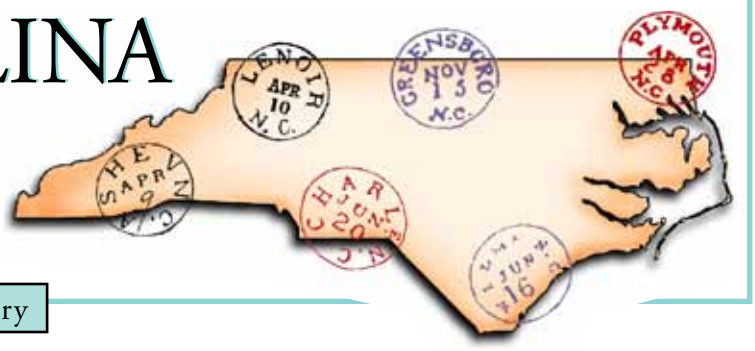
NORTH CAROLINA POSTAL HISTORIAN



The Journal of North Carolina Postal History

VOLUME 39, NO. 2 SPRING 2020 WHOLE 150

Rural Free Delivery
in North Carolina
Part 1

North Carolina Wheel of
Fortune Cancellations

Affiliate #155 of the American Philatelic Society

PRESIDENT'S MESSAGE

The holidays are behind us and as we move forward into 2020, I'm again pleased to report that the Society is healthy, both in membership and financially. The Board has not increased annual dues, and thanks to the generosity of the sustaining members, we can cover the expenses associated with printing and mailing the *North Carolina Postal Historian*, which is the major society expense. Our website continues to attract considerable attention As president, I have received several research inquiries during the past year.

It is a pleasure to announce that Maurice Bursey, a long-time society member and contributor to the *North Carolina Postal Historian*, recently won awards at the literature competition at the Sarasota National Stamp Exhibition. His article on the envelopes from the gubernatorial election of 1864 won a large vermeil while his article on New Bern won a silver-bronze award. This was his first contribution to this show, which is the only show that has a competition for literature articles. Maurice should be congratulated on his achievement.

It's not too early to remind the membership of the NCPHS annual meeting at Charpex on July 25-26, 2020, in the Worrell Building at Central Piedmont Community College of Charlotte. The annual meeting always has an interesting program, such as Scott Stewart's excellent presentation last July on North Carolina's contribution to the space program through the postal history of the Western North Carolina Space Covers. Charpex itself is not only a great philatelic show, but it's a good place to meet other collectors and find some good buys. I hope to see you there.

The society offers the *North Carolina Postal Historian* in an electronic format to those who request it. This is just one example of changing technology to meet member preferences. Speaking of changing technology, I recently received the First Quarter 2020 issue of *The Confederate Philatelist*, the venerable journal of the Confederate Stamp Alliance. It contained a very timely "Open Letter to Alliance Members:" written by Trish Kaufmann. She observes that hobbies today, which include postal history and philately, are challenged by changes in technology over time, which forces organizations to find new ways to interact with their memberships. She discusses that some hobbyists may not attend meetings and shows, but may use on-line journals, chat rooms or other types of media to enjoy their hobby. I am a prime example of one who enjoys my hobbies the old-fashioned way, but "the times, they are a changing." Trish provides some good food for thought to keep our hobbies healthy.

Dick Winter reports that he has added Raleigh to the listing of PDFs now available on our website. That means that 100 counties and five separate cities have postmark information available on-line. Soon he will begin updating all the previously completed county PDFs with new information that he has collected in past years. Along similar lines, Scott Steward continues to add images of North Carolina post offices to our website under the Resources drop down menu. He now has images from 26 counties.

At our annual meeting in July 2020, the membership will be approving new directors for the Board of Directors. If you have any nominations, please send them to me at the e-mail address shown in the Masthead below.

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

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Editorial Ramblings from Tony Crumbley

Thirty-eight years ago, seventeen North Carolina collectors met in Winston Salem to discuss the formation of the North Carolina Postal History Society. From that meeting, I was given the responsibility of sending out a newsletter to interested parties. That newsletter became Volume One of the North Carolina Postal History Society's journal.

This issue is Number 150 of that publication. In my mind, that is a milestone. To my knowledge, I have had a hand in every issue. I can remember to date the production of the first issue. The Charlotte Chamber had just purchased its first memory typewriter. Our word processor was kind enough to type it for us. The typewriter would remember two lines of type, then erase it. Quite a remarkable feat at the time. The first fifteen issues were produced on this typewriter. Any images were cut and pasted Xerox copies.

Issue 16 (January 1986) would see great changes. Editor Darrell Ertzberger came on board and began producing the publication on the computer with a professional layout appearance. Darrell stayed on board until Issue #29 (summer 1989) when Vernon Stroupe joined me as an editor. Vernon added much to the quality of the journal. Issue #67 (winter 1999) was the first to include color – thanks to the donation from Milt Wicker who wanted to see his Chapel Hill article in color. Issue #72 (summer 2000) began full color for all issues. Vernon would produce through Issue #94 (spring 2006) before his death.

For a brief time, we worked with Terry Chappell, a graphic designer from Chapel Hill to lay out the publication. With Issue #106 (Spring 2009), Richard Winter joined me with the production of the publication. This issue is 44th to provide his outstanding design talent. Without a doubt, North Carolina has the finest state postal history journal in the country. Many of the states that were once active, no longer exist. I feel we are still active in part because of the quality of the journal.

An interesting note is that in Issue #15 (October 1985), the Board approved advertising in the journal. It was not until Issue #101 (winter 2008) that the first ads appeared. I think this was a function of no one selling the ads. These advertisers help cover the cost of the journal and keep dues down.

This journal could not be what it is without you, our members. We have a good body of writers that produce quality content. This makes our jobs as editors much easier to turn out a 20-page journal.

Of the seventeen original NCPHS members, eight are still alive and all but one of those are still members. I guess that speaks for something. In 2009, we had 67 members. In 2019, we had 120 members. Few stamp organizations are seeing growth. Once again, it is this journal that is fueling that growth, and you - the members – who are fueling the journal.

Clearly, I will not be around for the next 150 issues but I do hope to see many more. Thanks to each of you who have supported these efforts.

Old Mystery Cover

This 185x cover (1858 - 1861) was addressed to McRay's Store (McCray's Store), in Alamance County. Where did the cover originate?

The cover was illustrated in the spring 2019 issue of the *Postal Historian*. It bears the hastily-written manuscript postmark of Melville (Alamance County) dated 6 March 185x.

Rural Free Delivery in North Carolina

by Darrell Ertzberger

Part 1: The Development of the Service

In our 24/7 news cycle, internet connected world, it is difficult to imagine the isolation of rural residents in the late 19th century, particularly in the South. Rural residents of North Carolina had no electricity, no city or county services like water and sewer. Most rural residents were farmers. Some owned their land; many others were tenant farmers. In the eastern part of the state, there were a few wealthy rural landowners that rented most of their holdings to tenant farmers. It's hard to imagine the social revolution created by such a simple idea as free delivery of rural mail.

Communication in the county areas was at the speed of a horse, that is as fast one could ride to deliver news or messages. That was not particularly fast. Most roads were primitive at best. Many were no more that trails barely wide enough for a farm wagon.

Social interactions and communications were limited. The social highlight of the week (or month) would be attendance at a Sunday church service. Newspapers and magazines, the only source of state and national news, came through the mail. It required some effort to get one's mail.

The United States Post Office Department (USPOD) served rural areas with a network of small 4th class post offices. Most were in small stores or retail establishments. Rural residents had to visit the post office to get their mail, which could be their major venue of receiving news and information. Some of the smallest or most remote offices received mail only once a week. For others it might be two, three or four times a week. No matter how often a 4th class office received mail, a farmer had to leave his farm, sometimes using a whole day, to ride to the post office to get and send his mail.

▲ **Figure 1.** The printed note on this 191x post card from Burlington (Alamance County) reads, "Ten of Uncle Sam's RFD carriers starting on their daily trips from Burlington, N.C." Note that at least one was a woman.

Several movements in late 19th century such as the Grange, the National Farmers Alliance and Industrial Union, and the Peoples Party, advocated for rural reforms and improvement of the agricultural population. One of the many ideas proposed was that of free rural delivery of mail, similar to free city delivery which had begun in 1863.

In 1894, the Congress appropriated $10,000 to establish the service. Postmaster General (PMG) William S. Bissell told Congress he could do nothing with such a small amount. In 1895, Congress increased the amount to $20,000. The new PMG, William L Wilson, gave the same response to the legislature as his predecessor: it was too small to do the enterprise they envisioned. Lobbying and rural public pressure paid off in 1895, when Congress appropriated $40,000, still a very small amount, for the USPOD to create a few experimental rural free delivery (RFD) routes to test the concept in differing locales across the country. PMG Wilson expressed his misgiving at the amount, but agreed to start a test service.

Forty-four places, in 29 states, were selected for the experimental routes. These routes were started in 1896 and 1897. The places that received these perceived prizes had political connections. The first three routes in the new RFD service began 1 October 1896 in the eastern panhandle of West Virginia (home of the PG). Only a few weeks later, on 23 October 1896, the first North Carolina route started at China Grove in Rowan County.

