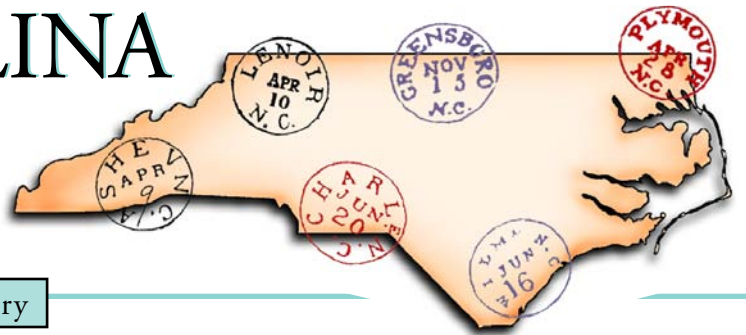


NORTH CAROLINA POSTAL HISTORIAN

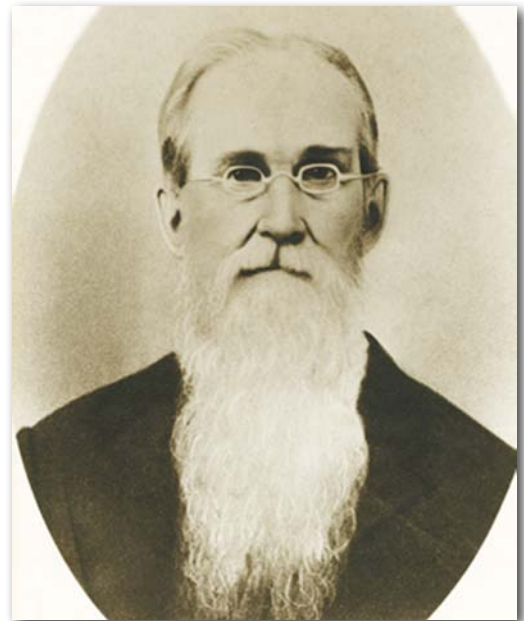


The Journal of North Carolina Postal History

VOLUME 41, NO. 3 SUMMER 2022 WHOLE 159



Franklinville, NC - One of the State's First Mill Towns



Greensborough, Guilford County, A Post Office in Transition 1861-1865



Two Incoming Wilmington Blockade Covers



PRESIDENT'S MESSAGE

CHARPEX 2022 is just around the corner, and that's great news for members of the North Carolina Postal History Society (NCPHS) who will enjoy gathering with stamp and postal history enthusiasts for a philatelic feast! Thanks to the efforts of two Charlotte-area philatelic groups, the Charlotte Philatelic Society and the Fortnightly Club, this annual event will take place on July 30 and 31. It will be held, as in recent years, on the easily accessible campus of Central Piedmont Community College, 1228 Elizabeth Avenue, in Charlotte. A large space in the Worrell Building will feature 22 dealers and 50-60 exhibit frames. Details may be found in the show flyer enclosed in this issue.

The show will open this year at 10:00 am on Saturday with live music by the band, "Mariachi Conquistador," with a dedication ceremony for the new USPS Mariachi stamps scheduled for release on July 15.

NCPHS will hold its annual general meeting during CHARPEX at 1:00 p.m., Saturday, July 30. Member Tim McRee will provide a program entitled "North Carolina Revenue Embossed Paper: First Federal Issue, 1798-1801." Tim is an accomplished philatelist, and his presentations are always of high quality. An update of the Society's activities will be provided. The election of the Class of 2025 of the Board of Directors will take place at the general meeting. The winner of the North Carolina Postal History Society Literature Award will also be announced. The NCPHS Board of Directors will meet at 2:00 p.m. to conduct its annual business.

Many Society members attend this eventful show every year. They enjoy the opportunity to find and purchase stamps and covers for their collections. They visit with their favorite dealers. They catch up with old friends in the collector community and make new ones. Whether you're planning to

IN THIS ISSUE

Greensborough, Guilford County. A Post Office in Transition from Confederate States Back to United States 1861-1861 by Jerry Roughton.....	3
Franklinville, NC - One of the State's First Mill Towns by Tony L. Crumbley.....	8
Gillisville: Finally Found by Charles F. Hall, Jr.....	14
The Hercules Powder Company Ads Cover of Asheville by Tony L. Crumbley	15
Two Incoming Wilmington Blockade Covers by Richard F. Winter.....	16

attend CHARPEX for the first time or the twentieth time, you'll not be disappointed!

We continue to encourage members to reach out to their local libraries and historical societies, all of which are potentially fine resources for research on postal history. You might be surprised, as I have often been, at the materials that are available for your discovery and use. You might find a folder or two of information on early and forgotten post offices in your area. Or you might find a folder of covers and correspondence that you can further research. Either discovery might well provide a foundation for an article in the *Postal Historian*. And keep in mind that a librarian or local historian, aware of your interest in postal history, may render invaluable assistance in any postal history project you might pursue in the future.

We have a number of members who have not yet sent in their dues for 2022. Harry Albert, our treasurer, recently contacted these members and urged each one to continue their membership. A red dot on your mailing label indicates that you must remit your very reasonable annual dues of \$15.00 to continue as a member of the society. Send your check to Harry Albert at his address listed below.

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



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GREENSBOROUGH, GUILFORD COUNTY, A Post Office in Transition from Confederate States Back to United States 1861 – 1865



by Jerry Roughton

Shortly after Confederate General Joseph E. Johnston surrendered his command to Union General William T. Sherman on April 26, 1865, Greensborough became a hub of activities. In Ethel S. Arnett's book, *Confederate Guns Were Stacked, Greensboro, North Carolina*, she wrote "In March, April and May of that year [1865], the little village of one square mile with about 1,800 inhabitants had packed into its city limits and surrounding grounds over 90,000 additional people."¹

By April 28th, hundreds of squalid Confederate troops gathered in and about the town and countryside of Guilford County. It was a rag-tag, defeated army, soon to be disbanded, temporarily sheltered and cared for by the citizens of Greensborough. For now, the town was under Federal occupation. Remnants of its previous civic and governmental institutions, with appointments under the Confederate States soon began to change or disappear.

C.S.A. Postmasters at Greensborough

Branston G. Graham. The post office at Greensborough under the flag of the Confederacy had two different postmasters. Prior to the Old North State seceding from the Union on May 20, 1861, Branson G. Graham had served nearly a decade as U.S. postmaster for the town. He had taken office on August 15, 1853, and continued as the first Confederate postmaster of Greensborough. The post office at Greensborough commenced transition to the Confederate States on July 3, 1861.² The location of the office was most likely in the store operated by B. G. Graham. A January 1862 advertisement in *The Greensborough Patriot* announced that B. G. Graham & Co.'s "Boot and Shoe Store" was increasing their entire stock of boots and shoes. The advertisement noted the store was "Opposite Brittain's Hotel," which was located on 116 West Market Street.³ Conceivably, therefore, the post office resided in the *Boot and Shoe Store* of B. G. Graham & Co. until mid-October 1862 with B. G. Graham as C.S.A. postmaster. An obituary notice of October 23, 1862, stated: "Mr. James E. Thom has been appointed Post Master at Greensboro' in place of B. G. Graham deceased. We have no doubt this appointment will be entirely acceptable to those who have business with the office."⁴

