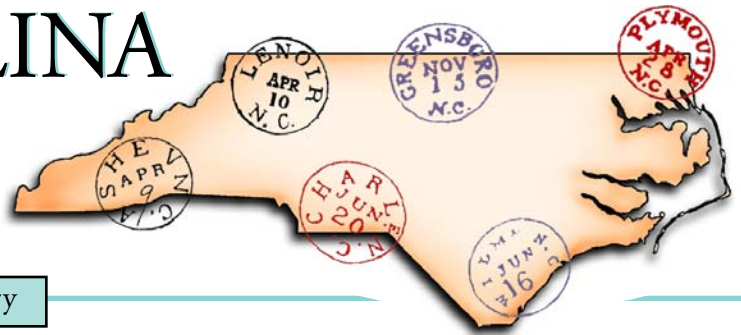


# NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History

VOLUME 33, NO. 4    FALL 2014    WHOLE 128



Wilmington to Yarmouth,  
Nova Scotia



Salisbury, NC -  
A Postal History

## PRESIDENT'S MESSAGE

The North Carolina Postal History Society held its annual meeting during CHARPEX 2014, at Charlotte on Saturday, July 26, 2014. I was very pleased to present the North Carolina Postal History Society Literature Award to Michael McClung for his article "Union Occupation Mail to Eastern North Carolina during the Civil War." This article was selected by the Board of Directors as the best article in Volume No. 32, the four issues of our journal in 2013. This is the first time a non-member of the society has received the award. We will continue to seek articles from members and non-members alike as long as we think the articles will be of interest to our readers.

At the annual meeting, Gene Lightfoot was elected to a three-year term as a Board member, replacing Roy Elmore, who had completed his term. Bill DiPaolo and I were reelected to the Board for additional three-year term as out By-Laws require the officers of the society to be Board members. I would like to publicly thank Roy for his service to the society as a Board member for the past three years. After a short, formal meeting, Tony Crumbley provided a PowerPoint presentation on North Carolina Postmaster Provisionals, in handstamp, adhesive, and typeset-printed forms from his North Carolina collection. The attendance at his talk was very good. All who were there had an enjoyable, educational experience.

The following was received from Tony Crumbley: "Help Needed! In 1996 I published a census in the *Postal Historian* of North Carolina 1869 covers. The census was updated by Tom Richardson in October 2007. I have been ask by several people lately if I could update the list. I would like to do this in an upcoming issue of the *Postal Historian*. It would be of great help if you could send me information on any covers you may

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have in your collection with this issue posted from North Carolina. Send along a scan, photocopy, or just a note with the info." Tony's e-mail and regular mail addresses are listed below.

The status box of the *North Carolina Postmark Catalog Update* (back page) will show more changes. Pasquotank, Pender, Perquimans, and Person Counties have been added. Alamance through Buncombe Counties have been updated. All the improvements are on our web site, which also is linked from the Smithsonian National Postal Museum web site. To date, the postmarks of 73 counties and four large cities have been documented, each available on-line in downloadable PDF files. Remember, if you want to know if a county has had changes made since you last viewed it, check the date in parenthesis after the name of the file posted. Also, the date of a revision appears in the lower left corner of the first page (map page) of each county. Counties that show only a month and year have not had the latest updates. Currently, there are 4,046 pages on-line, with 15,531 markings that were not documented in the original catalog.

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@triad.rr.com](mailto:rfwinter@triad.rr.com), or write to me. My mailing address appears at the bottom of this page.

*Dick Winter*



## NORTH CAROLINA POSTAL HISTORIAN

(Library of Congress No. ISSN 1054-9158.)

Web site [www.ncpostalhistory.com](http://www.ncpostalhistory.com)

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 editors.

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## Wilmington to Yarmouth, Nova Scotia

by David D'Alessandris



Figures 1a and 1b illustrate the front and reverse of a December 30, 1846, folded letter outer sheet from Wilmington (New Hanover County) to Yarmouth, Nova Scotia -- an unusual destination for mail from North Carolina in the 1840s. Prior to Confederation in 1867, what is now Canada was comprised of several independent British Colonies, including Nova Scotia. Pursuant to the postal arrangements in effect, mail to the British North American (BNA) provinces from the United States could be sent entirely unpaid, or "paid to the lines" (paid to the U.S. border exchange office). At this time, most mail to the Maritime Provinces of New Brunswick, Nova Scotia, and Prince Edward Island, was exchanged between Robbinston, Maine, and Saint Andrews, New Brunswick.

The exchange offices were located on opposite sides of the Saint Croix River, the boundary between the United States and New Brunswick.

This letter was sent unpaid, and the Wilmington post office rated the letter 10¢ due (blue handstamped 10 at top right) for a distance over 300 miles from Wilmington to the Robbinston, Maine exchange office. By 1846 much of the mail to the Maritime Provinces was sent by steamship from Boston to Eastport, Maine (near Robbinston), although this letter could also have traveled by land. From Robbinston, the letter would have been sent across the St. Croix River to Saint Andrews. There is a January 7, 1847, Saint Andrews, New Brunswick, transit marking on the reverse of the cover (Figure 1b). At Saint Andrews, the letter was re-rated for transit to Yarmouth (manuscript markings to the left of the blue hand stamped 10



◀ ▲ **Figures 1a and 1b.** Front and reverse of December 30, 1846, folded letter outer sheet of unpaid letter from Wilmington (New Hanover County) to Yarmouth, Nova Scotia.

of Wilmington). On the top line of manuscript markings, the 10¢ postage due was converted to 6 pence New Brunswick currency. The squiggle to the left of the 6 is actually "Ap" for American Postage. On the second line of the manuscript marking the cover was rated 11½ pence currency for the distance from Saint Andrews, New Brunswick to Yarmouth, Nova Scotia, which was between 201 and 300 miles. The third line represents a total amount due of 1 shilling 5½ pence currency (roughly 1 shilling 3½ pence in British sterling). While New Brunswick and Nova Scotia were separate BNA provinces, their local currencies had the same value, along with that of the Province of Canada. In addition, prior to 1851, the Post Offices in New Brunswick and Nova Scotia both reported to the General Post Office in London, and used the same postal rates. Transit markings on the back of the cover from Saint John (January 7, 1847) and Digby, Nova Scotia (January 10, 1847) indicate that the cover was sent between those cities

### Have You Checked Our New Web Site?

The North Carolina Postal History Society's web site is located at  
[www.ncpostalhistory.com](http://www.ncpostalhistory.com)

Take a look and let us know how you feel about it.



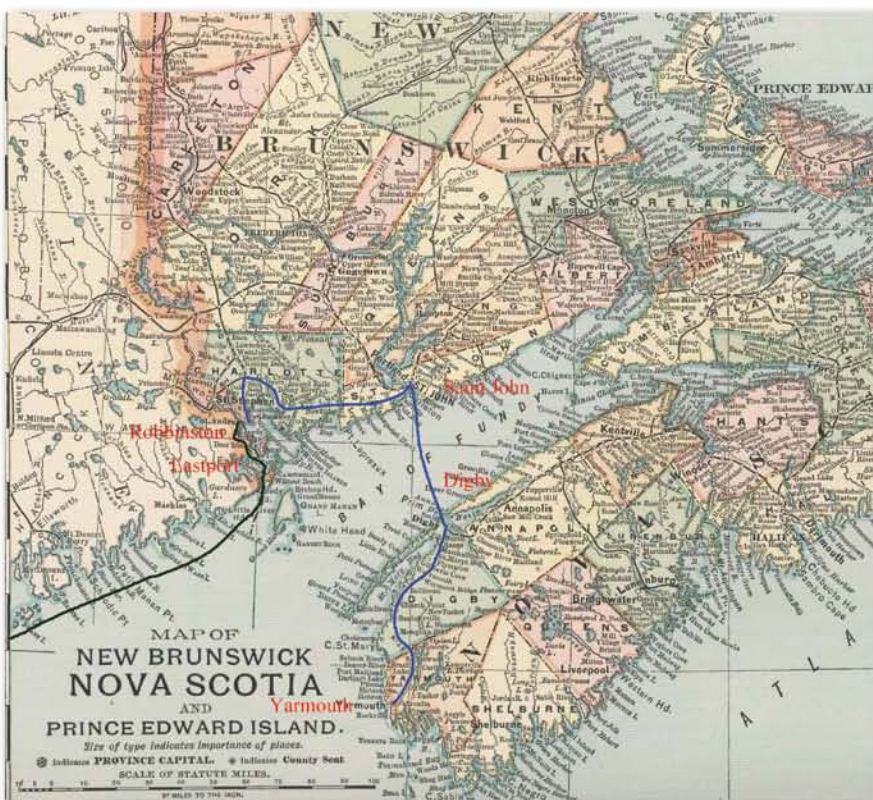
by ferry across the Bay of Fundy. The cover reached Yarmouth on January 11, 1847, again shown by a red orange circular datestamp on the reverse of the cover.

The route the letter took from Boston to Robbinston, Maine, (black ink) cross border into New Brunswick then to Yarmouth, Nova Scotia (blue ink), is shown in Figure 2.

