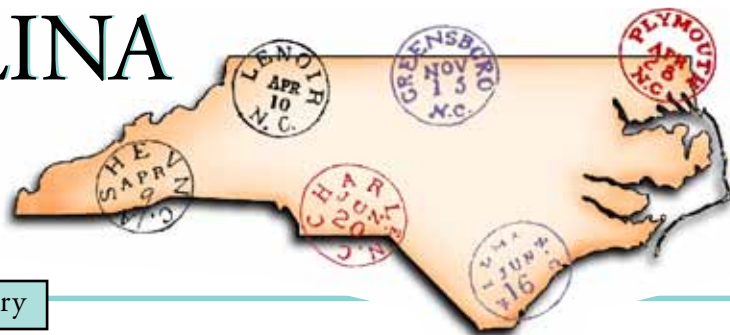


NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History

VOLUME 36, NO. 1 WINTER 2017 WHOLE 137



Black River Chapel



Constantine
Alexander Hege



Asheville's Glen
Rock Station



New York Ship Letter
to Wilmington



PRESIDENT'S MESSAGE

In July 2016, the 34th year of the North Carolina Postal History Society was brought to a conclusion. It was a good year for postal historians. One of the hallmarks this year was the major upgrade to our website. This brought significant upgrades to the website, the most interesting of which was the new search feature that enables society members and researchers to use keywords to find topics or articles of interest from our published journals. Many society members assisted in this project which went live on June 13th of this year. The Board of Directors communicated and worked through distance and schedules to give due deliberation to the direction and costs of the project. The partnership with the U.S. Philatelic Classics Society resulted in that society sharing one half of the costs to upgrade the website. Dick Winter was the driving force towards the upgrade and did most of the contact and logistical work. Scott Steward agreed to become the webmaster and we are all indebted to his commitment and technical expertise. Researchers can now use the Google Custom Search feature to locate articles or topics of interests by entering key words. I have used it and it is remarkable how effective it searches all of the articles of our many years of publications.

An example of the website's potential is that I recently received an e-mail from a researcher interested in North Carolina railroads who wanted to know more about a post office located on a western railroad. He found our website and reached out for research assistance and we are going to help provide additional information.

With the outstanding leadership of past president Dick Winter and his editorial, postal knowledge, and computer

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expertise, we had another year of quality journals representing a wide variety of topics. To assist authors in writing articles for the *North Carolina Postal Historian*, Dick has composed a style guide for writers, which is available on the society's website under the Resources tab and NC Postal Historian sub-tab. The Style Guide contains information on Deadlines for Authors, Text Preparation, Stylistic Details (Spelling, Punctuation, Capitalization, etc), Annotation (Footnotes, Endnotes, Bibliography), and Visuals. Hopefully, this guide will answer questions authors of future articles may have.

Considering the dues structure of some societies, we remain fortunate in being able to keep the dues at \$15.00 and still publish and distribute a quality journal as well as ensure a strong membership base. I sincerely extend Merry Christmas greetings to all and hope that everyone has a safe and enjoyable holiday season. Hopefully next year we will all continue our fascinating journey of enjoying the study and collecting of North Carolina postal history.

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



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Black River Chapel Post Office

by George Slaton



When seventy-five year old James Devane took a seat in New Hanover County's Superior Court of Law before the Honorable Robert Strange, he was asked under oath to give an account of his service as a North Carolina "minute man" during the American Revolution. On that fall day in 1832, the elderly patriot, applying for a federal pension for his contributions to the War for American Independence, relied on his memory of events nearly six decades before. He recalled another day in early 1776 when he and other fervent young patriots rendezvoused at Black River Chapel for a long and circuitous march which eventually led to Moore's Creek Bridge. Here on February 27, his company, captained by John Devane, and other local units under the overall command of Colonel John Alexander Lillington, defeated a large Loyalist force led by General Donald MacDonald. This decisive engagement ended any further Loyalist attempts to oppose the Whig rebellion along the North Carolina colony's coastal plain until a final abortive effort in nearby Elizabethtown in August 1781. James Devane's family which settled on the Black River had emigrated from France. Its neighbors, however, in the years leading up to the outbreak of the rebellion, were largely Highland Scots.

Even before the calamitous defeat of the Scots by the Duke of Cumberland's English army at Culloden in 1746, which precipitated a surging emigration to the American colonies, Highland Scots were trickling into the Lower Cape Fear region of North Carolina. In September 1739, a contingent of 350 of these emigrants landed in the port of Wilmington. One historian has suggested that even though tradition has held that they soon departed from Wilmington because they were ridiculed for "their unusual manner of dress and speech," the newly arrived group was probably more attracted by the availability of land upriver. In any event, many of these Scots soon



made their way up the Northwest Cape Fear River, where a number of the newcomers chose to turn their flatboats into the quieter waters of Black River and landed at the shallows of what they later called Corbett's Ferry.

This area, in present-day south Sampson County, closely bordered by Pender County to the east and Bladen County to the west, was a remote one. The families which settled here were surely reliant upon each other and the scattered neighbors who preceded them for a sense of community. The hardy



▲ **Figure 1.** Portion of 1862 Colton's map of North Carolina showing Black River Chapel, 28 miles north northwest of Wilmington and the Moore's Creek battle field of 1776, 10 miles south southeast of Black River Chapel (each underlined in red).

Highland Scots were Presbyterians and, upon their arrival, they quickly established Black River Chapel. Thomas Corbett and Thomas Devane (the grandfather of Revolutionary War veteran, James Devane) provided the land for the church. This gift from Corbett, a Scotsman, and Devane, whose ancestral line was French, reflected the spirit of cooperation which held together the neighborhood which clung to the banks of the Black River. Other local family names during this early period of settlement included Bannerman, Kerr, Sellars, Alderman, Kelso, and Murphy. The community which clustered around Corbett's Ferry became known as Black River.

Black River Chapel (present-day Black River Presbyterian Church), established in 1740, is the second oldest Presbyterian church in North Carolina (see Figures 2 and 3). The earliest,



Figure 2. ▲

Black River Presbyterian Church as it appears today. It was the location of Black River Chapel post office from 1840 to 1880. The present building was constructed in 1859. (Photo by Farmerann on Wikimedia Commons)

Grove Presbyterian Church, located at nearby Duplin Courthouse (present-day Kenansville) was founded by Scots-Irish Presbyterians in 1736. During Black River Chapel's first fifty years of existence, worship was led by its members or by visiting Presbyterian ministers. Though church records are scanty, these itinerant clergymen probably included William Robinson, Hugh McAden, James Tate (whose Tate's School in Wilmington was the first classical school in North Carolina), and Dougald Crawford. Since the Church of England was the official church of the colony, ministers from that institution probably served the congregation at Black River as well.