James E. Thom. Pictured in Figure 1, it is assumed that Mr. Thom was native to Guilford County, though no early census records (ca. 1820 or 1830) state his birth or birthplace. An 1827

newspaper notice has the sale of a tract of land belonging to David Thom deceased, presumably his father.⁵ James E. Thom was listed in the 1840 U. S. Census, which shows he was alive, living in Guilford County with family members, but again no birth year. Two years earlier in 1838 he advertised his "Saddlery &c." business in Greensborough, where he manufactured



▲ **Figure 1.** When appointed C.S.A postmaster of Greensborough on October 18, 1862, James E. Thom was a general merchant in the town. According to postal historian A. Earl Weatherly, the post office was located in his store on east Market Street almost in the center of town. (Courtesy Greensboro History Museum)

saddles, bridles and etc.⁶ Sometime after 1845 Mr. Thom formed a partnership with Milton Rose, who manufactured coaches. The "Rose & Thom" firm continued with coaches, which probably included leather related goods. The firm closed within a few years, giving notice of dissolution on April 7, 1857.⁷ By the time James E. Thom was appointed to the position of C.S.A. postmaster on October 18, 1862, he was in business as a general merchant in Greensborough. According to postal historian, A. Earl Weatherly, "The Post Office was located in Thom's general store located in the first block, right side of East Market Street, half way between Elm and Davie Streets."⁸

Mr. Thom was appointed postmaster after the death of Branston Graham in October 1862.

In January 1863 Mr. Thom advertised in the Raleigh *North Carolina Standard* the following:⁹

DESIRABLE TOWN PROPERTY FOR SALE.

The Subscriber Offers For Sale His house and lot in Greensborough, N.C. The lot contains two acres, well improved. The dwelling is a commodious, well built house, in good repair, with all necessary outbuildings. For full particulars, apply to or address

J. E. THOM, P. M., Greensborough, N.C.

Figure 2 is a transcript of a notice that Postmaster Thom published in the March 30, 1865, edition of *The Greensborough Patriot*¹⁰ about a month before the Greensborough C.S.A. office closed “on or before 30 April 1865” as indicated in *Post Offices and Postmasters of North Carolina*.

Greensborough Postmaster Provisional

Writing in the *North Carolina Postal Historian*, Volume 13, Number 4, in the Fall 1994 issue of the journal of the North Carolina Postal History Society, Tony Crumbley was of the opinion that the Greensborough postmaster provisional was created by postmaster James E. Thom. In his article “Greensboro, N.C., or is it Greensborough, N.C.?” he wrote:

On July 1, 1862 the Confederate postage rate for all distances was increased to 10¢. By October of 1862, Postmaster Thom was out of 10¢ stamps and in need



▲ **Figures 3.** Nov. 24, 186x use of a Greensborough Postmaster Provisional envelope addressed to Swift Island (Montgomery County). The 10¢ cost of this envelope was applied to Charge Box 38 as noted upper right. The control marking is in the upper right corner with the “PAID/10.” in the center. A docketing notation on the left side indicated the letter contained a “Bill of Sales of/ Negroes,” which was to be kept in the envelope.

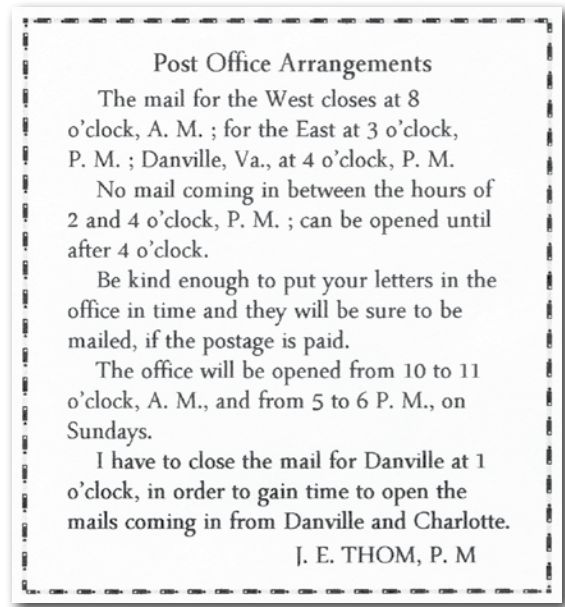


Figure 2 ▲ Postmaster Thom published a time schedule, “Post Office Arrangements,” for the benefit of his customers. The transcribed copy above is from the March 30, 1865, edition of *The Greensborough Patriot*, about a month before the Greensborough C.S.A. office closed.

of a method of prepayment for postage. With this hardship, Postmaster Thom removed from retirement the old Greensboro handstamp and replaced the date with a PAID 10 handstamp. By applying this handstamp in red in the upper right hand corner (in most cases), Postmaster Thom created his own postage paid stationery.

While it was possible the provisional could have been made by Postmaster Graham in the last few months that he was alive, it is more likely this was the work of his successor James Thom.

Although a little more than 30 Greensborough Postmaster Provisionals have been recorded, the covers are notorious for having poor strikes of either the control markings, the circular date stamps or both. Most covers don’t reveal the year because the contents are missing and the year doesn’t show up in the postmark. One of the few covers with easily read markings is illustrated in Figure 3. This cover was posted on November 24, 186x, addressed to the “Superintendent Christian Factory, Swift Island, Montgomery Co[unty].” The control marking in the upper right corner indicates PAID/10. This was the single-letter rate for all distances, and was added to the other charges of the client who rented Charge Box 38, which was

marked in the upper right. A docketing notation on the left side indicated the contents, a “Bill of Sales of/Negros – keep in this/envelope.”

Apparently, the time had come, nearly six months after the fighting had stopped in this region, for a return to normalcy and to settle old debts following the conclusion of the recent War Between the States. In early September 1865 the Greensboro newspaper, *Greensboro Patriot*, now with a changed name, published, under the heading, “SOUTHERN POSTMASTERS REQUESTED TO MAKE RETURNS,” a kind of administrative return to normalcy in the South, the transition back to United States post offices:

The post office continues to be re-opened in the South. Postmasters who were in possession of them when the rebellion commenced have had drafts or notices served upon them for a settlement of their arrearages. Some few have liquidated their indebtedness, while others express a willingness to pay so soon as they can obtain the means for that purpose.¹¹

U.S. Post Office at Greensboro re-established under Federal occupation.