The pencil markings on the reverse and carried over to the front in the upper right corner are docketing notations by the letter recipient. They show the letter was from Captain Cook, December 26th, in Wilmington. The letter's contents are missing, but we can assume that the letter was a report back to the ship's owner after the vessel's transit to Wilmington. ■

**Figure 2.** ▶

Contemporary map showing the letter's likely route from Boston to Robbinston, Maine (black), and Saint Andrews, New Brunswick, to Yarmouth, Nova Scotia (blue).



## Mystery Cover



Our new mystery cover is a business size envelope with blue ink manuscript postmark dated April 28, 1887, addressed to Maxwell (Henderson County). Where was it posted and why was 4 cents postage due?

Send your answers to Tony Crumbley or Dick Winter



# Salisbury, NC – A Postal History

by Tony L. Crumbley



When Rowan County was formed on March 13, 1753, Rowan Courthouse was named as its county seat. At its creation, it was formed from Anson County and became the largest county in the state, as well as the most populous county. It included the entire northwestern part of the state. By 1780 Rowan County had been reduced to the size that now includes Rowan, Iredell, Davie and Davidson Counties. Figure 1 is a section of the 1839 Post Road map prepared by David H. Burr, geographer to the U.S. House of Representatives, showing Rowan County, North Carolina. The area above the South Yadkin River (shown by a blue line) had become Davie County by the end of 1836, but was still shown on this 1839 map as belonging to Rowan County (darker green area).

One of the first explorers of the Rowan region was Dr. John Lederer in 1672. He discovered a tribe of Saura Indians camping there. John Lawson also spent several days in the area in 1702 with a tribe of Sapona Indians who befriended him.

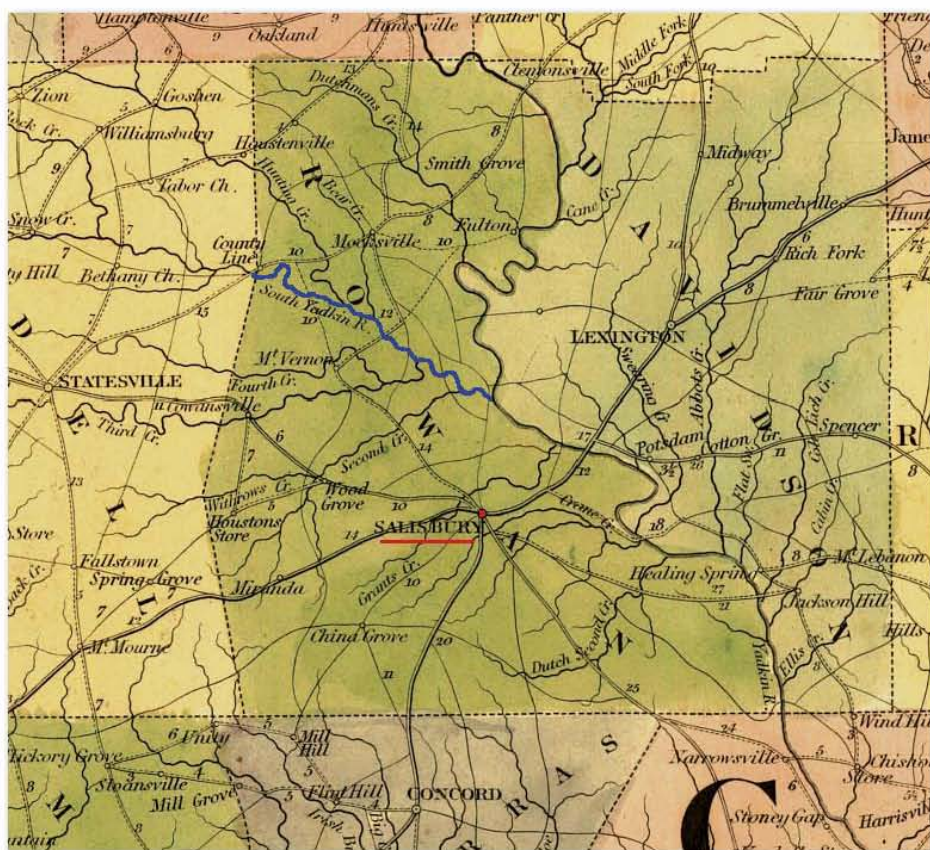
Except for traders and hunters, few white men visited the region before 1747. In that year, a small group of adventurers entered the area. The Scotch-Irish were considered to be the first to settle here and occupied the best quality farm land. The Germans immigrated a few years later and occupied land with less desirable soil property. In 1752, Moravians came into the area.

Shortly after the county was formed, the Crown appointed justices to the area. One of the first justices was Squire Boone, father of Daniel Boone. The court was the major judicial body of the county and had the most power. It directed certain people to lay roads, tried minor criminal cases and civil cases, appointed guardians for orphans, settled estates, and set fees for ferries and inns.



This court chose the site for the public buildings in Rowan County. The land for the site was obtained from the Earl of Granville, which was laid out and the first 30 x 20 foot courthouse built in 1755.

In the deed for this site, the name “Salisbury” was used for the first time. Prior to this, the community was known as Rowan Court House. The name was chosen after the cathedral town of Salisbury, England. The



▲ **Figure 1.** Portion of 1839 Post Road Map of North Carolina by David H. Burr, geographer to the U.S. House of Representatives, showing Rowan County (darker green). The area above the South Yadkin River (shown by a blue line) became Davie County by the end of 1836, but was still shown on this 1839 map as belonging to Rowan County.

courthouse was not completed until 1756. However, in the summer of 1755, Governor Arthur Dobbs passed through Salisbury and found the town laid out, the courthouse under construction, and seven or eight log houses built.

Between the 1750s and 1770s, migration to the Salisbury area continued in great numbers. It took place along the “Carolina” or “Great Wagon” Road from Pennsylvania to the Yadkin River. Governor Dobbs reported to London that settlers were coming in from the North in hundreds of wagons. In 1755, it was reported that 5,000 wagons had crossed the James River in Virginia bound for Rowan County. In 1766, Governor Tryon wrote, “This colony is being settled faster than any in America.”

By 1762, Governor Dobbs estimated Salisbury had over 35 homes, inns, or shops with more than 150 living in the township. Two merchants did a bustling business. In 1767 John Mitchell sold Governor Tryon what would amount to \$10,000 in goods today to trade with the Indians. The other merchant, William Nesbitt, outfitted Daniel Boone before he left on his excursions into Kentucky and was the recipient of many of the furs and pelts that Boone brought back.

After the Boston Tea Party of December 16, 1773, the port of Boston was closed by England, and Boston called for help from the colonies. On July 21, 1774, the first convention was called in North Carolina. This was to be a process of counties issuing resolves and electing delegates. Of the 30 North Carolina counties which elected delegates in 1774, records of only nine have survived. Of these the Rowan resolves were the earliest, dating from August 8, 1774.

With the Revolutionary War under way, Rowan County was regularly asked to supply troops and materials. The Salisbury district supplied more men than any other in the state. Rowan furnished 1,500 men in addition to those in the continental line and the nine month draft. The author has seen letters written during the war and carried through a non-military system.

When the fledgling nation began its postal system, Salisbury was one of the first cities to receive a postmaster appointment. George Lawmann was appointed postmaster on June 12, 1792, one of the 18 offices in the state. He would serve until April 1, 1793, when William Winder was appointed. Winder, however, would remain postmaster only for 12 days, perhaps the shortest serving postmaster in North Carolina. Samuel Dayton replaced him and served until 1796. The earliest recorded marking from Salisbury is a manuscript marking dated March 6, 1793, applied near the end of postmaster Lawmann tenure. Figure 2 illustrates this cover, which resides in the John Steele papers of the University of North Carolina Southern Collection. The letter was posted in Salisbury, addressed to John Steele, at

Petersburg, Virginia. Steele was the Rowan County representative to the U.S. House of Representatives on his way home from the completion of the 2nd Congress in Washington, D.C. in early March 1793. Apparently, the letter was marked in Salisbury for 20 cents due in Petersburg, the correct rate for the post-route distance of 286 miles from Salisbury. The Petersburg postmaster marked the letter was received on March 22nd, but thought the letter should not have been marked for postage due and should have marked for free postage, which he stated on the face of the letter. He was correct in that Steele still was entitled to free postage up to 20 days after the Congressional session ended.

Perhaps the most famous citizen of Salisbury was Andrew Jackson who became the seventh President of the United States (Figure 3). After the revolution, young Andrew inherited



▲ **Figure 2.** March 6, 1793, folded letter from Salisbury to Petersburg, Virginia, the earliest recorded letter showing a Salisbury postmark. Letter written to John Steele, Rowan County representative to the U.S. House of Representatives on his way home from the completion of the 2nd Congress in Washington, D.C. in early March 1793. (Courtesy of University of North Carolina, Southern Collection)

some funds and moved to Charleston to enjoy his youthful days and nights. After maturing, he decided it was time to find a career so he chose law. He ended up back in Salisbury where he studied under Spruce McCay. His reputation as a gambler, fighter, and hard-drinking, young student has been confirmed by his biographers. While in office in the White House, he was reminded that he had once resided in Salisbury. Jackson remarked, “Old Salisbury, I remember it well. I was just a lad then, but I did my best.”

