

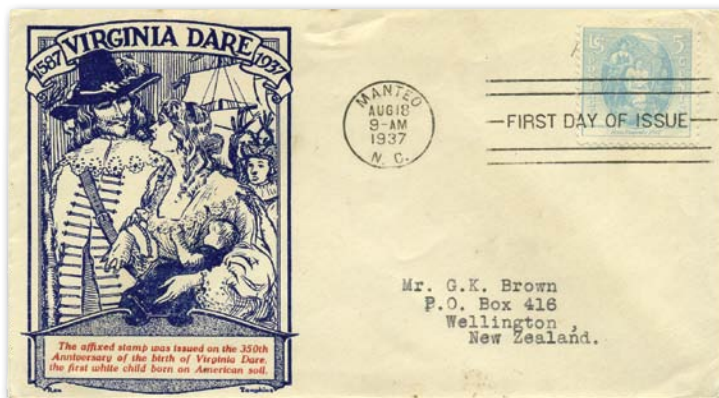
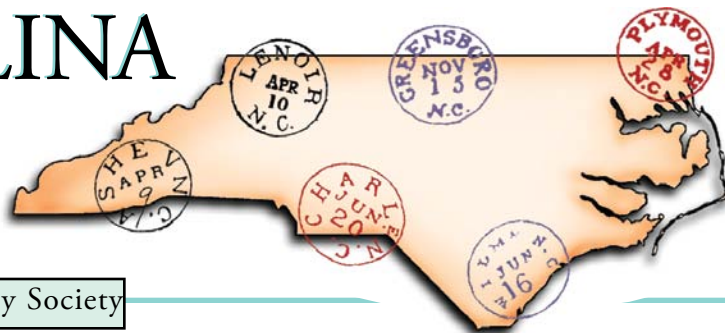
# NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History Society

VOLUME 30, NO. 2

SPRING 2011

WHOLE 114

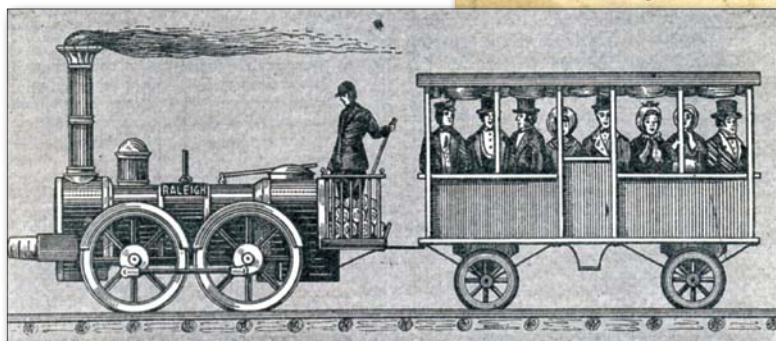


Virginia Dare,  
First Day of Issue



Winfall,  
Perquimans,  
County

Enfield to Paris



Raleigh and Gaston  
Railroad

## PRESIDENT'S MESSAGE

## IN THIS ISSUE

It is not too early to plan to attend the annual meeting of the North Carolina Postal History Society, which will be held in conjunction with CHARPEX 2011. The CHARPEX organization has contracted with the Renaissance Charlotte Suites Hotel to host CHARPEX on August 6-7, 2011. Site location details are available on <http://www.charpex.info/>. This is the same hotel that hosted last year's show, which turned out to be an outstanding venue. It is easy place to get to, spacious and well-lighted for exhibits on the show floor, has excellent meeting rooms, and accommodates visitors nicely with its facilities that include food service. We hope that CHARPEX will be able to continue more shows in the future at this location.

Work has begun on our new web site. The web master is Mike Lampson, who developed and maintains the web site of the United States Stamp Society. That site will be an excellent model for our society's site. We are still not ready to start our basic site, but hopefully in the coming months we will have it running.

The status box of the North Carolina Postmark Catalog Update will show many more changes. Harnett through Haywood Counties have been completed and will be on the Smithsonian National Postal Museum web site by the time you read this. Updates to "completed" counties with additional postmarks and dates from the Postmark Collectors Club (PMCC) Museum are continually being made. The date in parenthesis after the name of the county in the on-line listing will tell you the most recent file posted. To date 2,393 pages have been created and 9,200 new markings not previously documented have been recorded. The update available on-line has been assembled for 44 of the 100 counties in North Carolina. But even those that have been assembled will require more changes as new information is incorporated from the Postmark Collectors Club collections.

<b>Virginia Dare, North Carolina's First "First Day of Issue" August 18, 1937</b> by Ruth Wetmore & Tony L. Crumbley .....	<b>3</b>
<b>Mystery Cover</b> .....	<b>9</b>
<b>Wilson &amp; Fayetteville R.P.O.</b> by Scott Troutman .....	<b>9</b>
<b>Winfall, N.C.- Perquimans County</b> by Scott Troutman .....	<b>10</b>
<b>Enfield to Paris</b> by Richard F. Winter .....	<b>12</b>
<b>The Raleigh &amp; Gaston Railroad</b> by Tony L. Crumbley .....	<b>14</b>
<b>Philatelic Genealogy: Old Envelopes and Post Cards Can Locate an Immigrant's Birthplace and Illustrate an Ancestor's Military Service</b> by James R. Miller .....	<b>18</b>

The short article in this issue by James R. Miller discusses some interesting work he is doing on the web for the benefit of collectors and genealogists. Be sure to read his comments.

Please remember to pay your dues for 2011 if you have not already done so. Check your mailing address label to see if there is a red dot on it. This will mean we have not received your dues payment. There are 15 members who are delinquent. Are you one? If you are please make your payment to Bill DiPaolo, our Secretary-Treasurer. Donations above the regular membership amount of \$15 are deductible and will be very helpful to our small society. Forty percent of our members have sent donations with their payments for which we are most grateful. Our society continues to enjoy good health thanks to the generosity of 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 e-mail message at [rfwinter@bellsouth.net](mailto:rfwinter@bellsouth.net), or write to me at the mailing address shown below.

*Dick Winter*



## NORTH CAROLINA POSTAL HISTORIAN

Library of Congress #ISSN 1054-9158.

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 Secretary/Treasurer. Submissions for the *Postal Historian* or inquiries may be addressed to the editor.

President	Vice-President	Secretary/Treasurer	Editors
Richard F. Winter 31 Flagship Cove Greensboro, NC 27455 <a href="mailto:rfwinter@bellsouth.net">rfwinter@bellsouth.net</a>	Harvey Tilles PO Box 5466 High Point, NC 27262 <a href="mailto:htilles@triad.rr.com">htilles@triad.rr.com</a>	William DiPaolo 404 Dorado Ct. High Point, NC 27265 <a href="mailto:wdipaolo@triad.rr.com">wdipaolo@triad.rr.com</a>	Tony L. Crumbley PO Box 681447 Charlotte, NC 28216 <a href="mailto:tcrumbley2@bellsouth.net">tcrumbley2@bellsouth.net</a>
			Richard F. Winter 31 Flagship Cove Greensboro, NC 27455 <a href="mailto:rfwinter@bellsouth.net">rfwinter@bellsouth.net</a>

Board of Directors	Term Ending 2011	Term Ending 2012	Term Ending 2013
	Richard F. Winter John W. Allen Bill DiPaolo	Maurice M. Bursey Harvey Tilles	Harry Albert Michael Kelly

## Virginia Dare, North Carolina's First "First Day of Issue" August 18, 1937

by Ruth Wetmore & Tony L. Crumbley

It is quite appropriate that the first U.S. postage stamp to have its first day of issue in North Carolina be the stamp honoring the first white child born to English parents in America -- Virginia Dare (Figure 1).

In 1935 Senator Bailey of North Carolina requested a stamp to commemorate the founding of the Raleigh Colony on Roanoke Island in 1585. He specifically requested the stamp to commemorate the 350th anniversary of the founding of the first colony in America. No definite action was taken in regard to this stamp.