In 1790, the colorful and controversial Reverend Colin Lindsay was called from his native Scotland to serve as the first regular pastor at Black River Chapel. Though Lindsay came to be remembered as "a verry Ruff" man, he was a gifted minister,

and the church thrived during his short tenure. Conflict within the congregation arose when Lindsay purchased two oxen on a Saturday and drove them to his home on Sunday. A church member accused him of violating the Sabbath, and apparently the minister responded in an aggressive and vehement manner. It is likely that Lindsay's hearty and frequent use of alcohol was the larger reason why his ministry at Black River came to an end. Members to this day recall the tradition that, in his last days at the church, the defiant divine carried two holster pistols into the pulpit and laid them on either side of the Bible as he read the scripture he had chosen for Sunday worship.

Subsequent pastors at Black River Chapel were more conventional in style and character. Robert Tate, born 1774, was a graduate of David Caldwell's academy in Guilford County, North Carolina. He served the congregation in the early years of the 19th century and was known, according to a biographer, for his "accumulated store of knowledge and the sharpness and keenness of his theological blade." Another notable figure was Colin Shaw, born 1812, who ministered at Black River Chapel from 1841 to 1848. He was later a Confederate chaplain, attached initially to the 18th and afterwards to the 60th North Carolina Regiment. Shaw is said to have left the Confederate service in early 1865 and returned to his home where he organized a unit to defend against local marauders in the tumultuous closing weeks of the war.

The original Black River Chapel was constructed in 1740 near Corbett's Ferry. It was a log structure, probably square in shape. It was replaced by another log structure about 1770 near the earlier site.

The third structure of Black River Chapel, located about 600 yards east of the river, was constructed in 1818. It was here that the post office at Black River Chapel was established in May 1840. An adjacent building was used as a school. The post office was probably located in one of these buildings. The school was later demolished and its timbers utilized in a building located today next to the current post office in the town of Ivanhoe, about a half-mile away (see Figure 4).

The operation of the Black River Chapel post office continued with the construction of the



▲ **Figure 3.** North Carolina Highway Historical Marker I-58, located on Ivanhoe Road in Sampson County just south of Ivanhoe. This marker was cast in 1968 and commemorates the 1859 Black River Chapel. (Courtesy of Kristen Johnson)



◀ **Figure 4.** This building stands next to the present post office in Ivanhoe, North Carolina. It was constructed in the late 19th century with timbers from the school adjacent to Black River Chapel. The chapel or the school may have housed the Black River Chapel post office.

chapel's fourth structure in 1859. This attractive Greek Revival building stands today and continues to be used by the current church congregation. It features planed pine pews and a former slave gallery. The post office, which moved from New Hanover County to Sampson County in November 1872, closed in May 1880 and was relocated to nearby Delta. In 1890

County, New York. H.A. Bagg writes to his "Dear Cousin," Miss Sarah Bagg.

Bagg notes that he has been teaching school and that only five weeks remain in the school term. He wonders what his correspondent "would think of the Southern country," then concludes that "...you would not enjoy yourself the best for the reason there is nothing to be seen but pine trees below and the sky over head [sic]."

The writer humorously captures a sense of the rural and isolated Black River area not only in his day, but in the present day as well. Though the community in this section of the Black River has flourished economically from the Colonial period into the present day, it remains isolated. Pine forests once enabled the livelihood of many early residents. Naval stores were valuable commodities even before the American Revolution. The production of pitch and turpentine made the Black River region an economically viable one into the early 20th century. Today, turkey and hog farming, as well as large-scale cultivation of blueberries, undergird the local economy. Yet the area remains remote.

Black River Presbyterian Church continues to be heralded as one of the historic Presbyterian churches in North Carolina. Though the congregation, throughout its history, has rarely surpassed one hundred members, it remains active. Some two thousand persons attended the church's bicentennial celebration in 1940, testifying to its contributions to the surrounding community. Those contributions include providing essential and convenient postal service for forty years. ■



the chapel was renamed Black River Presbyterian Church.

One of two recorded covers posted from the Black River Chapel post office is a stampless folded letter illustrated in Figure 5. This cover bears the manuscript postmark "Black River Chapel NC, July 11." It is datelined "Black River Chapel, 7 July 1850" and addressed to New Berlin Center, Chenango



▲ **Figures 5 and 5a.** July 11, 1850, folded letter with dateline of "7 July 1850, Black River Chapel," one of two known covers from this small New Hanover County post office, addressed to New Berlin Center, Chenango County, New York. Letter sent unpaid and marked for 10 cents postage due at destination. (Courtesy of Tony Crumbley)

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Editor's note:

While the article was in preparation, another cover came to light from the Black River Chapel post office. This second cover is important because it was posted during the Confederate period and is the only Confederate cover recorded from this office. Figure 6 illustrates the cover, a May 20, 1862, envelope addressed to Harrington (Harnett County). The 5 cents Confederate rate was paid with an 1861 Green Hoyer & Ludwig lithograph stamp.



▲ **Figures 6.** May 20, 1862, envelope from Black River Chapel to Harrington (Harnett County). Letter paid 5 cents Confederate rate with a green 1861 Hoyer & Ludwig lithograph stamp. (Courtesy of Maurice Bursey)

Have You Checked Our New Web Site?

The North Carolina Postal History Society's newly improved web site is located at

www.ncpostalhistory.com

Take a look and let us know what you think.

Constantine Alexander Hege and Salem Iron Works

“...for you will have friends enough here.”

by D. Wayne Burkette



There's a story behind every postal cover. Only occasionally do we have the privilege of knowing that story. I recently came across several covers, some with correspondence enclosed, that tell an intriguing story about Constantine Alexander Hege and the founding of the Salem Iron Works in Salem (now Winston-Salem) shortly after the Civil War.