After receiving his license to practice, Jackson moved to Tennessee where he made his reputation as an Indian fighter and lawyer-politician. He served as President of the United States from 1829 – 1837.

One of the oldest structures still standing in Salisbury is the home of another attorney, Archibald Henderson (1768-1822). His law office, built in 1801, was located on the present site of





▲ **Figure 3.** Andrew Jackson, seventh President of the United States (1829-1837), studied and practiced law in Salisbury before moving to eastern Tennessee.

the public library. Archibald was born near Williamsborough (Granville County). He moved to Salisbury in 1790 to study law and began his practice there. He was elected as a Federalist to the Sixth and Seventh Congresses (March 4, 1799 - March 3, 1803).

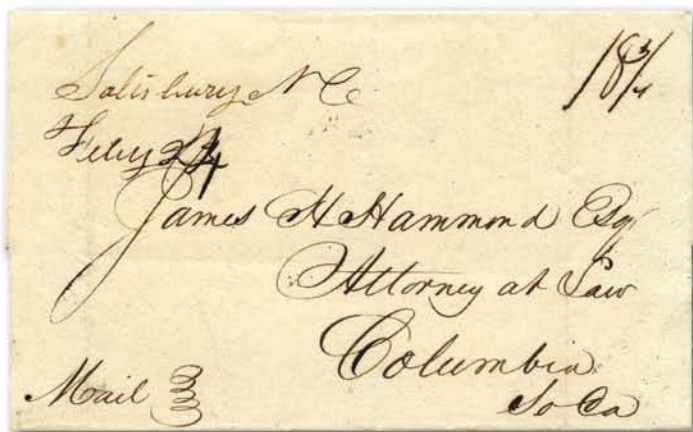
dated February 24, 1830, when the city's fifth postmaster, Samuel Reeves, was in office. He was appointed January 7, 1822 and served until February 13, 1838.

The earliest recorded handstamp marking of Salisbury is dated in 1838. This marking was introduced by postmaster Henry W. Connor (February 13, 1838 – February 8, 1841). Figure 6 is an example of the Type 1 postmark used from February 1838 until November 1857. It was struck in red ink from February 1838 until February 1846, when the ink color was changed. This cover was posted on September 26, 1838, addressed first to a forwarding agent in New Orleans and then to Dr. Ashbel Smith, Surgeon General of Houston, Republic



**Figure 4.** ▶ Washington City, January 2, 1801, folded letter to Hillsboro (Orange County), showing free frank of Congressman Archibald Henderson, Salisbury lawyer.

Figure 4 illustrates his free frank as congressman on a January 2, 1801, letter from Washington City to Hillsborough (Orange County). He served in the state house as one of seven town representatives from 1807-1809, and again in 1814, 1819, and 1820. He then resumed his law practice in Salisbury and died there in 1822.



of Texas. The letter was paid the 25 cents for the rate for a distance over 400 miles to New Orleans. Upon arriving there, forwarding agent Smith Hubbard & Co. placed it on the steam packet *Columbia*, which routinely operated between New Orleans and Galveston, Texas. The two-line handstamp, "STEAM PACKET/COLUMBIA," was applied on board the steamer. At Galveston the letter was marked "Ship 31," for postage due of 31 cents (25 cents domestic fee to Houston from Galveston plus 6¼ cents incoming ship fee, apparently rounded down). These rates were in effect at the time for the Republic of Texas.

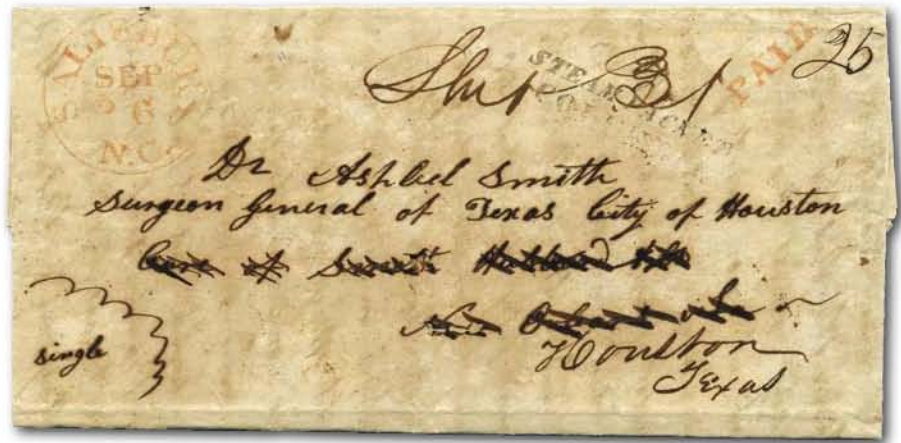
◀ **Figure 5.** Salisbury, February 24, 1830, folded letter to Columbia, South Carolina, with manuscript postmark used at Salisbury from the beginning of the post office in 1792 until 1838. Letter to attorney James H. Hammond marked in Salisbury for 18¾ cents post due at Columbia.

From its first days of 1792 until 1838, the postmasters of Salisbury used manuscript cancels on the mail that left their post office. Figure 5 is a manuscript postmark from Salisbury

Figure 7 is another example of this handstamp posted December 21, 1845 to Joseph H. Wilson, Esq., of Charlotte (Mecklenburg County). This cover has both a manuscript "Paid

**Figure 6.** ▶

Salisbury, September 26, 1838, folded letter to Houston, Republic of Texas, via forwarding agent in New Orleans, showing use of first circular datestamp, Salisbury Type 1 in red ink. Letter paid 25 cents domestic fee to New Orleans, then carried by private steamship *Columbia* to Galveston, where it was marked for 31 cents postage due (25 cents domestic fee to Houston plus 6¼ cents incoming ship fee, rounded to 31 cents).



◀ **Figure 7.** December 21, 1845, folded letter from Salisbury to Charlotte (Mecklenburg County) paid 5 cent rate in cash addressed to lawyer Joseph H. Wilson. Red ink on Type 1 circular datestamp used in Salisbury from February 1838 until February 1846.



**Figure 8.** ▶

Salisbury, July 12, 1846, folded letter to Bolaver[sic], Mississippi, paid 10 cents in cash for the greater than 300 miles distance to Bolivar. Letter posted with Type 1 circular datestamp and PAID in blue ink. This color was used at Salisbury from April 1846 until May 1852.



◀ **Figure 9.** Salisbury, May 19, 1841, folded letter sent free to Philadelphia by Benjamin Julian, who served as postmaster from 1841 until 1853. He wrote his frank in the upper right corner, under which he stuck a FREE handstamp in red ink. The letter was written to inform the publisher that the person to whom mail was being sent was not in Salisbury.

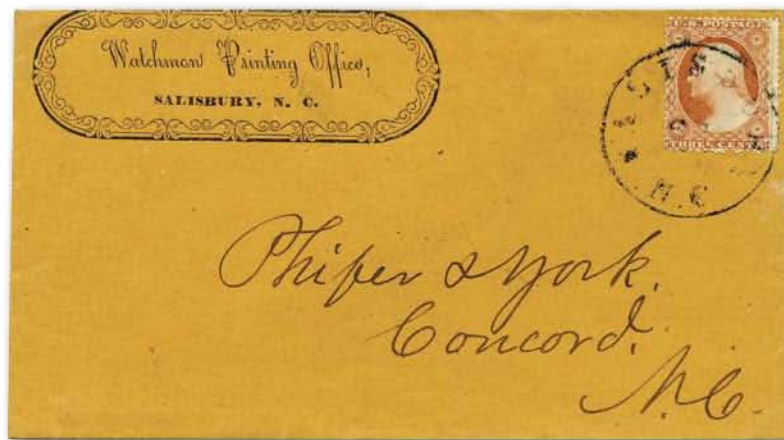






◀ **Figure 10.** July 17, (1852), attractive lady's envelope sent unpaid from Salisbury to Mount Mourne (Iredell County). Envelope postmarked with Type 1 circular datestamp in black ink. This color was used from July 1852 until November 1857. Salisbury postmaster marked 5 cents postage due at destination.

**Figure 11.** ▶  
Salisbury, ca. 1858, early advertising cover posted to Phifer & York in Concord (Cabarrus County), paid with 3 cent 1857 dull red stamp, canceled with a poorly struck Salisbury circular datestamp. The printed corner card was that of the Watchman Printing Office in Salisbury.



5" and handstamp PAID. Mr. Wilson was a business man and Board member of the Bank of Charlotte at the time.

Beginning in April, 1846, Salisbury used blue ink for its cancels. Figure 8 is an example of the Type 1 circular datestamp in blue with a blue handstamp PAID and manuscript 10 rate. The folded letter was posted unpaid to Bolaver[sic], Mississippi. Blue ink was used until May, 1852. At Bolivar the 10 cents postage was collected.

Figure 9 illustrates the free frank of postmaster Benjamin Julian with the Type 1 circular datestamp and handstamp FREE in red ink. The letter is dated May 19, 1841, and is to the editor of the *Biblican Repertory*, Princeton review, Philadelphia, informing them of mail being sent to a person not living in the city.

In July 1852, Salisbury used black ink for its cancellations. An attractive, unpaid embossed lady's envelope is shown in Figure 10. It was postmarked with the Type 1 circular datestamp in black ink and marked for 5 cents postage due in manuscript. The envelope is addressed to "Mr Th M Mills, Mt. Mourne, Iredell County." The black ink was used until November 1857.