In the spring of 1937, there appeared persistent rumors of a mystery stamp. The first definite news in regard to this appeared in the *New York Sun* of May 22, as follows:

The forthcoming issue of a "mystery" stamp or stamps by the Post Office Department is no longer secret. While officials of the department are still maintaining a 'nothing to say' policy, so far as imparting any information concerning such a stamp is concerned, along comes Representative Lindsay C. Warrant of the First North Carolina district and "spills the beans," so to speak.

Mr. Warren informed *The Sun* that the 350th anniversary of the birth of Virginia Dare, the first white child born of English parents on the shores of North America, is to be commemorated through the issuance of a special stamp. The North Carolina Representative said he had received assurances from President Roosevelt that such a stamp would be issued.

President Roosevelt upon accepting an invitation to attend the events in Manteo penned on a sheet of White House stationery his idea of what a stamp should look like and passed it on to the Postmaster General Farley (Figure 2). He suggested it be light blue, square and carry the international rate of 5 cents.

On May 26th the information service of the Post Office Department issued the following press release:

Postmaster General James A. Farley announced today the issuance on August 18, 1937, of a commemorative postage stamp in honor of Virginia Dare, the first child of English parentage born in America. The stamp will be of the five-cent denomination.

The Bureau of Engraving and Printing submitted several



▲ **Figure 1.** Small die proof of 5¢ Virginia Dare postage stamp Scott No. 796 (Courtesy of Smithsonian National Postal Museum).

designs to the Post Office Department on June 4th, all based on a wash drawing made by William A. Roache of Philadelphia. The accepted border design was prepared by William K. Schrage. Because this wash drawing was made especially for use on this stamp, the credit for designing it is shared by both Mr. Roache and Mr. Schrage. The accepted model was approved by Postmaster General James A. Farley on June 11th. The engraving on the master die was done by Carl T. Arlt and E. M. Weeks, the former doing the picture, the latter the lettering and frame. There is little to choose between the accepted design and some of those rejected. It should also be noted the final design follows the concept proposed by President Roosevelt.

On June 16th, the Bureau of Engraving and Printing was instructed to print the Virginia Dare stamps, and on July 28th printing was started, with the initial order of 20,000,000. The first delivery was made to the Post Office Department on



▲ **Figure 2.** President Roosevelt's design on White House stationery for the Virginia Dare stamp. He requested the square stamp be 5¢ in value and in the color baby blue. A copy of the actual stamp has been superimposed on the sheet (Courtesy of Smithsonian National Postal Museum).



August 10th, and on August 18th, the stamps were placed on sale at Manteo, North Carolina. The first day sale consisted of 317,000 stamps, and the total covers cancelled numbered 226,730. The color of the Virginia Dare stamp which was personally selected by President Roosevelt, was extremely light, and the subject of considerable criticism.

Five plates were made for the stamp but only four went to press. Plates issues were 21647, 21698, 21699 and 21700. The one plate not used was 21701. A total of 25,040,400 stamps were printed. They remained on sale at the Philatelic Agency until December 2, 1938.

Only one variety has been found on the stamp, a recut in a shading line below 1587. The recut stamp appears in plate no. 21700, lower left pane position number 47.

This commemorative issue was designed to honor the events that took place on Roanoke Island. This tiny island is nestled between the mainland and the Outer Banks of North Carolina. It is one of the most historic pieces of real estate in the country.

England's Queen Elizabeth I issued a charter to Sir Walter Raleigh to establish a colony on Roanoke Island in 1584. An expedition arrived and eventually took two intelligent natives, Manteo and Wanchese, along with promising reports of a new land, back to England. In 1585, another expedition which included artist John White, Thomas Hariot and others made their way to Roanoke Island. These colonists only lasted through the winter and spring before accepting a ride in June 1586 with Sir Francis Drake who was passing by enroute home from the West Indies.

Sir Richard Grenville arrived on Roanoke Island a few weeks

returned leading another expedition that was bound for the Chesapeake Bay. With the intention of only stopping by to pick up the men left earlier by Grenville, the settlers were put ashore by a captain intent on returning to a privateering expedition. No trace of the 15 men was ever found and the colonists soon found themselves without supplies. White agreed to return to England. When he was finally able to return in 1590, these colonists too had disappeared, including his granddaughter Virginia Dare. The settlement of 117 men, women and children disappeared without a trace and became known as The Lost Colony.

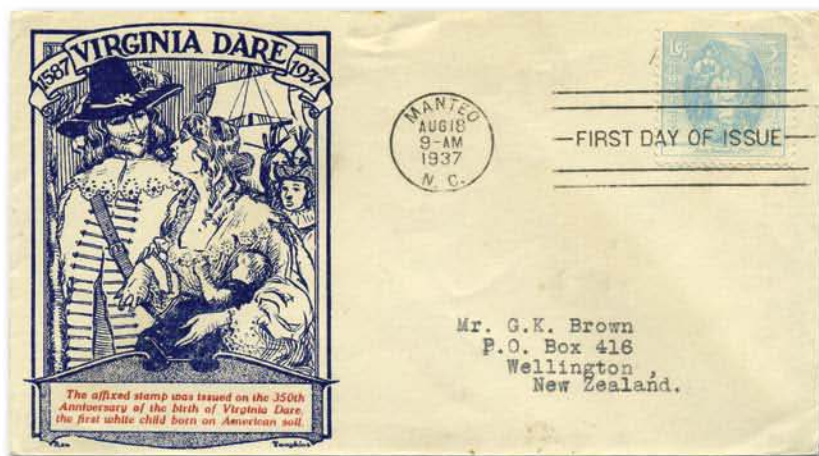
The first white child born in America was the granddaughter of Governor John White, Virginia Dare. The child's mother was White's daughter Eleanor. Her father, Ananias Dare, served as one of the Governor's assistants. Virginia was born on August 18, 1587, days after the colonists' arrival on Roanoke Island. Her baptism on Sunday following her birth was the second recorded Christian sacrament administered in North America. The first baptism had been administered a few days earlier to Manteo, an Indian chief who was rewarded for his service by being christened and named "Lord."

When Governor White was forced to return to England for supplies, Virginia Dare was less than a month old, and he left with heavy heart, never realizing that he would not see her or any of the other colonists who remained behind again. Leaving the new world and his family behind must have been difficult for White. A secret code had been worked out, that should they leave Roanoke Island, they were to carve their new location on a conspicuous tree or post. If the move had to be made because of an attack, either by Indians or Spaniards, they were to carve over the letters or name a distress signal in the form of a Maltese cross.

Three years to the month later, White returned to find the work "Croatoan" without any cross or other sign of distress. To this day, no one is certain where The Lost Colony went, or what happened to them.

For more than 30 years your authors have collected North Carolina postal history. Throughout these years, anticipation continued that one day the discovery will be made of the one surviving letter carried back to England by Governor White from these early settlers. Since this has yet to happen, and most likely will not, we will continue to focus on the alternative collection of first day covers of the Virginia Dare issue.

Manteo was chosen as the site for the first day cover exercises (Figure 3). The secrecy surrounding the issuance of the Virginia Dare stamp obviously spurred the interest of the collectors of the time. More than 264 different cachets are recorded in Mellone's *Planty Photo Encyclopedia of Cacheted First*



▲ **Figure 3.** Typical First Day Issue cover dated August 18, 1937, at Manteo (Dare County), North Carolina, a Joseph Feigenbaum cachet signed Rex Tompkins, Mellone No. 796-1.

later, only to find it deserted. He left 15 of his own men to maintain England's claim to the new land. In 1587, John White

*Day Covers.* As mentioned, a total of 226,730 first day covers were cancelled with the Manteo, August 18, 1937, postmark. Included were cachet makers Torkel Gundel, H. Ioor, A. C. Roessler, W. T. Raley, W. G. Crosby as well as numerous other less known makers. A sampling of first day covers follows. ■

#### Sources:

Johl, Max G. *The United States Postage Stamps of the Twentieth Century.* New York: H.L. Lindquist, 1938.