C. A. Hege (Figure 1) was born March 13, 1843, in the Friedberg Moravian community located on the line between Davidson and Forsyth Coun-

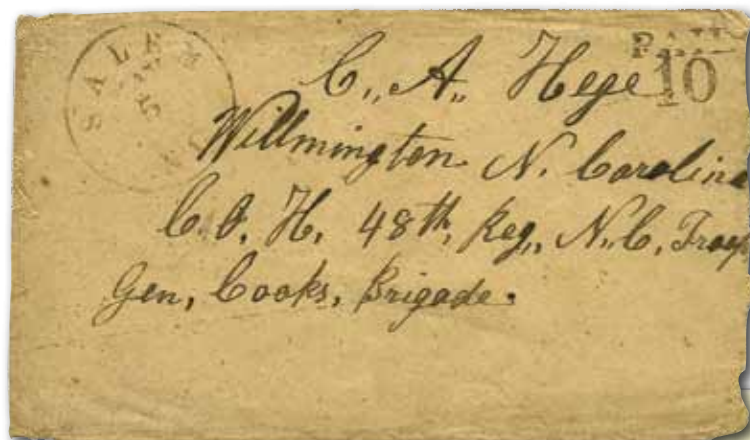
family. Their community, like so many in North Carolina during the Civil War, endured the trials and tribulations associated with the War. At age 19 Hege was conscripted into Confederate service, and in August 1862, was mustered into the 48th Regiment, North Carolina Troops, Co. H – an all-Davidson County company (in which my maternal great, great, grandfather also served). The 48th Regiment served in several North Carolina locations, South Carolina near Pocotaligo, Virginia and Maryland, and would see combat primarily in Virginia and Maryland, including South Mountain and Antietam.

Letters in my collection to Hege from home bear a Salem post mark and are addressed to him in Wilmington, Goldsboro and Richmond, reminding him of his Moravian faith and prayers for his safety and an end to the

war. The cover to him while at Wilmington, shown in Figure 2, was marked with a Salem May 5 circular datestamp (Type 2b), a “Paid” (hs), and a “10” (hs Type 3). It con-

Figure 1. ▶

Late 19th Century photograph of Constantine Alexander Hege (1843-1914). (Courtesy of Thomas Haupt)



◀ ▼ - **Figures 2 and 2a.** Salem, May 3, 1863, envelope and letter from Catherine Hege to her son, Constantine in Wilmington with the 48th NC Troops. Cover marked with Salem Type 2b cds, “Paid” (hs), and “10” (Type 3 hs). Second page of enclosure, as shown, written upside down on a bill of sale form “E. Belo, Dry Goods, Groceries, Hardware” in Salem.

ties just a few miles south of the Moravian settlement of Salem. He was educated at the Boys School in Salem and the Yadkin Institute in Davidson County. Hege was one of five children in a devout Moravian



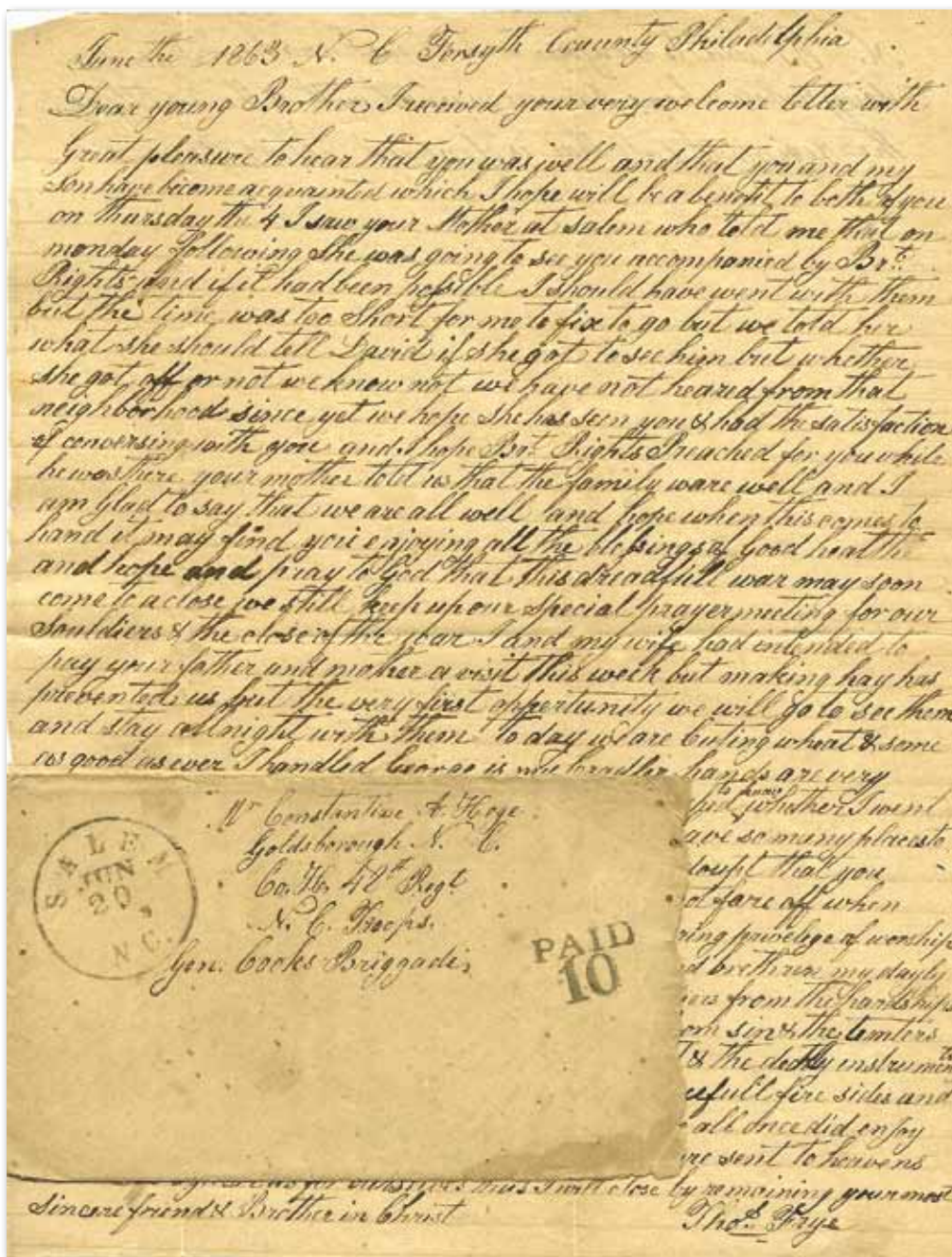


Figure 3. ▲

Salem, June 20, 1863, letter from Constantine Hege's friend, Thomas Frye, to him in Goldsborough, dated June 1863, Forsyth County Philadelphia (refers to the Moravian congregation of New Philadelphia). The envelope is marked with Salem Type 2b cds, "Paid" (hs), and "10" (Type 3 hs).

tains an 1863 letter, written on a blank bill of sale form from "E. Belo, Dry Goods, Groceries, Hardware" in Salem (the writing is upside down on the Belo bill of sale) as shown in Figure 2a. The closing comment from his mother reads, "Our congregation feast is next Sunday [at Friedberg Moravian Church] and

I have to bake love feast cakes tomorrow." This is a reference to the Moravian tradition of "lovefeast" - a fellowship meal of coffee and cakes or buns served and partaken during a service of worship.

