	Mooresville	Sanford	Winston-Salem
Clayton	Franklin	Jacksonville	Morganton	Shallotte	
Clinton	Gastonia	Kannapolis	New Bern	Shelby	

Knowing now that North Carolina has 980 total post offices, 734 name post offices, 245 branch post offices and 59 post offices with multiple zip codes, I was all set to do a mailing to determine what kind of postmarks I might discover. With \$200 in freshly printed stationery, I was all set to mail.

Of interest to me were the branch post offices. I mailed to these 245 subunits to see what response I might receive. To date, I have received a response from 199 offices and 16 covers were returned undeliverable. The whereabouts of the remaining 46 unreturned covers is unknown.

I chose these first 245 offices to mail to with anticipation that the largest variety of postmarks would come from here. Was I surprised, however, when I

began to analyze the varieties of markings that were returned. Of the 199 returned covers, there were distinctly 82 different types of postmarks. These 82 fit within 20 basic types and were black, red, violet, blue, blended black and red, two colored red and black and red and blue. The reds came in several shades of red including violet and near purple. The following chart indicates the number of each color variety:

QUANTITY	COLOR
122	Red
65	Black
4	Red & Black blended
4	One of each black and red postmark on same cover
2	Two colored black and red
2	Two colored red and blue

The 82 different postmarks can be classified into 20 different major types. These types are:

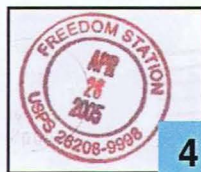
TYPE	# BY COLOR
1 30 mm double circle horizontal date	31 red, 12 black, 1 blended black & red
2 30 mm double circle horizontal date lines around date	2 black
3 30 mm double circle zip inside circle	1 red
4 30 mm double circle vertical date	43 red, 23 black, 3 blended black & red, 22 color black & red
5 Machine cancel	15 black
6 45 mm 24 hr clock cancel	1 black, 1 blue & red
7 Received unsealed	1 red
8 31 mm short 4 bar	4 black
9 33 mm med 4 bar	6 red 5 black
10 35 mm small 4 bar	1 black
11 32 mm standard 4 bar	3 black
12 33 mm small smiling face	1 black
13 35 mm medium smiling face	16 red 4 black
14 43 mm large smiling face	11 red
15 37 mm small double circle	1 black
16 41 mm medium double circle	3 black
17 47 mm large double circle	6 red
18 42 mm balloon cancel	2 blue & black blended
19 fancy cancel	1 black
20 slogan machine cancel	1 black







3



4



5



6



7



8



9



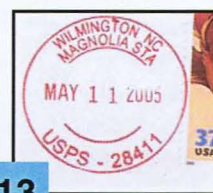
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11



12



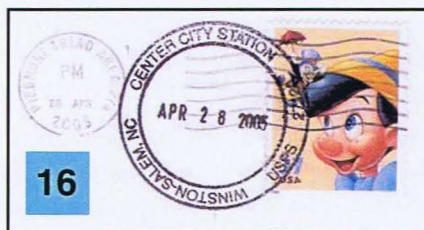
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14



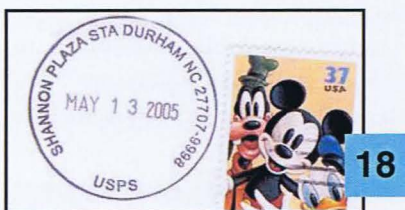
15



16



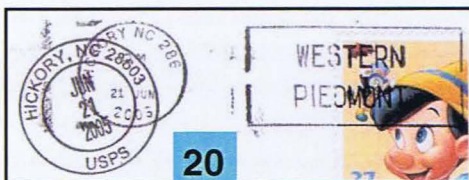
17



18



19



20

This snapshot of today's North Carolina postal history leaves one to not only wonder about the ability of future collectors to collect the states markings but also to wonder the magnitude of history that has been lost over time. Perkinson's listing of post offices indicated 8,669 different offices have existed in the state, not counting the numerous branches and stations. Only three states have had more—Texas with 11,300, Pennsylvania with 9,592 and Virginia with 8,729. Without a doubt, there will be a variety for the collector to assemble. Perhaps this variety will add to the excitement and challenge and feed the interest of the future collector. I will continue to seek cancellations from the remaining post offices with the intent to one day pass it along to a more studious collector. If any of you would like a copy of the post office data base, just drop me an email and I'll forward it to you. ■



## Steamship 20 Cover Re-directed from Swansboro

by Richard F. Winter

The Fall 2006 issue of the *North Carolina Postal Historian* (Whole No.96) had an informative article about Swansboro, Onslow County, by Scott Troutman. Pictured among the covers in that article was one that I feel requires more explanation. It was shown on pg. 8 as Fig.3.