Mellone, Michael A. *Mellone's Planty Photo Encyclopedia of Cacheted First Day Covers*, 18 Vols. Vol. XII-1937. Stewartsville, NJ: FDC Publishing Company, 2000.



▲ Figure 7. 1st Herbert L. Shatz cachet, Mellone No. 796-9



▲ Figure 4. Fairway, Elmer Nelson, Mellone No. 796-5



▲ Figure 8. Davenport & Sudduth Artist, Mellone No. 796-13



▲ Figure 5. H. Ioor cachet, Mellone No. 796-7



▲ Figure 9. House of Farnam cachet, Mellone No. 796-16



▲ Figure 6. H. Ioor cachet, Mellone No. 796-8



▲ Figure 10. F.R. Rice cachet, Mellone No. 796-19a





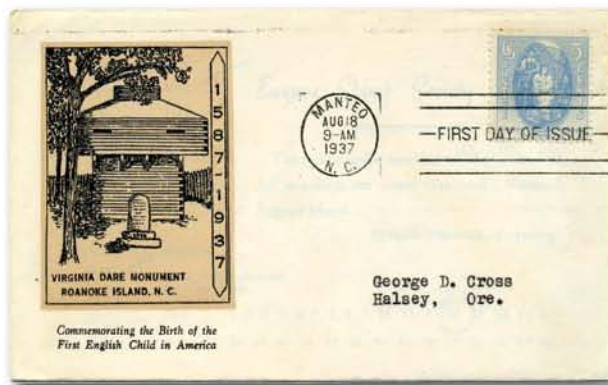
▲ Figure 11. S. Pavois cachet, Mellone No. 796-21



▲ Figure 15. Comcut cachet, Mellone No. 796-31



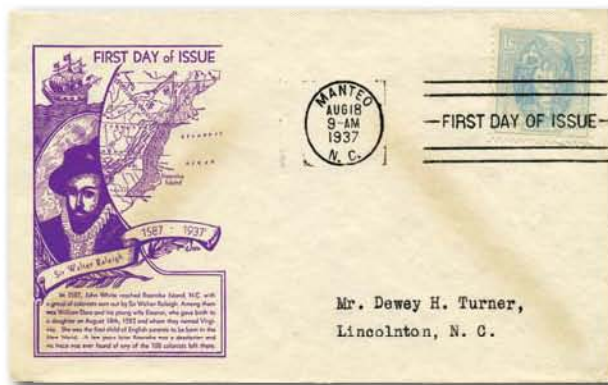
▲ Figure 12. Plimpton cachet, Mellone No. 796-23



▲ Figure 16. Linprint cachet, Mellone No. 796-32



▲ Figure 13. J. Holland cachet, Mellone No. 796-24



▲ Figure 17. Washington Stamp Exchange, Mellone No. 796-33a



▲ Figure 14. D. Kapner cachet, Mellone No. 796-26



▲ Figure 18. Washington Stamp Exchange, Mellone No. 796-33b





▲ Figure 19. A.C. Roessler cachet, Mellone No. 796-34



▲ Figure 23. Historic Art Publisher, Mellone No. 796-45



▲ Figure 20. H. Grimsland cachet, Mellone No. 796-35



▲ Figure 24. E. Laird cachet, Mellone No. 796-50



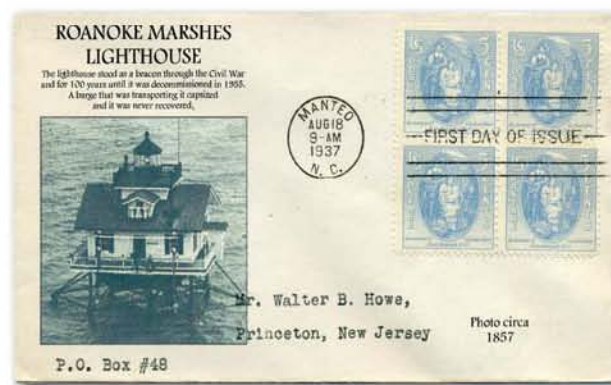
▲ Figure 21. Historic Art Publisher, Mellone No. 796-43



▲ Figure 25. W.G. Crosby cachet, Mellone No. 796-53d



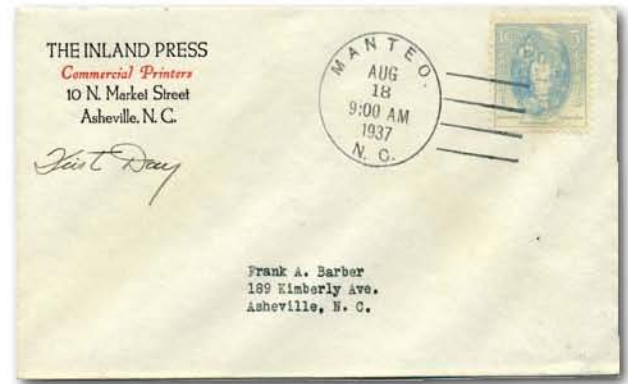
▲ Figure 22. Historic Art Publisher, Mellone No. 796-43



▲ Figure 26. Roanoke Island Lighthouse cachet, unlisted



▲ **Figure 27.** N.P. Neaher cachet unlisted in Mellone.



▲ **Figure 28.** The Inland Press Business Corner Card of Asheville (Buncombe County) unlisted cachet in Mellone.



▲ **Figure 29.** Real Photo postcard with sepia and white photo scene, Fort Raleigh, Roanoke Island.



▲ **Figure 29a.** Reverse of postcard with unlisted Mellone cachet. Stamp has been replaced upside down.



▲ **Figure 30.** Real Photo postcard with sepia and white photo scene inside Fort Raleigh, Roanoke Island.



▲ **Figure 30a.** Reverse of postcard with unlisted Mellone cachet.



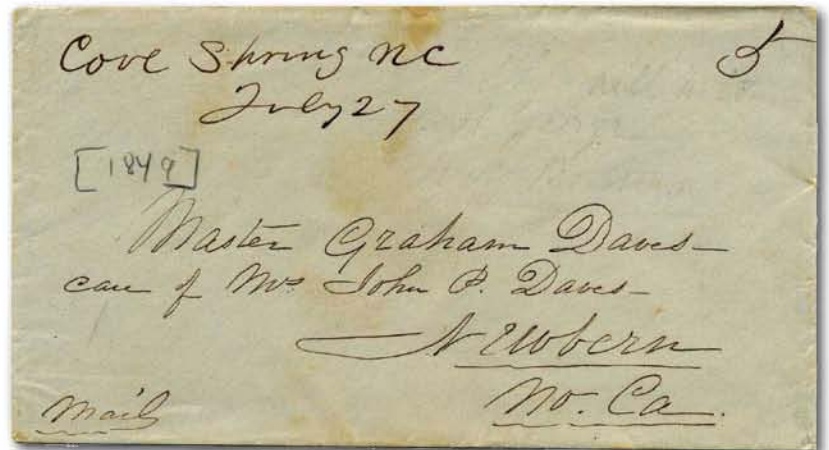
## Mystery Cover



Correct responses were received from Stefan Jaronski, Richard Murphy, and Gene Setwyn. The manuscript postmark is from Scuffleton, South Carolina (Laurens County). It is located 8 miles north northeast of Lauernsville in the northwest part of the state. There was a Scuffleton post office in Greene County, North Carolina, but it was discontinued on 23 March 1842. Unfortunately, the manuscript marking on this cover was pictured for this Greene County postmark in *Post Offices and Postmasters of North Carolina*, Volume II, even though it was on an 1850 letter. This mistake has been corrected in the catalog update for Greene County.

Can you locate the office shown on this manuscript cancel dated 27 July 1849?

Send your answer to Tony Crumbley or Dick Winter.



