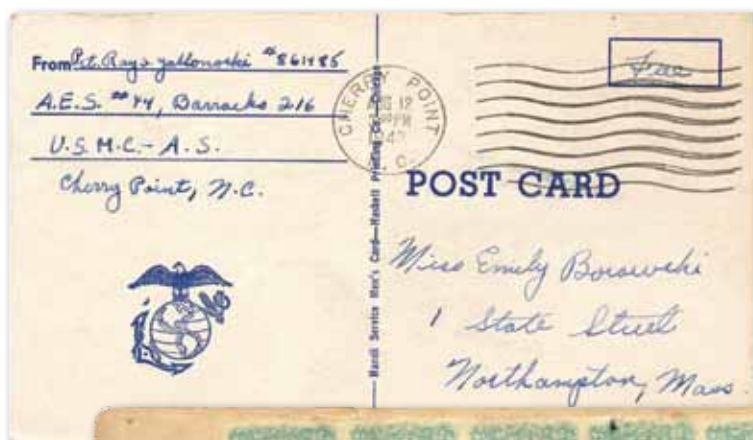
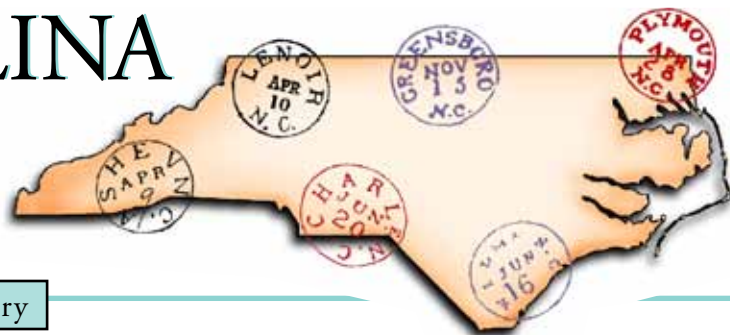


NORTH CAROLINA POSTAL HISTORIAN

The Journal of North Carolina Postal History

VOLUME 36, NO. 4 FALL 2017 WHOLE 140



The Postal History of
Cherry Point Marine Corps



The First North
Carolina Postal
History Collector ?

Piedmont Wagon Company



PRESIDENT'S MESSAGE

I am pleased to report that the CHARPEX Regional Philatelic Exhibition in Charlotte on July 29-30, 2017, was a success with quality dealers and interesting exhibits. Our society held its annual meeting on that same day and Tim McRee presented a very educational program on the United States stamp issues of 1851-57.

The annual meeting was followed by a society board meeting. The society is healthy and current membership is 121 although we are working on a few late renewals. Society member Harry Albert has taken the secretary/treasurer position and done a remarkable job of transitioning our bank accounts in the current officer's names. He presented a Treasurer's Report that shows a budget operating surplus of \$28.97 at the end of 2016. As of July 29, 2017, there was a cash balance of \$11,327.65. Society dues remain at \$15.00, which eases the dues burden of current members and helps attract new members. Many organizations have had ever increasing dues. One reason our dues are so reasonable is the large number of sustaining members we have, 56 in number, who contribute in excess of the \$15.00 dues. This extra revenue helps considerably. Many thanks to all sustaining members whose contributions constituted 43.2% of the total society revenue for this past year.

The status of the *North Carolina Postal Historian* is solid. Recently we renewed a Memorandum of Understanding with the Rocky Mountain Philatelic Library that publishes our journal. Their printing quality is excellent. Our members and contributing authors have contributed a good supply of quality journal articles on a wide range of subjects.

The status of the *North Carolina Postmark Catalog Update* project that started in 2005, is that 95 of 100 counties have been completed as well as five large cities, 6,508 post offices have been listed, and 5,174 pages of catalog data have been made. Since the original four-volume set was published in 1996, 21,207 new listings have been made. Dick Winter has devoted

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a great deal of time and labor to this project and is working on the remaining approximately 500 post offices, along with a considerable number of corrections and new postmarks that have been collected in the past few years. He reports that the catalog is by far the most popular page on our website.

I am also pleased to report that the *North Carolina Postal Historian* was given a Large Vermeil award at the American Philatelic Society's StampShow, August 3-6, 2017, at Richmond, Virginia. This is a recognition of the quality of the journal's contents, originality, significance, research and technical achievement.

It is a real pleasure to report that Dick Winter, past society president and current co-editor of the society's journal, traveled to the United Kingdom in July on a very important mission. He spoke as a sponsor of Mr. Colin Tabeart, a renowned maritime postal historian, who had been selected to receive an important award, which was to sign the Roll of Distinguished Philatelists. The formal signing ceremony was held in the Council Chambers of Cardiff, the capital city of Wales. Signing the Roll is considered to be the most prestigious international award in the philatelic community. I am sure that most of us know that Dick is a recognized international maritime postal historian and the author of several important references and many articles on the subject.



NORTH CAROLINA POSTAL HISTORIAN

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

Web site 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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The Postal History of Cherry Point Marine Corps Air Station



by Charles F. Hall, Jr.

This article tells the postal history of the Cherry Point Marine Corps Air Station (MCAS), which is located in Craven County (eastern North Carolina) and its postal relationship to the nearby towns of New Bern, Havelock and Newport. These towns furnished commercial, residential, transportation, entertainment facilities, and other services to the military personnel and families. The article is a companion study to the “The Postal History of Camp Lejeune Marine Corps Base,” published in Volume 35, No. 1, Winter 2016, Whole No. 133. By the time the Cherry Point MCAS and Camp Lejeune became fully operational in 1942, they were the largest Marine Corps facilities in the country. Today, the Cherry Point MCAS is the largest in the world and one of seven other aviation stations. It has over 8,500 active duty personnel, in excess of 6,600 civilian employees, and over 28,500 dependents. Figure 1 locates the base on a North Carolina highway map. It lays along U.S. highway 70, which, connects New Bern with Morehead City.

The Cherry Point MACS was officially established on August 6, 1941, and was commissioned on May 20, 1942. At the same time, Camp Lejeune in nearby Jacksonville also was being developed to train Marine ground forces. Cherry Point MCAS was located adjacent to Havelock in Craven County on the Neuse River. The base was originally named Cunningham Field in honor of Lt. Col. Alfred A. Cunningham, the first Marine naval aviator. From the beginning of military aviation, the Marines developed their own organic air support force. These Marine airmen came to be known as the “Flying Leathernecks.” Lt. Col. Cunningham received his wings in 1912 and flew the first aircraft to be catapulted off of a moving ship, the armored cruiser USS *North Carolina* in 1916. The fledgling Marine aviation force entered into WWI with five officers and 30 enlisted men. By November 1918, it had 282 officers and 2180 enlisted marines. The first aviation ace in World War II was a Marine. During the interwar period, 1918-1941, Marine aviation continued to operate, but



grew very slowly. During WWII, however, its growth was quite rapid. By the end of the war, the force had increased to over 116,000 personnel. The “Flying Leathernecks,” were credited with downing 2,355 Japanese aircraft, produced 120 aces and earning 11

Medals of Honor.

By 1946, Cherry Point MCAS had grown to 11,155 acres and had the largest runway area in the United States. The station complement expanded rapidly and by the end of the war, an entire almost self-contained base had been built. It was the largest Marine Corps air base in existence. The first USMC detachment arrived for guard duty on December 10, 1941. By the end of WWII there were over 20,000 military personnel there.