In June 1863 a letter from Hege's friend, Thomas Frye, enclosed in the envelope in Figure 3, was marked with a Salem, June 20 circular date-stamp (Type 2b), a "Paid" (hs), and a "10" (Type 3 hs). He assured Constantine of his friend's prayer, "And I hope the time is not far off when you will again be permitted to enjoy the soul cheering privilege of worshipping in the sanctuary of God with your parents and brethren. My daily prayer to God is that he soon will deliver our soldiers from the hardship of camp life."

Constantine Hege came through the battles in which the 48th was engaged without a wound but was taken prisoner by Union troops on October 4, 1863, during the battle of Bristow Station, Virginia. Hege entered into his diary on October 15, 1863: "We prisoners were marched this morning to the Provost Marshal's office and there we had the opportunity of being exchanged or of staying in the northern states and I with a good number (46) taken [sic] our choice to stay."

He was confined at Old Capitol Prison in Washington, D.C. until paroled five months later, due in large part to the efforts of sympathetic Moravians in the D.C. area.

Upon his release Hege made a decision that would have momentous impact on his later life. He chose to stay in the north and live among Moravian brothers and sisters in Bethlehem, Pennsylvania. While living in Bethlehem from 1864-65, Hege worked at the Bethlehem Iron Works (forerunner of Bethlehem Steel), where he learned the iron works trade and foundry skills.

Following the end of the Civil War, Hege evidently had doubts about whether or not he would be welcome back in North

Carolina, since he had chosen to stay north. The cover in Figure 4, addressed to "Mr. C. A. Hege, Bethlehem P.A., Northampton CO." with an Old Point Comfort/ VA, circular datestamp of July 19 [1865], contains a three-page July 9th letter to Hege from his sister, Mary. In her letter she writes, "You said you had almost come to [the] conclusion that you have know [sic] friends any more. You need not think so for everywhere I go they are asking me when is Constantine coming home. O how I wish that he was at home they always say....I don't think after you are at home again you will ever leave and go back again for you will have friends enough here." Note that the cover in Figure 4 was routed through Old Point Comfort, suggesting that regular postal service south to north was still receiving the Old Point Comfort circular datestamp as late as July 19, 1865. Perhaps someone can provide information concerning the date at which south to north mail resumed regular direct routing to northern destinations.

Hege returned to North Carolina on July 18, 1865 (less than two weeks after he received his sister's letter of assurance), and eventually settled in Salem where he was warmly welcomed and where he continued his correspondence with friends he made in Pennsylvania. Figure 5 is a cover addressed to Hege in Salem with a NAZARETH/PA. circular datestamp of August 12th. The enclosed correspondence, dated August 8, 1865, is from "E. T. Thaeler" [uncertain of signature] of Nazareth who writes, "Please let me hear from you shortly and tell me all about yourself and everybody else, and by all means about that living water of Jesus." In 1867, Constantine returned to Pennsylvania to study bookkeeping at a commercial college in Philadelphia.

After four months in Philadelphia, Constantine was back in Salem, and by 1870 he was using the knowledge and skills he learned at the Bethlehem Iron Works, as well as the business training he had received in Philadelphia, to launch his iron



▲ **Figure 4.** 1865 cover addressed to "Mr. C. A. Hege, Bethlehem P.A., Northampton CO." Note the "Old Point Comfort, VA, July 19" cds. Enclosure was a 3-page letter to Hege from his sister, Mary, dated July 9, 1865, encouraging him to return home to Salem.

works business. The memoir read at Hege's funeral in 1914 contains the following summary of the early beginning of the iron works:

"At Salem, in the Spring of 1873, he [C.A. Hege] established a small foundry. It was a hard struggle, but by dint of perseverance he gradually forged ahead [was a pun intended?]. Soon he was able to purchase a small Iron Lathe and Drill, which was operated by a one-horse lever. Then he obtained a small



◀ **Figure 5.** Cover addressed to C. A. Hege in Salem (Forsyth County) bearing a "Nazareth, Pa." circular date-stamp of "Aug 12 [1865]." Nazareth, another Moravian community, is located 12 miles north of Bethlehem, Pennsylvania. Letter enclosed, dated August 8, 1865, is from "E. T. Thaeler" (uncertain of signature).

Figure 6. ▶
Salem, Jan. 21, 187x advertising cover: C. A. Hege, Friedberg, Forsyth County, N.C., General State Agent for North Carolina. Cover addressed to J. W. Staley, Troy Store, Randolph Co. (Courtesy of Tony Crumbley)



◀ **Figure 7.** Salem, Oct. 17, 187x, advertising cover: C. A. Hege, Salem, N.C., Manufacturer of and Dealer In Agricultural Implements and Labor-saving Machinery. Cover addressed to B. S. Hedrick, Patent Office Rep., Washington, DC. (Courtesy of Tony Crumbley)



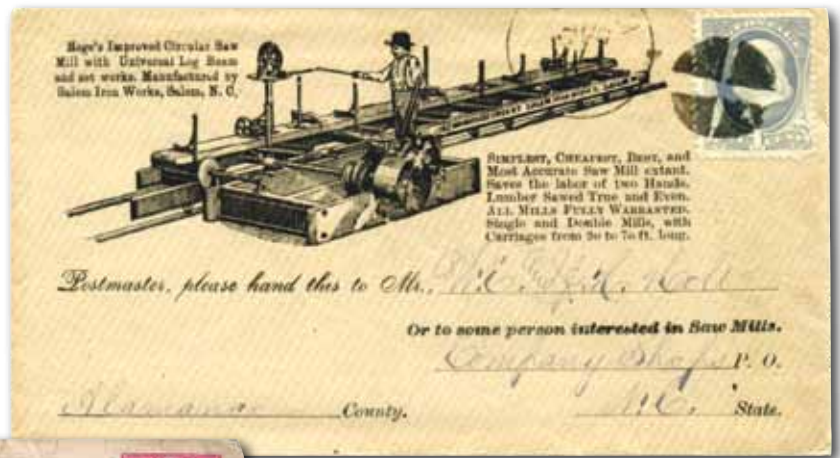
steam engine and boiler, bought an additional lathe, and erected a machine shop of small proportions. His first distinct success in business pursuits was the invention of an improved set of works for circular Saw Mills. This led, along with increased facilities, to the manufacture of Saw Mills for which a large trade was soon established. Other inventions followed in quick succession, and today [1914] his wood working machinery, and more especially the Hege Saw Mills, are widely known and extensively sold in more than twenty-five states of the union, and in several foreign countries."