## Wilson & Fayetteville R.P.O.

by Scott Troutman



Shown is a cover with the cancel of the Wilson and Fayetteville railway post office dated November 4, 1891. This is one of the rarer R.P.O. postmarks from North Carolina, even though the cover is not particularly pretty. A 74 mile run, made on the tracks of the former Wilmington & Weldon Railroad by the newly formed Atlantic Coast Line Railroad, operated for just a very short time. Postmarks are known only for the years 1891 and 1892. It is likely the line operated for less than a year. In *The United States Railway Post Office Postmark Catalog* by Fred MacDonald and Charles L. Towle this cancellation is a marking no. 305-AL-1.

## Winfall, N.C. - Perquimans County

by Scott Troutman

Folklore has it that the first structure built in the town, later called Winfall, fell over during a windstorm and that event created the name of the community - Windfall. Before that, the area was known as Red Hose Fork or Ramesonville. Shortly thereafter, the town fathers dropped the “d” and it became the more prosperous sounding Winfall. It was formed at a junction of two roads - one running from Hertford to Parkville and the other from Woodville to Belvidere. It was the busiest cross roads in Perquimans County before the bridge crossing the Perquimans River was built. Even before the Civil War, the community had developed as a commercial area.

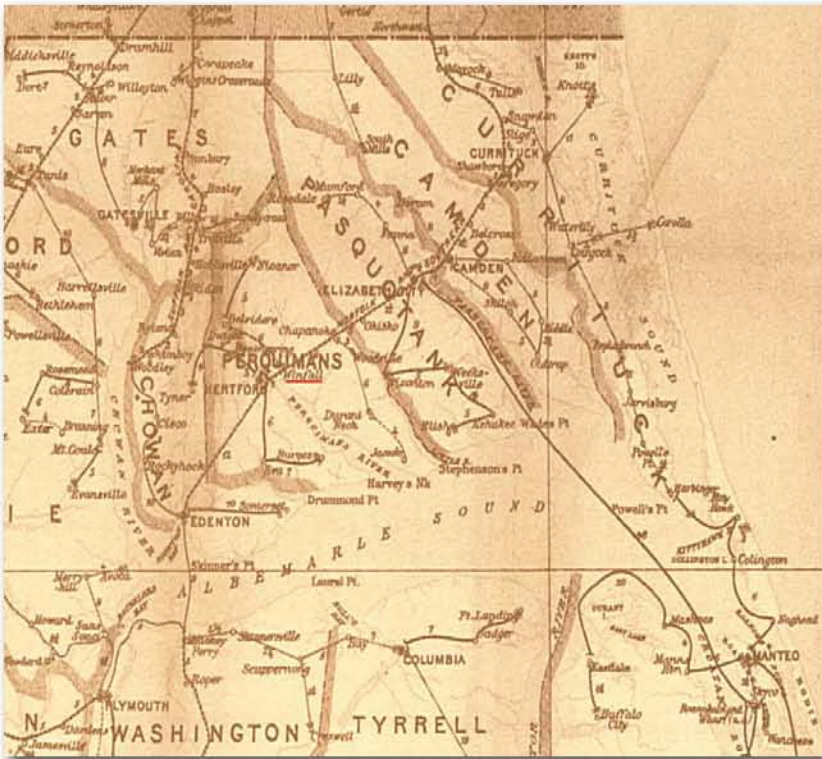
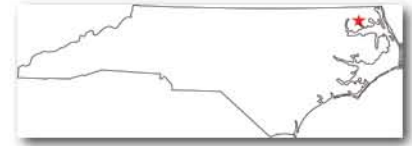
to the Norfolk Southern.

Figure 1 provides the location of Winfall on the railroad from an 1896 Post Route map, a reproduction printed by the North Carolina

State Archives of the map which resides in the North Carolina Collection, University of North Carolina Library, Chapel Hill. One “fast train” went from Edenton to Norfolk and back. It picked up the mail without stopping at Winfall, using a crane that was built near the railroad track, and from it a mail bag was

hung. When the train came by, an iron arm was extended from the baggage coach or railroad post office car which would grab the mail bag. The train would go by headed south at 11 a.m. and later going north at 3 pm.

For a little town, Winfall had considerable industry. The Winslow family owned a gristmill and F.E. Winslow was a fish dealer. The Major Loomis Mill was just outside town employing 150 people in its lumbering operations. Begun in 1894 by George Major and Mr. Loomis from New Jersey, it shipped out 20 train car loads of



◀ **Figure 1.** Location of Winfall (Perquimans County) on the Norfolk Southern Railroad. The line runs from Edenton north to Norfolk, Virginia. (Reproduction of 1896 Post Route map printed by the North Carolina State Archives from a map at the North Carolina Collection, University of North Carolina Library at Chapel Hill)

In 1873 a post office was established for Winfall with Josiah H. White as its postmaster. Later, Jesse H. Baker operated a general store on the corner of Katherine and Main Streets and ran the post office from there from 1918 until 1939.

The first railroad to serve Winfall was the Elizabeth City and Norfolk that was connected to Winfall in 1881. At that time, a station was erected that served both passenger and freight traffic. In January 1883 the name of the railroad was changed

lumber a week. There were nine boilers powering machinery and it operated until 1951 when it burned down and was never rebuilt. A pickle plant was operated by Fred Winslow, and early on, Winfall had a two taxi cabs (model T) owned by Mr. Charles. A dry goods store was on the site now occupied by the post office, which was owned by Cliff Edwards. Next door was a grocery. At one time the town even had three barbers.

Following, are a few covers from Winfall. ■

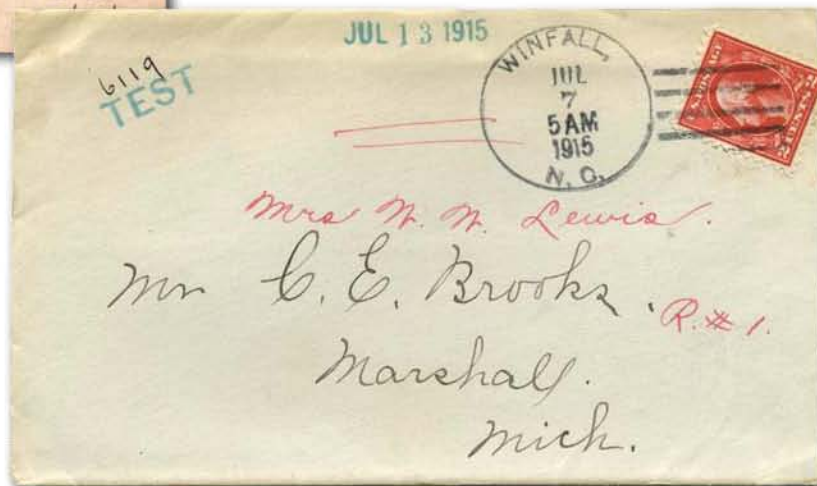




◀ **Figure 2.** August 22, 1907, post card to Edenton (Chowan County) with Doane Type 2-? postmark. The Doane designation has yet to be determined because the numeral between the bars can not be read.

**Figures 3 ▶**

July 7, 1915, Winfall, 1906 4-Bar cancel on letter to Marshall, Michigan, marked as posted at 5 A.M. (did the postmaster forget to change the A.M. to P.M. or was he working this early?) The blue "TEST" and straightline "Jul 13 1915" are receiving marks applied probably at a medical supply company in Marshall. The letter enclosed dated July 5, 1915, provides enthusiastic feedback concerned a truss, possibly a small test one made for the sender's boy. (Courtesy Tony Crumbley)



◀ **Figure 4.** November 6, 1934, Winfall metal duplex cancel on a reply envelope to the Dixie Hound Kennel, Herrick, Illinois. (Courtesy Tony Crumbley)

**Figures 5 ▶**

April 30, 1943, Winfall metal duplex cancel on a postal card to the Institute of Mental Physics, Los Angeles, California.