The envelope is illustrated here, front and reverse, in Fig. 1 & 2. It was addressed to "Col. George Little, U.S. Marshal, Raleigh, N. Carolina, U.S. of A." The recipient has written the name of the sender, "P.H. Haywood," and that he answered the letter on 15 April 1852 along the right side. Along the left side was written, "Swansboro NC, Mar 30, Missent & forwarded," a postmark and endorsement by the postmaster of Swansboro. This notation is the reason the letter was pictured in the Troutman article. In the upper right corner was struck a 28 mm black circular handstamp, **STEAMSHIP/20**. I recognized this as a New York postal marking, which suggested there might be an interesting story to this envelope since it was brought to New York by a steamship from outside of the United States. The last marking on the envelope was a pencil notation on the reverse, "letter dated Mch 3/52, Steamer *Fremont*, Panama, New Grenada." At first I thought that this notation was that of a contemporary archivist, who noted the contents when the letter and envelope were separated. A closer look, however, suggested that the handwriting style was probably that of the nineteenth century and may have been a docketing notation by the recipient (or his secretary) to explain the contents when filing the letter so the envelope would not have to be opened to explain its contents.

It appeared that this was a foreign letter from Panama City, New Grenada (Panama today), addressed to Raleigh and sent to the United States by steamship. Based on the letter date, marked in the pencil docketing notation on the reverse, I concluded that the letter was from someone on the steamship *Fremont* and that the letter entered the mails at Panama City. The *Fremont* was a wooden, side-wheel steamer, 560 tons and 162 feet long, which was built in Philadelphia in 1850. She was purchased by the Pacific Mail Steamship Company when new and arrived at San Francisco on 29 July 1851. The vessel was intended



Figure 1 ▲

Envelope missent to Swansboro from New York and redirected on 30 March 1852 to Raleigh as shown by manuscript notation on left side.

to supplement the steamship *Columbia* on the Oregon mail run from San Francisco. First, however, she served as an extra steamer on the route between San Francisco and Acapulco, Mexico until the spring of 1852, when she was placed on the route to British Columbia. The steamer made only one mail voyage from San Francisco to Panama, departing San Francisco on 2 February and arriving at Panama about 23 February 1852, just before this letter was written.

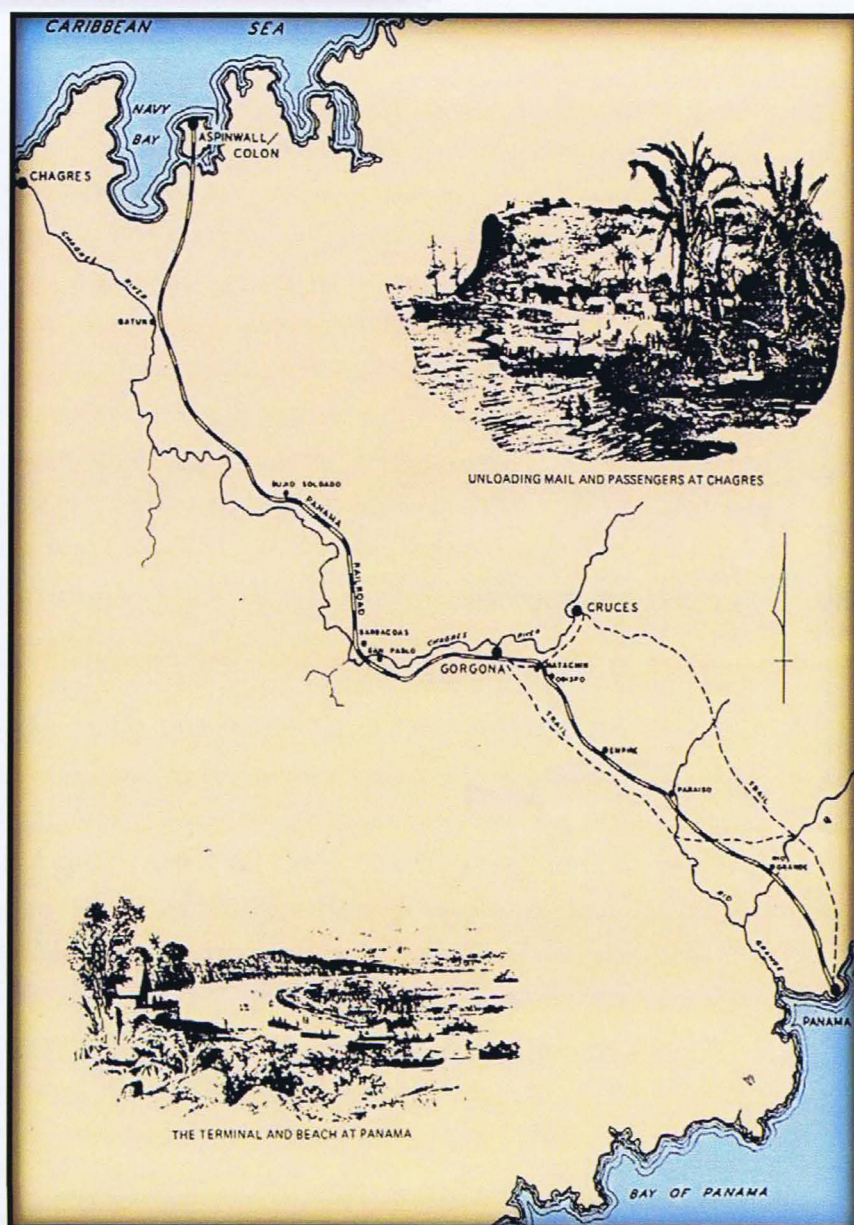
The envelope, as endorsed, contained a letter written on 3 March 1852, about nine days after the *Fremont* arrived at Panama and just five days before she would depart again for the return trip to San Francisco. The letter was given to the United States Counsel at Panama City as an unpaid letter. The Counsel was responsible for ensuring that the letters accumulating there were taken to Atlantic coast 60 miles away to go on board the next mail steamer to the United States. Figure 3 shows a map of the Isthmus, the locations of the principal ports to which the steamships operated, and the route of the railroad when it was completed in 1855. On 15 March 1852, a portion of the Panama railroad on the Atlantic side was opened for daily service. Since the railroad went to Navy Bay (called Aspinwall by the Americans then and Colon today), the