The mission of the Cherry Point MCAS was to train the



▲ **Figure 1.** The red dot on this modern road map shows the location of the Cherry Point Marine Corps Air Station (MACS) alongside the Neuse River estuary to Pamlico Sound. Bordering the Croatan National Forest, U.S. Highway 70 connects the station to Havelock and New Bern to the north and Morehead City to the south.

pilots, air crews and the many types of military specialists required to support the Marine Fleet Force air arm. For the Marine aviators, WWII began on the same day that Pearl Harbor was attacked, December 7, 1941. Six months later, Marine fighter squadron VMF-12 with 12 Grumman "Wildcat" fighter aircraft, put up a heroic defense of Wake Island. During the Pacific campaign up to the last major battle of Okinawa in June 1945, Marine aviation, often in conjunction with naval gunfire, gave close air support for the Marines both in preparing landing zones for amphibious forces and for the ground forces once they were ashore. This involved every mission from reconnaissance, destroying enemy aircraft, or attacking enemy naval or ground units and fortified positions.

The Fleet Marine Force doctrine was developed in the 1930s under the leadership of the legendary Lt. General John A. Lejeune. The fleet marines were composed of seaborne infantry, artillery, and armored units and support elements needed to land on foreign shores and carry out their mission. This doctrine not only became the rationale for the Marine Corps but also proved extremely successful in the Pacific Theater in World War II. A series of amphibious landings on Japanese held islands not only stopped, but reversed Japanese military advances. They secured air fields and logistical bases for the ultimate invasion and defeat of the Empire of Japan.

Fixed wing Marine Corps aircraft were based at Cherry Point during World War II. Following the war, rotary wing (helicopter) aircraft were based at Camp Lejeune itself while fixed wing

fighters, bombers and transport planes continued to operate out of Cherry Point. The missions of Camp Lejeune and the Cherry Point MCAS converged to form a potent combined naval, air and ground force. Their locations, only 50 miles apart, synergized their training effectiveness. During World



▲ **Figure 2.** February 12, 1924, envelope from Cherry Point to Raleigh (Wake County) canceled with a Type 1 Doane postmark that had been used since 1910.

War II, the Third Marine Air Wing was the principle tenant along with its numerous supporting and ancillary units.

Cherry Point MCAS was named for the community of the same name in eastern North Carolina. It was by design near Camp Lejeune, the major east coast Fleet Marine Corps training center. Camps Lejeune trained many of the Marines who fought the major ground campaigns in the Pacific war. The ground forces came to rely on the close air tactical air support of the air wings in the grueling island battles of 1942-45.

The Cherry Point community, which predated the Cherry Point MCAS, was served by a post office that opened on November 12, 1890, with David W. Morton, Jr. as the first postmaster. It closed on 15 February, 1932, and the mail was directed to the Havelock post office. Figure 2 shows a cover to Raleigh dated February 24, 1924, with a Type 2-1 Doane cancel of the Cherry Point post office. An 1898 Post Route map indicates that the mail was delivered to the Cherry Point post office twice each week.

The Cherry Point MCAS is located along side U.S. Highway 70 adjacent to Havelock in Craven County. Named in 1857 for a British general, Sir William Havelock a hero of the Battle of Lucknow, India. Havelock was named when the Atlantic and North Carolina Railroad connected the community with New Bern, Kinston, and Goldsboro to the northwest and



▲ **Figure 3.** August 12, 1943, post card posted at the Cherry Point branch post office of New Bern to Northampton, Massachusetts. The sender used the soldier's free frank with manuscript "Free" in the upper right.

Morehead City to the southeast. It was originally named Havelock Station. Havelock has had an operational post office since February 11, 1881, with the exception the period of March 1945 to December 1956 when it was a branch office of New Bern.

When the Cherry Point MCAS opened, the Cherry Point post office was re-established as a branch office of the New Bern post office to handle the greatly increased mail volume. The first Marine detachment came to the MCAS on December 10, 1941 and by 1945, there were over 20,000 military personnel at the base. This new branch post office served the equivalent of a medium size city of the era. The base post office was completed in 1943. Figure 3 illustrates the reverse side of a post card with the USMC insignia, posted on August 12, 1943, and carried the "Free" frank granted to servicemen during WWII. The serviceman was required to put his or her identifying information and unit on the mail to use the franking privilege. Havelock, New Bern, the Craven county seat, and Newport, located seven miles east, are the principle communities that furnished housing, bus and train service, shopping and entertainment to the Cherry Point MCAS. New Bern has had documented postal service since October 14, 1775, and Newport, a small community on the Newport River in Carteret County, opened its first post office on November 14, 1861,

under Confederate Administration. The Cherry Point MCAS later acquired its own postal markings as a branch of the New Bern post office and later, a branch office of the Havelock Post Office.

The picture on another post card (Figure 4a and 4b) shows a group of Martin B-26 medium bombers at Cherry Point MCAS. The reverse carries a September 11, 1946, International machine cancel Type D30 postmark with a seven wavy bars to cancel the postage stamp, a 1938 1¢ green postage stamp. The sender was a Marine based there who chose not to use the free frank. The USMC did not use heavy bombers during WWII but did use the B-25 and B-26 medium types.

Figure 5 illustrates an insured package receipt used at the Cherry Point MACS when it operated as a branch post office of New Bern. The form required the mailing post office to place its postmark in the box, upper right corner. This insured package was going to York, Pennsylvania.

As mentioned, Havelock is adjacent to the Cherry Point MCAS and provides the base with housing and commercial services. The independent Havelock post office was re-established in 1957 and provided postal services to many Marines and their dependents. The post card shown in Figure 6a shows the base Hostess House. It was cancelled on May 21, 1955, with a Havelock Type 6 black Universal machine Type



◀ ▼ **Figures 4a and 4b.** Post card showing a group of Martin B-26 medium bombers at Cherry Point MCAS. On the reverse is a 1938, 1¢ green stamp canceled by an International machine, Type AT/S 2721, dated September 11, 1946. (Figure 4b has been enlarged.)

◀ **Figure 5.** March 27, 1946, receipt for insured mail sent to York, Pennsylvania. The mailing office was required to place a postmark in the box on the receipt form. This magenta postmark showed it originated in the Cherry Point MCAS post office when it was a branch office of New Bern.