Why did the USPOD choose China Grove? It was selected for political reasons. Rowan County was the home of John Steele Henderson, Representative for the 7th Congressional District of North Carolina. Henderson was elected as a Democrat to the 49th Congress (1885-1886) and to the four succeeding Congresses. Most important, he was Chairman of the House Committee on the Post Office and Post Roads from 1892 to 1895. The legislation establishing the RFD experiments came from the 53rd Congress (1894-95), which was Henderson's last. Undoubtedly the award of an experimental RFD route to China Grove was a prize for his home

◄ **Figures 2.** John Steele Henderson, Representative for the 7th Congressional District of North Carolina and Chairman of the House Committee on the Post Office and Post Roads, was responsible for China Grove being selected to be North Carolina's first RFD route.

district.

Back in Rowan County, the initial reception of the service at China Grove was not favorable. The exact details are not known, but the *1897 Annual Report of the Postmaster General*, in the section on the new RFD service, says that the China Grove service "was commenced October 1896 in the face of many obstacles." It states that the service "was at first handicapped by what appeared to be a deliberate effort on the part of local officials to make it a failure. A change in the office of postmaster became necessary before any satisfactory results could be achieved."

The China Grove postmaster in October 1896 was Frank R. Graham (1863-1937), who had been appointed to that position on 29 June 1893. The 1900 Federal census lists his occupation as "druggist," but what he did four years earlier is not known. His 1937 Rowan County death certificate says his occupation at the time of his death was a banker with the Bank of China Grove.

It is not known what problem Graham had with his new RFD route. Perhaps he saw it as a detriment to his drugstore business and convinced other local merchants to support him. He was replaced as postmaster on 25 November 1896 by a younger man, John C. Deaton (1870-1949). The 1900 census gives Deaton's occupation as a dry goods salesman (and notably, in 1900, he lived next door to the current postmaster). Deaton served as postmaster for less than a year. Lucian E. Stirewalt (c1866 - c1903) was appointed on 15 September 1897. Stirewalt served in that position until 1902; the 1900 Census lists his occupation

Figure 3. ▲
Commemorative cover for a new China Grove post office and the 100th Anniversary Celebration of the beginning of Rural Free Delivery service in North Carolina at China Grove (Rowan County). In the upper right is a 32 cent postage stamp issued a few months earlier for the Rural Free Delivery Centennial.

as Postmaster. The 1897 Annual Report of the PMG further described the China Grove service:

> "China Grove, in the center of the China Grove Township, Rowan County, was selected as the most suitable testing ground. The main line of the Southern Railway passes the town, delivering mails at an hour which renders possible the dispatching of carriers in the forenoon. Two carriers have been appointed, each traveling over 24 miles of rough clay roads daily, visiting nearly 40 boxes each, and delivering and collecting the mail from some portion of between five and six hundred people. The district is not thickly settled and the community is not excessively addicted to letter writing. Nevertheless, after the service reorganized in November, 1896, the number of pieces of mail matter perceptibly increased, and the friendly interest of the people in the service became manifest."

Besides the difficulties in China Grove, nationally the first years of the experiment were rough. The USPOD viewed it as an economically unfeasible annoyance forced on it by Congress. The initial route locations were chosen for political reasons, rather than suitability for the service. Special post office agents sent to create the new RFD routes had few instructions on how to proceed.

Eventually the USPOD did settle on guidelines for creating RFD routes. Special agents required a rough map (or better) of the area targeted for the service. A statement of the number of people to be served and their employment had to be included. In an area with good roads, a route should be no more than 25 miles, and no route should be created where the roads were not "graveled or macadamized." There should be at least 100 families in easy distance of the route. Agents were tasked to find responsible people to bond as the initial primary and substitute RFD carriers. These carriers were paid $400 per year. They had to supply their own horses and carriages or wagons and keep them in good condition. The local postmasters had duties also. They approved the pay warrants for the RFD carriers. They informed patrons on the new route to put up mail boxes at the patron's own expense. The local postmaster also had to ensure these new boxes were sufficient for the RFD service (eventually the USPOD would have standards for companies that manufactured rural mail boxes) and the boxes were located at a spot where the carrier could service them easily.

Initially some routes failed miserably; others were wildly-popular successes. As word of the new service spread to rural residents, more and more petitions were sent to Congressmen and the PMG to establish an RFD in their area. By 1899, the USPOD stated the experiment was a success, not always in the way initially envisioned. The *1899 Annual Report of the Postmaster General* points out five reasons for success: 1) Increased postal revenues. More letters were written, more newspapers were subscribed to. Many routes paid for themselves by the increase in business. 2) The value of land served by RFD increased. Prices per acre were up, significantly in some cases. 3) Roads were improved. Local residents were not hesitant to pay for road improvements in order to get and retain an RFD route. 4) Farmers could get better prices for their farm products because they could have daily information about the state of the markets. 5) There were intangible educational benefits because reading material was more readily available and residents were more aware of the events of the day.

The success of and satisfaction with most experimental routes was apparent in the rural areas. Residents loved the service. Mail came to their residences every day. It made cheap communication possible with their neighbors (penny postcards with a 1 cent stamps). This was a radical change in a rural world totally lacking telephones.

While many residents clamored for the RFD service, there was opposition. Two groups in particular, postmasters of small 4th class offices and star route contractors that supplied those offices, opposed the service. Many small offices were discontinued when an RFD route was created. There was no longer any need for them if their patrons could receive and send mail from their homes. The closure of these offices and the star routes that supplied them was an integral part of the planned economic self-sufficiency of the new RFD routes. Of course, the 4th class postmasters, who were usually small store owners, saw the creation of RFD routes as a threat to their livelihoods. The local residents would not have to come to their establishment to do any postal business. More important, any other incidental retail trade they did on those visits would be gone too. The same is true of the star route contractors. These were the people with whom the USPOD contracted to carry the mails from larger post offices to the small rural 4th class ones. Once the 4th class offices were gone, there was no longer a need for these contractors, and their contract was ended, along with their monthly payments.

After the initial route in China Grove in 1896, RFD service in North Carolina was at a standstill. For three and a half years, no new routes were established. The departure of Rep. Henderson from Congress in 1895 and lack of any influential NC Congressmen on the appropriate committees may have caused this. The second route in North Carolina was Oxford Route 1, established 1 May 1900.

Table 1 shows the number of routes created in North Carolina from 1896 to 31 July 1911.

Table 1 - Number of RFD Routes in NC

Year	Routes Created	Total in Operation
1896	1	1
1900	11	12
1901	16	28

1902	155	183
1903	170	353
1904	367	720
1905	270	990
1906	102	1092
1907	66	1158
1908	50	1208
1909	41	1249
1910	7	1256
1911*	26	1282

*through 31 July 1911

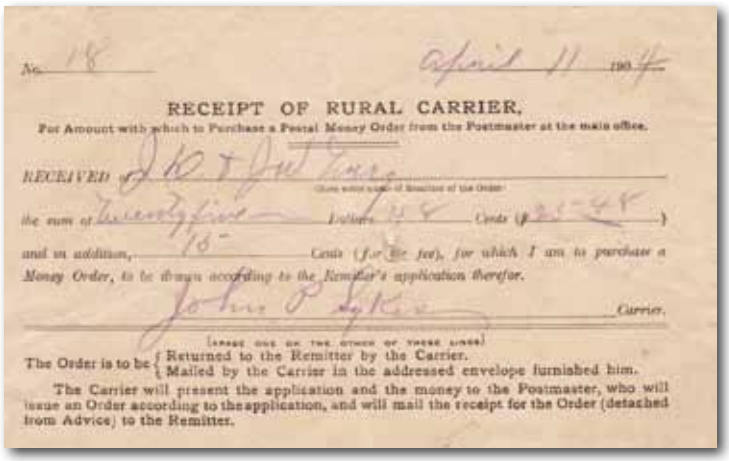
Starting in 1902 the number of routes began to increase dramatically. More postal services were added. Initially the carriers could not accept registered mail or special delivery. These services were added in the first couple of years. Within a few years, the carrier could sell money orders, taking payment on one trip, and delivering the money order from the home office on the next trip. The rural carrier was virtually a post office on wheels.

Figure 3. ►
An 11 April 1904 receipt of RFD carrier John P. Sykes for $25.48 plus 15 cents from JD & JW Hurg to purchase on their behalf a money order from the postmaster at the main office to be taken to them on his return visit.

Parcel post came in 1913. For years, express companies, some tied to the railroads, had the political clout to stop any legislation authorizing the USPOD to carry packages. Once it was shown that RFD was a roaring success, pressure greatly increased for parcel business through the USPOD. Both parties supported the idea in the election of 1912, and parcel post formally arrived 1 January 1913. The change in rural areas was near immediate. Now a farmer (or the farmer's wife) could mail-order all sorts of goods that may have not been available locally.