◀ **Figure 2**  
Reverse of envelope showing pencil docketing notation indicating it contained a letter dated 3 March 1852, written on board the steamer Fremont at Panama.

mail steamships shifted their operations from Chagres to Navy Bay, which was a safer and better landing site for the vessels. The next American steamship to depart for the United States after the letter was written was the United States Mail Steamship Company steamer *El Dorado*, departing on 6 March and arriving at New York on 15 March 1852. A New York clerk marked the handstamp in the upper right corner, **STEAMSHIP/20**, to show that the letter entered the United States mails from a steamship and that 20¢ postage was due. This amount was based on the combined distance from Navy Bay to New York (2,300 miles) and from New York to Raleigh (523 miles), which exceeded 2,500 miles, below which the rate was 10¢ and above which was 20¢ for a 1/2 oz. letter. This was the amount that Colonel Little would have to pay in Raleigh to receive the letter. Apparently, the letter was sent in error to Swansboro in Onslow County. On 30 March 1852, the Swansboro postmaster re-directed the letter to Raleigh, writing on the left side his postmark in manuscript, the date the letter was forwarded, and that it had been missent to his office. We can assume that the letter arrived at Raleigh within a day or two.





On the outside chance that the envelope had originally been in the North Carolina Archives and that the letter might still be there, I checked the private collection containing the correspondence of George Little. In this collection, I found the missing letter, a three page letter written

by Philemon Hawkins Haywood, 1st Officer of the steamship *Fremont*. The letter's dateline read, "Steamer Fremont, Panama New Grenada, March 3d. 1852" as noted on the reverse of the envelope.

A transcription of the letter follows:

*Steamer Fremont  
Panama New Grenada  
March 3d. 1852*

*My Dear Col.*

*I am in hopes you have recd. my last before this from San Francisco—and to commence first I am happy to tell you I am in fine health weighing from 180 to 190 lbs—My ancle[sic] is entirely well no limping, can wear my boots, with ease, since I got into this climate so I am fat and Saucy again—*

*We sailed from San Francisco on the 2d. of Feb for this place with passengers by way of Mazatlan, San Blas & Acapulco in Mexico we had a very pleasant Trip—Only one Lady passenger on board, and she was a Western "Gal," sea sick all the time most, and I did carry on a splendid flirtation with her when I was not on duty, got this Gal to liking me very much, and she and her Dad, poor creatures was under the impression I intended marriage, but I could not think of such a thing, times are too hard. Especially in California to think of such a thing—I wished her success when we parted. I was very low spirited at times coming down the Coast, fearful that our ship would be put out of Commission when she arrived at this port as that was the understanding when we left San Francisco, and as it is Customary in the Merchant Service when a Ship is laid up, to discharge all hands—I can tell you I felt very bad—but if such had been the case I intended to return to New York make a new contract with Mr. Aspinwall and return again. My contract expires the last of April. Everything is so uncertain that I cannot tell what will turn up. I am living now to day. I know where I will get something to Eat, Tomorrow I may be destitute as I have been since my departure from Raleigh. I do not call it home for I consider I have no such place. I feel something like the Wandering Jew. My Dear Col. the Wages and all sound large at home, but the time you live on shore a few times when unemployed and pay Washing etc. at the end of the year a man may lay up a very little—but all counts. Now I am going to branch off on a different Subject. I came out as 2d. off. and now I am 1st. but My Dear Col. I had the very old Nick in getting up. All the Commanders of these steamers are Merchant Captains and they do despise Naval Men. You recollect Mr. Roberts spoke of this same thing in New York. I would not tell you this before because you would say that I did not try to get on with them—but it is not so! I have submitted to more since I have been in this employ on your & Mr Grahams account than I would do again for any man.*