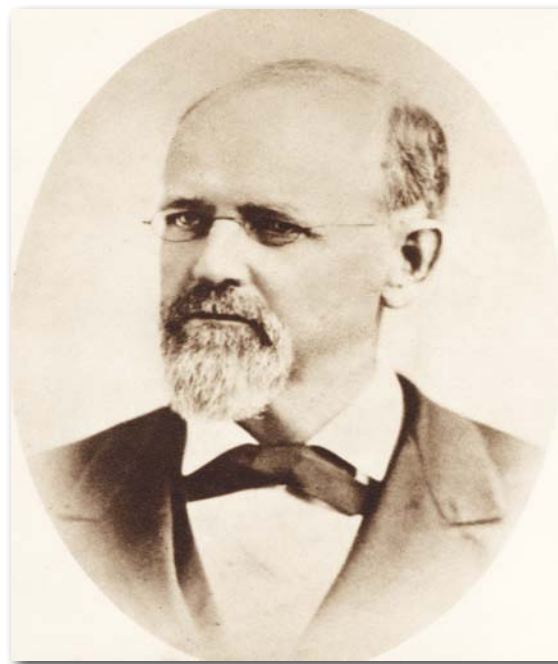
Union Generals Schofield and Burnside left Raleigh to visit Greensboro on May 2, 1865, and remained “a couple days, just long enough to see Union army control established in the vicinity, then to return to Raleigh.”¹² Two days later on May 4th, from Headquarters in Raleigh came General Order No. 35—



▲ **Figures 5.** “Dunleath,” the home of Judge Robert P. Dick, pictured about 1950, was surrounded by 120-150 acres of “spacious grounds.” In 1864 Judge Dick allowed the Danville to Greensboro railroad tracks to pass just in front of his house. In 1917 the current owner of the house moved the front of the house to the back, pictured here. (Courtesy Greensboro History Museum)

“Maj-Gen. J. D. Cox, with his own corps and two brigades of Gen. Kilpatrick’s cavalry, will occupy Greensboro, Salisbury, Charlotte and such other points as he may deem necessary, and take care of the western portion of the State.”¹³

“General Cox selected ‘Dunleath’ the home of Judge Robert P. Dick, as his headquarters,” Ethel Arnett wrote. “He assigned



▲ **Figures 4.** Judge Robert Paine Dick, about 1889. Born and died in Greensboro, he was a graduate of the University of North Carolina and a lawyer by profession. His home in Greensboro, “Dunleath,” was chosen as General Cox’s headquarters for the occupying federal forces in 1865. (Courtesy Greensboro History Museum)

the Dick family to rooms in the ell, pitched soldier’s tents all over the spacious grounds, set up a Union post office in the center...”¹⁴ Robert Paine Dick, pictured in Figure 4, was born in Greensboro,³ graduated with distinction from the University of North Carolina, and chose law for his professional career.¹⁵

Dunleath was built between 1856 and 1858. It stood on Milton Road, and later faced North Church Street in the northern part of Greensboro. Figure 5 shows a photograph of the house about 1950. The house was surrounded by some 120-150 acres of “spacious grounds.” In 1864 Judge Dick permitted tracks of the Danville to Greensboro railroad to connect with the grounds and the country road which the house faced. The tracks were laid in a sweeping curve around the house so that the railroad avoided cutting through the house.

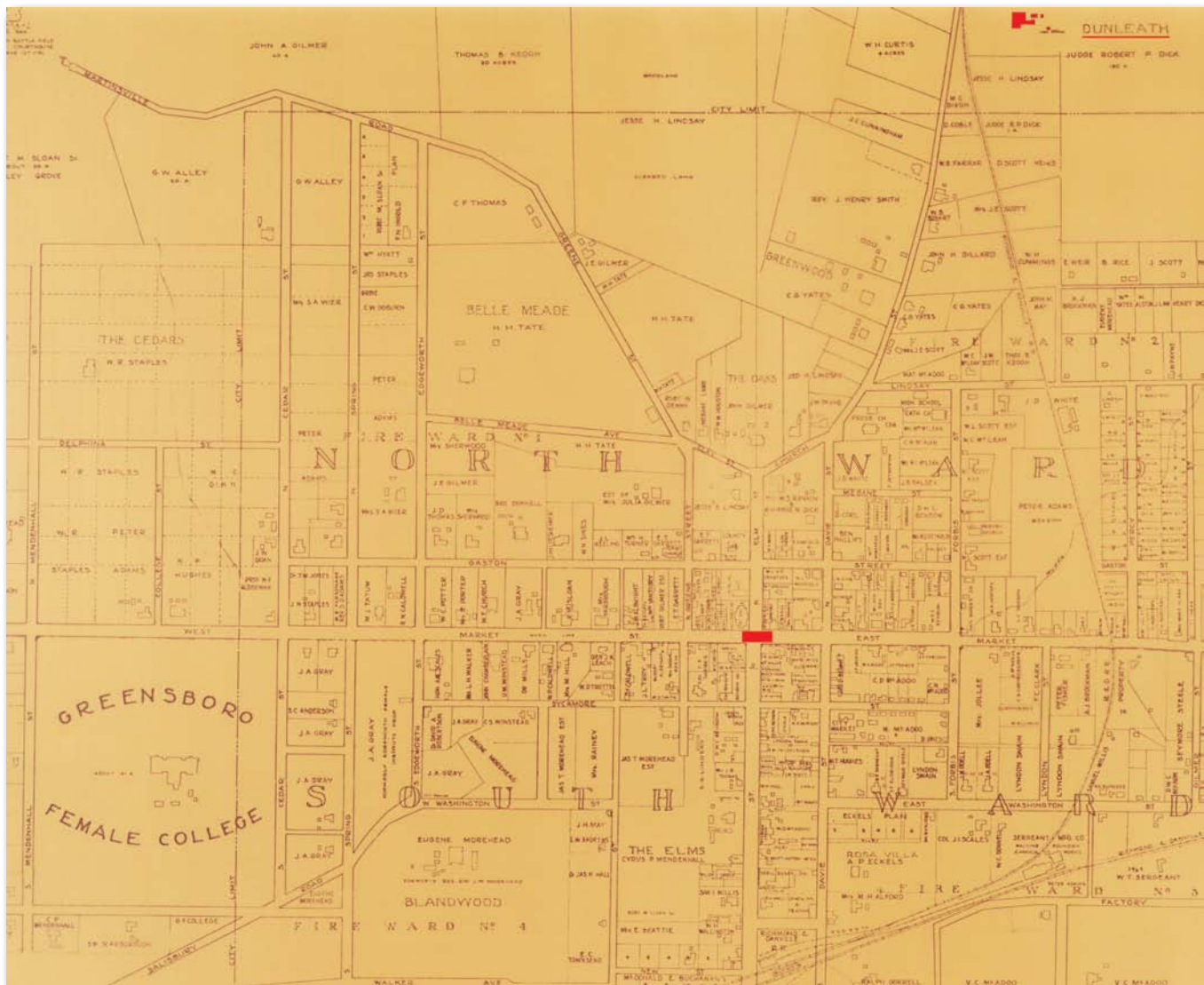
Was Judge Dick’s home with its railway connections a consideration in General Cox’s selection for his headquarters, and site for a post office?

W.L. Trotter purchased the house in 1917, only the second owner of “Dunleath.” He changed the location of the front of the house so the front no longer faced the railroad tracks.¹⁶ Previously the front faced the railroad which had run through the front yard. Mr. Trotter added to the existing back of the house to make it the front entrance, facing Chestnut Street, opposite Fisher Park.

Before “Dunleath” was demolished in 1969 a detailed survey of the house was made by students of the School of Design, North Carolina State College in 1967 for the Historic American Buildings Survey. This survey was number N.C.-231, listed as 577 Chestnut Street, Greensboro, Guilford County.¹⁷ Sheet 1 of the 29 design sheets introduced the project while sheet 2 pro-

vided a location of the house in Greensboro. This location agreed with the details of the 1879 map of Greensboro, a portion of which is shown in Figure 6 from the map collection of the Greensboro History Museum.