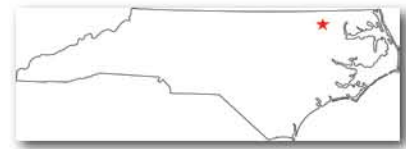
## Enfield to Paris

by Richard F. Winter

Long time member Bob Outlaw has submitted another interesting transatlantic cover that will demonstrate not often seen mail handling in France (Figures 1a and b). This is an envelope without the letter contents that originated in Enfield (Halifax County), North Carolina, on 10 August 1851. It was addressed to Dr. Newsom J. Pittman care of the American Minister in Paris. According to William Powell's *Dictionary of North Carolina Biography*, Dr. Pittman was a physician, surgeon, and gynecologist from Halifax County who

through the United Kingdom to countries beyond that had postal conventions with the British as long as the letters arrived in the

British mail system with no fees due. This meant that a letter paid 5¢ to be carried across the Atlantic on a British mail steamer, or one paid 21¢ to be carried by American mail steamer to the United Kingdom, would be allowed in the open mail to France.



▲▶ **Figure 1a and 1b.** 10 August 1851 envelope from Enfield (Halifax County) to Paris, and redirected within Paris.

graduated in medicine from the University of Pennsylvania in 1839 and studied in medical clinics in Europe from 1849-52. While in Paris he was president of the American Medical Society of Paris. During the Civil War in 1861 he was surgeon in General Lawrence O'B. Branch's brigade from Halifax County, and served until he was captured with the Confederate forces that surrendered at New Bern in March 1862.

When the letter was posted in Enfield the postmaster used a manuscript postmark. The first Enfield circular datestamp, a 30 mm marking used in black, blue and red inks, has been recorded in use from 1843 to 1857, but there were periods such as the one in the early 1850s when this letter was posted, that manuscript postmarks were made. The reason for this is unknown.

The letter was paid 24¢, written in black ink in the upper right corner, the rate for a ½ ounce letter going to the United Kingdom. The 1848 postal convention between the United States and the United Kingdom allowed open mail to be sent

Each arrived at the British mail system free of charge. In the case of the British packet service, the letter entered the British mail system when it went on board the British steamer in the American harbor. In the case of the American service the 21¢ payment included all transit fees to the arrival port in England. From England the mail would be sent to France as unpaid letters, the same way as mail that originated in the United Kingdom. So, this letter, which arrived at New York with 24¢ having been paid, had sufficiently payment to go by American contract mail steamer fully paid to the British arrival port. The 3¢ overpayment was retained by the Americans.

The letter was included in the mail that departed New York 16 August 1851 on the New York & Liverpool United States Mail Steamship Company (Collins Line) steamship *Pacific*, which arrived at Liverpool on 27 August 1851. Figure 2 illustrates an engraving by N. Currier published in 1850 of the steamship, a 281 foot, 2,700 ton wooden vessel with side paddle-wheels and two side-lever engines generating 1,000 horsepower. The letter arrived at London the next day, 28 August, shown by an orange circular datestamp on the reverse.





▲ **Figure 2.** Engraving by N. Currier published in 1850 of the steamship *Pacific* operated by the New York & Liverpool United States Mail Steamship Company (Collins Line) from the photographic collection of the Library of Congress.

From here it was sent to Paris as an unpaid letter in the British mail to France. A black circular datestamp in the upper right corner reading “ETATS-UNIS.PAQ.AM/(date)/B.A.CALAIS” identifies that this letter was from the United States, was carried on an American packet, and entered the French mail system when processed on a railroad mail car going from Calais to Paris on 28 August 1851. At the same time the letter received a black ink handstamp “8” in the center of the envelope to show

Apparently the office of the American Minister at Paris paid the 8 decimes postage due and readdressed the letter at the top in black ink to Dr. Pittman’s address at 22 rue de la Paix. The letter, which had been delivered by postman to the Minister’s office, was taken back to the Central Office in Paris, where it received two additional markings. An orange handstamp was struck on the left side that read “Trouvé à la Boîte” (Figure 3). The star under the wording identifies this was a marking of the



▲ **Figure 3.** Orange handstamp used at the Bureau Central in Paris to indicate letter handed back by a postman to be redirected and requiring new postage due.



▲ **Figure 4.** Blue datestamp of the Paris Bureau Central showing 0730 hours distribution and 15 centimes postage due.

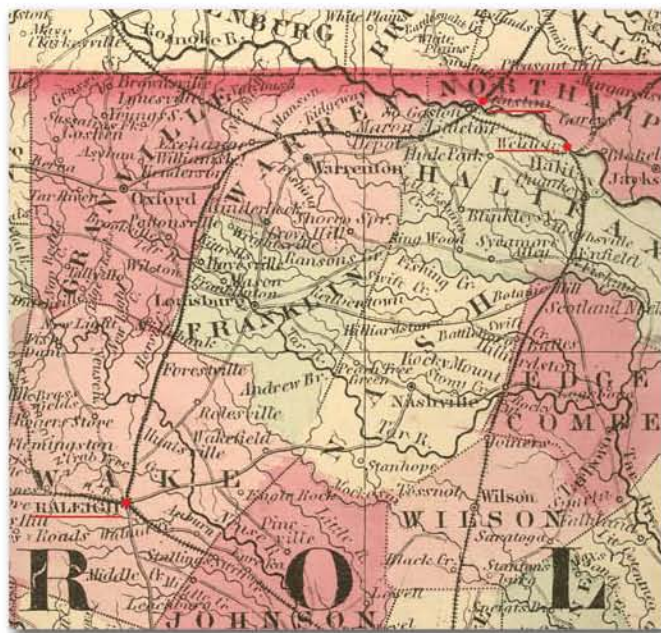
that 8 decimes postage was due in Paris (about 16¢). An agreement between the British and French in mid-1851, first temporary and later codified on 1 September 1851 as permanent, lowered the rate charged on letters carried by American packets to England from 15 decimes to 8 decimes per 7½ grams weight. Of the 8 decimes to be collected in Paris, the French retained 5 decimes and paid the British 3 decimes for transit fees. A Paris datestamp on the reverse in black ink shows the letter departed the Paris Bureau Central on 28 August 1851 for district 2 in the second distribution period of the day for delivery to the American Minister.

Bureau Central. Literally, it says “Found in the Box,” but this is an internally used term for a number of different purposes. In this case, the marking was placed on a letter handed back to the Central Office by a postman to be redirected to another address and requiring a new postage due. In the lower right corner was struck a blue datestamp with the wording “1e Diston \* 7h30Min/(date)/(15c),” showing that the letter was sent out again by postman on 29 August 1851 during the 0730 hours distribution period and that 15 centimes postage was due for the new delivery (Figure 4). While not rare, these two markings are not seen very often on letters to France. ■

# The Raleigh & Gaston Railroad

by Tony L. Crumbley

Originally, North Carolina's first railroad, the Wilmington & Raleigh Railroad, was to go to Raleigh from Wilmington. When Wilmington investors were shunned by the Raleigh business community, the Wilmington group changed the course to go to Weldon and connect with the Portsmouth and Roanoke Railroad. With this change, in 1835 railroad supporters in Raleigh pushed the North Carolina General Assembly to pass an act to incorporate the Raleigh & Gaston Railroad. The purpose of this was to construct a railroad from Raleigh to a point at or near the Wilkins Ferry on the Roanoke River now called Gaston. This allowed for a connection with the Petersburg Railroad.



▲ **Figure 1.** Portion of 1864 *Johnson's New Illustrated Family Atlas* map of North Carolina showing Raleigh & Gaston Railroad to the left and Wilmington & Raleigh Railroad to the right. Key termini are highlighted in red.

George W. Mordecai was made president of the company. He hired Charles F.M. Garnett as engineer and Moncure Robinson of Philadelphia as consulting engineer. Mr. Garnett formed his engineering company and began surveying several routes. Much time was consumed convincing property owners their land would be more valuable after the railroad came instead of their fear it would be worth less.