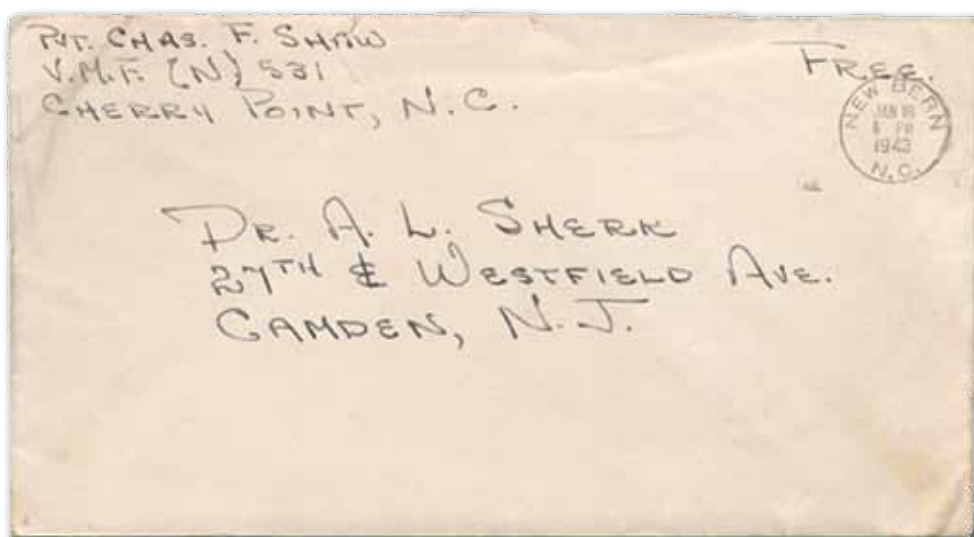
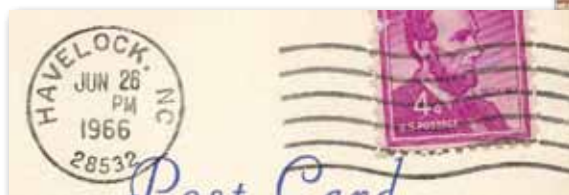


◀ ▼ **Figure 6a and 6b.** The Hostess House of the Cherry Point MCAS pictured on a post card mailed at the Havelock post office to Byesville, Ohio. The reverse shows a 1938, 2¢ rose carmine stamp canceled by a Universal machine, Type D30, dated May 21, 1955. (Figure 6b has been enlarged.)



Figure 7a and 7b. ▼ ▶

Chrome post card picturing the Cherry Point MCAS Control Tower and Operations building, was mailed at the Havelock post office to York, Pennsylvania. The reverse shows an 1954 4¢ red violet stamp canceled by a Universal machine, Type DTS/z 300 (28532 ZIP), and posted on June 26, 1966. (Figure 7b has been enlarged.)



◀ **Figure 8.** The Cherry Point MCAS was a branch of the New Bern post office during WWII. This cover was posted on January 16, 1943, from the Cherry Point branch office of New Bern with the serviceman's free frank. The postmark was a Universal machine, Type DT 200K, configured with just the postmarking die without the wavy cancellation bars.



▲ Figure 9a and 9b. February 27, 1952, Cherry Point MCAS administration building on a post card to St. Petersburg, Florida, posted in nearby Newport with a Universal machine Type DT 200 postmark. (Figure 9b has been enlarged.)

Figure 10 ►
October 27, 1944, envelope to Staten Island, New York, with printed cachet of the Marine Corps Women's Reserve envelope printed by the National Cachet Society and posted at the Cherry Point MCAS. The postmark was a standard U.S. Navy circular datestamp without a unit identification.



DT 300. Another post card, Figures 7a and 7b, posted on June 26, 1966, to York, Pennsylvania, was canceled with a Havelock post office Universal machine Type DTSz 300 (28532). An altered New Bern branch post office postmark is illustrated on the cover in Figure 8. This envelope was postmarked with a Universal machine Type DT 300 of New Bern dated January 16, 1943. This postmark configured with just the postmarking die without the wavy cancellation bars was one used at the New Bern branch office of Cherry Point.

Newport (Carteret County), seven miles south east of Cherry Point, also handled military mail for military residents and visitors. The Newport post office opened on November 14, 1861, and is still operating today. The town was formerly called Shepardsville with a post office of the same name that opened on June 27, 1859. The only known postal marking known to the author is a manuscript "Shepardsville NC." This post card shows the station administration building, and was canceled on February 27, 1952, with a Universal Machine Type DT 200 (Figures 9a and 9b)..

The Third Marine Aircraft Wing and its attached units were located at the Cherry Point MCAS during World War II and, as the largest MCAS, assumed a vital role. The air station hosted a very large range of training facilities and schools. Included

with the flight training was flight operations, gunnery, weather observation, photography, combat conditioning, motor transport, assembly and repair as well as all the many other operations to support the training facility and to keep the air wing in combat.

During the war, the Women Marines force increased in size and many were based at the Cherry Point MCAS, where they served in a variety of important jobs. The first women Marines, 18 in number, arrived in May 1943. By the end of the war their number had increased to 2,300. They also served at the auxiliary and outlying landing fields. The women Marines performed a great range of jobs. For instance, 90% of parachute packing and 80% of the control tower personnel were women Marines. They were gunnery instructors, cooks, weather observers, photographers and drivers, just to name a few more.

Figures 10 illustrates a colorful Marine Corps Women's Reserve envelope printed by the National Cachet Society and posted on October 27, 1944. The sender was a woman Marine assigned to Aviation Women's Reserve Squadron 20 (AWRS-20) stationed at the Cherry Point MCAS. The postmark on the envelope addressed to Staten Island, New York, has two strikes of a US Navy 4-bar datestamp without a unit designation. In



▼ **Figure 11a and 11b.** Post card posted on January 31, 1944, showing pictures of various marine functions at the Cherry Point MASC. The sender identified her squadron as Aircraft Engineering Squadron (AES-45) she used her free franking privilege by a manuscript "FREE" in the cancellation wavy bars. (Figure 11b has been enlarged.)



Figure 12. ►

Havelock cancellation showing a seven wavy bar cancellation dated May 9, 1946. This International machine Type AT/S 2721 cancellation was used from October 1945 to May 1955. (Figure 12 has been enlarged.) (Courtesy Greg Ciesielski)



the cachet, "USMCWR" means United States Marine Corps Women's Reserve. While the front of the envelope carries two U.S. Navy cancellation strikes, the reverse has a double-ring circular datestamp, "New Bern 12021 Branch" of the same date. New Bern Branch 12021 was the Assembly & Repair Building, USMC Air Station, Cherry Point, a branch of the New Bern post office. This Navy numbered post office was used from 15 May 1944 to 29 March 1946.

Since the Marine Corps is in the Department of the U.S. Navy, it was common for Navy Units to be located on Marine Corps bases in medical, boat and other support roles. Figure 11a, a post card with the striking, "Greetings from the U.S.M.C. Air Station, Cherry Point, N.C.," and vignettes showing the B-25 medium bomber, the Grant tank, a paratrooper and towed artillery pieces. The postmark on the reverse, Figure 11b, is an International machine cancellation, Type ATS 2712 with the station name of "U.S. Navy," used on January 31, 1944. It was posted by a member of the Marine Corps Women's Reserve, who identified her unit, Aircraft Engineering Squadron 45 (AES-45). This particular "Greetings from..." post card, with a few variations, was a generic, stock pattern widely used throughout the United States during WWII and the name of the base was simply inserted as needed.

Figure 12 illustrates a Havelock cancellation after it had become a branch office of New Bern post office. Dated 9 May

1946, it was an International machine Type AT/S 2721 cancellation, used from October 1945 to May 1955.

An examination of wartime photographs of the base reveals the several types of tactical, patrol and liaison aircraft in use, including the Mitchell B-25 Bomber of the Doolittle Raid on Japan fame, the F4U Corsair, the AT6 Texan trainer, the Martin B-26 Marauder Bomber, the F6F Hellcat, the C-47 transport, the Douglas Dauntless Dive Bomber and the PV-2 Harpoon patrol plane. The base also was home to both U.S. Army Air Corps and U.S. Navy antisubmarine units who patrolled the coast to protect Allied shipping.