*That it was my determination to try and please all—and Hudson I think is just about the Grandest Scoundrel of all—he told me I came out here very highly recommended and in the Merchant Service it was the duty of every man to put down those that they thought would get ahead by influence. He understood that I would get the command of the Republic and knowing Mr Graham was a friend of mine—he was ordered to report to the Comandg Officer of the Squadron soon after I got out here and he thought it was done for me to get a command so he was down on me, until I brought him up with a short note to meet me Ten paces with pistols, which he passed to be a coward by refusing it though Maj. Andrews of the army. I have posted him in two Hotels as such—and now the Scoundrel cannot look me in the face—this happened some time since but I would not tell you of it as he so cowardly backed out. I do assure you I had to fight my way up so far, and I intend to do all the same. My Dear Col. I wish you to find out if the Company intends to send out any more Steamers if so I wish you to exert every nerve you have to get me a Command. I do assure you through Mangum[,] Graham[,] Stockton & Stanley, Aspinwall would give me anything for influence can do anything in this Company. Stockton is a friend of mine tell him about the Battles of the 8th & 9th of Jan San Gabriel & Mesa. They will try and keep the Mail in this Company—get all of these men to club in at wonce[sic] and come down on Aspinwall—strike now. This is the time whilst he is flying around Washington for the Interest of the Company—I tell you my time is Most Out and I may be thrown out at any moment if there is the least chance, Write to me and I will come on immediately, and if get a Command my pay will be up to two fifty per month—which I will pay for all your troubles—*

*Panama is crowded. Three Thousand people waiting to get up to California. We will sail on the 8th or 9th for San Francisco—crowded. The Tennessee left yesterday full—and five sailing vessels left full. It is a bore to go on shore here. They flock around and beg for a passage—offer to pay three hundred dollars—and book their passage up. I never saw such in my life. Many Women as Men going up—tell sister Mag that leters[sic] has not come to hand as yet. Give my Love to Mother. I hope she is improving—Sister Mag, Saley, Delia Ann Sicily. Bill—Geo—& Phil. Tell Geo I must bring him a little Indian Boy to play with—My Love to all at Littleton and accept the same My Dear Col through life. Take good care of my dog Gun & Buffalo Robe.*

*From Yours Truly  
& affectionately  
Phil. H Haywood  
1st Officer  
Steamer Fremont*



Colonel George Little, to whom this letter was written, was a Raleigh attorney and businessman who married Margaret C. Haywood in 1832, Philemon's older sister. At the time of this letter, he was the U.S. Marshal in Raleigh, North Carolina. Philemon considered him a "father-like" friend to whom he wrote frequently about his ventures, asking for advice, and almost always asking for money to pay his debts.

Philemon Hawkins Haywood was an interesting person. He was born about 1824, the son of Stephen Haywood (b: 1772) and Delia Hawkins (b: 16 October 1782). On 7 October 1841 at the age of 17 he was appointed an Acting Midshipman in the United States Navy, to be evaluated during the next six months to be retained as a Midshipman. He was ordered to Norfolk, Virginia, where he joined the U.S. Sloop of War *Warren*, operating in the West Indies. Philemon served on that ship and briefly the U.S. Sloop of War *Marion* in the West Indies before being assigned again to the *Warren*, where he received a warrant appointing him a Midshipman with the seniority date of 19 October 1841. In October 1843 the *Warren* sailed for the Pacific Squadron. By April 1844 Philemon was ordered to the U.S. Schooner *Shark* serving also in the Pacific Squadron. From May 1845 to June 1847, he served in the Pacific Squadron on the vessels *Shark*, *Warren*, *Malek Adhel* (a Mexican naval vessel captured at Mazatlan during the Mexican War and made a U.S. Navy vessel), and the U.S. Ship *Savannah*. He may have returned to the east coast of the United States with the U.S. Ship *Congress* when she went to Norfolk to be placed in ordinary (the term for a vessel placed out of commission and laid up awaiting future use) in January 1849.

Philemon's letters from mid-February 1849 were written at the "Naval Institute" in Annapolis, Maryland. This indicates that he started his schooling there in early 1849. The Naval Academy had started as a school in 1845. Philemon H. Haywood is listed today as having been attached to the Class of 1847, a class that had Midshipman numbers from 1841. The class graduated partly in 1847, 1848, 1849, and 1850 with 136 graduates and 37 non-graduates. Philemon was among the non-graduates and records show he was dismissed from the U.S. Navy on 28 August 1849, less than six months after he had started schooling there.