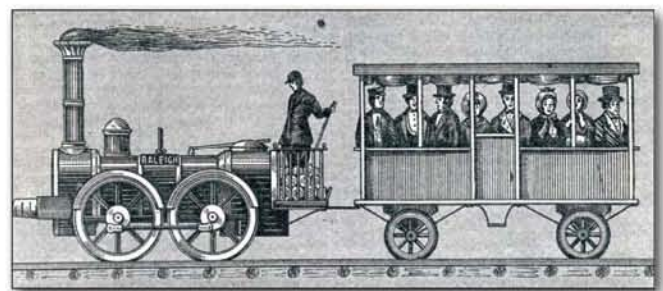
The final decision was to run the line from Gaston, passing Littleton on the western edge of Halifax County and running from there to Ridgeway, Henderson, Franklin, Forestville (Wake Forest), and ending at Raleigh. Figure 1 shows the Raleigh & Gaston Railroad line as it existed during the Civil War, illustrated in *Johnson's New Illustrated Family Atlas* of 1864. The Wilmington & Raleigh Railroad, the line from Wilmington to Weldon, is shown to the east of the Raleigh & Gaston Railroad Line.

With the route decided, work began but moved along slowly. Of the initial offering, the State of North Carolina subscribed to \$600,000 of the stock and funded considerable other functions of the construction and early operations of the railroad.

Before the rail line was completed, the direct communications between north and south was by means of a stage line from Gaston via Warrenton, Louisburg and Raleigh, then on to Fayetteville. As fast as the line was completed, the stage coach connected with the railroad and travel was materially improved. The rail line was completed in sections:

Section	Total Miles	Completed
Gaston to Littleton	10	May 1838
Littleton to Ridgeway	30	July 1838
Ridgeway to Henderson	42 ½	Sept. 1838
Henderson to Franklinton	58	Nov. 1838
Franklinton to Forestville	70	March 1840
Forestville to Raleigh	85	April 1840

During construction, the railroad track was leased to the Petersburg Railroad which provided rolling stock. In April 1840, the first passenger train traveled the total 85 miles (Towle says 87 miles) of the line. Figure 2 is an engraving of that first train. Total cost was \$1,343,380 for construction and rolling stock.



▲ **Figure 2.** Original Raleigh & Gaston Railroad train that began to operate on May 21, 1840.



The station list for the railroad was: Raleigh-Huntsville-Forestville-Franklinton-Henderson-Ridgeway-Warrenton-Macon-Littleton-Gaston-Weldon. An 1858 time table showing both the passenger and freight train schedules, is illustrated in Figure 3. This time table was found in the Weldon Edwards Papers at the North Carolina State Archives.

The railroad track was set at the standard width of 4 feet 8½ inches for North Carolina tracks. This measure eventually became the American standard for all railroads, but at the time other southern tracks were 5 feet wide.

In spite of a strong beginning, by 1845 the State of North Carolina foreclosed on the mortgage. The rail line was held by the state until the summer of 1851 when the line was reorganized and placed back in private hands.

The first mail contract with the railroad occurred in 1840. Towle, however, thought the first route agent service began in 1850. From 1844 to 1851, the train ran seven trips a week. In 1852, it reduced the number of trips to three per week. In that year all the original track was replaced with T-shaped tracks. In 1853, the line was extended from Gaston to Weldon, adding 12 more miles to the line and increased the trips back to seven per week. This would last until the Civil War began in 1860.

It is interesting to note that many southern railroads owned slaves to provide work on the rail line. In the summer of 1861, the stockholders of the Raleigh & Gaston appropriated \$125,000 for the purpose of purchasing slaves.

At the start of the war, the Raleigh & Gaston was profitable, issuing a \$9.76 per share dividend to stockholders. This profitability continued during the war, paying a 15 percent dividend in 1864. Throughout the war, most southern railroads invested heavily in "cotton loans," 20-year Confederate Government securities payable in currency or cotton. Like other railroads, the Raleigh & Gaston

TRAINS GOING DOWN.			RALEIGH FREIGHT TRAIN.			TRAINS COMING UP.			MAIL TRAIN.			RALEIGH FREIGHT TRAIN.		
Leave	A. M.	STOP.	A. M.	STOP.	Leave	A. M.	STOP.	A. M.	STOP.	Leave	A. M.	STOP.	A. M.	STOP.
RALEIGH, .....	8.55	.....	5.00	.....	WELDON, .....	11.30	.....	6.00	.....					
Reach					Reach									
MILL BROOK, .....	9.09	.....	5.30	4	GASTON, .....	12.00	2	5.15	20					
HUNTSVILLE, .....	9.18	.....	5.50	10	SUMMIT, .....	12.12	.....	6.40	.....					
FORESTVILLE, .....	9.39	.....	6.30	10	LITTLETON, .....	12.25	2	7.20	15					
FRANKLINTON, .....	10.03	2	7.40	15	MACON, .....	12.54	.....	8.40	15					
KITTRELL'S, .....	10.32	.....	8.50	5	WARRENTON, .....	1.04	2	9.30	25					
HENDERSON, .....	10.50	1	9.30	15	RIDGEWAY, .....	1.17	.....	10.20	20					
CLARKSVILLE R. R., .....	11.16	2	10.45	30	CLARKSVILLE R. R., .....	1.24	2	11.06	50					
RIDGEWAY, .....	11.25	.....	11.30	15	HENDERSON, .....	1.50	2	12.30	20					
WARRENTON, .....	11.38	2	12.05	20	KITTRELL'S, .....	2.09	.....	1.18	5					
MACON, .....	11.56	.....	12.45	25	FRANKLINTON, .....	2.33	2	2.20	34					
LITTLETON, .....	12.25	10	2.10	20	FORESTVILLE, .....	3.05	2	3.44	15					
SUMMIT, .....	12.48	.....	3.00	5	HUNTSVILLE, .....	3.23	.....	4.30	5					
GASTON, .....	12.54	2	3.25	20	MILL BROOK, .....	3.33	.....	4.51	6					
WELDON, .....	1.23	.....	4.50	.....	RALEIGH, .....	3.48	.....	5.30	.....					

Down Mail will cross and pass Freight at Clarksville Junction—will cross Mail at Littleton, and wait until 1 o'clock, will then advance. Up train will leave Littleton on schedule time; cross Freight at Macon, and pass Freight at Franklinton. Freight train will cross at Clarksville Junction. Two Passenger trains, both out of time, will pass all curves with a Flagman or Signal Light, 300 yards in advance of them until they pass.

All irregular Trains will keep thirty minutes out of Passenger's schedule.

To take effect WEDNESDAY THE FIRST DAY OF DECEMBER, 1858.

▲ **Figure 3.** 1858 Time Table for the Raleigh & Gaston Railroad showing all the stops of the passenger and freight train. Trains listed as "Going Down" are actually going north and those listed as "Coming Up" are going south (courtesy of the North Carolina State Archives).

invested heavily in these loans as well as other types of Confederate loans. These investments would prove worthless at the end of the war. However, the line would survive and later prosper.

On April 17, 1865, the surrender process of General Johnston to General Sherman



◀ **Figure 4.** Raleigh & Gaston Railroad, January 10, ca. 1853, cover to Williamsborough (Granville County), blue 30½ mm cds, imperf 1852 issue. Remele R6a, Towle 309-C-1. The first hand stamp used by the Raleigh & Gaston, known only in blue.

took place at the James Bennett house in Durham. Around 11:00 that morning, General Sherman and General Kilpatrick boarded a train provided by the Raleigh & Gaston Railroad and traveled approximately

five miles on the train to meet up with General Johnston and General Hampton. At that point, discussions began that would end the war.

On January 12, 1900, the Raleigh & Gaston Railroad became part of the Seaboard Air Line Railway. A number of covers showing postmarks of this line are illustrated in Figures 4 through 11. ■

**Figures 5 ▶**

Raleigh & Gaston Railroad – May ca. 1855, cover to Portsmouth, Virginia, blue 30.5 mm cds, imperf 1852 issue. Remele R6a, Towle 309-C-1 with month slug instead of manuscript date.



◀ **Figure 6.** Raleigh & Gaston Railroad – August 25, ca. 1857, cover to Petersburg, Virginia, blue 32½ mm cds. Also comes in brown. Remele R6c, Towle 309-C-3.