The Salem Iron Works (see advertising covers Figures 6, 7, 8 and 9) became one of the largest agricultural iron manufacturers in North Carolina. Hege was granted at least 15 patents between 1870-1907 that included not only saw mill improve-

ments, but improvements in plows, machinery for cutting cross ties, cane strippers and coffee driers, as well as other inventions.

In the late 19th century C. A. Hege's brother-in-law, W. T. Spough, became associated with Hege in the iron works business, and at a later date, Hege's son, W. J. Hege joined the family business. Salem Iron Works continued in operation in Salem into the twentieth century, but as of this writing I've been unable to determine when the company ceased to exist. The Company did business in several foreign countries and in 27 different states in the U. S. An example is the September 1, 1909, registered cover to the Salem Iron Works from Guatemala pictured in Figure 10.) According to Hege's 1914 memoir, "It is interesting to note that the first saw mill shipped to Alaska was the gift of our brother [C. A. Hege] to a Moravian Mission

Figure 8. ▶
Salem, Aug. 31, 188x advertising cover:
Hege's Improved Circular Saw Mill...
Manufactured by Salem Iron Works, Salem
NC. Cover addressed to: W. E. and J. N. Holt,
Company Shops, NC, Alamance County.
(Courtesy of Tony Crumbley)



◀ **Figure 9.** Salem, June 14, 1894, advertising cover: The Hege Coffee Huller manufactured by the Salem Iron Works, Salem, NC, USA. Cover addressed to Walter J. Hege, 825 R St. NW, Washington, DC.+ (Courtesy of Alan Vestal)



Figure 10. ▶
Quezaltenango, Guatemala, Sept. 1, 1909, registered cover
addressed to the Salem Iron Works, Salem, N.C.

station in that remote section of the world.”

This remarkable NC business, founded by a very devout, creative, industrious man, might never have existed in our state were it not for Constantine Hege’s sister, Mary and the encouragement contained in her letter to her brother in Bethlehem to return home following the Civil War, “for you have many friends here.” ■

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Personal conversations with Constantine Hege’s great, great grandson, The Rev. Dr. Thomas Hauptert.

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The Old Glenrock Station.....and a Spooky Post Card

by Greg Capps



The curious postcard illustrated in Figure 1 depicts a bridge identified as “Henry Bridge” in a place called “Beaumont Gap.” Living in Asheville, I instantly recognized this as Helen’s Bridge on Beaucatcher Mountain.

Perhaps the name Beaucatcher is derived from Beaumont, but just who was “Henry?”



▲ **Figure 1.** “The Henry Bridge in Beaumont Gap, Asheville, N.C.” pictured a post card raised questions about the location of this scene and why the workmen were shown on this unpaved road.

putting in a day’s work on the castle and the surrounding infrastructure of bridges and roads. This particular bridge was built to give access into *Zealandia*.

The story of Helen’s Bridge, as I know it, begins with a mother and daughter living by themselves in an adjacent property on Beaucatcher Mountain. One day there was a house fire and the daughter was fatally trapped inside. Distraught with grief, the mother, Helen, hung herself from the stone bridge. To this

Well, a bit of research uncovered that Philip S. Henry was a wealthy Australian who purchased land on the mountain to build a medieval castle known as *Zealandia*. Henry was a collector of art, a successful businessman and an international diplomat. The *Zealandia* castle was built from 1908 to 1920, placing the postal usage of this postcard (1912) firmly between those dates. In fact, it is my belief that the men depicted in the foreground are workers coming down the mountain after

day residents of Asheville claim to see an apparition of Helen roaming the mountain looking for her daughter. Motorists have even reported unexplained car trouble and indelible hand prints on their automobile. I

should point out that the bridge today looks different as it is being consumed by the natural growth of kudzu at both ends and the road beneath is, of course, now paved.

My attention was drawn next to the personal text on the reverse of the postcard shown as Figure 2. The sender, Harry, must have loved his dear Emma and we know this from no fewer than five “xxxxx” in his closing salutation. Even though the card was postmarked in ASHEVILLE (Type A 14 American Flag Cancel) on September 18, 1912, the sender took time to pen “Glenrock sta.” at the very top of his message.



▲ **Figure 2.** Reverse of post card shows it was posted on September 18, 1912, in Asheville with an American Machine flag cancel Type A14. The sender wrote “Glenrock sta.” at upper left.

The story of the Glen Rock Hotel and post office is an interesting one. The Glen Rock Station was a station office of the Asheville post office located at the railway station, and was in operation from January 1910 until it moved to 415 Depot Street in July 1930. It remained there until it was converted to a Contract Station in February 1957. Sometime after 1978 it was closed. The Glen Rock Hotel was a modern, two-story hotel located along the streetcar line of metropolitan Asheville. Many wealthy northern businessmen found this jewel of the South a pleasant retreat. Also at the time it was thought that

the mountain air could help many who suffered from tuberculosis. For this reason, Asheville saw great expansion in the early 20th century and the Glen Rock Hotel was an inexpensive and comfortable stay for the weary traveler with daily room rates under two dollars. It became a favorite for local “working girls” wanting to entertain out of town businessmen. Thinking back to the sender of our postcard in question, just what was Harry doing in such a place of ill-reputation? He tells Emma in the body of the postcard that he was sorry to be out of touch but he had been “out in the mountains...” The truth may be lost to the ages.

A few years after this postcard was mailed a fateful flood came to the Asheville area that marked the beginning of the end for the Glen Rock Hotel, at this location anyhow. Mid-July of 1916 saw what Asheville residents one hundred years later still call “the big flood.” The flooding was so severe that one account had the guests of the Glen Rock Hotel scrambling up to the second floor for refuge while men in boats brought them provisions. A newspaper account of the day mentioned a black

man and a white man who brought rations to the desperate guests by way of a boat, handing them food and other necessities through a second-floor window. That same paper later reported finding both men had perished when the boat capsized attempting to rescue an infant. The Glen Rock Hotel stood for nearly an additional decade and a half, finally being demolished in 1930.