Printing was first introduced in North Carolina in New Bern (Craven County) in 1740 and other coastal towns ten to twenty years later. Salisbury was the only Piedmont town to have a printing press in 1794. In that year, printing equipment was purchased from a printer in Virginia and shipped to Salisbury.

The *North-Carolina Mercury* and *Salisbury Advertiser* were two Salisbury newspapers that began in 1798 and continued until 1802 using this printing press.

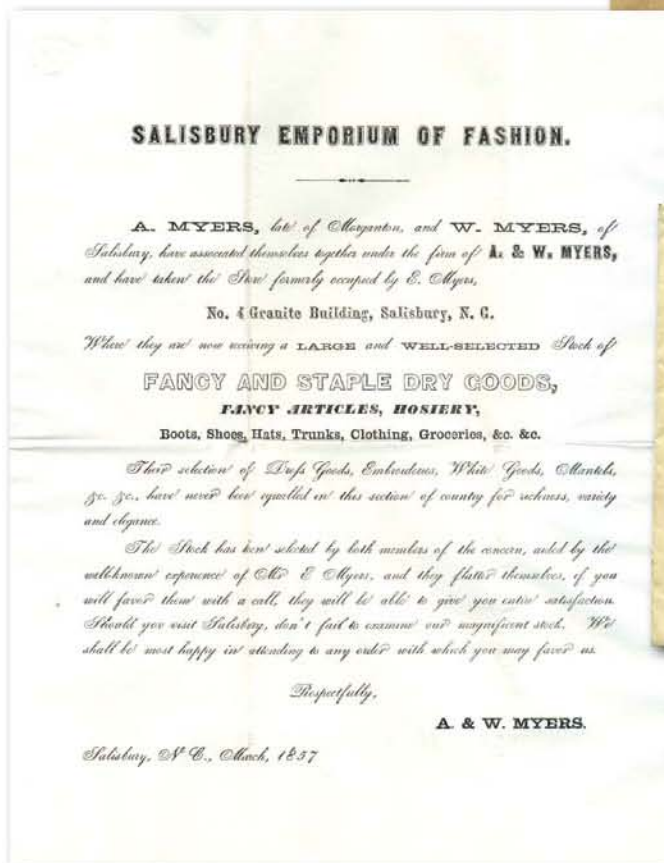
In 1820, Jacob Krider associated himself with Lemuel Bingham in publishing the *Western Carolinian*, the first successful weekly newspaper published in western North Carolina. The newspaper continued to be published under various publishers until 1842. In 1832, Hamilton C. Jones established the *Carolina Watchman* to combat the views of the *Western Carolinian*, an ardent secessionist publication. In 1844, John J. Bruner purchased The *Carolina Watchman* and published it until his death in 1890. This was the oldest paper in the state and Bruner the oldest editor. In Bruner's hands, the paper embraced the Whig principles until the Civil War.

Figure 11 is an early advertising cover of the Watchman Printing Office, an envelope sent to Phifer & York of Concord (Cabarrus County). The Salisbury circular datestamp in black ink was a poorly-struck and the date cannot be read. Based on the stamp used on the envelope, the postmark must be a Type 2 Salisbury postmark, which will be discussed later. This locally-produced advertising cover illustrates the importance of the printing business to the Salisbury economy.

Social life throughout the early history of Salisbury was centered in taverns and inns. Houses of entertainment, as these places were called, did their best business during court week

**Figure 12.** ►

November 27, (ca. 1850) paid cover from Salisbury to Raleigh (Wake County). Embossed blue corner card of the Mansion Hotel, in Salisbury, Hand James, proprietor. This hotel opened in 1822. Type 1 postmark in black ink.



◄ ▲ **Figure 13.** Salisbury, March 16, 1857, imperforate 1 cent blue 1851 stamp paying the printed matter rate on an envelope containing a printed circular to Huntsville (Yadkin County). Type 1 postmark of Salisbury in black ink. The printed enclosure is shown to the left.

and special occasions. Political contests brought many people to Salisbury. One held there in 1840 attracted 12,000 people from ten adjoining counties. This was one of the liveliest Whig rallies ever witnessed in North Carolina. This would be a large convention for most cities, even today.

To capture the trade of the visitors, inn keepers advertised widely. Every newspaper in the state carried glowing accounts of the inns. One inn promised the overnight guests “clean, well furnished chambers, a well stocked cellar, icehouse, good oysters” and another promised to “provide everything necessary for the comfort and accommodations of all who may be pleased to visit.”

Even with such lavish claims, the cost of operating an inn was in most cases more than the revenue it took in. Most changed hands often. One such inn was the Mansion House,

first opened in 1822. By 1861, there had been six different owners. Figure 12 illustrates an embossed corner card cover of this hotel. This is one of the earliest recorded advertising covers in the state. The envelope was sent to David F. Caldwell in Raleigh (Wake County), a prominent Salisbury lawyer, who in July 1844, was nominated to the superior court bench.

The first U.S. postage stamps were issued in 1847. Fourteen post offices in North Carolina received copies of these stamps. Salisbury, however, was not one of those. No use of the 1847 stamps has been recorded from Salisbury.

The second-issued stamps were introduced in 1851. These imperforate stamps made their way to Salisbury as well as most post offices within the state. Figure 13 is an example of the one cent blue 1851 Franklin stamp used from Salisbury to Huntsville (Yadkin County) on March 16, 1857. The one cent-rate paid



for sending the enclosed circular, which advertised the opening of the new Salisbury Emporium of Fashion offering fancy articles of clothing.

In 1857 a new cancellation was introduced in Salisbury, an example of which is shown in Figure 14. This cover with a 32 mm black circular datestamp of June 10, 1857, is the earliest recorded example of the Type 2 circular datestamp. Note the new postmark shows that the year date has been added to the postmark. It was used here on a cover to Granite Hill (Iredell County) paid with a 3 cent dull red imperforate 1851 second issue postage stamp. The Type 2 handstamp would have been introduced by the postmaster John A. Weirman, who served until from May 16, 1853, until 14 January 1858.

Not to be outdone by the Mansion Hotel, H.L. Robards, owner of the Rowan House in Salisbury, had printed what is perhaps the most ornate embossed corner card used during the 1850s. Shown in Figure 15, this Liberty Bell corner card states:

H. L. Robards  
of the  
Rowan House  
Salisbury, NC  
still continues  
to keep this  
long established  
and popular hotel  
in the best style

having in his employ  
efficient assistants  
who are determined no one  
shall go away dissatisfied.

W. Eaves

NY

A notation on the cover to the left of the postage stamp indicates the cover was from H. L. Robard and was addressed to the Clerk of Davie Superior Court in Mocksville. The cover bears an 1857 perforated 3 cent dull red stamp canceled with a Salisbury Type 2 circular datestamp. The cameo corner card was produced by William Eaves of New York, who produced die sink corner cards. Eaves was one of the most prolific die sink producers in the county with over 350 different dies that have been recorded. There are thirteen known from North Carolina.

On January 4, 1855, the first train arrived in Salisbury. After struggling for decades to get a railroad to the city, the citizens were excited over the event. A crowd of 15,000 lined the track eagerly awaiting the train's arrival from Charlotte and Concord. The first train was to arrive at 11:00 a.m. and the second at 2:00 p.m. When each arrived, it was greeted by cannon fire and music by the Concord and Salisbury Brass Bands. By April, the Yadkin River was spanned by a new railroad bridge. Trains carrying construction material also would carry families for a free six-mile ride so they could spend the day and watch the



◀ **Figure 14.** June 10, 1857, Salisbury to Henry M. Mills, postmaster of Granite Hill (Iredell County), paid with imperforate 3 cent dull red 1851 stamp. Earliest recorded use of the Type 2 circular datestamp of Salisbury, which now showed the year date.

**Figure 15.** ▶ Salisbury, NC, late 1850s, embossed advertising corner card of the Rowan House in Salisbury with perforated 3 cent dull red 1857 stamp and a Type 2 circular datestamp on a cover to Mocksville (Davie County). Corner card printed in New York by W. Eaves Co.



construction. One year later, in January 1856, the entire railroad was completed for a total of 223 miles from Goldsboro through Raleigh, Greensboro, and Salisbury to Charlotte. For the first time, all of the Piedmont was connected to world markets. This would bring about prosperity unknown to the city. For the first time, Salisburyans enjoyed enough wealth to afford gay parties, frequent dances and elaborate oyster suppers at the four local hotels. The future of the Salisbury area was bright. Its isolation was gone.

Figures 16 and 17 are early Salisbury railroad markings from the Western North Carolina Railroad. Figure 16 is an unrecorded SALIS. & W SPRINGS R.P.O. route agent marking dated May 18, 1884, with a "W" killer on the stamp. Figure 17 is a second and different postmark, SALIS.&W.SPR'S R.P.O., dated October 5, 1885 with an "E" killer. The "W" and "E" indicate the direction of travel on the railroad, east or west. These cancellations were used from 1884 to 1893 on the Western North Carolina Railroad that connected Warm Springs to Asheville and then ran to Salisbury.