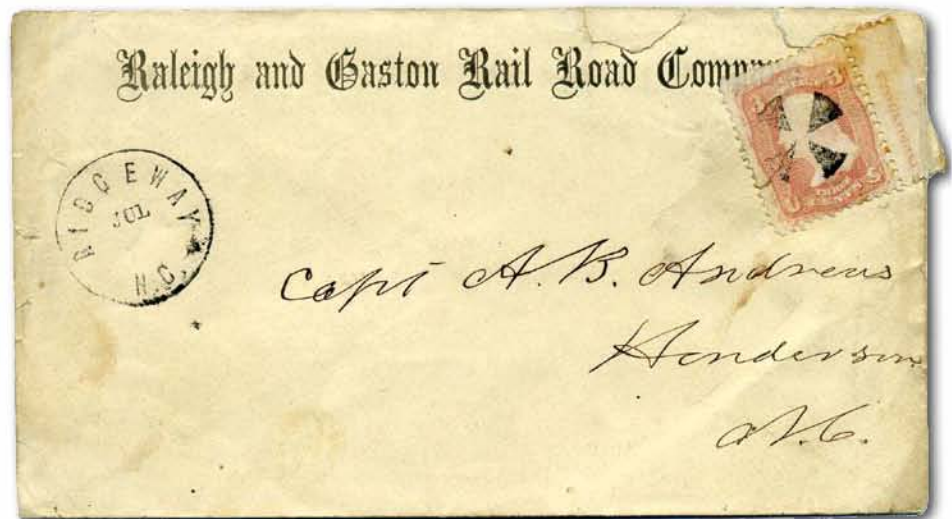
#### Sources:

*Johnson's New Illustrated Family Atlas.*  
New York: Johnson and Ward,  
1864.

North Carolina State Archives,  
Weldon Edwards Papers, P.C. 43.1,  
Additional Papers.

Remele, C.W. *United States Railroad Postmarks, 1837 to 1861.* State College, Pennsylvania: U.S. 1851-60 Unit No. 11 of the American Philatelic Society, 1958.

Towle, Charles L. *U.S. Route and Station Agent Postmarks.* Tucson, Arizona: Mobile Post Office Society, 1986.



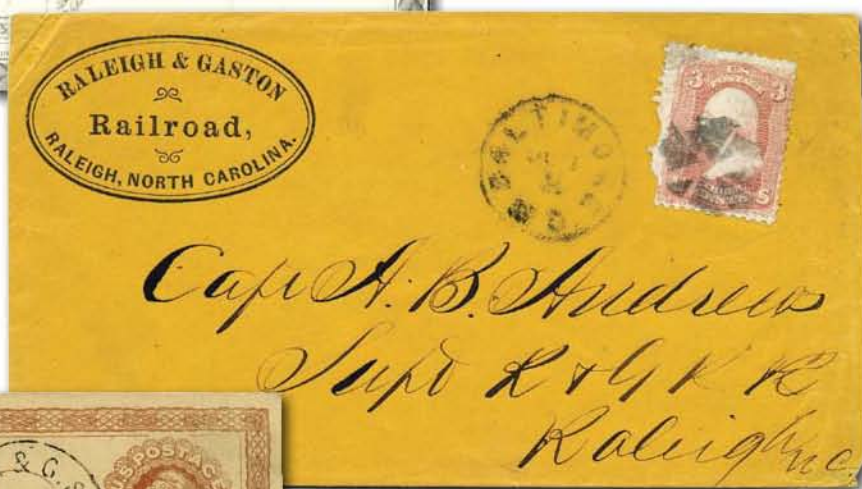
▲ **Figure 7.** Raleigh & Gaston Railroad Company official letterhead envelope posted from Ridgeway (Warren County), July ca. 1867, to Captain A.B. Andrews, Henderson (Granville County).





◀ **Figure 8.** Raleigh & Gaston Railroad Company - \$1.5 million capital stock certificate, issuing 10 shares at \$100 each to Robert Simpson on November 1, 1866.

**Figures 9 ▶**  
Raleigh & Gaston Railroad, Raleigh, North Carolina – Oval printed corner card posted from Baltimore just after the Civil War to Captain A.B. Andrews, Superintendent R&G Railroad, Raleigh, NC.



◀ **Figure 10.** R&G & S&R Railroad – Raleigh & Gaston and Seaboard & Roanoke Railroad, October 9, 1875, black 26 mm cds, Towle 309-F-1, used on UX-3 postal card to Baltimore, Maryland.

**Figures 11 ▶**  
R&G & S&R Railroad – Raleigh & Gaston and Seaboard & Roanoke Railroad, June 3, 1875, black 25 mm cds and star cancel. Towle 309-E-1 on envelope carrying a Wake Forest commencement invitation to Little Yadkin (Stokes County)



# Philatelic Genealogy: Old Envelopes and Post Cards Can Locate an Immigrant's Birthplace and Illustrate an Ancestor's Military Service

by James R. Miller

The Philatelic Genealogy website (<http://philgen.org>) was launched in March 2009 to begin building a digital archive of envelope and post card images with genealogical value and to promote an exchange between postal history collectors and genealogists. Postal history vendors and collectors are sharing envelope and post card photographs with *Philgen.org*, and each recipient and sender is identified in a U.S. census or similar genealogical source document, when possible. The site currently has 1,450 envelopes and post cards.

While inherited family letters and envelopes are a traditional source of genealogical information, the website is exploring how envelopes and post cards from postal history collections can reveal the birthplace of European immigrants to the United States and Canada. Some preliminary results from the website are summarized here.

From an initial review of 3,000 photographs, 261 legible, non-commercial, postmarked envelopes and post cards, sent either from Europe to the United States or from the United States to Europe between approximately 1850 and 1930, were posted on *Philgen.org*. Each U.S. recipient and sender was sought in a U.S. census or similar source, looking to match street addresses, when available. Online family trees on *Ancestry.com* and RootsWeb were checked for recipient and sender names, and the genealogists who posted the trees were contacted by email. Notices were placed on surname and locality message boards requesting help in deciphering handwriting and locating persons in source documents.

Nearly nine of ten (87%, 227/261) envelopes and post cards were linked to someone in a census or similar source. In almost half (48%, 124/261) of the cases, a European postmark or address consistent with the person's or parents' nationality shown in a census or other source indicated a possible place of origin. Among 124 items with potential origins, 35 were confirmed by a U.S. passport or citizenship application, ship passenger list, published genealogy, or World War I or II draft registration to be the person's or parent's birthplace or residence before immigration. The postmark on four of six examples featured in a spring 2009 *New England Ancestors* article correctly identified the recipient's birthplace. The written text found on post cards occasionally contained interesting family information, including a marriage and a death. Envelopes and cards sent from outside the United States and written in a language other than English had a greater likelihood of being mailed from the recipient's birthplace. Some of the envelopes and post cards were written by children of immigrants many years after immigration, in one case 82 years after the parents arrived.

Interested genealogists were identified for three eighths of the covers (38%, 99/261). Contacted genealogists were pleased. In several cases, these envelopes and post cards offered the first indication of an ancestor's birthplace or maiden name, or a person's handwriting. Because some items were for sale, several genealogists purchased envelopes or post cards for their family collections.

Creating an online, philatelic genealogy database appears both feasible and worthwhile. Old envelopes and post cards are readily available and most can be linked to people in U.S. censuses. In addition to providing genealogical information, envelopes and post cards have value as personal documents written and handled by our ancestors. An envelope or post card links an ancestor in a specific location and time with another person and place. Used in combination with other sources, the old envelopes and post cards on *Philgen.org* can be a valuable genealogical resource.

Three envelopes mailed to or within North Carolina between 1861 and 1865 with basic genealogical data on the sender and recipient (when available) illustrate *Philgen.org*. These examples show how postal history documents our ancestors' wartime experience. Other envelopes relate to our ancestors' political and social interests, work, and recreation. Many more envelope and post card photographs involving North Carolina residents are available. *Philgen.org* has permission to use thousands of photographs from various collections, websites, and archived philatelic auction catalogs. *Philgen.org* classifies envelope and post card photographs by sender and recipient to make each name more accessible to genealogists. Anyone interested in adding North Carolina envelopes and post cards to the website is invited to contact the author. ■

## References:

James R. Miller, "Philatelic Genealogy: Old Envelopes, Postcards, and Immigrant Origins," *New England Ancestors* 10 (2009) 2: 37-38.