Correspondence in the private collection of Little-Mordecai Papers at the North Carolina State Archives shows that he was among a group of midshipmen who failed to pass their examination to continue at the school. He was deficient in his academics and did not take his seamanship examination; therefore, he was not

allowed to return to the school for a second year. An earlier requirement established by Secretary of Navy George Bancroft was that if a midshipman could not liquidate all his debts, he was not allowed to take the seamanship examination. At least one letter dated 14 May 1849 from Philemon to Col. George Little clearly shows that Philemon was aware of this requirement. He wrote: "...you must send me One Hundred dollars on just as soon as you receive this letter for we have to pay all our Bills and present them to the Captain and he then forwards the report to the Secretary of the Navy unless all our debts is paid we can not present our selves to the Board of Examiners..." Unfortunately for Philemon, the Navy decided to dismiss him rather than set him back a year at the school. In October 1849, a Board of Examiners reviewed his case based on Philemon's persistent requests that his dismissal be reversed because of his exemplary service in the Pacific and in the war with Mexico. His dismissal from the Navy was upheld. For the next four months, Philemon exerted every conceivable political pressure, all the way to the President of the United States, to have his case reversed, but to no avail.

In the summer of 1850, William A. Graham, two-term North Carolina Governor from 1845–1849, was appointed Secretary of the Navy by President Millard Fillmore. Philemon wasted no time in approaching this well-known North Carolinian through Col. George Little to help find him work in the merchant service. Graham arranged for Philemon to get a position with the Pacific Mail Steamship Company through William Henry Aspinwall, the President of the company. In March 1851, Aspinwall offered him a job as 2nd officer on the steamship *Fremont*, already on her way for mail service on the west coast. On 16 April 1851, Philemon signed a Memorandum of Agreement with Aspinwall on behalf of the Pacific Mail Steamship Company for one year's service. Apparently, Philemon joined the *Fremont* in Panama when she arrived from New York in early June, having sailed around the Horn. The *Fremont* arrived at San Francisco on 29 July 1851. For the rest of the year, the Pacific Mail Steamship Company used the *Fremont* to make monthly voyages from San Francisco to Acapulco, Mexico with stops at San Diego, Mazatlan, and San Blas. When she returned from the monthly trip in December 1851, the vessel was leaking so badly that she had to be put in ordinary for repairs. The crew was let go except for the captain and Philemon, who were under contract to the company. Philemon was reassigned to the *Constitution*, as 2nd officer since there was no opening for a 1st officer. By February 1852 he would again be on the *Fremont* as



1st officer for the one trip to Panama, during which he wrote the letter from Panama.

Aspinwall's name is mentioned several times in Philemon's letter of 3 March 1852. With William Edgar Howland, William Henry Aspinwall operated the largest trading (export and import) house in New York in the 1840s, called Howland and Aspinwall. They were pioneers in the building and operation of clipper ships on the ocean routes of the world. In mid-1847, before gold was discovered in California, the Secretary of the Navy offered a contract to Arnold Harris, a citizen of Nashville, Tennessee, and a person with influential political connections, to build steamships and carry mail to Panama and Oregon from San Francisco. Two other bidders had failed to accept the offer in a timely manner. Harris accepted the contract on 31 July 1847 and transferred the contract operations to Aspinwall, his surety for the contract performance in his bid. While it was a great surprise to the New York business community that a successful trader such as Aspinwall would embark on a risky venture of operating steamships on the Pacific coast, he was a man of vision and courage who saw a good business opportunity. It was part of a larger vision to provide efficient, rapid, and safe communications between the Atlantic and Pacific coasts of the United States.

On 24 February 1848, John Marshall, building the Sutter Mill on the South Fork of the American River at a place called Coloma, found gold particles in the millrace. The news of this find, however, spread very slowly. By mid-March 1848, San Francisco newspapers were reporting the news of the gold. Official notice did not reach Washington, D.C. until September 1848 and President Polk told the nation about the discovery in his annual message on 5 December 1848. The rush of Americans to the west coast began immediately. Aspinwall had planned to start his steamship operations in the Pacific in the fall of 1848, but they did not get started until 1849 with the 19 January arrival at San Francisco from Panama of his first steamer, *California*.

In this letter Philemon describes his voyage from San Francisco to Panama and talks about the influence-politics associated with the merchant service. He lobbied hard to become Commanding Officer of the steamship *Republic*, another of the Pacific Mail Steamship Company vessels, but did not get the job. As luck would have it, his nemesis "Hudson," a naval officer mentioned in the letter and the one with whom he tried to have a duel, got command of the *Republic*.