Jonathan D. White was appointed the new U.S. postmaster at Greensborough once the Federal occupation began. Figure 7 illustrates Mr. White. He took office on 23 June 1865,¹⁸ most probably soon after he took the Amnesty Oath. At this time, he was 23 years old and resided in Greensborough. Five years earlier in 1860 when he was 18 years old, he was employed as a Deputy postmaster under the service of Postmaster B. G. Graham.¹⁹ Any further history regarding his employment with



▲ **Figures 6.** 1879 map of Greensborough. The red rectangle in the lower part of the map was called Court House Square, the intersection of Market and Elm Streets and the nominal center of the city. “Dunleath,” shown in red upper right corner, was .32 miles to the NNE of Court House Square. One of the “Dunleath” outbuildings probably was used as the post office on the 120-150 acres estate of Judge Robert P. Dick during the Federal occupation in 1865. (Courtesy of Greensboro History Museum)

the Greensborough post office, prior to 23 June, could not be found. Mr. White remained U. S. Postmaster at Greensborough until July 1885, and again beginning in 1889.²⁰ Records of his later re-appointments are recorded in the *Executive Journal of the Senate*. The entries are brief, such as this entry of 7 December 1870: “I nominate Jonathan D. White to be duty postmaster at Greensboro, in the county of Guilford and State of North Carolina, his commission having expired.” [President] U. S. Grant.²¹ ■



Figure 7 ▶

Jonathan D. White was appointed postmaster on June 23, 1865, the first new postmaster for Greensborough once Federal occupation began. He was 23 years old, having been a deputy postmaster under Branston Graham five years earlier. (Courtesy Greensboro History Museum)

Endnotes:

1. Ethel Arnett. *Confederate Guns Were Stacked, Greensboro, North Carolina*. Greensboro: Self-published (1965), page 77.
2. *Post Offices and Postmasters of North Carolina*, Volume II, North Carolina Postal History Society. (1996), pages 95-96.
3. *The Greensborough Patriot*, January 16, 1862.
4. *Ibid.*, October 23, 1862.
5. *Ibid.*, December 22, 1827.
6. *Ibid.*, May 18, 1838.
7. *Ibid.*, April 7, 1857.
8. A, Earl Weatherly. *The First Hundred Years of Historic Guilford, 1771 - 1871*. Self-published, Greensboro (1972), page 93.
9. *North Carolina Standard* (Raleigh), January 30, 1863.
10. *The Greensborough Patriot*, March 30, 1865.
11. *Greensboro Patriot*, September 9, 1865. Sometime between July 26 and August 19, 1865, the newspaper's name was changed from *The Greensborough Patriot* to *Greensboro Patriot*.
12. In August 1865 an Order established “the District of West North Carolina” which had two sub-districts, one at Morganton, and the other at Greensboro known as “the sub-district of Greensboro.” These two sub-districts were under the command of Union Major General Judson Kilpatrick. *Greensboro Patriot*, August 19, 1865, and Arnett, page 84.
13. *North Carolina Standard* (Raleigh), May 5, 1865.
14. Arnett, page 88. An “ell” is a wing of a house at right angles to the main structure. Another version from a different source, has “the Dick family moved into an outbuilding while the general [Cox] and his staff occupied the house.”
15. “Dick, Robert Paine.” <https://www.ncpedia.org/biography/dick-robert-paine> (Accessed June 1, 2022).
16. “Nineteenth Century Philadelphia Architect had Greensboro Following” <https://preservationgreensboro.org/nineteenth-century-philadelphia-architect-had-greensboro-following/> (Accessed June 1, 2022). “Dunleath” was demolished in 1969, following years of neglect.
17. “Map of the City of Greensboro, Guilford Co., From Actual Surveys & Records.” F.W. Beers & Co. 36 Vesey St., New York, 1879.
18. *Post Offices and Postmasters of North Carolina*, Volume II, page 96.
19. In the 1860 U. S. Census records he was 18 years old and resided in the South Division of Guilford County.
20. *Post Offices and Postmasters of North Carolina*, Volume II, pages 95-96.
21. *Journal of the Executive Proceedings of the Senate of the United States*, Vol. 17, December 8, 1870, page 558. Jonathan D. White’s “expired,” previous commission was likely that of 1865.

Have You Given Us Your E-mail Address?

We would like in the future to be able to send information to members using e-mail, but we lack valid e-mail addresses for many of our members. Please help by sending your e-mail address to Harry Albert, the Secretary-Treasurer at hlabert78@gmail.com or Tony Crumbley at tonycrumbley@bellsouth.net.

Franklinville, NC – One of the State’s First Mill Towns



by Tony L. Crumbley

Franklinville lies along the banks of the Deep River in central Randolph County. The first settlers to the area were Saponi, Tutelo, and Keyauwee Indian tribes. These Indians settled there because of an important river crossing known as Island Ford.

The first person to hold title to land in the area was Jacob Skeen, who in 1784 received a grant from the state of North Carolina. Local tradition says the first mill at this location was built in 1801 by Christian Morris.

In 1802, this cotton gin was one of only five cotton gins within the state. Since Morris also operated a wool carding machine and a saw mill, this was one of the few places in the state that a farmer could have his corn and grain ground into flour, his timber sawn into lumber, gin his seed from cotton and have his wool carded.

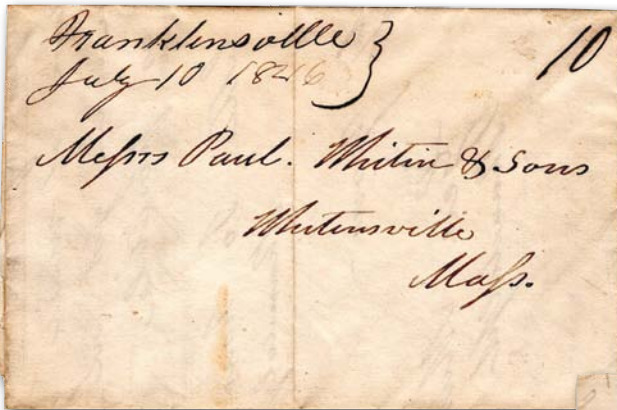
Morris died in 1812 and his property was divided among his children. John, his eldest son, received the mill and operated



it from Lincoln County until 1818 when he sold it. In 1821, it was sold again to Elisha Coffin who named the community Franklinville after the then governor of North Carolina, Jesse Franklin. Note the “s” included within the spelling of the town name. Locally, the town was known as “Coffin’s Mill on Deep River” until the name “Franklinsville” was officially recorded in the town incorporation in 1842.

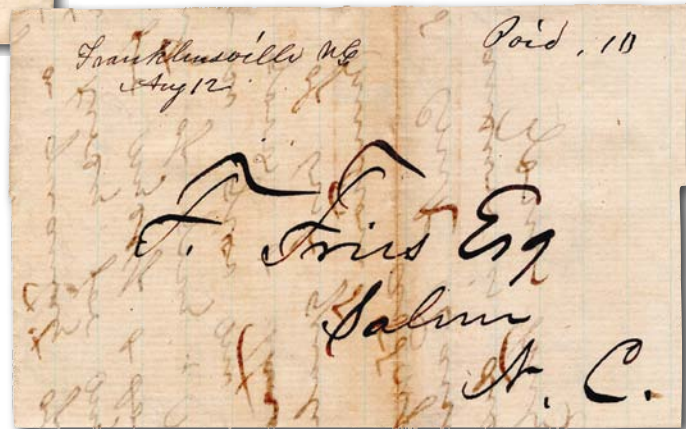
On June 26, 1840, Alexander S. Horney was appointed first postmaster of Franklinsville. Horney was one of the owners in the cotton mills located there. Figure 1 is a cover posted by postmaster Horney in 1846, whose compensation in 1847 was \$56.00. The letter is from George Makepeach, one of the other mill owners asking about machinery for the cotton mill.