James R. Miller, "Philatelic Resources for North Carolina Genealogy in the 1861-1865 Period," *North Carolina Genealogical Society Journal* 36 (August 2010): 197-207.

*James R (Jim) Miller is a genealogist and postal historian and is founder of Philgen.org. He lives in Caroga Lake, New York, and Haguenau, France. He welcomes comments at [jim@philgen.org](mailto:jim@philgen.org). Portions of this article appeared in James R. Miller, "Philatelic Genealogy Update, An Initial Assessment of the Genealogical Value of Old Envelopes and Postcards," American Ancestors 11 (2010) 1: 45.*

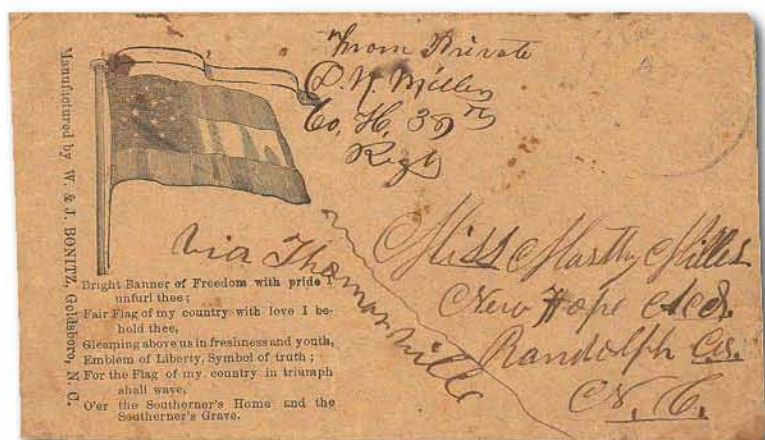


**Figure 1** ▶

William F. Burrow of Thomasville, North Carolina, received an envelope from Halifax, North Carolina, in 1862. The envelope was sent by "Private H. Burrow Co[mpany] K 45[th] Reg[iment] N[orth] C[arolina] Troops." William Burrow and his apparent father Henry, who was forty-five years old, lived in Shady Grove (about six miles north of Thomasville) at the time of the 1860 U.S. census. Henry Burrow enlisted on 27 March 1862, when he was forty-eight years old, and served with Company K, 45th North Carolina Infantry Regiment. He died from wounds in Richmond, Virginia, on 24 June 1864. The envelope, which was handmade from an old map, apparently was sent by a father to his son. As with any source of genealogical information, evidence from old envelopes must be correlated with data from other sources to reach sound conclusions. (Courtesy Robert A. Siegel Auction Galleries, Sale 907, Lot 2955)



◀ **Figure 2.** Miss "Marthy" Miller of New Hope, Randolph County, North Carolina, received an envelope from "Private D. N. Miller, Co[mpany] H, 38th Reg[imen]t" circa 1862. A Daniel and Martha Miller, apparently brother and sister, lived in Ash[e]boro (about twelve miles northwest of New Hope) at the time of the 1860 U.S. census. D. N. Miller, who served with Company H, 38th North Carolina Infantry Regiment, died in service in 1862 in Mechanicsville, Virginia. The envelope, which has a ten-star Confederate flag with banner and a verse, appears to have been sent by a brother to his sister. (Courtesy Schuyler Rumsey Philatelic Auctions, Sale 29, Lot 3848)

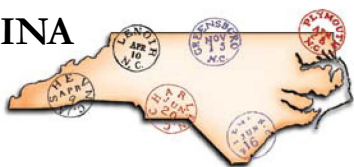


**Figure 3** ▶

Mrs. B. F. Little of Little's Mills, Richmond County, North Carolina, received an envelope from Fort McHenry Prison, Baltimore, Maryland, in 1863. The envelope was sent by Lt. Colonel B. F. Little, and passed via Washington, D.C., Fortress Monroe, and Richmond, Virginia. One B. F. and M. J. Little lived in Little's Mills at the time of the 1860 U.S. census. A Benjamin Little, who served as a captain, Company E, 52nd Infantry Regiment of North Carolina, was wounded at the Battle of Gettysburg in 1863. The routing and markings provide evidence that he was taken prisoner. The envelope, which appears to have been sent by a husband to his wife, has both a C.S.A. stamp showing Jefferson Davis and a U.S. stamp showing George Washington. Benjamin F. and Mary Jane Little, with three children, lived in Rockingham at the time of the 1870 U.S. census. (Courtesy Robert A. Siegel Auction Galleries, Sale 988, Lot 197)



## NORTH CAROLINA POSTAL HISTORIAN



If you'd like to contribute information  
or articles to the Summer *POSTAL HISTORIAN*  
please submit by the following deadline:

JUNE 1

## SEEKING

Confederate and Southern States  
Postal History as well as a few  
Select Customers for such.

### Carolina Coin & Stamp, Inc.

Tony L. Crumbley  
P.O. Box 681447, Charlotte, NC 28216  
704.395.1191

tonycrumbley@bellsouth.net  
www.TonyCrumbley.com



## BIG LICK STAMPS

*Buying and selling Stamps, Covers &  
Collections of the World*

**Cary Cochran**  
Owner

P.O. Box 163  
Locust, North Carolina 28097  
1.800.560.5310

carytj@yahoo.com

I BUY IT. I SELL IT.

## Confederate States

Stamps and Postal History

**Patricia A. Kaufmann**

10194 N. Old State Road, Lincoln DE 19960  
(302) 422-2656 ~ trishkauf@comcast.net

*Over 40 years experience in Confederate philately*

*Let me help you build your collection or, if that time has come,  
let me help you market it to your best advantage*

## 2011 SUSTAINING MEMBERS

Marshall Acee	J. Ron Edmonds	Robert Outlaw
Harry Albert	Andrea Edmondson	Pierre Oldham
N.C. Archives	Roy Elmore	Dennis Osborne
W. Bryson Bateman	Pascual Goicorchea	Tom Richardson
Larry Baum	Charles Hall	Irwin Robinson
Ralph Baumgardner	P. Mark Hardy III	Eugene Setwyn
Alan Blair	Philip Howerton	Edward Smith
Mary Ann Brown	Sam Hudson	Jay & Bonny Smith
Maurice Bursey	David Hull	Ed Stafford
Christopher Chamberlin	Steve Jackson	Scott Steward
Cary Cochran	Stefan Jaronski	Larry Thomas
L.T. Cooper	Trish Kaufmann	Richard Weiner
Tony Crumbley	Michael Kelly	Kent Wilcox
Frank Dale	Raymond Marshall	Douglas Williams
Bill DiPaolo	Richard Murphy	Richard Winter

(40% of membership)

## NEW MEMBERS

Dean Briggs - Winter Haven, Florida  
George Aitken - Greenwood, South Carolina

A **red dot** on your mailing label means we  
have not received your dues.

## CALLING ALL MEMBER CYBERPHILES

We have a MEMBERSHIP E-MAIL DIRECTORY

Please send your e-mail address to  
tcrumbley2@bellsouth.net

## North Carolina Postmark Catalog Update

The following counties have been prepared  
and are available at

[http://www.postalmuseum.si.edu/statepostalhistory/  
northcarolina\\_postmarkcatalog.html:](http://www.postalmuseum.si.edu/statepostalhistory/northcarolina_postmarkcatalog.html)

**Alamance through Haywood**

Minor changes have been made to some of the other counties

## ALAN BLAIR PUBLIC AUCTIONS



QUALIFIED AUCTIONEER

Alan Blair  
5405 Lakeside Ave., Suite 1  
Richmond, VA 23228  
e-mail: alanblair@verizon.net  
Website: www.alanblairstamps.com



Office: 800.689.5602 Fax: 804.262.9307