In 1899, the USPOD began an experiment in Carroll County, Maryland, to extend rural delivery service to an entire county, a "county-wide system" of RFD. The concept was that all rural postal customers in a county would be served by RFD. Most 4th class offices would be eliminated, as would their supplying star routes. The Carroll County experiment was a success and USPOD agents began to implement county systems when appropriate. One distinguishing feature of these county systems was that all routes were numbered consecutively, independent of the post office at which the route started. There would be only one route with a particular number in a county system. These county systems up to 1903 are described in Edith Doane's 1977 book, *County Systems of R.F.D.*

In 1902, plans were made to reorganize postal service in Mecklenburg County into the first county system in North Carolina. Initially 23 routes were planned, which included 8 existing routes. Some of the existing routes from Charlotte, Pineville, and Huntersville would be renumbered. The scheme was implemented 15 July 1903. Unfortunately, this was after the cut-off date for Edith Doane's study, so it is not covered in her book. It is discussed in detail in an article, "The First County-wide RFD System in North Carolina: Mecklenburg County," by this author in Vol. 14, No. 1, Winter 1995, issue of the *North Carolina Postal Historian*. The Mecklenburg system would have 30 routes by the end of 1905. Twenty-nine were numbered consecutively starting with Charlotte Route 1 and ending with Charlotte Route 29. Offices and routes in the scheme were Charlotte (1-9, 11-12, and 29), Sandifer (10), Derita (13-14), Pineville (15-16), Matthews (17-19, 26-28), Huntersville (20-23), Davidson (24-25). For some reason, a thirtieth route, Newell Route 1 was not consecutively numbered. The Mecklenburg consecutive numbering system seems to have been used into the early 1920s.


No. 18 April 11 1904

RECEIPT OF RURAL CARRIER,

For Amount with which to Purchase a Postal Money Order from the Postmaster at the main office.

RECEIVED of J. D. & J. W. Hurg

the sum of Twenty five Dollars 48 Cents ($ 25.48)

and in addition, 15 Cents (for the fee), for which I am to purchase a Money Order, to be drawn according to the Remitter's application therefor.

John P. Sykes Carrier.

[ERASE ONE OF THE OTHER OF THESE LINES]

The Order is to be { Returned to the Remitter by the Carrier. / Mailed by the Carrier in the addressed envelope furnished him.

The Carrier will present the application and the money to the Postmaster, who will issue an Order according to the application, and will mail the receipt for the Order (detached from Advice) to the Remitter.

Starting in the fall of 1900, the USPOD issued rubber hand cancelers to RFD carriers to cancel any mail picked up on their routes. The Department stopped issuing these cancelers about July 1903. Many carriers continued to use them until they deteriorated. After July 1903, some carriers ordered cancelers from private companies. These cancels from North Carolina will be discussed in Part 2 of this article.

The article concludes with a table of dates of establishment for all North Carolina RFD routes from 1896 to 1903. These dates are from two primary sources, the *Daily Postal Bulletin* and the *Official Register of the United States*.

The *Daily Postal Bulletin (PB)* is the primary source of route establishment. It began listing RFD routes, commencing with route number, in late 1899. The amount of information supplied about a route evolved over time. Initially the announcements were quite descriptive, including route length and population served. Starting in August 1902, the *PB* announced

only the start, or addition, of RFD service at an office. In this period, the number of routes or carriers was not announced. Thankfully, these extremely brief announcements ended in December 1903, when the announcements began to include route numbers again.

The *PB* information is supplemented by the *Official Register of the United States*. These volumes were published by the government in every odd-numbered year. They list the name and compensation of every government employee by department as of July 31 of the year of publication. The listings for the USPOD show the rural carriers for every office. In odd-numbered years, these volumes provide a snapshot of the RFD service. They can be used to determine information not supplied by the *PB*, such as the number of routes in 1902-1903. The 1903 edition is particularly useful for collectors because it can serve as a checklist of rural routes that should have been issued government-supplied cancels. The 1911 edition was the last to list employees of the USPOD.

A table of dates of establishment for all North Carolina RFD routes from 1896 to 1911 has been prepared, but it is much too large to publish in this article. It is available on the NCPHS website as a downloadable PDF file under Resources/Article Library.

The following comments relate to the use of the 1896-1903 table at the end of this Part 1 article. They would also be applicable to the full 1896-1911 table online:

The first three columns show the post office name, route number, and county. The fourth column is the date established, as best it can be determined. If the date is in italics, it was created in the 1902-1903 period when the *PB* did not list numbers of routes created, only that RFD service was started at an office. The italic dates are inferred because no later reports showed their creation of that route. Some route announcements were listed as "Effective at Once," in which case the date column shows the date of that *PB*. If an "X" appears in the fifth column, headed "1903," it means the route appears in the 1903 *Official Register*. The route existed on 31 July 1903, so it should have had a government-issued cancel. Finally, the last column provides notes and references. It shows the number of the *PB* which had the route announcement. Post office name changes, route discontinuances, and route transfers are noted in this column also.

The next and final part of this article will discuss and list all known RFD cancels and auxiliary markings related to RFD from North Carolina. ■

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Table 2 - Dates of Establishment of North Carolina Rural Free Delivery Routes, 1896-1903

Office	Rte	County	Date Est	1903	notes, references
Advance	1	Davie	1902-07-01	X	PB 6803 Rt 1
Advance	2	Davie	1902-07-01	X	PB 6803 Rt 2
Alexander	1	Buncombe	1903-03-02	X	PB 6998
Angier	1	Harnett	1903-10-01		PB 7178
Apex	1	Wake	1902-01-01	X	PB 6633 Rt 1
Apex	2	Wake	1903-03-02	X	PB 6998 additional service
Apex	3	Wake	1903-08-01		PB 7127 additional service
Apex	4	Wake	1903-11-02		PB 7194 additional service
Arden	1	Buncombe	1902-07-01	X	PB 6789 Rt 1
Asheville	1	Buncombe	1901-12-02	X	PB 6601 four carriers
Asheville	2	Buncombe	1901-12-02	X	PB 6601 four carriers
Asheville	3	Buncombe	1901-12-02	X	PB 6601 four carriers
Asheville	4	Buncombe	1901-12-02	X	PB 6601 four carriers
Ashpole	1	Robeson	1902-05-01	X	PB 6738 Rt 1; PB 8281 name chg Fairmont 1907-03-07
Ashpole	2	Robeson	1902-05-01	X	PB 6738 Rt 2; PB 8281 name chg Fairmont 1907-03-07

Ashpole	3	Robeson	1903-05-01	X	PB 7036 additional service; PB 8281 name chg Fairmont 1907-03-07
Atkinson	1	Pender	1903-05-01	X	PB 7036
Aulander	1	Bertie	1903-12-15		PB 7243 Rt 1
Ayden	1	Pitt	1902-11-01	X	PB 6879
Barber	1	Rowan	1903-04-01	X	PB 7021
Barnesville	1	Robeson	1903-05-01	X	PB 7036
Battleboro	1	Nash	1902-07-01	X	PB 6803 Rt 1
Battleboro	2	Nash	1902-07-01	X	PB 6803 Rt 2
Bearcreek	1	Chatham	1903-03-02	X	PB 7002
Beasley	1	Johnston	1903-10-01		PB 7169
Beaufort	1	Carteret	1903-10-01		PB 7156
Belgrade	1	Onlsow	1902-04-01		PB 6711 Rt 1; PB 6857 office disc 1902-09-30
Belmont	1	Gaston	1902-12-01	X	PB 6917
Benson	1	Johnston	1903-03-02	X	PB 6998
Benson	2	Johnston	*1903-03-02*	X	*PB 6998*
Benson	3	Johnston	1903-10-01		PB 7177 additional service
Bessemer City	1	Gaston	1902-03-01	X	PB 6700 Rt 1
Bethel	1	Pitt	1902-11-01	X	PB 6879
Bethel	2	Pitt	*1902-11-01*	X	*PB 6879*
Bethel	3	Pitt	*1902-11-01*	X	*PB 6879*
Biltmore	1	Buncombe	1902-01-01	X	PB 6632 Rt 1
Biltmore	2	Buncombe	1902-07-01	X	PB 6786 Rt 2 additional service
Boomer	1	Wilkes	1903-02-02	X	PB 6971
Bower	1	Forsyth	1903-04-01	X	PB 7021; PB 7414 name chg to Clemmons 1904-06-10
Brevard	1	Transylvania	1903-03-02	X	PB 6998
Brevard	2	Transylvania	*1903-03-02*	X	*PB 6998*
Browns Summit	1	Guilford	1903-09-15		PB 7152
Burgaw	1	Pender	1902-02-01	X	PB 6659 Rt 1
Burgaw	2	Pender	1903-05-01	X	PB 7036 additional service
Burgaw	3	Pender	*1903-05-01*	X	*PB 7036*
Burlington	1	Alamance	1903-04-01	X	PB 7027
Burlington	2	Alamance	*1903-04-01*	X	*PB 7027*
Burlington	3	Alamance	*1903-04-01*	X	*PB 7027*
Burlington	4	Alamance	1903-09-15		PB 7147 additional service
Candler	1	Buncombe	1903-03-02	X	PB 6998
Candler	2	Buncombe	*1903-03-02*	X	*PB 6998*
Canton	1	Haywood	1901-12-02	X	PB 6614 Rt 1
Canton	2	Haywood	1901-12-02	X	PB 6614 Rt 2
Cary	1	Wake	1903-03-02	X	PB 6998
Chadbourn	1	Columbus	1903-07-01	X	PB 7043
Chapelhill	1	Orange	1903-11-02		PB 7188
Chapelhill	2	Orange	*1903-11-02*		*PB 7188*
Charlotte	1	Mecklenburg	1900-07-16	X	PB 6203 one carrier
Charlotte	2/5	Mecklenburg	1902-05-01	X	PB 6738 Rt 2 additional service
Charlotte	3/6	Mecklenburg	1902-05-01	X	PB 6738 Rt 3 additional service
Charlotte	4/7	Mecklenburg	1902-05-01	X	PB 6738 Rt 4 additional service
Charlotte	5/3	Mecklenburg	1902-05-01	X	PB 6738 Rt 5 additional service
Charlotte	2	Mecklenburg	1903-07-15		PB 7119 additional service
Charlotte	4	Mecklenburg	*1903-07-15*		*PB 7119 additional service*
Charlotte	8	Mecklenburg	*1903-07-15*		*PB 7119 additional service*
Charlotte	9	Mecklenburg	*1903-07-15*		*PB 7119 additional service*
Charlotte	11	Mecklenburg	*1903-07-15*		*PB 7119 additional service*
Charlotte	12	Mecklenburg	*1903-07-15*		*PB 7119 additional service*
Chinagrove	1	Rowan	1896-10-23	X	1900 PMG Report
Chinagrove	2	Rowan	1902-04-01	X	PB 6711 Rt 2 additional service
Chocowinity	1	Beaufort	1902-04-01	X	PB 6711 Rt 1
Claremont	1	Catawba	1903-04-01	X	PB 7022
Claremont	2	Catawba	*1903-04-01*	X	*PB 7022*
Clarkton	1	Bladen	1903-02-02	X	PB 6967
Clarkton	2	Bladen	*1903-02-02*	X	*PB 6967*
Clarkton	3	Bladen	*1903-02-02*	X	*PB 6967*
Clayton	1	Johnston	1902-07-01	X	PB 6794 Rt 1
Cleveland	1	Rowan	1903-04-01	X	PB 7027
Climax	1	Guilford	1903-07-15		PB 7117
Clinton	1	Sampson		X	no PB record; est before 1902-04-01 (est date of Rt 2)
Clinton	2	Sampson	1902-04-01	X	PB 6712 Rt 2 additional service
Clinton	3	Sampson	1902-04-01	X	PB 6712 Rt 3 additional service
Clinton	4	Sampson	1903-09-15		PB 7148 additional service
Clyde	1	Haywood	1901-12-02	X	PB 6614 Rt 1