Since World War II, the Cherry Point MCAS has remained an important facility. It is one of seven Marine Corps air stations. The aircraft technology has steadily progressed from single engine Corsair fighter bombers to early jets, such as the TF-9J Cougar, and later models like the RF-4B Phantom, the C-123 transport, the A4M Skyhawk the A-6 Intruder, the EA-6B Prowler and KC-130 Hercules transport. The base has more recently been the home of the AV-8B Harrier short take off aircraft, the AV-18 Hornet and the innovative V-22 Osprey tilt motor transport. Newer generations of Marine aircraft, such as the F-35 Joint Strike Fighter, will certainly be based at the Cherry Point MCAS to replace the Harrier and Hornet models. The Marines utilize drones and the RQ-7 Shadow drone is replacing older models. The base is currently the

Figure 13 ▶

This 1982 cover displays the large U.S.M.C. MCAS CHERRY POINT circular datestamp of the Havelock branch office, dated June 7, 1982. The cover is printed with the iconic Iwo Jima flag raising scene that today is immortalized in the statue near Arlington National Cemetery, Washington, D.C. This type of envelope and matching stationery would likely have been sold at the base exchange. (Courtesy Greg Ciesielski)

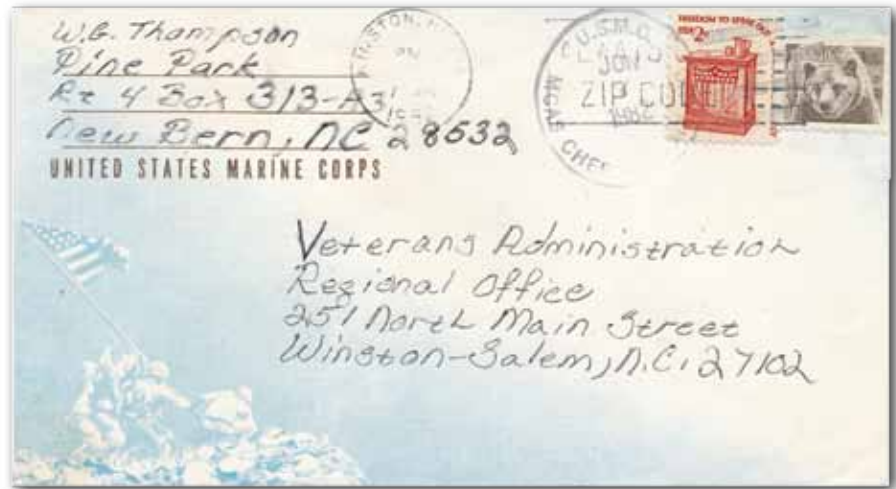


Figure 13a. ▶

A similar Universal machine slogan cancel reading "Always Use/ZIP Code" from Kinston (Lenoir Couty).



◀ **Figure 14.** International machine slogan of August, 29, 1966 celebrating the 50th Anniversary of the Marine Corps Reserve. This a postmark of the Havelock branch office at the Cherry Point MCAS. (Figure 14 has been enlarged.) (Courtesy Greg Ciesielski)

Figure 15. ▶

Havelock postmark showing the Cherry Point MCAS was a branch of the Havelock post office from January 1957 until at least 1993. (Courtesy Greg Ciesielski)



home of the 2nd Marine Aircraft Wing, along with Marine Aircraft Group 14, Marine Air Control Group 28 and a security communications team. There are also combat logistic units and the Fleet Readiness Center (East.)

Figure 13 shows a post-Vietnam era cover posted on June 7, 1982. This cover has a large circular datestamp, U.S.M.C. MCAS CHERRY POINT of the Havelock branch office. A second cancel, superimposed over the U.S.M.C. postmark, was a Universal machine slogan cancel of Kinston. A similar example that can more easily be read is illustrated by Figure 13a, "Always Use/ZIP Code." The 50th Anniversary of the Marine Reserve was remembered by the slogan cancel "50th

Anniversary/Marine Corps Reserve/29 Aug. 1916-1966." (see Figure 14). The Kinston post office processed this cover after it had been posted earlier on the same day. The cover is printed with the iconic Iwo Jima flag raising scene that today is immortalized in the statue near Arlington National Cemetery in Washington, D.C. This type of envelope and matching stationery would likely have been sold at the base exchange.

Another of the more contemporary postmarks from the period 1966 - 1987 is shown in Figures 15, a Havelock branch postmark of the Cherry Point MCAS.

From 1957 until 1963, Cherry Point MCAS hosted the U.S. Air Force 614th Airborne Control and Warning Squadron. At

this point, the author has seen no USAF period postal markings.

The Marine Corps is a component of the United States Navy Department and the Corps is supported by naval units in many ways. Naval units provide medical services, seaborne transportation, logistical, fire support and a variety of other functions. Therefore, naval units and personnel often are based on Marine Corps installations.

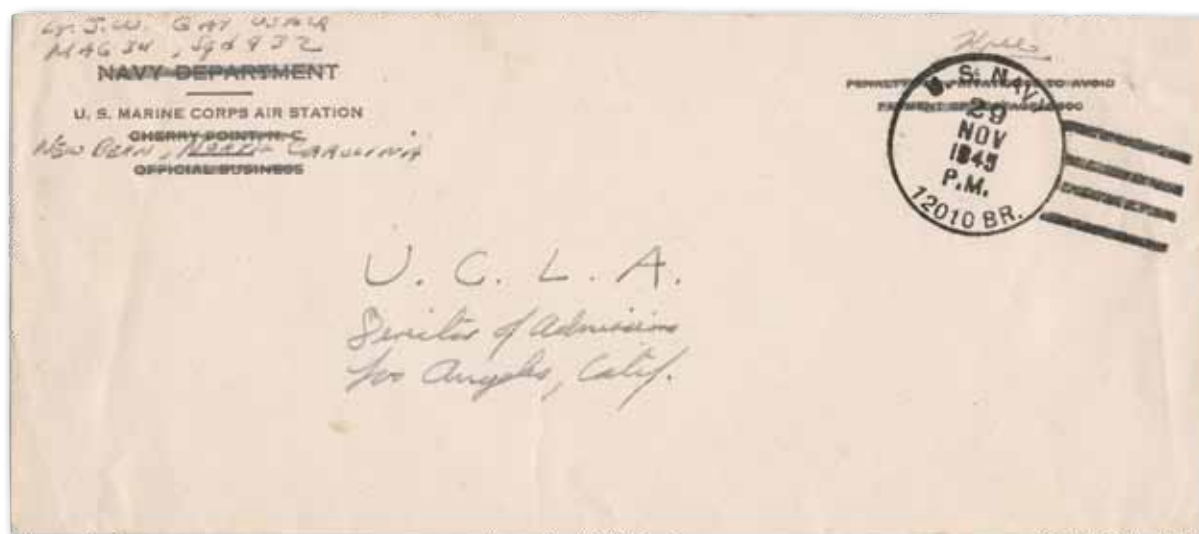
To the postal historian, interpreting naval cancellations is another area of study. Some postal covers and post cards may have a Cherry Point USMC theme or scene, but carry a naval unit cancellation. Figure 16 illustrates a business sized envelope with a Marine Corps return address and unit cancellation. The letter was posted November 29, 1945, with the postmark of "U.S. Navy 12010 Branch." The location of this post office was the Marine Corps Auxiliary Airfield Oak Grove, Jones County. The sender identified himself as a member of the U.S. Marine Corps Reserve. He used a Navy Department, U.S. Marine Corps Air Station, Cherry Point Air Station, envelope but crossed out all the official sections of the preprinted envelope. The letter was addressed to U.C.L.A. Director of Admissions in Los Angeles.