Finally, two additional examples of the Asheville Glen Rock Station postmarks from Tony Crumbley’s collection are illustrated in figures 3 and 4. ■

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Figure 4. ▶

October 10, 1922, post card from Asheville’s Glen Rock Station to Berlin, Alabama, with Columbia Machine Type HS 1W cancellation. (Courtesy of Tony Crumbley)



◀ Figure 3. June 6, 1913, post card from Asheville’s Glen Rock Station to Scranton, Pennsylvania, with Metal Duplex, Type E2 postmark. (Courtesy of Tony Crumbley)

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 or Tony Crumbley at tcrumbley2@bellsouth.net.

New York Ship Letter to Wilmington, N.C.



by Richard F. Winter

Envelopes and their contents will sometimes relate interesting stories; however, when the contents are not there, it becomes much more difficult to learn if there is a story or not. I recently acquired such a cover because of its maritime interest. In an effort to determine whether there really was an interesting story behind this cover, I began an investigative search based on the letter address and notations on the envelope. I will explain first the cover and its markings, and then I will uncover some of the story that must have been behind this letter.

Shown in Figures 1 and 2 is an ordinary envelope, front and reverse, an incoming ship letter to New York, addressed to Wilmington, North Carolina. The sender wrote his initials in the lower left corner, "W.H.H." It was addressed to "Hon James A. Peden, Care of Wm N Peden Esq,

Figure 1. ▶

8 December [1859] envelope arriving at New York as a ship letter by the barque *La Plata*, and marked for 5 cents postage due at Wilmington (New Hanover County). Origin of letter not shown.



◀ **Figure 2.** Reverse of envelope with manuscript notations, "Halsey Claim," "Hudson Consul," and "Letter 20th october/1859." What did all this mean?

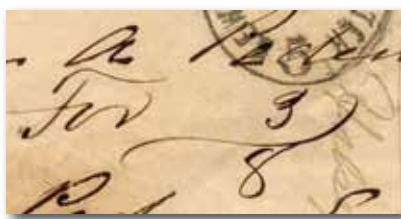
Wilmington, No Co." The address destination was modified in Wilmington to "Jacksonville, E Fla." Across the top was a routing endorsement, "Bque 'La Plata' for New York." On the reverse was written "Halsey Claim," followed by "Hudson Consul," and then in a different ink, "Letter 20th october, 1859." On the right side of the envelope front was the additional notation, "Ansd 30th July," followed again by "Halsey

Claim." Obviously "Halsey Claim" was a key factor as well as "Hudson Consul."

The first clue, "Hudson Consul," lead to the fact that the letter writer was William Holly Hudson, who was the American Consul to Buenos Aires from 1854 to 1862. He wrote his initials in the lower left corner of the envelope front. The barque "La Plata" was the vessel the writer intended to carry the letter to New York. Could it have come from the same region? Yes, the *La Plata* was reported in the *New York Times* as arriving at New York on the evening of 7 December 1859, having departed Buenos Aires on 27 October 1859. This was consistent with the envelope notations that the letter was written on 20 October 1859 and was by the American Consul in Buenos Aires.

On 8 December the New York post office applied in the upper right corner the circular datestamp, NEW-YORK SHIP LETTER 5, indicating that 5 cents was owed by the recipient for this unpaid letter that had arrived by ship. This amount included a 2 cents incoming ship fee plus 3 cents inland postage to Wilmington, North Carolina. The letter was sent to Wilmington and marked on arrival with the WILMINGTON/N.C. circular datestamp (Wilmington Type 9) on 10 December 1859. Instructions must have been in place at Wilmington to forward mail to Peden in Jacksonville; so,

the mailing address was changed to reflect the new destination. In addition, the Wilmington postmaster wrote directly under the New York rate datestamp, “For 3/8,” indicating that 3 cents additional postage was added to the 5 cents postage due to forward it, for a total postage due of 8 cents. Figure 3 illustrates this manuscript rate change. There was no marking to show arrival of the letter in Jacksonville, but it would have been a few days later. Obviously, the letter did reach James A. Penden in Jacksonville, for he answered it on 30 July [probably 1860] as he noted across the letter face, right side.



▲ **Figure 3.** Enlarged portion of the area under the New York postmark showing – addition of manuscript “3” and manuscript “8,” the new postage due of 8 cents.

The first part of the story was quite simple to explain for a maritime postal historian. The remainder of what I consider an important story was much more complicated and much harder to understand. I will summarize the events of the “Halsey Claim” as best I can. The events took place in Buenos Aires, Argentina’s most active seaport, located on the west side of the La Plata estuary, which is 30 miles wide and about 150 miles from the sea. Figure 4 illustrates the northern portion of Argentina with Buenos Aires in the lower right part just across the La Plata from Uruguay. The Governor of the Province of Buenos Aires in this city port managed the foreign relations of the Argentine Confederation from 1831 to 1852, the principal time of this story.

Most of the information about the Halsey claim comes from a well-documented paper written by William Dusenberry, Associate Professor of History at the University of Pittsburgh. The paper was published in the journal, *Inter-American Economic Affairs*, Washington, D.C. in the spring of 1960. Professor Dusenberry introduced his paper with a perceptive paragraph, which is quoted here:

One of the most perplexing problems in the annals of inter-American economic relations was the collection of claims of United States’ citizens against Latin American governments. During the nineteenth century numerous controversies of this sort arose from injuries to the persons and property of American citizens residing in Latin America, who suffered damages during rebellions and riots in those countries. Some claims resulted from losses made by individual Americans to the revolutionary governments during the war of independence against Spain.

For a number of reasons it was nearly impossible to collect these claims. The newly created Latin American governments had difficulty in raising sufficient funds to meet current operating expenses; in most instances the customs receipts were the main source of revenue. All too often the governments were headed by financially irresponsible caudillos—men who desired to hold public office for selfish reasons, to obtain power and to increase their wealth. Graft

was commonplace; it was accepted as inevitable in public life. Disputes concerning claims by foreign nationals were characterized by endless controversy and delay. Moreover, foreign nationals felt they could not get justice in the local courts. Hence, American claimants sought the aid of American diplomats accredited to Latin American governments.

The claim of Thomas Lloyd Halsey against the governments of what is now Argentina took the better part of five decades to be completely resolved, an incredible struggle of persistence by American diplomats against the sheer denial and delay of Argentinean authorities.