Concord	1	Cabarrus	1902-04-01	X	PB 6713 Rt 1
Concord	2	Cabarrus	1902-04-01	X	PB 6713 Rt 2
Concord	3	Cabarrus	1902-04-01	X	PB 6713 Rt 3
Concord	4	Cabarrus	1902-04-01	X	PB 6713 Rt 4
Concord	5	Cabarrus	1902-10-01	X	PB 6853 addditional service
Concord	6	Cabarrus	*1902-10-01*	X	*PB 6853*
Concord	7	Cabarrus	1903-09-01		PB 7132 additional service
Conetoe	1	Edgecombe	1903-02-02	X	PB 6966
Conover	1	Catawba	1903-04-01	X	PB 7019
Cove	1	Craven	1903-02-02	X	PB 6963; PB 8304 name chg to Cove City 1907-05-07
Creedmoor	1	Granville	1902-03-01	X	PB 6704 Rt 1
Dallas	1	Gaston	1902-12-01	X	PB 6925
Dallas	2	Gaston	*1902-12-01*	X	*PB 6925*
Davidsons River	1	Transylvania	1903-03-02	X	PB 6998; PB 8185 nm chg Pisgah Forest 1906-12-22
Deppe	1	Onslow	1902-10-01	X	PB 6863; PB 9451 transfer to Maysville Rt 2 1910-03-01
Derita	13	Mecklenburg	1903-07-15		PB 7113
Derita	14	Mecklenburg	*1903-07-15*		*PB 7113*
Dover	1	Craven	1902-01-01	X	PB 6638 Rt 1
Dunn	1	Harnett	1902-01-01	X	PB 6635 Rt 1
Dunn	2	Harnett			no PB record; est between 1903-07-31 and 1905-07-31
Dunn	3	Harnett			no PB record; est between 1903-07-31 and 1905-07-31
Dunn	4	Harnett			no PB record; est between 1903-07-31 and 1905-07-31
Durham	1	Durham	1902-03-01	X	PB 6700 Rt 1
Durham	2	Durham	1902-03-01	X	PB 6700 Rt 2
Durham	3	Durham	1903-09-15		PB 7147 additional service
Durham	4	Durham	*1903-09-15*		*PB 7147 additional service*
Edenton	1	Chowan	1902-11-01	X	PB 6879
Edenton	2	Chowan	*1902-11-01*	X	*PB 6879*
Elizabeth City	1	Pasquotank	1903-03-02	X	PB 6995
Elizabeth City	2	Pasquotank	1903-03-02	X	PB 6995; Rt 2 mentioned in PB 7067
Elizabeth City	3	Pasquotank	*1903-03-02*	X	*PB 6995*
Elizabeth City	4	Pasquotank	*1903-03-02*	X	*PB 6995*
Ellenboro	1	Rutherford	1903-03-02	X	PB 6998
Elm City	1	Wilson	1902-07-01	X	PB 6785 Rt 1
Elm City	2	Wilson	1902-07-01	X	PB 6785 Rt 2
Elm City	3	Wilson	1903-09-01		PB 7139 additional service
Elon College	1	Alamance	1902-03-01	X	PB 6700 Rt 1
Eufola	1	Iredell	1903-10-26		PB 7259 name chg fr Rockcut 1903-10-26
Faison	1	Duplin	1903-03-02	X	PB 6995
Faison	2	Duplin	*1903-03-02*	X	*PB 6995*
Farmville	1	Pitt	1902-11-01	X	PB 6879
Farmville	2	Pitt	*1902-11-01*	X	*PB 6879*
Fayetteville	1	Cumberland	1903-09-01		PB 7140
Fayetteville	2	Cumberland	*1903-09-01*		*PB 7140*
Fayetteville	3	Cumberland	*1903-09-01*		*PB 7140*
Fayetteville	4	Cumberland	*1903-09-01*		*PB 7140*
Fletcher	1	Henderson	1902-07-01	X	PB 6789 Rt 1
Fletcher	2	Henderson	1903-03-02	X	PB 6998 additional service
Fort Barnwell	1	Craven	1902-01-01	X	PB 6635 Rt 1
Fouroaks	1	Johnston	1902-01-01	X	PB 6633 Rt 1
Fouroaks	2	Johnston	1903-10-01		PB 7169 additional service
Fouroaks	3	Johnston	*1903-10-01*		*PB 7169 additional service*
Fouroaks	4	Johnston	*1903-10-01*		*PB 7169 additional service*
Franklinton	1	Franklin	1902-01-01	X	PB 6633 Rt 1
Franklinton	2	Franklin	1902-01-01	X	PB 6633 Rt 2
Garland	1	Sampson	1902-04-01	X	PB 6713 Rt 1
Garner	1	Wake	1902-01-01	X	PB 6633 Rt 1
Garysburg	1	Northampton	1903-01-01	X	PB 6952
Gastonia	1	Gaston	1902-05-01	X	PB 6736 Rt 1
Gastonia	2	Gaston	1902-12-01		PB 6917 additional service

Germanton	1	Stokes	1903-11-02		PB 7192
Germanton	2	Stokes	*1903-11-02*		*PB 7192*
Gibson	1	Scotland	1900-08-01	X	PB 6217 one carrier
Gibson	2	Scotland	1903-05-01	X	PB 7039 additional service
Glass	1	Cabarrus	1903-09-15		PB 7152
Goldhill	1	Rowan	1902-04-01	X	PB 6711 Rt 1
Goldhill	2	Rowan	1902-07-01	X	PB 6789 Rt 2 additional service
Goldsboro	1	Wayne	1903-03-02	X	PB 6998
Goldsboro	2	Wayne	*1903-03-02*	X	*PB 6998*
Goldsboro	3	Wayne	*1903-03-02*	X	*PB 6998*
Goldsboro	4	Wayne	1903-09-01		PB 7133 additional service
Gorman	1	Durham	1902-03-01	X	PB 6700 Rt 1
Graham	1	Alamance	1903-04-01	X	PB 7023
Granite Falls	1	Caldwell	1902-10-01	X	PB 6853
Grassycreek	1	Ashe	1902-03-01	X	PB 6703 Rt 1
Greensboro	1	Guilford	1903-08-01		PB 7127
Greensboro	2	Guilford	*1903-08-01*		*PB 7127*
Greensboro	3	Guilford	*1903-08-01*		*PB 7127*
Greensboro	4	Guilford	*1903-08-01*		*PB 7127*
Greensboro	5	Guilford	*1903-08-01*		*PB 7127*
Greensboro	6	Guilford	*1903-08-01*		*PB 7127*
Greenville	1	Pitt	1901-09-02	X	PB 6549 four carriers
Greenville	2	Pitt	1901-09-02	X	PB 6549 four carriers
Greenville	3	Pitt	1901-09-02	X	PB 6549 four carriers
Greenville	4	Pitt	1901-09-02	X	PB 6549 four carriers
Greenville	5	Pitt	1902-11-01	X	PB 6879 additional service
Grifton	1	Pitt		X	between 1901-07-31 and 1902-01-31, ref PB 6663
Grifton	2	Pitt		X	between 1901-07-31 and 1902-01-31, ref PB 6663
Grifton	3	Pitt		X	between 1901-07-31 and 1902-01-31, ref PB 6663
Grover	1	Cleveland	1902-10-01	X	PB 6853
Guilford College	1	Guilford	1903-04-01	X	PB 7022
Guilford College	2	Guilford	*1903-04-01*	X	*PB 7022*
Hays	1	Wilkes	1903-02-02	X	PB 6962