During WWII, Cherry Point Marine Corps Air Station built several auxiliary air stations to support its training mission. Pilots and crews could practice navigation and flight procedures around eastern North Carolina between the main base and several auxiliary fields. These fields were located at Atlantic, Bogue Field, Oak Grove (near Pollocksville in Jones County) and Kinston as well as in Congaree, South Carolina, Newport,

Arkansas and Eagle Lake, Texas. Another category of support facilities were the "outlying fields." These were at Greenville, New Bern, Camp Lejeune, Washington and Wilson, all located in North Carolina. Some of these fields later became local commercial airports. As an example, Stallings Field in Kinston, 45 miles north of Camp Lejeune, was established in 1944 as the "Marine Corps Auxiliary Airfield Kinston." It provided V-5 flight training to naval cadets until October, 1945. It re-opened in 1950 as a United States Air Force flight training facility called "Kinston Air Base." It was renamed "Stallings Air Base" in 1952 and was closed as a military base in 1957, but remains a commercial airport, currently named "Kinston Regional Jetport." There are no known postal marking for this facility.

The Marine Corps outlying fields at Greenville, North Carolina and New Bern have also been converted to regional commercial airports. Marine Corps Auxiliary Landing Field Bogue and Marine Corps Outlying Field in Atlantic, North Carolina are still in operation. The Bogue facility is located on Bogue Sound and is the Marine Corps only carrier practice landing field on the East Coast. Cancellations for auxiliary fields at Atlantic, Edenton, New Bern and Oak Grove are included in the illustrations for this article. Figures 17-20 show the known cancellations for these auxiliary and outlying fields.

The study of USMC postal history is both enriched and challenging to collectors because, since the USMC is a component of the US Navy Department, Marine bases often had naval support and liaison tenet units. Figure 17 illustrates a cover to Lincoln, Nebraska, postmarked with a 4-bar cancellation with a 14000 series number in the U.S. Navy



▲ **Figure 16.** November 29, 1945, envelope to Los Angeles, California, with the postmark "U.S. Navy 12010 Branch." The location of this post office was the Marine Corps Auxiliary Airfield Oak Grove, Jones County. This envelope was used by Lt. J.W. Gay USMCR in late 1945 to communicate with the U.C.L.A. Director of Admissions.

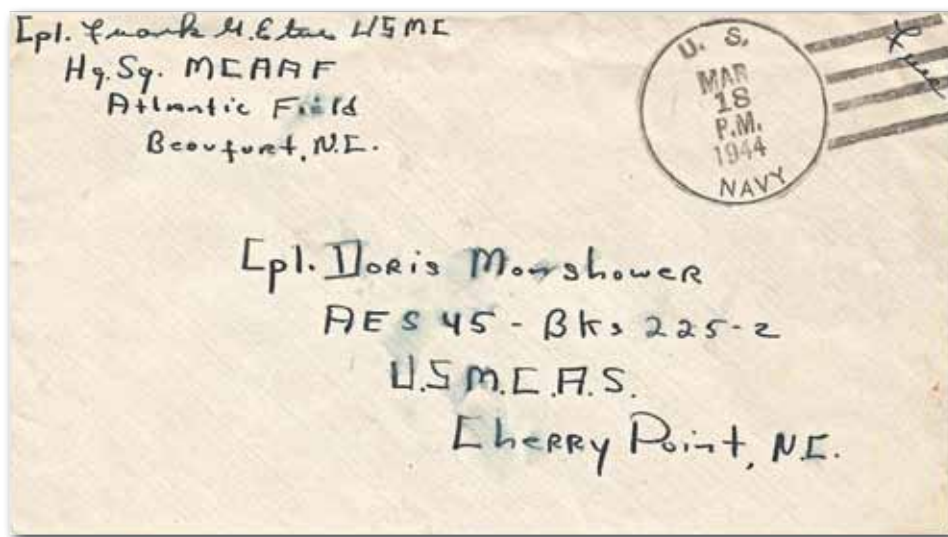
marking. This series was created for branch offices of the Marine Corps to replace the 12000 series being disestablished after the WWII. Some of these offices had to be reestablished because of the war in Korea.. "U.S. Navy 14006," was for the 2nd Marine Aircraft Wing, Fleet Marine Force, Cherry Point, North Carolina." Unit 4 was the New River Marine Corps Aircraft Field. New River was an earlier name for Camp Lejeune, which had a Marine air wing located there. It was commissioned Marine Corps Auxiliary Airfield Camp Lejeune in 1951 but after WWII, it fell under a caretaker status as an outlying airfield of Cherry Point MCAS. It has had a number of administrative changes in status and later reverted back to a Camp Lejeune facility and it is currently designated Marine Corps Air Station New River.

Several auxiliary landing fields for Cherry Point MCAS were built during WWII to provide facilities for long distance training flights. One of these fields was Marine Corps Auxiliary Air Field (MCAAF) Atlantic in Carteret County, north of Beaufort, N.C. The Navy purchased 1470 acres in early 1942 and the field was commissioned a Marine Corps auxiliary airfield in 1943. Although closed as an airfield after the war, it is still used periodically for training. Figure 18 shows a letter from the Headquarters Squadron, MCAAF Atlantic field, Beaufort, North Carolina. It was posted on March 18, 1944, addressed to a female Marine at Cherry Point MCAS, with a U.S. Navy cancellation.

Another Marine Corps Auxiliary Air Field was located at Edenton in Chowan County. This field is 83 miles from Cherry

Figure 17. ▶

17 February 1959, letter to Lincoln, Nebraska, from "U.S. Navy 14006," the 2nd Marine Aircraft Wing, Fleet Marine Force, Cherry Point, North Carolina." Unit 4 was the New River Marine Corps Aircraft Field. New River. (Courtesy Greg Ciesielski)



◀ Figure 18. 18 March 1944, stampless letter from a Marine on the Headquarters Squadron of Marine Corps Auxiliary Air Field (MCAAF), Atlantic, at Beaufort (Carteret County) addressed to Cherry Point MCAS. "Free" for military privilege. (Courtesy of Greg Ciesielski)

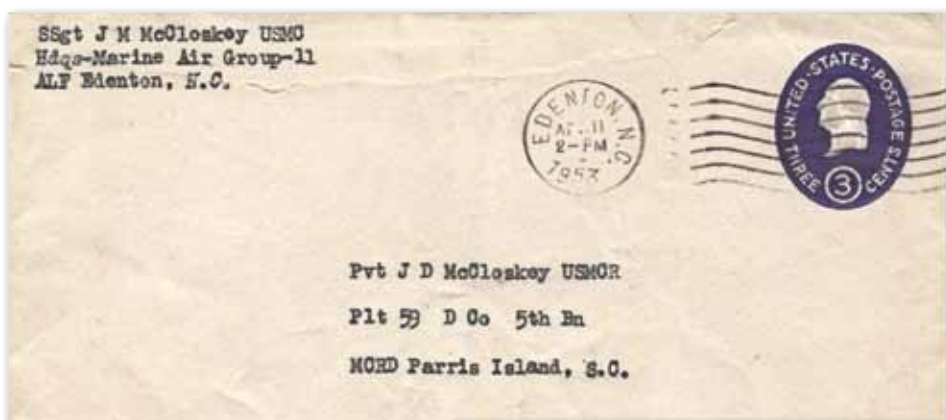
Point by air. This cover illustrated as Figure 19 was posted on April 11, 1953, by a Marine from the Headquarters of Marine Air Group 11 at Auxiliary Landing Field, Edenton to Paris Island, South Carolina. This letter was posted in the Edenton post office, as shown by an International machine Type D30 cancellation. This electric machine was in use there from 1950 to 1962.