From the time the first textile mills started operations in Franklinsville, the mill and the stockholders were responsible for providing housing for their workers along with other basic human services. The town was in some manner a “planned”



◀ **Figure 1.** July 10, 1846, folded letter from Franklinsville to Whitinsville, Massachusetts with manuscript postmark of postmaster Alexander S. Horney, the first appointed postmaster. He served from 1840 until 1848. The letter is requesting machinery for one of the local textile mills.

Figure 2. ▶ August 12, 1862, folded letter to Salem (Forsyth County). Letter posted with a Confederate manuscript postmark and manuscript “Paid 10” for the single letter-rate. Dennis J. Curtis was postmaster at Franklinsville, serving from September 23, 1856 until April 30, 1865, when the town was occupied.



community. The workers lived in small homes near the mill and the owners lived in large homes further up the hill. By the 1850s, Franklinsville and Asheboro vied for the position as the principal metropolis of Randolph County.

When the town was rechartered in the 1850s, the municipal boundaries of Franklinsville were expanded to include the community of Island Ford. Both villages were laid out in similar manner, running up hill from the riverside mills past the small house for workers, then past the homes for skilled tradesmen and on up to the larger homes for owners and stockholders- quite a typical mill town.

At this point in time, most of the mill workers were women and children. The men of the community developed other trades. Three of the most important trades in Franklinsville were the Iron Works, the Jones Wagon, and Buggy factory, and the local pottery. The Franklinsville Iron works had been opened in 1849 to process ore from the mine at Iron Mountain. The company provided armaments for the Confederate army during the Civil War. The company received exemption from the draft for its employees.

Postmaster Dennis J. Curtis was appointed postmaster on September 23, 1856. Curtis served through the war until the town was occupied on 30 April 1865. Figure 2 is an example of a Paid 10 cover posted from Franklinsville on August 12, 1862. The letter asked for the pricing of textile goods made from wool the owner had.

Progress in the town came to a halt in 1861. Little thought was given to anything that did not concern the “War of Southern Independence.” Practically all males of military age entered Confederate service. They were taken into a number of regiments that fought in some of the deadliest battles.

Another Confederate Paid 10 cover is shown in Figure 3. This envelope is made from a map of West Virginia (part of Virginia at the time), Ohio, Pennsylvania, and Kentucky. The cover is addressed to Lieutenant J. W. Staley, Troy Store, North Carolina. It was posted February 21 (1863) and paid 10 cents. Figure 3a is the inside of the homemade envelope.

Emsley Burgess was appointed postmaster on February 23, 1866. He introduced the first handstamp postmark of Franklinsville, a 29 mm double circle datestamp with a separate five-

Figure 3. ▶ February 21, 1863, envelope without contents from Franklinsville to Lieutenant J.W. Staley, Troy's Store (Randolph County). Both the postage “Paid/10” and the postmark were in manuscript.



Figure 3a. ▶ Inside of this handmade envelope constructed from a map showing parts of West Virginia (a part of Virginia), Ohio, Pennsylvania, and Kentucky.





◀ **Figure 4.** May 26, 1868, Franklinville, first hand-stamp postmark, a 29 mm double circle datestamp with a separate five-pointed fancy star killer, used on a 3 cents, pink George F. Nesbitt & Co. stamped envelope to Salisbury (Rowan County).. Postmaster Emsley Burgess, appointed the first postmaster after the war on February 23, 1866, introduced this postmark.

Figure 5. ▶
April 13, 1866, envelope from Providence, Rhode Island to Franklinville that took 46 days to reach the address location. Postmaster Burgess used his datestamp to indicate when letter first arrived, then struck three dates, "31" to indicate he had posted a notice for this letter on three occasions before letter was picked up by the addressee on May 31.



◀ **Figure 6.** August 30, 1866, small envelope from Franklinville to Paris, France, paid 15¢ with a horizontal strip of five 3¢ rose 1861 stamps, each canceled by the five-pointed fancy star killer. This paid the single letter-rate to destination. The New York exchange office datestamp indicated when the cover would depart New York and that 12¢ was credited to France of the prepayment.



pointed fancy star killer. On May 26, 1868, he postmarked the 3 cents, pink George F. Nesbitt & Co. stamped envelope, Figure 4, to Salisbury (Rowan County). The enclosed business letter was from a cotton agent in Franklinville discussing a bale of cotton to be sent to High Point with its invoice sent to him in Franklinville.

Figure 5 is a cover posted from Providence, R. I. on April 13, 1866. The cover was delayed in reaching Franklinville because the address didn't provide the county to which it should be sent. Eventually, a postal clerk at a distribution office realized it was in Randolph County and wrote that in pencil with the address. The cover arrived at Franklinville on May 29, 46 days later. Postmaster Burgess used a Franklinville datestamp to show how late it arrived there. I believe the "31" stamped

on the letter three times was a result of posting notice about the letter on three successive days in the post office, before it was finally picked up by the addressee on 31 May. Postmaster Burgess probably did this to protect himself since he was not responsible for the abnormally long delay in getting the letter to the addressee.

Figure 6 illustrates the Fancy Star killer on a strip of five of the 1861 3 cents rose issue stamp paying the single letter-rate to Paris, France. The Franklinville Type 1 double circle datestamp was struck in the lower left corner. For more details on this cover, see Dick Winter's article, "Franklinville to Paris, France," in the *North Carolina Postal Historian*, vol. 29, No.4, Fall 2010.

A 24 mm Type 2 circular datestamp with an internal cog killer and the letters "FV" in the center is illustrated in Figures 7, 8,

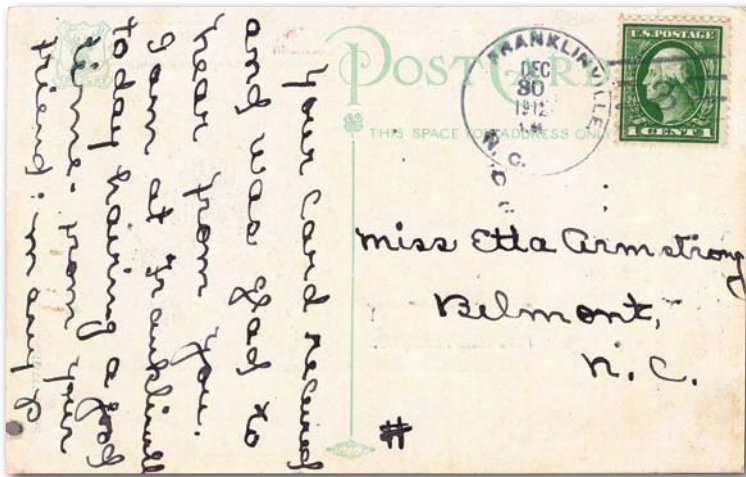
Figure 7. ▶
November 29, 1869, envelope to Greensboro (Guilford County) that shows the Franklinsville 24 mm Type 2 circular datestamp and a separate reverse cog wheel killer with a “FV” in its center.