In his letter Philemon refers to his participation in

the battles of the 8th and 9th of January [1847] at San Gabriel and Mesa. Naval Commodore Robert F. Stockton, to whom he also refers, was in charge of the Pacific Squadron on board the *U.S.S. Congress*, which arrived at Monterey Bay, California, on 15 July 1846. He was placed in charge of the shore operations against the Mexican-led Californians. Stockton led a large detachment from his squadron in "battles" that took place at the Rio San Gabriel and in the plains of La Mesa, a dry plain area about 18 miles south of Los Angeles between the San Gabriel and Los Angeles rivers. His success in driving back the Californians would result in the capture of Los Angeles. In just over six months Stockton destroyed the Californian resistance, seized and pacified all of California. He was military governor of California during the period 1846/47 while Commodore of the Pacific Squadron. Later in 1847 he installed John C. Frémont as the governor of the newly-organized civil government in California. Stockton resigned from the Navy in 1850 after 39 years of service and became a United States Senator from New Jersey. He was a Senator when this letter was written.

Philemon died just three months after this letter was written. His one-year contract with the Pacific Mail Steamship Company was to end in April 1852. He had become completely disenchanted with the steamship service on the Pacific coast and his inability to get command of one of the steamships. He decided to return to the east coast of the United States since the company would pay for his return voyage. He indicated he would try to make a new contract with Aspinwall. After a series of mishaps, he finally obtained passage on the Pacific Mail Steamship Company steamship *Unicorn* from San Francisco to Panama. He was having serious drinking problems and was drunk when his friends put him on board the steamer. His problems continued on the Isthmus. During the crossing of the Isthmus to the steamship port on the Atlantic Coast at Navy Bay (Aspinwall) he was robbed of all his money. On the voyage from Navy Bay to New York (22 June to 18 July 1852) cholera broke out on board the steamer four days after it left Navy Bay. Philemon was one of the first passengers to come down with the disease and died early in the morning of 27 June. He was buried at sea.

Because of the large private collection of the papers of the Little and Mordecai families, there are quite a few documents that have been used to piece together the story of the short, 28-year life of Philemon Hawkins Haywood. Among the letters of this collection is the one that was in this envelope. ■

(Bibliography on back page)



In the Summer 2005 (Whole No. 91) issue of the *North Carolina Postal Historian*, I mentioned in the President's Message that work had begun assembling information to document 20th century North Carolina postmarks and to incorporate them into the existing catalog of North Carolina postmarks. By October 2005, the first county of the revised catalog was completed in a digital format incorporating the previous work of Vernon Stroupe. The Spring 2006 (Whole No. 94) issue of the *North Carolina Postal Historian* provided more information on the project in the President's Message. The basic plan and the format of the information to be provided in the new catalog were discussed. It was announced that the first four North Carolina counties of the new catalog were completed and available to the public on the web site of the National Postal Museum. The Summer 2006 (Whole No. 95) President's Message provided an update and notified the members that the first six counties were now on the National Postal Museum web site. The project was also included in the minutes of the 2006 Board of Director's meeting published in the same issue.

I am pleased to report that the first 10 counties of the new catalog that have been completed are now available courtesy of the National Postal Museum at their web site, [http://www.postalmuseum.si.edu/statepostalhistory/northcarolina\\_postmarkcatalog.html](http://www.postalmuseum.si.edu/statepostalhistory/northcarolina_postmarkcatalog.html). The counties are Alamance, Alexander, Alleghany, Anson, Ashe, Avery, Beaufort, Bertie, Bladen, and Brunswick. Each county file on the web site is dated so you will know if the file currently listed is the most recent. To date, the 10 counties completed show 740 new markings not listed in *Post Offices and Postmasters of North Carolina*, our currently published catalog. This number indicates the magnitude of the new information available in the updated catalog and suggests that, when completed, there will be several

thousand new markings documented.

The new catalog features all the North Carolina postmarks that are known to us. We have pictured not only the 19th century markings illustrated in the Stroupe catalog but also all the 20th century postmarks that we have seen. The later plus any new 19th century markings are illustrated with color

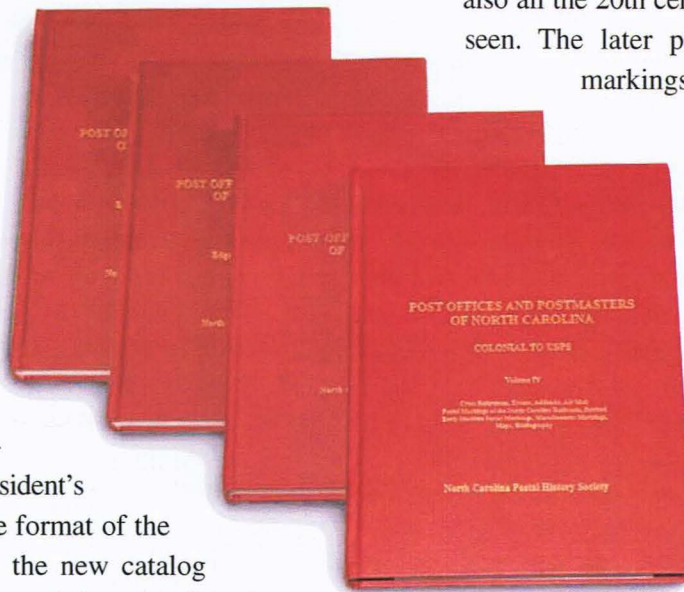
scans from actual covers. This includes doane, 4-bar, machine, RFD, M.O.B., registered, and received cancels. The arrangement of post offices is the same as the original Stroupe catalog, by county and post office alphabetically. Also provided are the measurements of the markings, colors, and inclusive dates of use that have been seen.