Henderson	1	Vance	1902-01-01	X	PB 6634 Rt 1
Henderson	2	Vance	1902-01-01	X	PB 6634 Rt 2
Henderson	3	Vance	1902-01-01	X	PB 6634 Rt 3
Henderson	4	Vance	1903-03-02	X	PB 6998 additional service
Hertford	1	Perquimans	1902-05-01	X	PB 6734 Rt 1
Hester	1	Granville	1903-11-02		PB 7192
Hickory	1	Catawba	1903-04-01	X	PB 7023
Hickory	2	Catawba	*1903-04-01*	X	*PB 7023*
Hiddenite	1	Alexander	1903-02-02	X	PB 6949 Rt 1
Highpoint	1	Guilford	1903-07-01	X	PB 7043
Hillsboro	1	Orange	1903-10-15		PB 7183
Hillsboro	2	Orange	*1903-10-15*		*PB 7183*
Holly Springs	1	Wake	1903-02-02	X	PB 6998
Horse Shoe	1	Henderson	1903-02-02	X	PB 6998; PB 8222 trans to Hendersonville Rt 6 1907-02-18
Horse Shoe	2	Henderson	*1903-02-02*	X	*PB 6998*
Hubert	2	Onslow			est between 1903-07-31 and 1905-05-01; ref PB 7669
Huntersville	1/21	Mecklenburg	1902-05-01	X	PB 6738 Rt 1; Rt numbers in PB 8042
Huntersville	2/20	Mecklenburg	1902-05-01	X	PB 6738 Rt 2; Rt numbers in PB 8042
Huntersville	22	Mecklenburg	1903-07-15		PB 7113 additional service; Rt numbers in PB 8042
Huntersville	23	Mecklenburg	1903-07-15		Rt numbers in PB 8042
Jacksonville	1	Onslow	1903-02-02	X	PB 6998
Jamesville	1	Martin	1902-11-01	X	PB 6879
Kenansville	1	Duplin	1903-04-01	X	PB 7023
Kenansville	2	Duplin	*1903-04-01*	X	*PB 7023*
Kenly	1	Johnston	1902-07-01	X	PB 6794 Rt 1
Kenly	2	Johnston	1902-07-01	X	PB 6794 Rt 2
Kenly	3	Johnston	1903-10-01		PB 7163 additional service
Kernersville	1	Forsyth	1902-03-01	X	PB 6703 Rt 1
Kernersville	2	Forsyth	1902-03-01	X	PB 6703 Rt 2
Kernersville	3	Forsyth	1903-04-01	X	PB 7021 additional service
King	1	Stokes	1903-11-02		PB 7188
Kings Mountain	1	Cleveland	1902-03-01	X	PB 6700 Rt 1
Kings Mountain	2	Cleveland	1902-03-01	X	PB 6700 Rt 2
Kinston	1	Lenoir	1902-07-01	X	PB 6779 Rt 1

Kinston	2	Lenoir	1902-07-01	X	PB 6779 Rt 2
Kinston	3	Lenoir	1902-07-01	X	PB 6779 Rt 3
Kinston	4	Lenoir	1902-07-01	X	PB 6779 Rt 4
La Grange	1	Lenoir	1902-07-01	X	PB 6779 Rt 1
La Grange	2	Lenoir	1902-07-01	X	PB 6779 Rt 2
La Grange	3	Lenoir	1902-07-01	X	PB 6779 Rt 3
La Grange	4	Lenoir	1902-07-01	X	PB 6779 Rt 4
Lenoir	1	Caldwell	1902-03-01	X	PB 6703 Rt 1
Lenoir	2	Caldwell	1902-07-15	X	PB 6811 Rt 2 additional service
Lenoir	3	Caldwell	1902-07-15	X	PB 6811 Rt 3 additional service
Lenoir	4	Caldwell	1902-07-15	X	PB 6811 Rt 4 additional service
Lexington	1	Davidson	1902-07-01	X	PB 6803 Rt 1
Lexington	2	Davidson	1902-07-01	X	PB 6803 Rt 2
Lexington	3	Davidson	1903-09-01		PB 7135 additional service
Lexington	4	Davidson	*1903-09-01*		*PB 7135 additional service*
Liberty	1	Randolph	1902-01-01	X	PB 6632 Rt 1
Liberty	2	Randolph	1903-07-01	X	PB 7044 additional service
Lincolnton	1	Lincoln	1903-07-01	X	PB 7055
Lincolnton	2	Lincoln	*1903-07-01*	X	*PB 7055*
Lincolnton	3	Lincoln	*1903-07-01*	X	*PB 7055*
Lincolnton	4	Lincoln	*1903-07-01*	X	*PB 7055*
Lincolnton	5	Lincoln	*1903-07-01*	X	*PB 7055*
Linwood	1	Davidson	1903-09-01		PB 7134
Linwood	2	Davidson	*1903-09-01*		*PB 7134*
Louisburg	1	Franklin	1903-02-02	X	PB 6999
Louisburg	2	Franklin	*1903-02-02*	X	*PB 6999*
Lowell	1	Gaston	1902-03-01	X	PB 6703 Rt 1
Lowell	2	Gaston		X	no PB record; est between 1902-03-10 and 1903-07-31
Lucama	1	Wilson	1903-12-01		PB 7220
Lucama	2	Wilson	*1903-12-01*		*PB 7220*
Lucia	1	Gaston	1903-11-16		PB 7200; PB 8222 trans to Stanley Rt 2 1907-02-18
Lumber Bridge	1	Robeson	1903-05-01	X	PB 7036
Lumber Bridge	2	Robeson	*1903-05-01*	X	*PB 7036*; PB 9678 transfer to Saint Pauls Rt 3 1911-11-22
Lumberton	1	Robeson	1901-10-01	X	PB 6566 one carrier
Lumberton	2	Robeson	1902-07-01	X	PB 6779 Rt 2 additional service
Lumberton	3	Robeson	1902-07-01	X	PB 6779 Rt 3 additional service
Lumberton	4	Robeson	1903-05-01	X	PB 7036 additional service
Lumberton	5	Robeson	*1903-05-01*	X	*PB 7036 additional service*
Madison	1	Rockingham	1903-04-01	X	PB 7025
Magnolia	1	Duplin	1903-03-02	X	PB 6997
Magnolia	2	Duplin	*1903-03-02*	X	*PB 6997*
Marshall	1	Madison			no PB record; est between 1903-07-31 and 1905-07-31
Marshall	2	Madison			no PB record; est between 1903-07-31 and 1905-07-31
Marshall	3	Madison			no PB record; est between 1903-07-31 and 1905-07-31
Marshall	4	Madison			no PB record; est between 1903-07-31 and 1905-07-31
Marshall	5	Madison			no PB record; est between 1903-07-31 and 1905-07-31
Marshville	1	Union			no PB record; est between 1903-07-31 and 1905-07-31
Marshville	2	Union			no PB record; est between 1903-07-31 and 1905-07-31
Marshville	4	Union			no PB record; est between 1905-07-31 and 1907-07-31
Matthews	17	Mecklenburg	1903-07-15		PB 7113
Matthews	18	Mecklenburg	*1903-07-15*		*PB 7113*
Matthews	19	Mecklenburg	*1903-07-15*		PB 7113; ref 7413; ref 7724
Maxton	1	Robeson	1902-01-01	X	PB 6635 Rt 1
Maxton	2	Robeson	1902-05-01	X	PB 6738 Rt 2 additional service
Maxton	3	Robeson	1903-04-01	X	PB 7024 additional service
Maysville	1	Jones	1903-02-02	X	PB 6962
McCullers	1	Wake	1903-02-02	X	PB 6999
Milton	1	Caswell	1903-11-02		PB 7188
Mocksville	1	Davie	1902-07-01	X	PB 6803 Rt 1
Mocksville	2	Davie	1902-07-01	X	PB 6803 Rt 2