With the coming of prosperity, came new construction, new buildings, new stores and industries. In 1858, a new three-story brick structure was built by Dr. C.A. Henderson as a drug store. This building was said to be the tallest in the state at the time.

Figure 18 is a cover posted from Salisbury with the black Type 2 circular datestamp of February 1, 1858, with a FREE handstamp, sent to the postmaster of Granite Hill in Iredell County. The letter enclosed was from Postmaster Mill's brother, R.W. Mills. While it contains no post office business, the 1857 Postal Laws and Regulations allowed all mail weighing less than one half ounce to or from postmasters to be free. Apparently, the person who sent the cover in Figure 14 didn't know this and prepaid the letter.

In 1859, the firm of Waterhouse and Bowes installed gas lamps, making Salisbury one of only five cities in the state with artificial lighting. By the end of 1859, the company had seventy customers and had placed fifty lights around the city.

With the 1860 census, the population of Salisbury had grown to 2,420 people, an increase of 1,000 from 1850. Salisbury was the fifth largest city in the state. Difficult times were just around the corner that would have a great effect on continued growth.

The citizens of antebellum Rowan County were mostly Unionist because of their strong ties to the Whig party. In the mid-1850s, the Democrats began to be the dominate party of the area. They were generally secessionists. Rowan County's own John W. Ellis, an ardent secessionist, was elected governor in 1858, and again in 1860. Both Ellis and Burton Craige of Salisbury, a district representative in Congress, were impatient to move forward with separation from the Union which they knew was inevitable. Governor Ellis had been making considerable preparations for war long before the secession convention was planned.

On May 20, 1861, a convention of the North Carolina citizens met in Raleigh and voted to take the state out of the Union. The ordinance of secession was introduced by Congressman Craige. The people of Raleigh went wild with excitement.

That was not the case with all the citizens of Salisbury. The editor of *The Watchman* expressed their sentiments as follows, "The news of secession was received quietly here as not the case in Raleigh. The separation had been accomplished in the hearts of the people upon the reading of Lincoln's Proclamation and call for 75,000 volunteers to enforce his black Republican rule over Southern States."

With the secession vote came the call for troops. Rowan County was already ahead of the game with home guards trained and ready to go. Charles F. Fisher, President of the North Carolina Railroad, and a member of an old Rowan County family, resigned in order to raise and equip troops with his own funds, one of the first regiments organized in the state, the Sixth North Carolina. He recruited his men from along the railroad line. His troops played an important role achieving victory for the southern forces in the first battle of Manassas on July 21, 1861. As North Carolina moved toward total mobilization in 1861, Governor Ellis, died on July 7, 1861, at age 40, while in Red Sulphur Springs, West Virginia.

The Confederate Postal Service began operations in the southern states on June 1, 1861. At that time, the government did not have stamps for use so they reverted back to the practices of the stampless era. The Salisbury Confederate Postmaster Moses A. Smith was appointed July 6, 1861, and would serve until the war ended April 30, 1865. He first used the old Type 2 circular datestamp with his pre-war handstamp PAID marking. Figure 19 is an example of this handstamp on a paid December 4, 1861, cover addressed to Hon. Thomas Ruffin in Raleigh. Although the amount paid was not indicated, the 5 cent rate to Raleigh was paid as indicated by the handstamp. At the time there were three Thomas Ruffins, father and son and a third, not closely-related Thomas Ruffin. The father was off fighting in the war and the son was in Raleigh serving in a vacant superior court judgeship at the request of Governor Henry T. Clark. The third also was off in the war. Additional information about the Thomas Ruffins may be found in "Some North Carolina Confederate Covers Addressed to Thomas Ruffin," by Maurice M. Bursey, *North Carolina Postal Historian* Vol. 33, No. 2, Spring 2014.

Without postage stamps there was no means for prepayment of mail before taking it to the post office. A few postmasters in the Confederacy created provisional covers, wherein they sold, for public use, locally-produced prepaid envelopes with the postmaster's indication of prepayment. Postmaster Smith was one of the few North Carolina postmasters who created provisional envelopes. His envelopes were press-printed on the left side of an envelope with a symbol of Phoenix rising from



**Figure 16.** ►  
Salisbury and Warm Springs R.P.O. – May 18, 1884 on a cover to Charleston, South Carolina. The “W” killer on the stamp indicates the letter was traveling westward on the rail line. This is an unrecorded railroad route agent marking, SALIS. & W SPRINGS R.P.O., used in the 1880s.



◀ **Figure 17.** Another different Salisbury and Warm Springs R.P.O. – October 5, 1885, on a cover to Hamlet (Richmond County). The “E” killer on the stamp indicates the letter was traveling eastward on the rail line. This recorded railroad route agent marking reads, SALIS.&W.SPR'S R.P.O.

**Figure 18.** ►  
Salisbury, February 1, 1858, envelope posted to Postmaster Henry M. Mills of Granite Hills (Iredell County) from his brother with a Salisbury Type 2 circular datestamp. The Salisbury postmaster also applied the handstamp FREE because all mail under ½ ounce to a postmaster was allowed free.



◀ **Figure 19.** December 4, 1861, paid Confederate cover from Salisbury to Raleigh, with a Type 2 circular datestamp and a PAID handstamp in black ink. Although the amount paid was not indicated, the 5 cent rate to Raleigh was paid as indicated by the handstamp PAID.



◀ **Figure 20.** Confederate postmaster provisional created by Salisbury postmaster M.A. Smith, dated September 1, 1861, on a cover to Clover Depot, Virginia. This provisional was press-printed in black ink on a greenish paper envelope. This is the only example known to exist. Above is an enlarged rendering of the completed provisional design that was partially destroyed.

**Figure 21. ▶** Confederate cover from Salisbury to Salem (Forsyth County), paid with CSA No. 5, lithograph-printed stamp by Hoyer and Ludwig printers in Richmond, Virginia. Since the stamp was not issued until March 23, 1862, the postmaster had placed the wrong date in the handstamp, which should have read 1862, not 1861.



the fire. Above this were the words “SALISBURY/N.C./POSTAGE” and underneath, “FIVE CENTS/M.A.SMITH\*P.M.,” indicating that 5 cents postage had been paid. When a patron used one of his envelopes, he would strike it with the handstamp PAID and apply the Type 2 circular datestamp. Figure 20 is the only know example of his provisional envelope used on a cover to Clover Depot, Halifax County, Virginia. The left side of this envelope was damaged and professionally restored, but a portion of the press-printing had been destroyed. To the right of Figure 20 is shown a rendering of the completed provisional design that was destroyed. This was quite a striking image. It is a shame no other copies have survived.

Figure 21 is an example of CSA No. 5 lithograph-printed stamp by Hoyer and Ludwig printers in Richmond, Virginia, used on a letter to Salem, Forsyth County. The 10 cent stamp was postmarked at Salisbury on August 23, 1862, not 1861 as shown. The earliest recorded use of the stamp was March 10, 1862; therefore, the postmaster had placed the incorrect year date-slug into the postmark device.

On November 11, 1861, *The Watchman* published an announcement of the Confederate government purchasing the old Salisbury factory and its preparations to turn the building into a prison to accommodate 1,000 or more Yankee prisoners. A month later, students from Trinity College (now Duke

University) led by the school’s President Baxter Craven, came to Salisbury to guard the prisoners.

The Factory Building had been built in 1839-1840 and was used to manufacture yarn. It was a brick building four stories high. Surrounding the factory were several brick cottages. These cottages were used as part of the prison. The entire site occupied 15 acres and was enclosed by a high board fence.

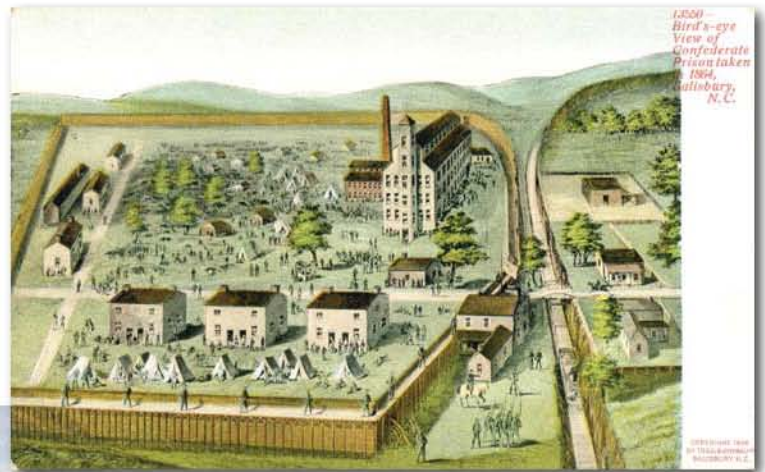
On December 9, 1861, the first 120 prisoners were moved to the Salisbury prison. Figure 22 is a postcard created from an illustration of an 1864 painting of the Salisbury Prison Compound. By the end of December, the number of prisoners had increased to 300, and Major George Gibbs had replaced the Trinity College President as Commandant.