◀ **Figure 8.** May 23 (1870) envelope to H.B. Shaw of Alfred, Maine, a female pioneering mail order dealer who received mail from all over the United States as well as a few foreign countries. Note the Type 2 postmark killer has begun to lose the “FV” in the center. Most likely, this cover was posted in 1870.



Figure 9. ▶
February 14 (1870) cover to Snow Camp (Alamance County). The stamp shown on this cover was issued in 1870-71. The Type 2 killer had lost all of the “FV” within the cog wheel.



◀ **Figure 10.** December 30, 1912, post card from Franklinsville to Belmont (Gaston County). After a battle with post officials, the local community finally got the spelling of the town name to changed to Franklinsville without the “s.” This Doane Type 3 cancel with a “3” in the killer bars indicates postmaster Joseph M. Ellison received between \$201-\$300 in compensation the year previous to its issue.

and 9. This post mark was introduced by postmaster Burgess in the 1860s and was use until 1887. Note the “s” was in the name of the post office.

U.S. postal records show that multiple requests from the community were made that the Franklinsville name should be changed with the removal of the “s” in the spelling of “Frank-

linsville.” By January 1887, Postmaster John S. Ritter received the official name change from the Post Office Department. The reason given was that this was what the town was known locally.

Shown in Figure 10 is a Franklinsville Type 6 (Doane Type 2) handstamp with the town spelled without the “s.” Postmaster

Joseph M. Ellison was appointed June 2, 1898 and served until April 10, 1914. Ellison was the postmaster when the rubber stamp with the Doane postmark arrived from the Post Office Department. Records of the North Carolina Postal History Society indicate that this Doane Type 3 postmark was used from 1904 until 1913. The “3” in the killer bars indicated the postmaster was paid between \$201 and \$300.00 annual compensation prior to the postmark being issued.

The post card in Figure 11 has a Franklinville Type 10 cancel. It is a 33 mm Type F/1 four bar canceler. This postmark was used from 1941 throughout the war. Figure 11a shows the reverse side of the post card. It pictures the Deep River as it flows through Franklinville, shown from another of the mills along the river, the Randolph Mills. It is easy to see how the river provided a good location for the number of different mills that were built in Franklinville.

After the war, two of the company stores in Franklinville were consolidated into one. Figure 12 illustrates the new brick building that was built which now included not only general mercantile and grocery operations, but also a butcher shop, soda shop, doctor’s office, and the post office. It was called the Franklinville Store Company.

Figure 13 illustrates a Franklinville Type 11, 30.5 mm metal duplex used from 1956 until 1965. Note, the cachet maker in-

dicated in his design that there were 45 post offices with the name of Franklin. The cachet was made to celebrate the 250th year of Benjamin Franklin’s birth. He may have thought that Franklinville was named after Benjamin Franklin. Little did he know Franklinville was named for a governor of North Carolina.

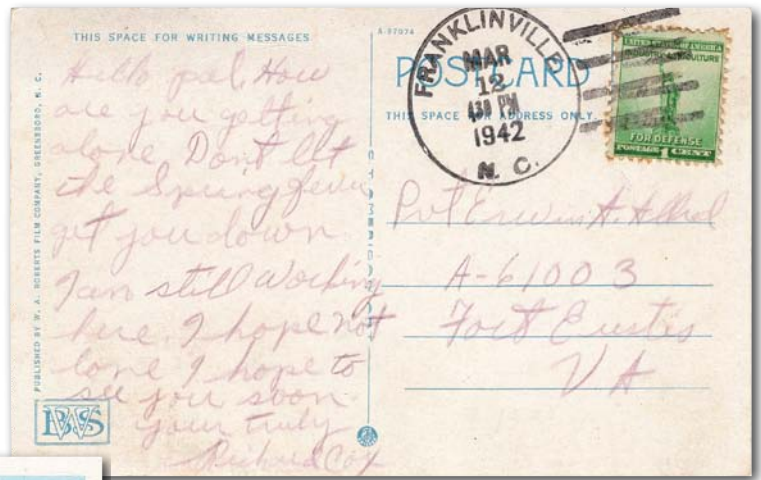
Like most Southern mill towns, the mills are gone from Franklinville. The community has been designated a historic place and is trying to promote itself as environmentally friendly with the hope that the old rail line will be converted to walking trails. Its philatelic history, however, still lives on.

On a recent visit to Franklinville, it was clear that little remains of the early industry there. The mills are falling to the ground with nothing but a few brick walls remaining. The post office, pictured in Figure 14 with its dedication plaque in Figure 14a, is shown as the newest building in the town since 1991 and still operational, but with limited hours. ■

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“Franklinville Historic District.” https://www.livingplaces.com/NC/Randolph_County/Franklinville_Town/Franklinville_Historic_District.html (Accessed June 17, 2022)

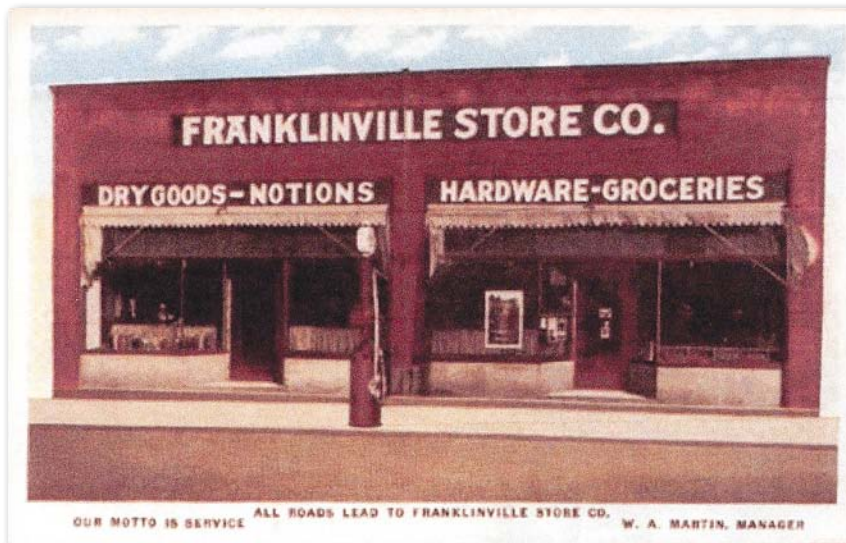
Figure 11. ▶
March 12, 1942, post card from Franklinville to Fort Eustis, Virginia, postmarked with a 33 mm Type 10, 4 bar handstamp used from 1941 to at least until 1943, but it is expected to have been used longer.



◀ **Figure 11a.** The reverse side of the Figure 11 post card showing the Deep River that flows through Franklinville as seen from another of the mills here, the Randolph Mills. It is easy to see how this strong river supported numerous mills in this mill town.