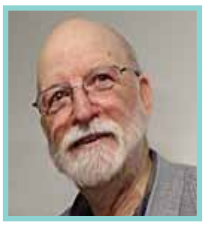
Mocksville	3	Davie	1902-07-01	X	PB 6803 Rt 3
Mocksville	4	Davie	1902-07-01	X	PB 6803 Rt 4
Monroe	1	Union	1900-08-01	X	PB 6217 one carrier
Monroe	2	Union	1903-09-01		PB 7141 additional service
Monroe	3	Union	*1903-09-01*		*PB 7141 additional service*
Monroe	4	Union	*1903-09-01*		*PB 7141 additional service*
Monroe	5	Union	*1903-09-01*		*PB 7141 additional service*
Monroe	6	Union	*1903-09-01*		*PB 7141 additional service*
Mooresville	1	Iredell	1903-04-01	X	PB 7025
Mooresville	2	Iredell	*1903-04-01*	X	*PB 7025*
Mooresville	3	Iredell	1903-09-15		PB 7148 additional service
Mooresville	4	Iredell	*1903-09-15*		*PB 7148 additional service*
Morganton	1	Burke	1903-02-02	X	PB 6951
Morrisville	1	Wake	1903-08-01		PB 7127
Morrisville	2	Wake	*1903-08-01*		*PB 7127*
Mount Airy	1	Surry	1903-02-02	X	PB 6949
Mount Airy	2	Surry	*1903-02-02*	X	*PB 6949*
Mount Holly	1	Gaston	1902-12-01	X	PB 6917
Mount Olive	1	Wayne	1903-05-01	X	PB 7036
Mount Olive	2	Wayne	*1903-05-01*	X	*PB 7036*
Mount Olive	3	Wayne	*1903-05-01*	X	*PB 7036*
Mount Olive	4	Wayne	*1903-05-01*	X	*PB 7036*
Murphy	1	Cherokee	1903-02-02	X	PB 6999
Murphy	2	Cherokee	*1903-02-02*	X	*PB 6999*
Nashville	1	Nash	1902-08-01	X	PB 6822 Rt 1
Nashville	2	Nash	1903-07-01	X	PB 7104 additional service
Nashville	3	Nash	*1903-07-01*	X	*PB 7104 additional service*
Newbern	1	Craven	1902-01-01	X	PB 6638 Rt 1
Newbern	2	Craven	1903-02-02	X	PB 6963 additional service
Newton	1	Catawba	1902-04-01	X	PB 6713 Rt 1
Newton	2	Catawba	1902-04-01	X	PB 6713 Rt 2
Newton	3	Catawba	1903-04-01	X	PB 7025 additional service
Newton	4	Catawba	*1903-04-01*	X	*PB 7025 additional service*
Old Hundred	1	Scotland	1903-05-01	X	PB 7036
Orehill	1	Chatham	1902-01-01	X	PB 6632 Rt 1
Oxford	1	Granville	1900-05-01	X	PB 6144 one carrier
Oxford	2	Granville	1900-07-23	X	PB 6211 one carrier additional service
Oxford	3	Granville	1902-03-01	X	PB 6700 Rt 3 additional service
Oxford	4	Granville	1903-11-02		PB 7192 additional service
Oxford	5	Granville	*1903-11-02*		*PB 7192 additional service*
Oxford	6	Granville	*1903-11-02*		*PB 7192 additional service*
Parkton	1	Robeson	1903-05-01	X	PB 7036
Parkton	2	Robeson	*1903-05-01*	X	*PB 7036*
Pfafftown	1	Forsyth	1903-04-01	X	PB 7024
Pikeville	1	Wayne	1903-02-02	X	PB 6999
Pikeville	2	Wayne	*1903-02-02*	X	*PB 6999*
Pineville	16	Mecklenburg	1903-07-15		PB 7113
Pineville	1/15	Mecklenburg	1902-05-01	X	PB 6738 Rt 1
Plymouth	1	Washington	1902-11-01	X	PB 6884
Plymouth	2	Washington	*1902-11-01*	X	*PB 6884*
Princeton	1	Johnston	1903-08-01		PB 7127
Raleigh	1	Wake	1900-08-01	X	PB 6215 three carriers
Raleigh	2	Wake	1900-08-01	X	PB 6215 three carriers
Raleigh	3	Wake	1900-08-01	X	PB 6215 three carriers
Raleigh	4	Wake	1902-01-01	X	PB 6634 Rt 4 additional service
Raleigh	5	Wake	1902-01-01	X	PB 6634 Rt 5 additional service
Redsprings	1	Robeson	1902-07-01	X	PB 6779 Rt 1
Redsprings	2	Robeson	1903-05-01	X	PB 7036 additional service
Reidsville	1	Rockingham	1902-03-01	X	PB 6703 Rt 1
Reidsville	2	Rockingham	1903-07-01	X	PB 7043 additional service
Reidsville	3	Rockingham	*1903-07-01*	X	*PB 7043 additional service*
Reidsville	4	Rockingham	*1903-07-01*	X	*PB 7043 additional service*
Reidsville	5	Rockingham	*1903-07-01*	X	*PB 7043 additional service*
Rennert	1	Robeson	1902-07-01	X	PB 6783 Rt 1; PB 9167 transfer to Saint Pauls Rt 2 1910-04-01
Robersonville	1	Martin	1902-11-01	X	PB 6879
Rockcut	1	Iredell	1903-10-01		PB 7177; PB 7259 name chg Eufola 1903-12-23
Rockwell	1	Rowan	1902-04-01	X	PB 6711 Rt 1
Rockwell	2	Rowan	1902-04-01	X	PB 6711 Rt 2; PB 7980 Rt 2 1906-06-15

Rockymount	1	Edgecombe	1902-07-01	X	PB 6796 Rt 1
Rockymount	2	Edgecombe	1902-07-01	X	PB 6796 Rt 2
Rockymount	3	Edgecombe	1902-07-01	X	PB 6796 Rt 3
Rockymount	4	Edgecombe	1902-07-01	X	PB 6796 Rt 4
Rockymount	5	Edgecombe	1902-07-01	X	PB 6796 Rt 5
Rockymount	6	Edgecombe	1902-07-01	X	PB 6796 Rt 6
Rockypoint	1	Pender	1903-07-01	X	PB 7053
Rosehill	1	Duplin	1901-12-02	X	PB 6616 Rt 1
Rosehill	2	Duplin	1903-05-01	X	PB 7037 additional service
Rosehill	3	Duplin	*1903-05-01*	X	*PB 7037 additional service*
Rougemont	1	Durham	1903-11-02		PB 7192
Rowland	1	Robeson	1902-07-01	X	PB 6783 Rt 1
Roxboro	1	Person	1902-03-01	X	PB 6704 Rt 1
Roxboro	2	Person	1902-03-01	X	PB 6704 Rt 2
Ruralhall	1	Forsyth	1903-04-01	X	PB 7024
Rutherfordton	1	Rutherford	1903-02-02	X	PB 6999
Salisbury	1	Rowan	1902-04-01	X	PB 6711 Rt 1
Salisbury	2	Rowan	1902-04-01	X	PB 6711 Rt 2
Salisbury	3	Rowan	1902-04-01	X	PB 6711 Rt 3
Salisbury	4	Rowan	1902-05-01	X	PB 6749 Rt 4 additional service
Salisbury	5	Rowan	1902-05-01	X	PB 6749 Rt 5 additional service
Salisbury	6	Rowan			no PB record; est between 1903-07-31 and 1905-07-31
Sandifer	10	Mecklenburg	1903-07-15		PB 7119; PB 8821 name chg to Paw Creek 1909-01-07
Saratoga	1	Wilson	1903-12-01		PB 7220; PB 9178 transfer to Walstonburg Rt 3 1910-05-01
Scotland Neck	1	Halifax	1903-12-01		PB 7211
Scotland Neck	2	Halifax	*1903-12-01*		*PB 7211*
Seaboard	1	Northampton	1903-01-01	X	PB 6952
Selma	1	Johnston	1903-08-01		PB 7127
Selma	2	Johnston	*1903-08-01*		*PB 7127*
Sevensprings	1	Wayne	1903-03-02	X	PB 6994
Shallotte	1	Brunswick	1903-04-01	X	PB 7024
Shelby	1	Cleveland	1902-09-01	X	PB 6841 Rt 1
Shelby	2	Cleveland	1902-09-01	X	PB 6841 Rt 2
Shelby	3	Cleveland	1902-09-01	X	PB 6841 Rt 3
Shelby	4	Cleveland	1903-07-01	X	PB 7047 additional service
Siler City	1	Chatham	1903-08-01		PB 7127
Smithfield	1	Johnston	1900-07-23	X	PB 6212 one carrier
Smithfield	2	Johnston	1902-07-01	X	PB 6794 Rt 2 additional service
Snowhill	1	Greene	1903-02-02	X	PB 6970
Snowhill	2	Greene	*1903-02-02*	X	*PB 6970*
Snowhill	3	Greene	*1903-02-02*	X	*PB 6970*
Snowhill	4	Greene	*1903-02-02*	X	*PB 6970*
Speights Bridge	1	Greene	1903-02-02	X	PB 6956; PB 8587 transfer to Walstonburg Rt 1 1908-06-01
Springhope	1	Nash	1903-07-15		PB 7117
Springhope	2	Nash	1903-09-15		PB 7152 additional service
Springhope	3	Nash	*1903-09-15*		*PB 7152 additional service*
Statesville	1	Iredell	1902-04-01	X	PB 6713 Rt 1
Statesville	2	Iredell	1902-04-01	X	PB 6713 Rt 2
Statesville	3	Iredell	1902-07-01	X	PB 6803 Rt 3 additional service
Statesville	4	Iredell	1903-09-01		PB 7140 additional service
Statesville	5	Iredell	1903-11-02		PB 7192 additional service
Stem	1	Granville	1903-11-02		PB 7192
Stem	2	Granville	*1903-11-02*		*PB 7192*
Stokesdale	1	Guilford	1903-04-01	X	PB 7025
Stokesdale	2	Guilford	*1903-04-01*	X	*PB 7025*
Stoneville	1	Rockingham	1903-04-01	X	PB 7027
Stony Point	1	Alexander	1903-10-01		PB 7177
Summerfield	1	Guilford	1902-10-15	X	PB 6881
Summerfield	2	Guilford	*1902-10-15*	X	*PB 6881*
Tarboro	1	Edgecombe	1903-09-01		PB 7140
Tarboro	2	Edgecombe	*1903-09-01*		*PB 7140*
Taylorsville	1	Alexander	1902-03-01	X	PB 6700 Rt 1
Taylorsville	2	Alexander	1902-10-01	X	PB 6853 additional service
Taylorsville	3	Alexander	1903-09-15		PB 7148 additional service
Thomasville	1	Davidson	1903-09-01		PB 7132
Tobaccoville	1	Forsyth	1903-04-01	X	PB 7024
Trenton	1	Jones	1903-02-02	X	PB 6962
Trenton	2	Jones	*1903-02-02*	X	*PB 6962*
Troutmans	1	Iredell	1903-04-01	X	PB 7024
Troutmans	2	Iredell	1903-09-15		PB 7148 additional service
Turkey	1	Sampson	1902-04-01	X	PB 6712 Rt 1
Turkey	2	Sampson	1902-04-01	X	PB 6712 Rt 2
Vanceboro	1	Craven	1903-02-02	X	PB 6962