By March, 1862, there were 1,500 prisoners in the Salisbury prison. Despite the large number, there was little sickness there. The editor of *The Watchman* visited the prison and found the men “out in the yard enjoying themselves variously.” Figure 23 shows a color lithograph published in 1863 of a baseball game played by Union prisoners at the Salisbury prison (Original watercolor painting by Major Otto Boetticher in 1862 while a prisoner at Salisbury). The color lithograph was published by Sarony, Major & Knaph and Goupil, Co.), and is considered to be the first painting of a baseball game.

Until the North cancelled an agreement to exchange prisoners in 1864, it was customary that all privates in prison were



**Figure 22.** ▶ Birds Eye View of the Salisbury Prison. This card was made from an illustration of an 1864 painting of the Salisbury Prison compound. It shows the lay out of the prison and the wall around it. The card was produced in 1906 by Theo. Buerbaum of Salisbury.



◀ **Figure 23.** Early lithograph of prisoners playing baseball within the prison compound. This is considered the first painting of a baseball game. The original watercolor painting was made by Major Otto Beotticher in 1862 while a prisoner at Salisbury. The lithograph was printed in 1863 by Sarony, Major & Knaph and Goupil Co.

**Figure 24.** ▶ Salisbury, February 22, 1864, paid cover to Thomasville (Davidson County) with PAID handstamp and manuscript "Ex g." (possibly Maj. Geo. C. Gibbs). This Salisbury prison cover most likely was from a civilian or political prisoner and not a Union soldier.



paroled. This resulted in large numbers of men being shipped back home. With the end of the parole agreement, the number of men in the prisons soared. By the end of 1864, there were 10,000 Union soldiers in the 15 acre compound at Salisbury. It had gotten so bad that in November 1864 during a changing of the guards, a squad of prisoners rushed the guards, seized their guns, killed two and wounded a few others. The returning fire from the other sentinels left 50 prisoners dead or dying. One of the prisoners who made the dash for freedom was Rupert Vincent (an alias for Robert M. Livingston), son of the noted missionary in Africa, David Livingston. Archive records indicate that he died some weeks later and was buried in an unmarked grave at the prison.

Figure 24 is a cover posted February 22, 1864, from the prison to Mrs. M. E. Thomas in Thomasville (Davidson

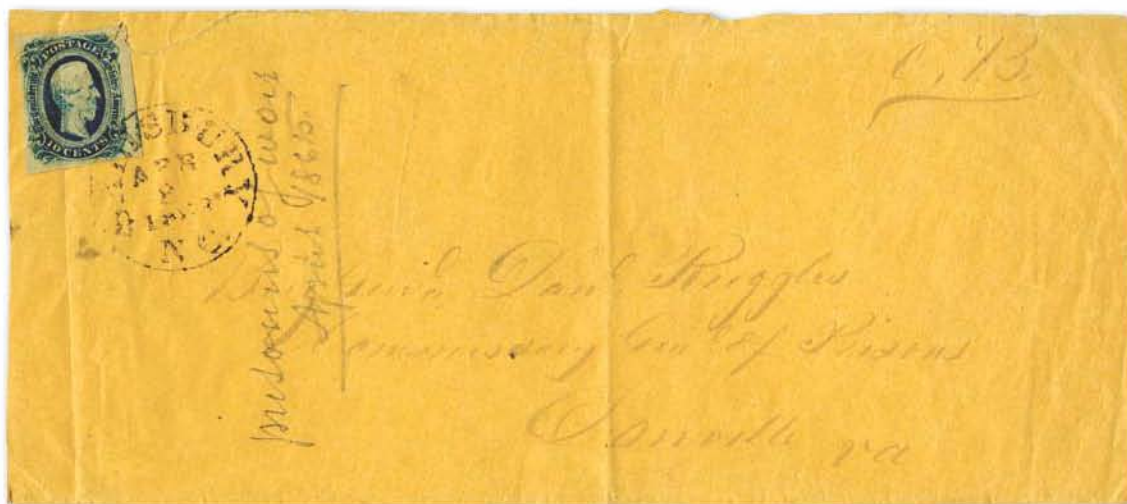
County). This cover most likely was from a civilian or political prisoner at Salisbury and not a Union soldier. Note the "Ex g" (examined) marking over the handstamp PAID, which is believe to have been made by Major Geo. C. Gibbs.

At daybreak on the morning of April 12, 1865, citizens of Salisbury were aroused from their sleep by loud explosions of artillery which had been placed around the city. The Union forces were advancing slowly. The terror-stricken women and children ran from house to house seeking shelter. The limited Confederate troops in the city were no match for the well-armed troops of Gen. George Stoneman.

"The destruction of property was immense," the editor of the *Banner* recalled. "The glare of the flames and the explosion of shells at the arsenal were seen 20 miles away. It seemed Salisbury was being completely destroyed."

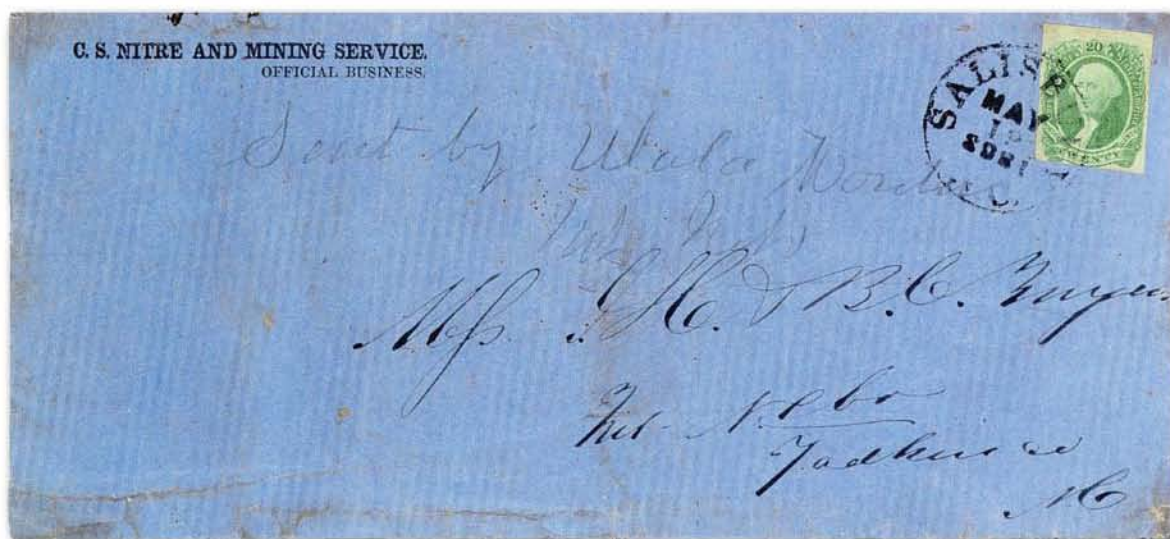
**Figure 25.** ▶

April 8, 1865, official cover of Col. Forno in Salisbury prison to General Rugger, Commanding General of Confederate Prisons, with 10 cent blue Keating and Ball, CSA No. 12. This was the last official mail from the prison.



◀ **Figure 26.**

Salisbury, May 18, 1863 with CSA No. 13 paying 20 cent rate to Yadkinville, (Yadkin County), with semi-official envelope corner card of the Confederate States Nitre and Mining Service. Official mail required Confederate postage.



The envelope shown in Figure 25 was posted with a Keating and Ball CSA No. 12 stamp dated April 8, 1865. It was from Colonel Forno, Commander of the Salisbury prison, to Brigadier General Daniel Ruggles, commanding general of all Confederate prisons. This is the last official mail to leave the prison before it was taken over by the Federal forces.

Salisbury played other important roles during the war besides housing the prison. Fifteen buildings for hospital purposes were erected by the Confederate government. An additional ten buildings were contracted to be built but were not. All buildings were to be on land donated by Archibald Henderson near the railroad.

Salisbury was headquarters for the Commissary of Subsistence of the Fifth District, which consisted of five counties. Its duties were to collect food for the soldiers. In September 1862, Salisbury was the collection center for eighty mules. A government owned distillery that formerly belonged to a local family was producing 250,000 gallons of whisky a year.

Furthermore, there was a large operation of the Confederate State nitre and mining service in Salisbury. Figure 26 illustrates an official envelope mailed from this office in May 1863. In March of that year, the Confederate government purchased the large foundry of Nathaniel Boydin, which in former days had produced agricultural equipment. By the end of the war, the foundry employed 240 workers and turned out all types of guns and ammunition. In August 1864, the Confederate Congress officially named the buildings of the foundry, Nitre and Mining Bureau and Distillery, the Confederate Arsenal at Salisbury.

On May 9, 1865, Salisbury was occupied by Federal troops under the command of Col. Charles A. Butterfield. This occupation lasted for two years. Col. Butterfield made it clear that he would not tolerate any irregularities by citizens or soldiers. Records indicate that he was true to his word.

A new postmaster was appointed on July 19, 1865, Anthony Bencine, who used a new 23.5 mm Salisbury circular datestamp shortly after taking office. Figure 27 is an example of this





◀ **Figure 27.** November 18, 1865, cover from Salisbury to Washington City, District of Columbia, paid with 3¢ dull red 1861 stamp with a Salisbury Type 3 circular datestamp, most likely a letter from an occupation soldier to his girl friend back home. The cover has a Washington carrier circular datestamp on the reverse.