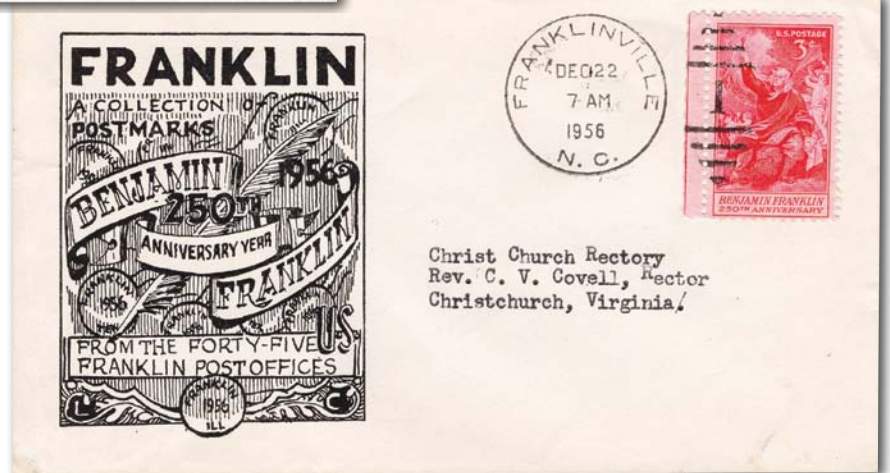
“North Carolina Postmark Catalog Update.” www.ncpostal-history.com/resources/north-carolina-postmark-catalog-update/ (Accessed June 17, 2022).
 “Town of Franklinville; History.” <https://franklinvillenc.org/history> (Accessed June 17, 2022).

United States Doanes. Ed. By Richard W. Helbock and Gary Anderson. (Scappoose, OR: La Poste Publications, 2002).



◀ **Figure 12.** After WW II, two of the company stores were merged into one building called the Franklinville Store Company. This new store sold groceries, had a doctor's office, a soda shop, and also held the post office.

Figure 13. ▶ December 22, 1956, Franklinville Type 11, 30.5 mm metal duplex cancel used on a cover to Christchurch, Virginia. This postmark was used from 1956-1965. The cachet on this cover commemorates towns named for Benjamin Franklin. Little did the creator know Franklinville was named for a North Carolina Governor.



▲ **Figures 14 and 14a.** The current post office in Franklinville is pictured here in 2022 by the author. The building was constructed in 1991, a design not uncommon to small town post offices at the time. It is the newest building in the town and keeps limited hours of operation. The dedication plaque is inside.

Gillisville: Finally Found



by Charles F. Hall, Jr.

The *North Carolina Postal Historian*, Volume 29, No. 3, Summer 2010, Whole No. 111, contained my article titled “The Postal History of Fort Bragg, North Carolina.” In this article I listed the known post offices that were on the grounds that became Fort Bragg, or on the very edge of the military installation. The post offices that were located on the installation were Munroe, which became Argyle, Endon, Inverness, Gillisville, Lumberdale and Antonia. Fort Bragg acquired additional properties in 1996 that were part of the large Rockefeller estate called “Overhills.” It had its own post office. I discussed the Overhills post office in my article, “Overhills, Another Fort Bragg Post Office,” that appeared in the *North Carolina Postal Historian*, Volume 30, No. 4, Fall 2011, Whole No. 116. Two other post offices that were very near Fort Bragg were Manchester and Montrose, each in Cumberland County. Another discontinued post office, Dial, was reportedly close to the property lines, but I could not establish its exact location. The 2010 article contained examples of covers from Argyle, Inverness and Manchester. A cover to Montrose was shown, but no covers could be located from or to Munroe, Gillisville, Endon, Lumberdale and Antonia. Munro, Endon and Antonia have no recorded postmarks. One circular datestamp in 1905 is recorded from Lumberdale, but the cover has not been seen.

Several years after the 2010 article, at a postal show, I located a cover from Gillisville. This short-lived office operated from 1885 to 1896. Figure 1 illustrates this cover, which was posted on July 12, 1886, and was addressed to Rock Spring in southern Orange County. Rock Spring was open from October 23,

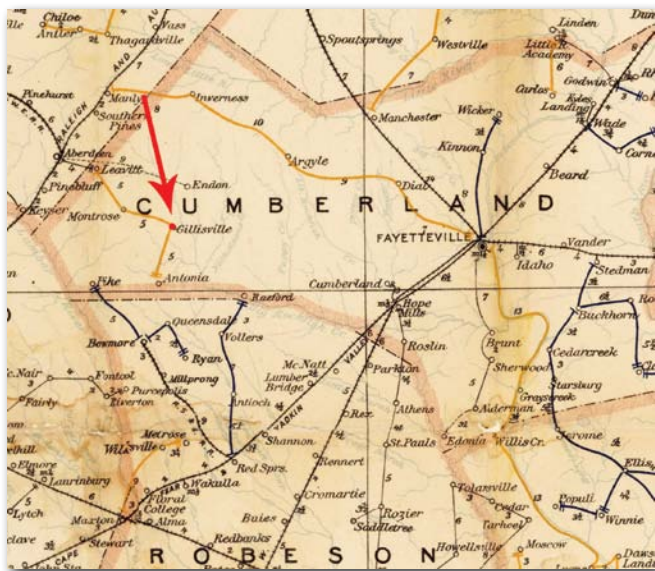
1845 to October 17, 1905. The Gillisville postmark is a manuscript postmark with a pen cancellation on the postage stamp. It appears to be the same example shown in the *North Carolina Postmark Catalog Update*, a manuscript cancel of the only docu-



▲ **Figure 1.** July 12, 1886, cover from Gillisville (Cumberland County) to Rock Spring (Orange County) with a manuscript postmark and a pen cancel across the 1883 red brown Washington postage stamp

mented postmark for Gillisville. This example, although others may exist, illustrates the sparsity of postal material from small, short lived post offices, of which there were many in North Carolina serving rural communities. I am still unaware of covers originating in and showing postmarks from Munroe, Endon, Lumberdale and Antonia.

Figure 2 illustrates a portion of an 1896 “Post Route Map of THE STATES of NORTH CAROLINA AND SOUTH CAROLINA” in the Map Collections of the University of North Carolina. The yellow line indicates that mail service to Gillisville was twice a week on the 15-mile route from Antonia to Leavitt in Cumberland County. ■



◀ **Figure 2.** A portion of the 1896 Post Route map of North and South Carolina in the map collections of the University of North Carolina with red arrow pointing to Gillisville on the twice-weekly route in yellow from Antonia to Leavitt.

The Hercules Powder Company Ad Cover of Asheville



by Tony L. Crumbley

The cover illustrated in Figure 1 is an outstanding multi-color advertising cover from 1900. There is much history associated with this cover.

The postmark is an Asheville Type 13 postmark. It was made with one of the first American Postal Machine Company canceling machines introduced in North Carolina. Asheville's first recorded use of this machine was September 18, 1899. This is the first of six different varieties of the flag cancel used in Asheville, an American Type B14 (1) used from September, 1889 until February 21, 1903.

The cover was mailed from the Brown, Northup & Co., Asheville, NC. This hardware company was located at 33 Patton Avenue. Lewis W. Brown and Willard B. Northup owned and operated the company. Obviously, they were a major distributor of Hercules Powder products in the area to be using their advertising envelopes.

In the 1890s, a considerable number of major tunnels were blasted through the mountains to get highways and railroads to Asheville from the east. Brown and Northup must have been a major supplier of the blasting supplies to create these tunnels.

The history of the Hercules Powder Company is quite interesting as well. The powder plant was the second powder plant to be built in the United States. It was built in 1871 in Kenil, New Jersey, by the Atlantic Giant Powder Company which later became the Hercules Powder Company. The plant was a major allied supplier during World War I.

The Kenil facility covered over 1,200 acres with dozens of major buildings that processed various types of high explosives.

Hundreds of workers were employed at the plant. Several accidents occurred at the plant over the years. In 1934, two explosions killed a total of six workers.