Each county's information is provided in a pdf file that can be viewed on the web site or downloaded by the user to print out for his/her own use.

This catalog information is being developed from the following sources:

1. Vernon Stroupe's records and photocopy files
2. Vernon Stroupe's and Tony Crumbley's extensive North Carolina collections.
3. The large holdings of covers in the North Carolina Archives
4. Any other source that is reported

The last category is where we need help from the members of this society. Many of you have collections of North Carolina covers that may include information not in the present update of the North Carolina catalog. In the introduction on the National Postal Museum web site, we have asked that those who use the site to "examine the listed markings against their collections. Where new postmarks are found or revisions to the information provided,



▲ First Edition of the 1996 four-volume catalog



such as dates of use, color, etc., we hope that this new information will be submitted for consideration to be included in the catalog. Please send your data to:

**Richard F. Winter**

31 Flagship Cove, Greensboro, NC 27455

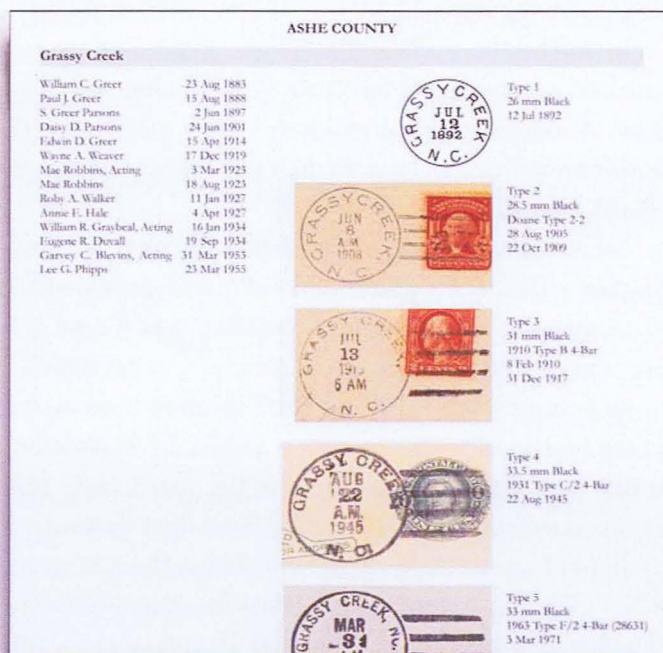
or email: [rfwinter@bellsouth.net](mailto:rfwinter@bellsouth.net)

If you wish to report new postmarks, please include a 300 dpi color scan or a high resolution color photocopy of the marking to the address shown, either electronically or by regular mail. Please make certain that the new postmarks show 100 percent of the actual marking size. This way the data can be incorporated into the catalog. Questions or inquiries can be referred to the address above also.

Completion of this catalog update is a long-term project that will probably take ten more years to complete. The project is designed to share information with the public as soon as each county has been prepared. While no cataloging effort can be considered complete, the access that we have to data from over 20 thousand covers will go a long way toward building a good catalog. But we need input from our members on information that is missing from the catalog. Here is where you can help.

Please check your holdings against the completed counties and report new information.

We will keep the society members informed of the catalog update status with each issue of future *Postal Historians*. ■



▲ Portion of a sample page from the new catalog

## Oxford—The City of Two Orphanages

by Tony L. Crumbley

The first orphanage in Oxford began in 1838 when the Grand Lodge of the North Carolina Masons introduced a set of resolutions to establish a Masonic Seminary to educate children of the Masons. The resolution passed but nothing happened. In 1847 the Grand Lodge passed a resolution stating the seminary should reeducate free of charge poor and destitute orphans and children of living Masons who cannot afford schooling. In 1850 the Town of Oxford was chosen as the site for the school.

A committee was appointed to acquire property in Oxford and procure from the General Assembly an act of incorporation for a "Masonic College." It was named St. John's College. The Masons bought 109 acres near the Oxford city limits for \$4,480. Construction on the first building began in 1855 and was completed

December 1857. The four story building was 122 feet by 40 feet, contained 53 dormitories, suites for professors and a chapel that would seat 1,200 people.





The school opened in 1858 but floundered. It changed hands several times and converted from one type of institution to another. The Masons tried to get the state to take it over as a military school. When the war broke out in 1860, war refugees were allowed to live in the building.

In 1872 John Mills suggested St. Johns College be made into an asylum for the protection, training and education of indigent orphan children. After much debate, the Masons decided to open the first permanent orphanage in North Carolina.