**Figure 28.** ▶ Salisbury, May 21, 1866, cover to Wilmington (New Hanover County) with 3¢ dull red 1861 stamp. Advertising cover of the Mansion House Hotel printed by J. J. Bruner, job printers in Salisbury. Bruner was the publisher of *The Watchman* newspaper.



◀ **Figure 29.** ca. 1868 cover from Salisbury to Gold Hill (Rowan County) paid with a grilled 3¢ dull red 1861 stamp. This grilled issue stamp indicates a use in 1868. The Boyden House Hotel corner card advertising cover most likely was printed in Salisbury.

marking, Type 3, which would be used until early 1872. This envelope was posted at Salisbury on November 18, (year unknown), addressed to Washington City, District of Columbia. The army of occupation rendered no particular hardship to the citizens of Salisbury. They aided in the rebuilding of the town destroyed by Stoneman's troops. The military provided currency for everything they commandeered. Rent was paid to owners of homes used for quartering officers.

By 1866, it seems the printing industry was once again up

and running. Figure 28 is an envelope with a corner card advertisement of the Mansion House hotel printed by J.J. Brunner in Salisbury. A Salisbury Type 3 circular datestamp again was used. The enclosure is dated May 21, 1866. The letter was sent to Wilmington (New Hanover County). Figure 29 is another advertising cover, this time of the Boyden House hotel in Salisbury. The envelope undoubtedly was printed in Salisbury and the use of the U.S. grilled issue of 1861 indicates its use was ca. 1868. A pre-war 1860 advertisement for the same hotel,

## BOYDEN HOUSE, SALISBURY, N. C.

THE SUBSCRIBER BEGS LEAVE TO INFORM his friends and the public that he has, as agent for Wm. H. and C. M. Howerton, taken charge of this well-known and popular Hotel, situated on Main street, in a pleasant and business part of the city. The House and furniture are entirely new, and he intends to sustain the reputation of the house as a

### A First Class Hotel.

An Omnibus will always be found at the Station on the arrival of the trains, ready to carry passengers to the Hotel free of charge.

Regular Boarders, Lawyers and Jurors will find a comfortable home at this house. It is conveniently located.

THOS. HOWERTON, Ag't.  
44-tf

Feb. 1st, 1860.

◀ **Figure 30.** Pre-war advertisement for the Boyden House hotel in Salisbury dated February 1, 1860, indicated it was "situated on Main street, in a pleasant and business part of the city" and that an "omnibus will always be found at the Station on the arrival of trains, ready to carry passengers to the Hotel free of charge." The proprietor, had changed twice between 1860 and 1868.

**Figure 31.** ▶

Salisbury, ca. 1868 cover with eye-catching corner card printed advertisement of J.J. Brunner's Watchman Job Office in Salisbury. Envelope posted with 2 cent black grilled Jackson stamp to Newton (Catawba County) paying unsealed circular rate.



shown in Figure 30, indicates two different proprietors were listed between 1860 and 1868.

An eye-catching advertising cover is illustrated in Figure 31. This cover with the corner card marking of J.J. Brunner's Watch Job Office most likely was printed by Brunner himself. Remember he purchased the *Carolina Watchman* in 1844. Figure 11 showed a pre-war advertising envelope that he printed when he called his business the Watchman Printing Office in Salisbury. This post-war printed envelope was sent to Newton (Catawba County) paid with a 2 cent black 1867 grilled Jackson stamp, which would put the date probably used in 1868. A docketing notation by the recipient indicates the letter enclosed was from Brunner. The 2 cents paid the domestic unsealed circular rate not exceeding three circulars to one address.

By 1872, the excitement and drama of early reconstruction was gone. The Federal troops had pulled out and the income from their occupation was no longer there. The community was getting well under way to recovery. Prosperity, however, was a long way away. Everyone found cash was scarce. J.J. Bruner, the newspaper editor, recalled years later that the post-war years were the most difficult that he had ever lived. In 1871, Salisbury would get a new postmaster, David L. Bringle, who would serve from October 7, 1871, until August 16, 1882. Bringle would introduce the Type 4 circular datestamp. This new handstamp was 27 mm in diameter and was accompanied over time with a variety of different killers to cancel the stamps. Figure 32 is an example of the Type 4 circular datestamp used July 15, ca. 1872, on a cover to Jonesville, South Carolina, and then later redirected to Chester, C.H., South Carolina. It was paid with a 1 cent National Bank Note Company stamp for the

new transient printed matter rate for each two ounces, enacted by Congress in early 1872. The stamp was canceled with a split cork killer, which was new to the city.

By October 10, 1877, Salisbury had a new smaller 25 mm circular datestamp used with a star in a circle killer. Figure 33 is an example of this Type 5 marking in purple ink used on a 3 cent 1874 Plimpton embossed envelope from to Hampden Sidney, Virginia. This cancel was used from 1877 until 1880 and is known in purple, dark blue, and black.

In the mid-1880s the Type 6 circular datestamp came into use. This 28 mm circular datestamp is similar in appearance to the Type 4 circular datestamp but shows the year after the day and month. The author has two examples of this marking dated in 1887 which have a very large "S" in a double-circle handstamp used as a killer. It was common for railroad cancels to use an "S" to indicate the letter was going south. Both of the covers were headed north, however, so clearly the "S" represents the town's name. Figures 34 and 35 illustrate this killer and the Type 6 circular datestamp. The first cover was posted on February 21, 1887, to New Market, Virginia. The 2 cents red brown 1883 stamp paid the domestic letter rate, reduced from 3 cents on October 1, 1883. The second cover was posted in September 1887 addressed to Morganton (Burke County). The 1 cent blue American Bank Note Co. stamp paid the third class circular rate.

"Few seemed to realize the importance of the tobacco interest which had grown up in Salisbury within the last few years," wrote the editor of *The Watchman* in July 1885. The tobacco industry had grown considerable in Salisbury. By the mid-1880s, there were two large tobacco warehouses in town



**Figure 32.** ►  
Salisbury, July 15, ca. 1872, cover to Jonesville, South Carolina, then redirected to Chester C.H., South Carolina. A Type 4 circular datestamp and split cork killer has been used on this cover. A 1 cent transient printed matter rate, recently announced, was paid with the 1 cent ultramarine 1870 stamp of National Bank Note Company.



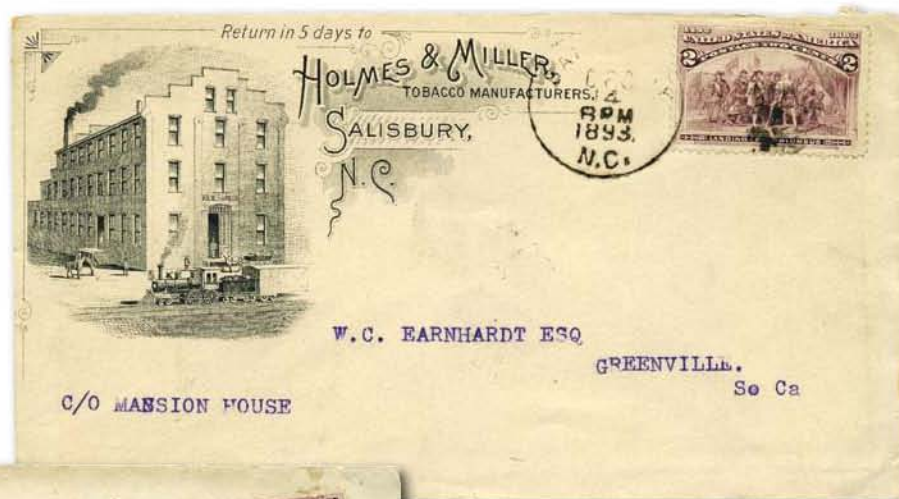
◀ **Figure 33.** October 10, 1877, 3 cent 1874 Plimpton embossed envelope from Salisbury to Hampden Sidney, Virginia. A Type 5 circular datestamp with separate star in circle killer in purple cancel it. This 25 mm circular datestamp was used from 1877 to 1880. It is known in dark blue and black colors also.

**Figure 34.** ►  
Salisbury, February 21, 1887 cover to New Market, Virginia, with a black "S" in a double-circle handstamp used to cancel the stamp. For a brief time, this handstamp and double-circle "S" killer was used in Salisbury. 2 cent red brown 1883 stamp paid the domestic letter fee.



◀ **Figure 35.** September 1887, cover from Salisbury to Morganton (Burke County) with Type 6 circular datestamp and double-circle "S" killer on a 1 cent blue American Bank Note Co. stamp, paying the third class circular rate.

**Figure 36.** ►  
Salisbury, December 14, 1893 cover on a Holmes & Miller tobacco manufacturer's advertising cover to Greenville, South Carolina. By the 1890s a Type 8 circular datestamp, which now showed the time of posting was in use.