Vanceboro	2	Craven	*1903-02-02*	X	*PB 6962*
Vineland	1	Columbus	1903-04-01	X	PB 7024
Wake Forest	1	Wake	1902-01-01	X	PB 6632 Rt 1
Wake Forest	2	Wake	1903-08-01		PB 7127 additional service
Wakefield	1	Wake	1903-03-02	X	PB 7000
Wallace	1	Duplin	1903-04-01	X	PB 7027
Walnutcove	1	Stokes	1903-11-02		PB 7188
Walnutcove	2	Stokes	*1903-11-02*		*PB 7188*
Warsaw	1	Duplin	1902-04-01	X	PB 6712 Rt 1
Warsaw	2	Duplin	1902-04-01	X	PB 6712 Rt 2
Washington	1	Beaufort	1902-04-01	X	PB 6711 Rt 1
Washington	2	Beaufort	1902-04-01	X	PB 6711 Rt 2
Washington	3	Beaufort	1902-04-01	X	PB 6711 Rt 3
Waxhaw	1	Union	1902-02-01	X	PB 6667 Rt 1
Waxhaw	2	Union	1903-09-01		PB 7141 additional service
Waynesville	1	Haywood	1901-12-02	X	PB 6614 Rt 1
Waynesville	2	Haywood	1901-12-02	X	PB 6614 Rt 2
Waynesville	3	Haywood	1901-12-02	X	PB 6614 Rt 3
Wentworth	1	Rockingham	1903-11-02		PB 7188
Whitakers	1	Edgecombe	1902-07-01	X	PB 6785 Rt 1
Whitakers	2	Edgecombe	1902-07-01	X	PB 6796 Rt 2 additional service
Whitakers	3	Edgecombe	1903-12-01		PB 7220 additional service
Whiteville	1	Columbus	1902-05-01	X	PB 6738 Rt 1
Whiteville	2	Columbus	1903-04-01	X	PB 7022 additional service
Whittier	1	Swain	1902-11-01	X	PB 6884
Williamston	1	Martin	1902-11-01	X	PB 6879
Williamston	2	Martin	*1902-11-01*		*PB 6879*
Williamston	3	Martin	*1902-11-01*		*PB 6879*
Willow Spring	1	Wake	1903-10-01		PB 7177
Wilmington	1	New Hanover	1900-07-16	X	PB 6208 one carrier
Wilmington	2	New Hanover	1903-04-01	X	PB 7022 additional service
Wilson	1	Wilson		X	est between 1901-07-31 and 1902-07-01 ref PB 6785
Wilson	2	Wilson	1903-09-01		PB 7140 additional service
Wilsons Mills	1	Johnston	1903-10-01		PB 7174
Winston Salem	1	Forsyth	1902-02-01	X	PB 6675 Rt 1
Winston Salem	2	Forsyth	1902-02-01	X	PB 6675 Rt 2
Winston Salem	3	Forsyth	1902-02-01	X	PB 6675 Rt 3
Winston Salem	4	Forsyth	1903-04-01	X	PB 7025 additional service
Winston Salem	5	Forsyth	*1903-04-01*	X	*PB 7025 additional service*
Winterville	1	Pitt	1902-11-01	X	PB 6879
Winterville	2	Pitt	*1902-11-01*	X	*PB 6879*
Winterville	3	Pitt	*1902-11-01*	X	*PB 6879*
Woodland	1	Northampton	1903-01-01	X	PB 6952; PB 7878 Rt 1 1906-02-01
Youngsville	1	Franklin	1902-01-01	X	PB 6632 Rt 1

▲ **Figure 5.** 21 November 1904 cover from RFD route 1 of Grifton (Pitt County) to Biltmore (Buncombe County), with government-issued rubber handstamp.

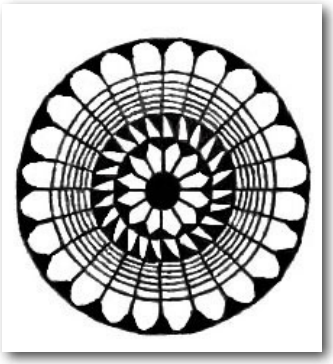
North Carolina Wheel of Fortune Cancellations



by Larry Rausch

This article details those towns using the Wheel of Fortune postmark that I have identified for the state of North Carolina with illustrations of several of the North Carolina postmarks.

In 1880, the F.P. Hammond Co. of Aurora, Illinois, introduced the cancel/killer shown enlarged in Figure 1. Today this fancy rubber cancel is called the Wheel of Fortune cancel. The highly detailed stamper was made possible with the invention of vulcanized rubber. The Peerless Vulcanizer shown on the 1898 cover (see Figure 2) may have been the type of machine to make the Wheel of Fortune device.



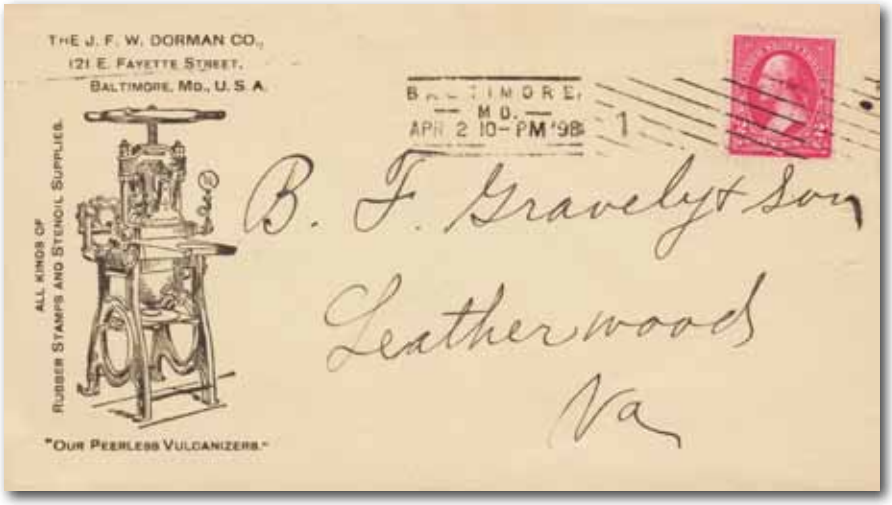
◄ **Figure 1.** The Wheel of Fortune canceller, often found duplexed with a town datestamp.

The first advertisement for the Wheel of Fortune cancel appeared in the January 1881 *U.S. Official Postal Guide* illustrated in Figure 3. Although this ad depicts postmarks dating in the 1870s, the earliest Wheel of Fortune postmark found to date is February 26, 1880, from New Lisbon, Wisconsin. The earliest from North Carolina is dated February 20, 1885, from Belvidere (Perquimans County) (see Figure 4). Note: In the advertisement under "The Best Offer Yet," this canceller and kit cost $3.00!

Wheel of Fortune cancels were generally used in conjunction with town postmarks as a duplex canceller. A few different Types labeled 1 through 6 are illustrated in Figure 5. Additionally, the Wheel of Fortune canceler is known used stand-alone, which I have identified as Type 0. An example of the stand-alone is shown in the Heilig's Mill, North Carolina cover (see Figure 6).