Marine Corps Auxiliary Air Field Oak Grove was located near Pollocksville in Jones County. Figure 20 illustrates a cover from there sent by a member of VMSB (Marine Scout Bombing Squadron) 931. It was mailed on September 17, 1945, with an 8 cent olive green, 1944 airmail stamp, first issued on March 21, 1944, addressed to Chicago, Illinois.

This article has attempted to offer a study of the postal history of the Cherry Point MCAS and the surrounding communities. Undoubtedly there will be many more discoveries of postmarks or varieties of known types. The MCAS is an integral part of Marine aviation and will continue to grow and evolve to adapt to emerging missions and technologies. Collectors are invited to keep up with the current postal services associated with this very important facility, of which there will be more postmarks. The author is indebted to Marine Corps postal historian Greg Ciesielski for providing scarce markings from his collection as well as his help in interpreting Marine Corps unit designations. ■

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◀ **Figure 19.** April 11, 1953 letter from Headquarters Marine Air Group 11 at Auxiliary Landing Field Edenton. to Paris Island, South Carolina. Letter posted at Edenton with an International machine Type D30. (Courtesy of Greg Ciesielski)

Figure 20. ▶ September 17, 1945, letter from VMSB (Marine Scout Bombing Squadron) 931 with an 8 cent olive green 1944 airmail stamp, first issued on March 21, 1944, addressed to Chicago, Illinois (Courtesy Greg Ciesielski)



Old Mystery Cover



The circular datestamp on this cover is one of several 26 mm postmarks that were used in North Carolina during the Confederate period. In this case the marking was struck poorly so that neither the date nor the post office name could be easily read. This was a result of the postmaster's negligence for not keeping the postmark device properly cleaned and inked.

See if you can identify the post office name by other means.

Also identify the initials "C. S. P. A." in the address panel.

Brian Green was the only member who provided answers to the questions asked in the last issues.

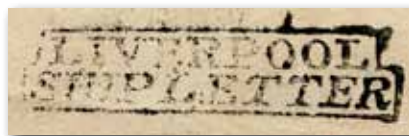
Horizontal pair of CSA No. 12-AD, 10¢ stamps, paying the double rate letter to Capt. Claude B. Denson Top's C.S.A., Care of Capt. B.L. Blackford, Asst. Engr, C.S.P. A. (Confederate States Provisional Army), Fredericksburg, Virginia. The stamps were canceled with a 26 mm Pittsboro (Chatham County) circular datestamp.

Pittsboro Outgoing Ship Letter



Richard F. Winter

19 December 1832 - Folded letter outer sheet from Pittsboro (Chatham County) to London. Letter paid 25 cents at posting, which was the correct rate for a letter travelling over 400 miles to New York. The reason for two circular datestamps at the origin of Pittsboro is not known. When the letter arrived at New York, the postmaster placed it in the mailbag for the Black Ball Line sailing packet, *Hibernia*, which sailed from New York on 3 January 1833 and arrived at Liverpool on 28 January 1833. At Liverpool, the letter was marked on the reverse with the black LIVERPOOL/SHIP LETTER handstamp and sent to London, where it arrived on 30 January 1833. At London the letter was marked on the reverse with a red double circle datestamp and on the front, with the postage due, 1 shilling and 7 pence. This amount was calculated as 8 pence incoming ship letter fee plus 11 pence for the British inland fee from Liverpool to London. The total postage due was 1 shilling and 7 pence.



Hugh Jarvis Horne, Sr. The First North Carolina Postal History Collector?

by Tony L. Crumbley



Have you ever wondered who started this addiction of collecting North Carolina postal history? We know stamp collecting began shortly after the British Penny Black was issued in 1840. There are reports of a woman saving enough copies of the Penny Black to wallpaper a bathroom. I guess we can consider her a collector.

The first stamp journal was published in 1864 as the *The Stamp Collector's Record* in Albany, New York. The first stamp dealers appeared in the Carolinas in the 1880s and the first Scott Catalogue also appeared at this time. The American Philatelic Society was formed in 1886.

There are stories of carpetbaggers coming into the South shortly after the Civil War looking for rare Confederate stamps and covers. Perhaps the best example of this is Figure 1, the Salem provisional of Forsyth County, having been begged by several of these carpetbaggers. Postmaster O.A. Keehln, who had been the postmaster eight years before the state joined the Confederacy and also throughout the war. After the war he printed 300 copies of his provisional envelopes and sold them for \$1.00 each, which was quite a sum of money at that time.

So when did postal history collecting begin? There is no real time line that shows its beginning. We can, however, look at

the publications about postal history to get an idea of its popularity. The first *Scott Specialized Catalogue of United States Stamps and Covers* appeared in 1923. This became the "bible" for U.S. postal history collectors. It included prices for cancellations and information about cover pricing.

August Dietz published his first book, *The Postal Service of the Confederate States of America*, a Confederate postal history book in 1929. It was followed in 1931 with his first catalogue which did not include cover prices. The detailed listing of Confederate

covers did not appear in his catalogue until 1945.

In 1933, Delf Norona edited and published the first of two books, *Cyclopedia of United States Postmarks and Postal History*. This was a compendium of work that had been published to date on various postmarks.

In 1935, the first *United States Stampless Cover Catalogue* began the process of listing and pricing all known U.S. Stampless Covers. The name soon became the *American Stampless Cover Catalog*.

What about state postal history originations? The first American Philatelic Society (APS) unit for covers was the War Cover Unit which first appeared in 1942. The Western Cover Club affiliated with the APS in 1951 while the first state postal history society to affiliate with the APS was Alaska in 1959. North Carolina formed its society in January 1982 and affiliate with the APS later that year. It seems most of the state societies were formed in the late 1970s to late 1980s.

In Herman Herst's book, *More Stories to Collect Stamps By*, he addressed the birth of postal history. Herst blames the makers of albums for the delay in postal history collecting. Because albums had pages with pictures of stamps only and no blank pages, he felt this would lead to the removal of stamps from covers to fill the blank spaces in the albums. It seems no one was providing an album for covers.

Herst noted that in his office building at 116 Nassau Street, the Mecca of stamp collecting, there were 35 to 40 stamp dealers of which only he, John Fox, and Robert Siegel had an inventory of covers. E.N. Sampson of stampless cover fame was a frequent visitor.