John Mills, Founder and Editor of the Biblical Recorder, a Baptist publication, was elected superintendent and moved into the dilapidated building and began his work using the one chair and table remaining in the school.

In February 1873 the first three children were taken into the orphanage. The institution admitted 136 children the first year with 109 remaining at the year's end. All this was done with a \$500 donation from the Masons.

In 1877 a committee including Zebulon Vance went to the N.C. General Assembly and asked for state assistance in funding the school. In 1878 the state appropriated \$3,000

per year to the orphanage. By 1882 the Oxford Orphan Asylum, as it was now called, had a staff of ten including six teachers. By 1890 the asylum was the home for 264 children. During the 1890's the asylum converted the orphanage from its "barracks" to more efficient cottages. A wood-working shop was purchased and moved to the grounds.

By 1921 the orphan population reached 400. In 1923 the official name was changed to "Oxford Orphanage." In 1994 the official name was changed to "The Masonic Home for Children." The home operates today as the oldest orphanage in the state and most likely the southeast.

The second orphanage in Oxford has its roots starting somewhat later. In 1882 a group of African Americans determined there should be a place in North Carolina where homeless Negro children who had lost their parents might be given the care and training of a home. An organization of ministers from various denominations across the state was formed and found the "Grant Colored Asylum." In October 1883 a farm of 24 acres located one and a half miles from Oxford was purchased for \$1,565. The Grant Colored Asylum was incorporated in 1887 as



▲ Figure 1

Oxford, NC, December 4, 1898

Corner card of B.F. Dixon who served as superintendent of the orphanage from 1884 until 1891.

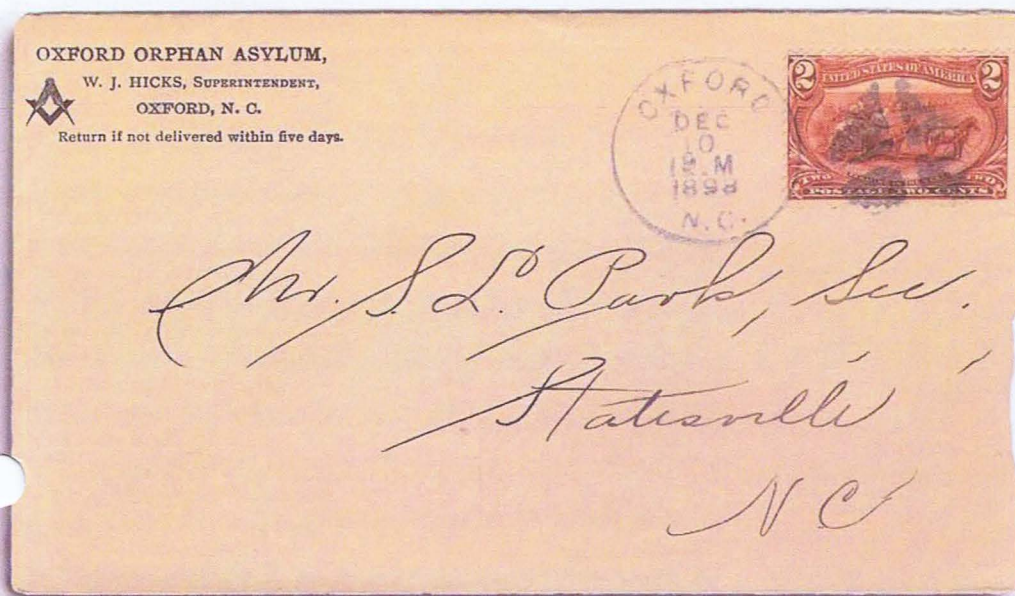


"The Colored Orphanage Asylum of North Carolina" and reincorporated as "The Colored Orphanage of North Carolina" in 1927. In 1965 the name was changed to the Central Orphanage of North Carolina and in 1986 the facility became known as the Central Children's Home of North Carolina.

By 1938 the campus had grown to 450 acres with 11 modern structures. The orphanage received funds from the

state and the Duke Endowment and by the late 1930's it was the home for 150 children.

Over the years children have received work experience in farming, dairying, carpentry, brick making, barbering, shoe repair, food preparation and related areas. The facility was entered in the nation's Register of Historic Places in 1988. The center has a capacity of 52 children today and is located within the city limits of Oxford. ■



◀ **Figure 2**

Oxford, NC  
December 10, 1898

Col. W.J. Hicks took command of the orphanage in July 1898 and served until 1909. The facility grew to serve 325 children during his time.

**Figure 3** ▶

Oxford, NC, July 11, 1890, forwarded Washington, NC, July 14, 1890

Cover sent to Zeb Vance in Washington, DC but misaddressed to North Carolina. Dr. Augustus Shepard was the founder and first superintendent of the orphanage.





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