Thomas Lloyd Halsey graduated from Rhode Island College (now Brown University) in 1793. By 1807 he was in Buenos



▲ **Figure 4.** Modern map of the northern part of Argentina showing at the lower right the location of Buenos Aires and the River La Plata estuary, 30 miles wide at Buenos Aires and 150 miles from the Atlantic Ocean. (Encyclopædia Britannica, Inc., 2013)

Aires involved with several commercial activities. He applied for the post of U.S. Consul in Buenos Aires, achieving that nomination in October 1812 under James Madison and took up the position in 1814. He became intensely interested in the independence movement against Spain and “indiscreetly meddled in this political struggle,” according to a letter from U.S. Special Agent W.G.D. Worthington in Buenos Aires to Secretary of State John Quincy Adams. Sometime prior to 1818 he made a loan of \$79,439 to the revolutionary government of Buenos Aires for the purchase of arms and other munitions for use by

the patriots in the war of independence. This loan had not been reported to the American government. Soon he became involved in the traffic of privateer commissions in addition to seeking other monies for the independence efforts. Because of his activities in Buenos Aires, Secretary of State Adams dismissed him from his post in 1818 upon complaints from the Buenos Aires government.

In 1826, the first United States efforts to collect on the Halsey claim, which had become known long after he left office in Buenos Aires, was made by John M. Forbes, American Secretary of Legation and Chargé d'Affairs at Buenos Aires. On July 26 of that year a commission named by the Government of Buenos Aires examined his claim and decided the sum was justly due Halsey. The award was again confirmed by a decree of the Governor of Buenos Aires Province on 15 February 1828, which ordered \$79,439 be paid to Halsey, at six percent interest. By 23 May 1828 the currency had been devalued and the accountant general declared the sum due Halsey was now \$108,831, 3 reals, payable at six percent interest to begin 1 January 1826. By 20 July 1830 Forbes wrote to the Minister of Government and Foreign Affairs that the claim still remained fully unpaid. He suggested that the Halsey claim be submitted to a board of arbitrators to be named mutually by Forbes and the Government of Buenos Aires.



▲ **Figure 6.** Juan Manuel de Rosas, Governor of the province of Buenos Aires from 1829 to 1851, established a dictatorship backed by state terrorism. His attempts to annex Uruguay and Paraguay in the late 1840s resulted in the French-Anglo blockade of Buenos Aires.

The Minister of Government and Foreign Affairs replied that he had carefully examined the papers of the case, and found “there existed no claim whatever and that therefore there was nothing to arbitrate.” Despite the Minister’s attitude to the Halsey claim, late in August 1830 Forbes learned that the



Figure 5. ▲ The naval Battle of Vuelta de Obligado on the Parana River in November 1845 under the leadership of Juan Manuel de Rosas and a combined French and British fleet, during which no efforts to resolve the Halsey claims could be made.

Halsey claim was pending before the House of Representatives, who would designate the funds from which the claim would be paid. By November 1830, however, Forbes would be thoroughly discouraged in his efforts to have the Halsey claim settled. From 1825 to 1828 Argentina and Brazil had been at war for control over Uruguay. After that conflict, the Government of Buenos Aires decreed a commission expressly limited to cases of capture in the war with Brazil. Despite rumors that this commission was entitled to settle older claims, Forbes learned that all claims would not be settled; that the Halsey claim was “sunk in the fathomless abyss of a reference to the Minister of Finance.” Forbes died at his post in Buenos Aires on 14 June 1831.

In January 1832 Francis Baylies succeeded Forbes as United States’ Chargé d’Affairs at Buenos Aires. Shortly thereafter a controversy arose over Argentine seizures of three vessels of American citizens engaged in fishing off the Falkland Islands. The Argentine Government was unwilling to make any concessions in this dispute. Diplomatic relations between the United States and Argentina were broken in April 1833 and were not resumed for the next ten years.

Not long after the resumptions of diplomatic relations between the United States and Argentina, the French and British Governments intervened in affairs at the Rio de la Plata. They blockaded the Argentine coast, captured the Argentine navy, and sent a powerful expedition up the Parana River. Figure 5 illustrates a naval battle on the Parana River. The French-Anglo blockade was a five-year-long naval blockade imposed against the Argentine Confederation ruled by Juan Manuel de Rosas, closing Buenos Aires to all naval commerce.

Rosas, shown in Figure 6, was the Governor of the province of Buenos Aires from 1829 to 1851, establishing a dictatorship backed by state terrorism. His attempts to annex Uruguay and Paraguay in the late 1840s resulted in the French-Anglo blockade of Buenos Aires. No efforts to resolve unpaid claims were made while Argentina was beset with these new problems.

By the late 1840s American diplomats again were giving attention to claims against the Government of Buenos Aires. In May 1847, William A. Harris was the American Chargé d’Affairs at Buenos Aires and restarted negotiations on the Halsey claim. Again, the Argentine Foreign Minister, Felipe Arana, said the settlement would have to be postponed. By September 1849, the Anglo-French blockade of Argentina was withdrawn and foreign intervention terminated. Harris again brought up the subject of the Halsey claim. Another year of repeated conversations produced no results.

In September 1850 Harris shifted his conversations to Juan Manuel de Rosas, the violent dictator of Buenos Aires Province since 1829, this time as Halsey’s authorized agent to settle all claims with the Province Dictator. At this time there was no doubt that the Government had funds available and the country was in a prosperous condition. The negotiations with Rosas lasted until early October 1851, when Rosas made arrangements to settle the claims. It was agreed that \$10,000 would be paid down and \$100,000 more would be paid in ten equal installments, without interest. The Government of Buenos Aires gave Harris a formal agreement document binding itself to pay the money in accord with the agreement.

John S. Pendleton arrived in Buenos Aires to succeed Harris as American Chargé d’Affairs shortly thereafter. While Pendleton was very suspicious of Dictator Rosas, nevertheless by October 1852 the first two installments had been paid. But, 1852 had brought significant military and political develop-



▲ **Figure 7.** Fought near the town of Caseros, Buenos Aires Province, in February 1852, the forces of Justo José de Urquiza defeated Rosas, who resigned and fled to the United Kingdom.

ments that would cause another decade of confusion in the collection of international claims in Argentina.