◄ **Figure 37.** Salisbury, September 6, 1894 cover to Ansonville (Anson County) with Type 8 circular datestamp. The entire left side of the envelope shows a fine engraving of the huge Salisbury Cotton Mills. The mill was established to create jobs for unemployed workers after the war.

and several tobacco manufactures. J. D. Gaskill produced 40,000 lbs. of tobacco a year into plug tobacco. J. H. Ramsay and G. E. Heller operated a cigar factory. Another was the Holmes and Miller Tobacco Manufacturers, which manufactured plug and twist tobacco in Salisbury. Figure 36 illustrates an advertising cover from this facility mailed December 14, 1893, addressed to Greenville, South Carolina. A Type 8 Salisbury circular datestamp was now in use, which added the time of day to the postmark. By the early 1890s, tobacco would become the largest industry within the Salisbury area. Cigarettes, however, would become the kind of tobacco most in demand by the end of the 1890s. Since cigarettes were made in Durham and Winston Salem, the tobacco industry declined greatly in Salisbury.

Reconstruction was over by 1878 and enterprising men moved to other means of making a living. In 1885, the Salisbury Woolen Mills opened near the train station. They produced 200 yards of finished cloth, cashmeres, jeans, blankets and yarn daily.

In November, 1887, R.G. Pearson, an evangelist, completed a revival in Salisbury. Seeing the large unemployment rate of

the men, he called for a meeting of the business men in the city. At this meeting, the men agreed to form a new cotton mill to put the unemployed to work. By December the organization had been incorporated as the Salisbury Cotton Mills. The following year, the mill was in operation. In 1896, the mill was one of the largest in the state. This mill later would be purchased by Cone Mills. Figure 37 is an advertising cover from the Salisbury Cotton Mills, mailed September 6, 1894, to Ansonville (Anson County). The entire left side of the envelope showed a fine engraving of the huge Salisbury Cotton Mills.

The success of the Salisbury Cotton Mills paved the way for others to follow. Within no time, the textile industry was the major industry in the county, drawing names like Cannon, Lineberger, Cone, and Fieldcrest.

The 1880s and 1890s also brought growth in another industry segment. In 1880, a statement in *The Watchman* said, "The thing that maintains and supports Salisbury at the time was wholesale and retail whisky." With a dozen open saloons, half a dozen distilleries and two wholesale whisky warehouses, Salisbury held the reputation as being "the wettest and





◀ **Figure 38.** March 18, 1902, handsome cover locally used in Salisbury, an advertising envelope of the Rowan Hardware Company. The 1 cent deep green 1898 stamp paid the local rate at the post office. The stamp was placed in the center of a green and burgundy advertising collar of the company printed on the envelope. Additional advertising was printed on the reverse in burgundy colored ink. This is a quite scarce advertising item from North Carolina.

**Figure 39.** ▶

May 8, 1911, advertising cover locally used in Salisbury with the first electric-operated machine canceller of Salisbury, a Type D-32 (1) (D) International Machine Company device. Salisbury had a history of horse racing that dated back to 1804. The July 4th races were an annual event.



wickedest town in the state.” One of the largest distilleries in the city was that of J. B. Lanier, which operated a cannery, a machine shop, and a foundry in addition. His liquor operation was considered one of the largest in the South.

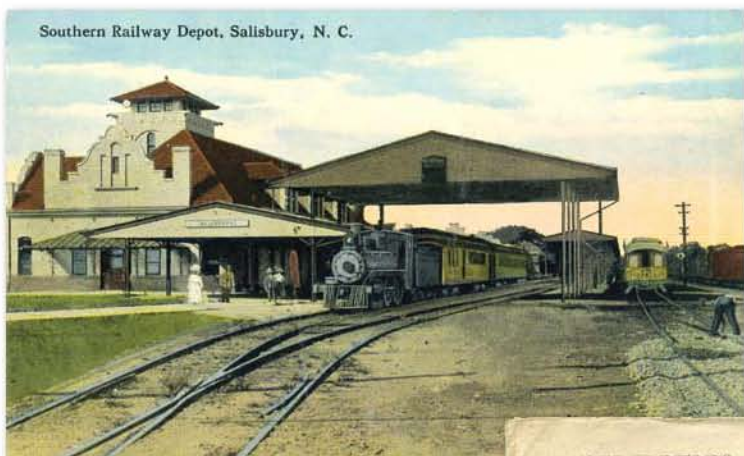
Bar rooms crowded together on Main, Innis, Council, and Lee Streets. Retail sale of drink was legal in Salisbury long after it had been voted out in other cities in the state. In 1908, by a statewide vote, prohibition closed all the bars and distilleries, thus cutting off one of the largest sources of revenue for the city.

With the turn of the century, Salisbury would receive its first duplex steel handstamp. Figure 38 is an example of this handstamp on an April 1902 advertising cover locally used in Salisbury. The horizontal barred killer was duplexed or attached to the handstamp that produced the circular datestamp. This outstanding cover has a green and burgundy stamp collar printed on the envelope with the 1 cent deep green 1898 stamp

placed in the middle. Very few advertising collar envelopes such as this were used in the state. The reverse of the cover has additional advertising printed in burgundy.

Automation of the mail canceling process came to Salisbury in 1907 with the introduction of the first International Postal Machine Company canceling machine. Salisbury had both hand-operated and electric-operated machines. Figure 39 shows an example of the cancel produces by their Type D-32 (1) (D) machine cancel, which was an electric-operated machine. The cover was posted locally on May 8, 1911, and shows a cartoon of a black jockey riding a horse to the Fourth of July celebration in Salisbury. Salisbury had quite a history in horse racing. As early as 1804, there was a jockey club there. Horse races were scheduled once a year and lasted for four days. These races were among the most important in the South.

At the turn of the century, Salisbury had a population of 6,277, and was the 10th largest city in North Carolina. This was



◀ **Figure 40.** 1914 post card illustrating the Southern Railway Depot in Salisbury. Prior to 1895 the railroad through Salisbury belonged to the North Carolina Railroad. But, in that year it was leased for 99 years to the Southern Railway Company, that was creating a very large railroad throughout the southeastern part of the United States. Therefore the depot in this picture belonged to the South Railway.

**Figure 41.** ▶ Salisbury, September 13, 1914, cover to Fitchburg, Massachusetts. Letter posted at the train station and received the steel duplex cancel of the railroad transfer clerk there. The envelope has the printed corner card of the Yadkin Hotel building, which still stands today.



◀ **Figure 42.** November 11, 1930, airport dedication cover produced by the Salisbury Chamber of Commerce for the opening of the new airport there. 2,000 covers were produced. The 5 cent airmail rate was paid with a 1928 carmine and blue Beacon airmail stamp.

fueled largely by its location and the fact that it had embraced the railroad. In 1894, the Richmond and Danville Railroad was reorganized under the Southern Railway Company. On August 16, 1895, the directors of the North Carolina Railroad leased their entire line to the Southern Railway Company (now the Norfolk Southern Railway) for a 99-year lease, and by September of that year the stockholders ratified that lease. The Southern Railway Company was creating a very large railway system throughout the southeastern United States by buying up or leasing the tracks of numerous smaller railroad companies. That meant the track, which operated between Salisbury and Charlotte going south or Greensboro going north, was now

under control of the Southern Railway Company. The post card picture shown in Figure 40 is a 1914 image of the Southern Railroad Station in Salisbury.

Figure 41 illustrates a September 13, 1914, cover to Fitchburg, Massachusetts. The envelope, which advertises the Yadkin Hotel in Salisbury, was postmarked with a steel duplex cancel of the transfer clerk at the Salisbury Depot. Since this was a transfer point for mail, the railroad post office system had a clerk at the station to handle the mail being transferred and to process mail brought to the station.

By 1940, growth seemed to slow down as it began to pick up in other western cities, such as Winston Salem, Charlotte, and



Asheville. The first airmail service began in North Carolina in 1928 with the contract route No. 19, providing service from New York to Atlanta, stopping in Greensboro, High Point, and Winston Salem. In 1930, the same year, Charlotte opened its first airport on April 1, Salisbury opened its airport on November 11, 1930. Figure 42 is an airport dedication cover from the opening of that facility. The cover's 5 cent 1928 carmine and blue Beacon airmail stamp was cancelled by a Universal Stamp Machine Company electric machine at the Salisbury post office. The envelope was produced by the Salisbury Chamber of Commerce for the opening of the new airport, with 2,000 covers produced.

Though some may argue, it seems to me that, with the onset of highway systems and airport service, Salisbury ceased to grow. The high rise buildings that were there at the turn of the century are still the high rises there today. Currently, with a population of 33,662, Salisbury is the 24th largest city in the state, having been surpassed by places like Burlington, Chapel Hill, and Apex. Regardless, the city has had an enormous postal history. ■

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▲ Salisbury Post Office, 1911

### Have You Given Us Your E-mail Address?

We would like in the future to be able to send information to members using e-mail, but we lack valid e-mail addresses for many of our members. Please help by sending your e-mail address to Bill DiPaolo, the Secretary-Treasurer at [billdip1@gmail.com](mailto:billdip1@gmail.com) or Tony Crumbley at [tcrumbley2@bellsouth.net](mailto:tcrumbley2@bellsouth.net).



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## NORTH CAROLINA POSTAL HISTORIAN



If you'd like to contribute information or articles to the  
Spring *POSTAL HISTORIAN* please submit them by  
**November 15**

## North Carolina Postmark Catalog Update

The following counties are now available at

<http://www.ncpostalhistory.com>

**Alamance through Person**

Alamance through Buncombe have been updated

## ALAN BLAIR PUBLIC AUCTIONS



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