So who was the first North Carolina postal history collector? By mid-1934, several Confederate collectors began discussing the need for a Confederate stamp & cover organization. In 1937, they met in Asheville, North Carolina, at the Society of Philatelic Americans annual convention to formalize their orga-



▲ **Figure 1.** Salem, NC Postmaster Provisional printed after the war by Postmaster O.A. Keehln to sell to the carpetbaggers coming South looking for Confederate stamps and covers. Keehln printed 300 copies and sold them for \$1.00 each.

nization. By this time, they had recruited 80 members, including six North Carolina collectors.

At this meeting, Miss Meta Beall of Greensboro was elected Southern Vice-President of the Confederate Stamp Alliance (CSA). She was, surely, the first female postal history collector from North Carolina. Meta died in 1989, and I had the privilege to purchase the remainder of her collection. This amounted to a box the size of a dishwasher, full of covers from all over the United States. Included in her remainders collection was a lot of ragged Greensboro Postmaster Provisionals. There was also an article about her and her collection that had been published in the local newspaper. Clearly, she did not focus on North Carolina.

Another of the early members was A. Earl Weatherly, perhaps the best known of all North Carolina collectors. Earl was born before the turn of the century and is quoted in his book, *The First Hundred Years of Historic Guilford [County]*, that “he had collected since early life.” His focus was on Confederate postal history and he won many international awards for his exhibit of Confederate postal history. His book on Guilford County does focus on its postal history as well as other historical data; however, I do not feel he can be considered a true North Carolina postal history collector as he was a much broader collector.

Several of the early members, Paul Ashburn of Winston-Salem and George Taylor of Chapel Hill were stamp dealers. So they cannot be considered the first collector of North Carolina material. The eleventh CSA member was Hugh J. Horne of Roanoke Rapids, North Carolina. Hugh joined the CSA in 1945 before Bernard Harmer, E. N. Sampson, Robert Siegel or Sylvester Colby, each a well known collector of the hobby.

Hugh Jarvis Horne, Sr. (Figure 1) was born in Farmington, North Carolina, on November 2, 1898. His parents were Lonnie James and Mentora Jarvis Horne. Hugh attended Farmington High School, received a Bachelor’s degree in Chemistry from Emory and Henry College in Emory, Virginia, and a Master’s degree in chemistry from Tulane University in New Orleans, Louisiana.

Upon graduation, he taught at Rutherfordton College in Rutherfordton, North Carolina. He had two sons: Hugh Jarvis, Jr.



▲ **Figure 2.** Hugh J. Horne, Sr. was born November 2, 1898, at Farmington (Davie County). He was educated at Emory & Henry College and at Tulane University to be a chemical engineer. He started collecting covers in the 1930s and amassed a collection of over 3,500 North Carolina covers.

and Charles Moman. In 1932, Hugh moved to Roanoke Rapids, North Carolina, to work as a dye chemist for the Simmons Company, a textile company. He lived there until November 15, 1950, when he passed away.

He first began collecting covers in the 1930s. An early CSA member, he built a collection of over 3,500 North Carolina covers between 1935 and 1950.

His son, Hugh Jarvis, Jr., maintained his father’s membership in the Confederate Stamp Alliance until 1973, but there is no evidence that he had an interest in the North Carolina Postal History.

So what did Hugh Sr. collect? This past year, I have made two trips to Littleton (Warren County) where the widow of Hugh Jr. lives, to purchase the remains of Hugh Sr.’s collection. Needless to say, I had a great surprise upon examining the material. The collection consisted of nearly 2,000 North Carolina stampless covers, over 500 North Carolina Confederate covers, and 1,000 pre- and post Civil War, North Carolina covers. There were early First Day and Flight cov-

ers dating from the 1930s, providing an indication of when he began collecting. One of Hugh Sr.’s covers had a letter from August Dietz dated 1940 that certified a genuine 20 cent green Confederate cover from New Bern, an impossibility since New Bern fell to the Union a year before the stamp was issued.

Clearly, Hugh Sr. had worked closely with Dietz in adding entries to the Dietz catalogue from covers in his collection

Several examples of covers from Hugh Jarvis Sr.’s collection



Figures 3 ▶

December 13, 1838, folded letter written at sea on board the sailing ship *Emily*, addressed to Montreal, Lower Canada. It entered the U.S. mail at Wilmington (New Hanover County), where Dickinson & Morris posted it unpaid. Letter marked for 27¢ U.S. transit postage to Canada-U.S. border and 1 shilling 9½ pence Cy postage due.

follows:

Figure 3 illustrates one of a number of ship covers into North Carolina ports. This folded letter was written at sea, dated December 13, 1838, on the sailing ship *Emily*, and arrived at Wilmington, North Carolina, on January 31, 1839. The letter was marked at Wilmington as an incoming ship letter. The fee for this was 2 cents incoming ship fee plus the charge for travel within the United States to the Canadian border. Forwarding agent, Dickinson & Morris, reposted the letter as an unpaid letter to Montreal, Lower Canada. The 27 cents marked in the upper right corner was the debit to Canada for the fees not paid in Wilmington. In Montreal the postage due was marked as 1 shilling 9½ pence Canadian currency. That amount included all the fees from Wilmington to the destination in Canada.

An outstanding example of a letter paid with a horizontal pair of the 1851 gray black imperforate, 12 cent stamps was posted from Rutherfordton (Rutherford County) on July 8, 1857 (Figure 4). It was addressed to Mabledon, near Tunbridge in county Kent, England. The 24 cent rate was established by a Postal Convention between the United States and Great Britain. Of that amount, 19 cents was credited to Great Britain since a Cunard steamship (British) carried the cover to England. The United States was entitled to retain the rest of the payment or 5 cents.

Figure 5, a very striking example of a cover with two pairs and a single 1863 brown red 2 cents Confederate stamps posted from Clemmons ville (Davidson County) to Huntsville (Yadkin

County). It's a great looking cover and a major rarity if it were only genuine. The cover had been issued a CSA Certificate saying it has genuine stamps canceled with fake postmarks. Several other Clemmons ville fakes are known and we can now date them as having being produced before 1950.

Nonetheless, there were many nice Confederate covers within the collection. Figure 6 is a cover posted from Oxford (Granville County) on June 21 using a horizontal strip of five 2 cent green Jackson Confederate stamps. Very few examples of this stamp used from North Carolina have survived. The stamp was originally intended for use on drop letters, circulars, and newspapers. Clearly, the postmaster of Oxford was trying to use up his supply of stamps.

While going through the collection, it was clear that Hugh Sr. was communicating with many of the key postal history figures of the time. Many of the stampless covers were purchased from E.N. Sampson. It looks like Sampson was buying every stampless North Carolina cover in NY and sending them back to North Carolina.

We may never know why this very large collection remained hidden all these 67 plus years; but, without a doubt, the collection is a true treasure trove of North Carolina covers, and provides evidence that "finds" are still out there."

As for who was the first North Carolina postal history collector, until someone proves otherwise, I believe that Hugh J. Horne, Sr. has to be the first. ■



◀ **Figure 4.** July 8, 1857, envelope paid 24 cents with a horizontal pair of 1851 gray black 12 cent stamps from Rutherfordton (Rutherford County) to Mabledon, near Tunbridge in county Kent, England. The United States-Great Britain Postal Convention of 1848 required 24 cents be paid for a single letter. Since a British contract mail steamship was to carry the letter to England, the British were entitled 19 cents.