On 3 February 1852 Justo José de Urquiza, Governor of the entire Rios Province, aided by allies from neighboring Argentine provinces and from Uruguay and Brazil, defeated the forces of Rosas in the battle of Monte Caseros (see Figure 7). Rosas resigned and fled to England. A new Argentine Confederation was formed with Urquiza as President, shown in Figure 8).



Figure 8. ▲

Justo José de Urquiza, victor of the Battle of Caseros, became provisional director of the Argentine Confederation, adopted a new constitution, and became President in 1854. During his term, the final Halsey claims payments were made.

Politicians in Buenos Aires would not accept his leadership and Buenos Aires Province seceded from the Confederation. Urquiza established the national capital at Parana, 300 miles upstream from Buenos Aires. For almost a decade Argentina was divided. The major world powers recognized Urquiza as the head of the Argentine Confederation and sent their diplomats to his government. But Buenos Aires controlled the main port of entry and the principal source of revenue; and all claims by foreign residents there were against the Government of Buenos Aires Province.

Late in 1854 Pendleton was succeeded by James A. Peden as the next American representative to pursue the Halsey claim. The web site of the Historian of the Department of State had the following comments about Peden’s service as a non-career appointee:

The service of James A. Peden to Argentina was complex, as reflected in his multiple entries in this database. He was commissioned as Charge d'Affaires to the Republic of Buenos Aires, but did not proceed to post in this capacity. Nominated February 25, 1856, to be Envoy Extraordinary and Minister Plenipotentiary to the Argentine Confederation, his nomination was withdrawn before the Senate acted upon it. He did serve as Minister Resident to the Republic of Buenos Aires from January 22, 1855, to about May 1, 1857. Although Peden was not commissioned as Minister Resident to the Argentine Confederation until June 25, 1856, he had been given letters of credence dated July 1, 1854, to both Buenos Aires and the Confederation, and had presented his credentials at Parana on December 1, 1854, before proceeding to Buenos Aires. Peden resided at Buenos Aires until about May 1, 1857, when he closed the Legation at that city and moved to Parana, where the U.S. Legation to the Argentine Confederation remained until 1862.

Although Peden was accredited to both governments-at Parana and Buenos Aires he resided in Buenos Aires and gave close attention to the Halsey claim. He had been instructed to collect the remaining Halsey claim installments as they became due. Authorities in Buenos Aires consistently considered the Halsey claim to be a private matter not subject to government interference. They did not want to make the installments to diplomats acting in their official capacity. As a result the Department of State allowed that powers of attorney could be executed to individual diplomats to prevent any further impediment to the payment of installments.

In May 1855 Halsey died in the United States. The Buenos Aires authorities notified Peden that his authority to collect payments had expired and that he had to verify his authority with the new executors of Halsey's estate. Nine more months passed before another installment was paid to Peden in December 1855.

One last problem raised its head, which was not fully settled until July 1859. All three diplomats involved with receiving the payments received remuneration for collecting the installments. Harris did not charge anything for receiving the first one; however, ten percent of the whole claim was allowed him "for his long-continued, persevering and successful extra-official services in prosecuting... the claim." Compensation of two and one-half percent was paid to Pendleton for each installment he collected. The last five installments were collected by Peden and he retained ten percent for his commission. Although the executors of Halsey's estate complained about Peden's excessive claim, the State Department ultimately allowed it.

William Dusenberry's paper concluded with the following paragraph summarizing the importance of this case:

Although Harris' patience was strained several times to the breaking point, force was not used in the collection of the Halsey claim. Hence a precedent was set which was generally adhered to later in relations between the United States and Latin American governments. The principle that nations should not forcibly collect claims from one another was formulated in the Calvo Doctrine in 1880 and restated in the Drago Doctrine of 1902. This principle was consistent with traditional American practice. Shortly the Hague Court accepted it as an established principle of international law." [The Calvo and Drago Doctrines were pronounced respectively by Carlos Calvo, eminent Argentine publicist, and Luis Drago, Argentine Minister of Foreign Relations.]

While I don't know what was in William Holly Hudson's letter to James A. Peden, it was penned just a few months after all the claim difficulties finally came to their very long end. It is possible that the Consul Hudson's letter has been retained in a library or archive somewhere, but I haven't located it. ■

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Confederate Post Office Listing

Problem: *Post Offices and Postmasters of North Carolina*, published by the North Carolina Postal History Society in 1996, lists the Stephens post office during the Confederate period in Cleveland, Rockingham and Union Counties. Two covers from the same correspondence with manuscript “Stephens” postmarks are listed in our database of Confederate North Carolina covers. One example, a 22 December 186x cover to Franklin, Virginia, is illustrated here; but, where was this post office located?

A new check of the Federal Postmaster Appointments reveals no post office during the Confederate period by the name of “Stephens” is listed in either Rockingham or Union Counties. There is no federal listing of a post office by the name Stephens in Cleveland County either. *North Carolina Petitions for Presidential Pardon 1865-1868*, an index compiled by Russell S. Koonts and published in 1996 by the Friends of the Archives, Raleigh, N.C., lists a postmaster by the name of Albert T. Elliott at the post office of “Stephen[sic]” in Cleveland County.

This proves there was a post office by that name in Cleveland County during the Confederate period. The same listing of petitions for pardon does not show a postmaster for a post office named Stephens in either Rockingham or Union counties. This listing does show a pardon for postmaster Amos Franklin Ste-

vens in Union County for an unidentified post office in that county. The post office from the Federal listing was Steven’s Mills in Union County.

Conclusions: The two covers that are in our Confederate cover database must have been posted in Stephens, Cleveland County. A mix up with the data probably occurred resulting in the 1996 catalog listing

the same post office in Rockingham and Union Counties and for placing the manuscript marking for a Stephens post office in both those counties, while failing to show this postmark in Stephens, Cleveland County. Corrections will be made to the *North Carolina Postmark Update*, which is on our web site.




New Markings

The World War II patriotic cover shown was submitted by Greg Ciesielski. Besides the Universal Machine cancellation of Wilmington (Type 39), the 3 cent stamp is cancelled with a Fort Fisher Branch circular datestamp of 11 May 1943.



Enlarged scan



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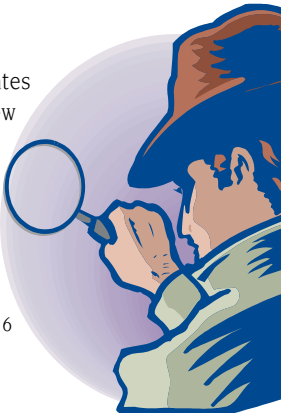
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North Carolina Postmark Catalog Update

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