The 1995 book *Cancellations and Killers of the Banknote Era 1870-1894* by James M. Cole listed a total of 353 United States towns using the Wheel of Fortune cancel; for North Carolina he listed four towns. The 2011 Kelleher Auction of the Arthur Beane sale had six North Carolina Wheel of Fortune covers listed. To date, ten different North Carolina towns have been identified (see Table 1 on page 18). In this table the column that shows "A" and "B" indicates two different cancel styles are known. The column that has a "P" indicates that I have a photo of the cancellation. Some of these Wheel of Fortune postmarked covers follow this article.

In the November 2005 *U.S. Cancellation Club News* issue, Arthur Beane announced a project to produce a monograph on



▲ **Figure 2.** April 2, 1898, illustrated advertising cover of the J.F.W. Dorman Company in Baltimore for the "Peerless Vulcanizer" which made rubber handstamp devices, like the Wheel of Fortune killer, possible.

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PROOFS FROM POSTMASTERS.

Your Quarterly Record received, and I like it very much. JOHN CECIL, P. M., California, Mo.

The $5 Outfit ordered by me was duly received this evening. They are all A No. 1 articles, and give entire satisfaction. — JAS. S. HARDIE, P. M., Orangeburg, N. Y.

The Rubber Stamps, Note and Bill Heads, came to hand all right and meet with favor with those who have examined them, for cheapness, neatness, and durability. — T. W. LATTIE, P. M., Picture Rocks, Pa.

I have been using one of your Stamps and Pads for the last year and it gives satisfaction. — W. S. BOWEN, P. M., Sheffield, Iowa.

I received my Note and Letter Heads, Dater, etc., all O. K. Am satisfied with your job. It far exceeds my expectations. WM. J. KIRK, P. M., Sharville, Mo.

The Dater received, and I am well pleased with it. — CHAS. COBB, P. M., Aldon, Idaho.

Your Box Record received, and is all O. K. — J. W. FROW, P. M., Fort Madison, Iowa.

The Pads ordered came to-day. I am very much pleased with them. — ED. S. MENARD, P. M., St. Genevieve, Mo.

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No. 530.

HENDERSON, FEB 5 1872, MINNESOTA.

No. 531.

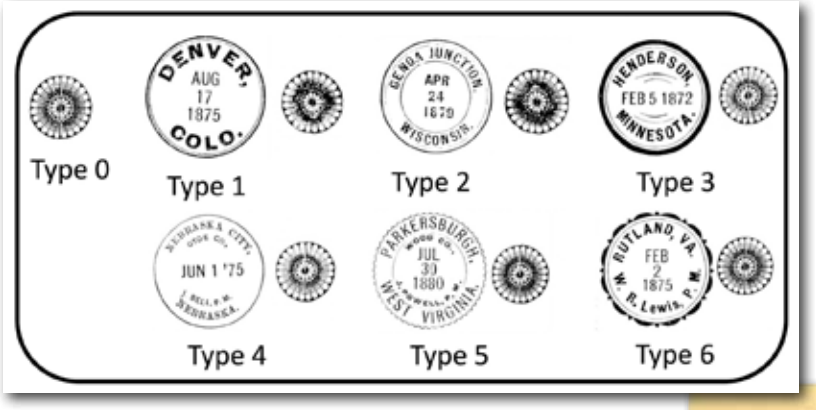
RUTLAND, VA., FEB 2 1875, W. R. Lewis, P. M.

No. 532.

PARKERSBURGH, WOOD CO., JUL 30 1880, J. POWELL, P. M., WEST VIRGINIA.

◄ **Figures 3.** The first advertisement for the Wheel of Fortune canceller appeared in the January 1881 *U.S. Official Postal Guide* under "Post Office Supplies" of the F.P Hammond & Co. of Aurora, Illinois. The cancellers were accompanied with a few different styles of town postmarks.

▲ **Figures 4.** February 20, 1885, the earliest use of the Wheel of Fortune canceller in North Carolina on a cover from Belvidere (Perquimans County) to Great Barrington, Massachusetts.



◄ **Figures 5.** Wheel of Fortune cancels/killers were generally used in conjunction with town postmarks as a duplex canceller. Shown here are a number of different types of town postmarks that used these killers, labeled Types 1 through 6. A stand-alone use of the killer is shown as Type 0.

Figure 6. ►
January 1, 1886, cover from Heilig's Mill (Rowan County) to Newton (Catawba County) with each of the postage stamps cancelled with the Wheel of Fortune killer, listed in Figure 5 as Type 0.

the Wheel of Fortune cancels. By November 2019, I had assembled sufficient information to publish a monograph on the Wheel of Fortune cancellations. Information about this monograph follows:

Here is where you can help… by providing any additional covers that I have not identified and forward photo scans of these covers to me at stonywoods840@gmail.com. All state towns and duplicates would also be appreciated. ■

References:

Cole, James M. *Cancellations and Killers of the Banknote Era 1870-1894*. (Columbus, OH: U.S. Philatelic Classics Society, Inc., 1995).

Daniel F. Kelleher Auctions, sale no. 623, January 14, 2011, sale of Arthur Beane collection.

US Cancellation Club News, November 2005.

count			Town	Photo	Usage Range	type	County	Cover Date
1		NC	Belvidere	P	1885	1	Perquimans co	85-02-20
		NC	Belvidere	P	1885	1	Perquimans co	85-04-16
2		NC	Clinton	P	1891	3	Sampson County	91-3-7
3		NC	Dabney	P	1888	2	Vance County	88-4-5
4		NC	Danbury				Stokes County	
5	A	NC	Heiligs Mills	P	1886-8	0	Rowan County	86-1-1
	A	NC	Heiligs Mills	P	1886-8	0	Rowan County	87-03-21
5	B	NC	Heiligs Mills	P	1886-8	0	Rowan County	88-2-24
	B	NC	Heiligs Mills	P	1886-8	0	Rowan County	xx-01-17
6		NC	Little Sugar Loaf				Bladen County	
7		NC	New Berne				Craven County	
8	A	NC	Ormondsville	P	1885	1	Greene County	85-05-02
8	B	NC	Ormondsville	P	1885	1	Greene County	85-07-28
9		NC	Petra Mills	P	1887	1	Caldwell County	87-9-2
10		NC	Tyner	P	1889	1	Chowan County	89-01-23

▲ **Table 1. List of North Carolina post offices that used the Wheel of Fortune cancels.**

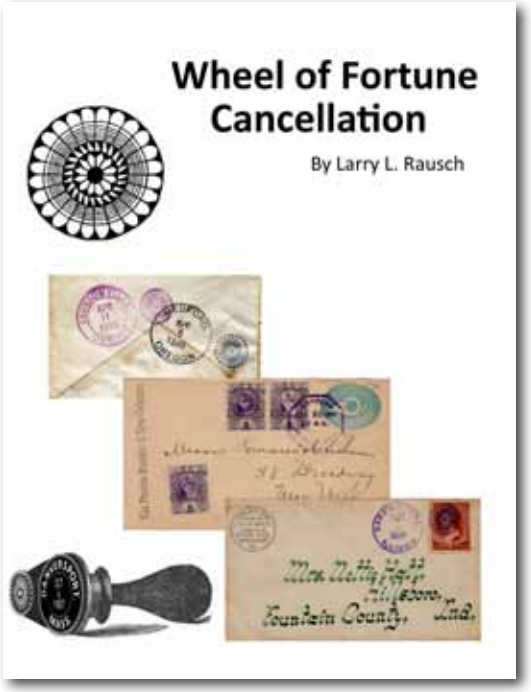


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Figure 7. ►
March 7, 1891, envelope posted at Clinton (Sampson County) to Wilmington (New Hanover County) with town datestamp and Wheel of Fortune killer. (Courtesy of Tony Crumbley)

◄ **Figures 8.** May 12,1885, envelope from Ormondsville (Greene County) to Greensborough (Guilford County) with the "A" style town datestamp and the Wheel of Fortune killer. Note the datestamp includes the County name. (Courtesy of Tony Crumbley)

Figure 9. ►
September 2, 1887, envelope posted at Petra Mills (Caldwell County) to Little River (Alexander County) with a beautiful example of the town datestamp and Wheel of Fortune killer. (Courtesy of Tony Crumbley)

◄ **Figures 10.** January 23,1889, envelope from Tyner (Chowan County) to Alexandria, Virginia on a handsome advertisement cover with town datestamp and Wheel of Fortune killer.

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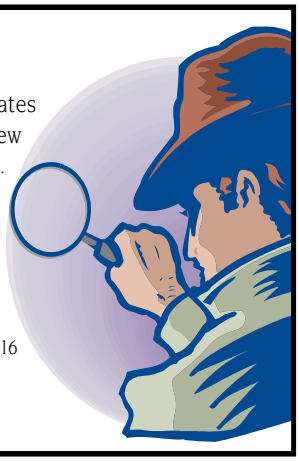

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(Alamance thru Anson Counties have been updated)

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