Figure 5. ▶ June 6, 186x cover from Clemmons ville (Davidson County) to Huntsville (Yadkin County) paid with five two cents 1863 brown red stamps paying the 10 cents rate. Unfortunately, the cover was certified with genuine stamps but fake postmarks.





Figure 6. ▲

July 21, 186x cover posted from Oxford (Granville County) to Petersburg, Virginia, paid with a horizontal strip of five 2 cents green Jackson Confederate stamps for the ten cents rate. Very few examples of the stamp were used from North Carolina, a stamp originally intended for use on drop letters, circulars and newspapers.

Special Thanks:

A special thanks goes to Ann Horne, wife of Hugh J. Horne Jr., for her assistance in gathering information and images of Hugh Horne, Sr. The author would also like to thank Tara Murray of the American Philatelic Research Library for providing some key information of the early history of the hobby.

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Mystery Covers

Two mystery covers from the Hugh Jarvis Horne, Sr. collection are illustrated here. The cover to the right is a folded, stampless cover dated 24 October, 1854, and is addressed to Miss Fanny P. Clark in Lowell, Massachusetts. Can you identify the North Carolina post office where it was posted?



The second mystery cover from the Hugh Jarvis Horne, Sr. collection is illustrated to the left. It is a folded, stampless cover dated "21 8 Month Aug" 1847, and is addressed to Lindsay & Plackeston in Philadelphia. Can you identify the North Carolina post office where it was posted?

Piedmont Wagon Company - Hickory, North Carolina



by Tony L. Crumley

A newspaper article in January 2015, brought to my attention that an old building in Hickory was being reopened after decades of disrepair. In January, 2008, the Hickory Landmark Society added the building to its list of endangered properties. In January 2015, the building reopened as a warranty claims call center with offices for 75 people.

The building had been home for the Piedmont Wagon Company, founded in 1878 by George Bonniwell and A.L. (Andy) Ramseur. It began as a small scale producer of wagons.

They became one of the areas first industrial enterprises. In 1880, they moved the facility to the western part of Hickory to have access to the railroad. By 1890, they had invested \$100,000 in land, machinery, and raw materials. The demand was so great for wagons that the company began a night shift, perhaps the first for the city.

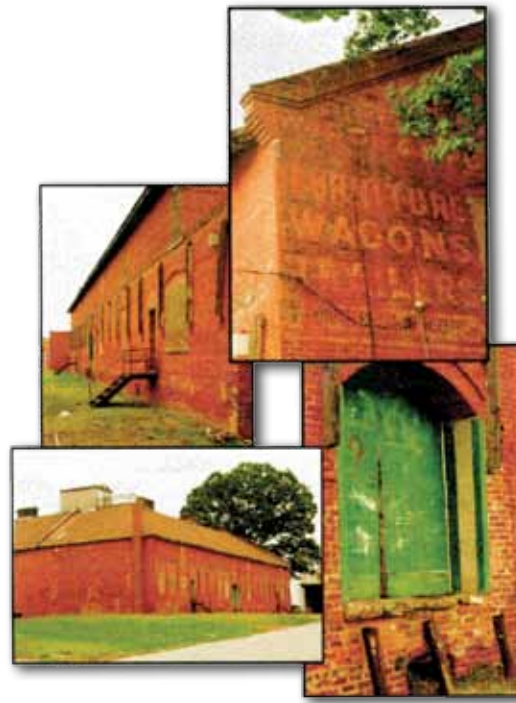
From 1887 until 1918, the wagon company's primary market expanded throughout the Southeast from Virginia to Texas and eventually to Great Britain.

According to an NC in WWI blog on August 17, 2017, by Jessica A. Bandl, the "Piedmont Wagon [Company] became an early supporter of the allied war when in March 1915 they entered into a contract with the French government to supply 1,000 ammunition wagons for use on the battlefield. Each wagon weighed in at 1,400 pounds and required three horses to pull, as opposed to the typical wagon produced by Piedmont, which weighed just 800 pounds and only needed two horses. The value of the contract, according to newspaper reports of the time, came in at around \$130,000 - \$3.2 million today, when accounting for inflation." The contract with France required all metal carts for the French army. By this time, Piedmont rivaled the work of the leading wagon makers in the St. Louis area.

The contract required the company to produce the full amount, all one thousand wagons, within sixty days. Company leaders, who had months earlier started running short shifts on

account of slow business, doubled the size of their workforce and ran crews night and day to meet the deadline. Three to five carloads of wagons left the factory daily, making their way to the coast by rail where they were loaded onto ships bound for the European continent. When news of the *Lusitania* sinking broke in May 1915, it was reported that a shipment of Piedmont Wagons was in the hull."

The Piedmont Wagon Company became involved in a tax controversy for not paying income tax from 1917 to 1919. The firm was sold in 1940 to Henry Leonard and production ground to a halt. In its heyday, it occupied 13 buildings on 13 acres of land. In 1960, the site was cleared of all but one of its buildings, the one that was restored and reopened for business.



◀ **Figure 1.** The Piedmont Wagon Company at one time occupied 13 buildings on 13 acres. All the buildings have been cleared except this one, which has recently reopened as a warranty claims call center.

Although the Piedmont Wagon Company no longer survives, advertising covers from their hey-day can still be found. Figure 2 is an example of a cover posted on January 12, 1893. It was addressed to Columbia, South Carolina. The whole left side of the envelope's front is a Piedmont Wagon Company advertisement. ■

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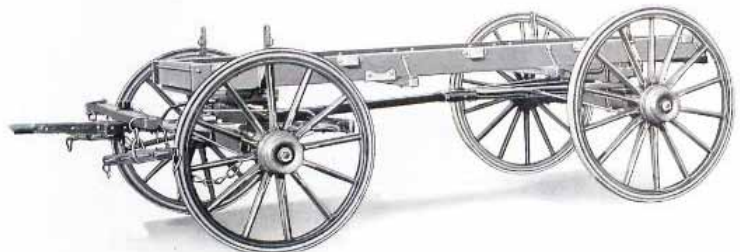


◀ **Figure 2.** January 12, 1893, envelope from Hickory (Catawba County) to Columbia, South Carolina. The company advertisement consumes about half of the space on the front of this envelope.



◀ **Figure 3.** Detailed ink drawing of the two-horse wagon produced by the Piedmont Wagon & Manufacturing Company. Their name for this wagon was the “Piedmont.”

Figure 4. ▶
Single or two-horse versions were available as well as many different other features such as a large box for a dump cart for a configuration to carry lumber.



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(48% of membership)

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T.T. Beckham - Henderson
Anthony Mancuso - Charlotte (correction)

NORTH CAROLINA POSTAL HISTORIAN



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to the Winter *POSTAL HISTORIAN* please submit them
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North Carolina Postmark Catalog Update

The following counties and are now available at

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Alamance through Watauga

(Check counties from Alamance thru Halifax for updates)

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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 Harry Albert, the Secretary-Treasurer at hlabert78@gmail.com or Tony Crumbley at tcrumbley2@bellsouth.net.