At 1:30 pm on September 12, 1940, over 297,000 pounds of gunpowder blew up in a series of explosions and fires that leveled over twenty buildings. The explosions were felt over fifty miles away. A total of 51 workers died and more than 200 were injured. The official cause of the fire was labeled "Industrial Accident." With a strong German following in the area, many believed it was the efforts of the German "Bund", an organization for those supporting the German efforts.

A new plant was opened in April 1941 to make munitions for World War II. Operations finally ceased in 1996, making this the longest existing explosive plant in the United States.

Like most postal history items, there is considerable history to be discovered when one digs a little deeper than just the stamp on the envelope. I would encourage each of you to dig a little deeper into what's behind your covers. ■

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"North Carolina Postmark Catalog Update."

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◀ **Figure 1.** June 9, 1900, multi-color illustrated advertising envelope of the Hercules Powder Company sent from Asheville to Southington, Connecticut. The postmark was an Asheville Type 13, the first of six different American Machine Co. flag cancels used in Asheville.

Two Incoming Wilmington Blockade Covers



by Richard F. Winter

From time-to-time letter writers in the days of sailing ships elected to send duplicate or even triplicate letters by different routes if the letters were important and they were concerned that a single letter might not get to its destination. The extra letters were marked as “duplicate, triplicate, etc.,” usually on the address sides of the folded letters. In many cases, merchants corresponding frequently with distant addressees included the duplicate information inside their next letter to the same addressee along with the new letter contents. By the mid-nineteenth century, with ocean steamships carrying the greater portion of all overseas mail, this practice was used much less often. The steamships regularly provided faster service and generally were more capable of withstanding the vigorous seas encountered on many of the voyages. By the time of the American Civil War in the early 1860s, duplicate letters were seldom used. However, in the case of letters sent to the Confederate States from overseas, there were now new dangers that vessels carrying mails had to counter; namely, passage through the Federal blockade of the seceded southern states.

This article will examine two covers sent from England to Confederate Georgia that entered the Confederate States at Wilmington, North Carolina, having successfully navigated through the Federal blockade. Both originated in Manchester,

England, and were addressed in the same hand “To His Excellency Joseph E. Brown, Governor of the State of Georgia, Milledgeville, Ga, C.S.A.” The “original” cover was endorsed in red ink with a routing instruction to be carried by a specific ship, the name of which was not mentioned at the time the cover was placed on the market. The cover was listed as lot number 408 of John W. Kaufmann’s 89th auction in August 1983. Lot number 409 in the same sale was an identical cover marked in the upper left corner, “Duplicate.” This cover had a different vessel name in red ink as a routing endorsement. Also, it had additional docketing information on the left side, “Manchester Eng., 26 March, 1864,” probably written by a clerk in Governor Brown’s office to indicate the date of the letter inside. Lot number 410 of the sale offered both covers as one lot. I don’t know the results of the sale of these three lots, but apparently the original and duplicate covers soon were separated.

The “duplicate” cover, lot number 409 in the sale, is illustrated in Figure 1. It was listed 25 years later in Appendix E of *Special Mail Routes of the American Civil War: A Guide to Across-the-Lines Postal History* by Steven C. Walske and Scott R. Trepel, as number BI-Wm-82, carried by the blockade runner *Lucy* from Nassau to Wilmington. The cover, a legal-size envelope, was postmarked at Wilmington on 14 May 1864 with a 32 mm black



▲ **Figures 1.** Lot no. 409 of John W. Kaufmann’s 89th auction in August 1983, addressed to Joseph E. Brown, Governor of Georgia, was listed as a “Duplicate” indicating another sent by different ship in case the first didn’t make the blockade.” Docketing in the lower left indicated the contents originated in Manchester, England, on 26 March 1864. The cover was marked in Wilmington (New Hanover County) for 32¢ postage due (2¢ incoming ship letter plus 3x10¢ Confederate inland postage for a triple-rate letter.

circular datestamp, Wilmington Type 10c. Although the Wilmington postmark normally was used to show that 5 cents had been paid, it was used in this case as a datestamp since the cover was marked for postage due. The envelope was marked in black ink, upper right corner, for postage due of 32 cents, 2 cents incoming ship fee plus $3 \times 10 = 30$ cents Confederate inland postage for a triple-rate letter. Additional docketing comments in black ink were written across the face of the envelope to identify the letter contents, undoubtedly written at its destination in Georgia. On the reverse across the envelope flap was written in black ink “Exd,” which will be discussed later.

The “original” cover, lot 408 from the sale, is shown in Figure 2. It was not listed in the Walske-Trepel Appendix E census. This legal-size envelope was identical in most respects to the “duplicate” envelope. It was addressed by the same hand and also had a red ink instructional notation, “Per _____” that clearly indicated a ship was to carry it. Again, the handwriting for the vessel name did not lend itself to identification in 1983 when marketed. This cover was postmarked with the same Wilmington datestamp and was marked in black ink for postage due of 32 cents, 2 cents incoming ship fee plus $3 \times 10 = 30$ cents Confederate inland postage for a triple-rate letter. As with the “duplicate” cover, it also had a manuscript “Exd” in black ink, this time on the cover front to the left of the postage due amount. Additional docketing notations were written across the envelope face in pencil and in black ink, most likely at the envelope’s destination.

Recently, good digital scans of both covers were sent to me to enter each cover into the North Carolina Postal History Society’s database of Confederate North Carolina covers. While

both covers appeared to be in a somewhat worn condition, I knew they were most unusual. Triple-rate Confederate blockade covers are scarce as are original and duplicate blockade covers. It was troubling to me that the distinct, instructional notations in red ink had not been identified by ship name; but it was clear to me that whatever the names might be, they were not the blockade-runner *Lucy* as previously identified. On the original envelope, the first part of the red instruction appeared to be “Per _____,” a common start of an instructional notation for ship endorsements. The second letter looked like the letter “s,” a strange way to write the “e.” I assumed this was the writer’s style, and substituted the symbol in the ship name that followed, but still couldn’t understand the name. Fortunately, I had a copy of Stephen R. Wise’s book, *Lifeline of the Confederacy*. This extremely helpful resource documents more than 300 blockade runners by name and provides the arrivals and departures from the different Confederate ports through which efforts were made to continue vital maritime trade during the war. By examining the arrivals of blockade runners at the port of Wilmington about the time of the Wilmington postmarks on the two covers, I found two vessels whose names fit perfectly with the red ink notations using this substitution. The blockade runner names that resulted were the *Pevensey*, written on the “original” cover and *Index*, written on the “duplicate cover.” Both vessels operated between Bermuda and Wilmington and not Nassau as previously thought.

I sent the cover scans and my conclusion as to the blockade runner names to Steve Walske, who has studied blockade covers extensively. He agreed with my conclusions and acknowledged that the published information on the “duplicate” cover



▲ **Figures 2.** Lot no. 409 of John W. Kaufmann’s 89th auction in August 1983 was the “original” cover addressed in the same hand and to the same destination as Figure 1. It clearly shows in the upper left corner red ink instructions for a specific ship, not identified in the sale description. The cover also was marked at Wilmington for 32¢ postage due. Alongside to the left of the postage due was written “Exd.”

was in error. We had, however, differing views on the transits each cover took from England. I thought the two covers went separate routes from Manchester. Remember that the purpose of sending a duplicate letter was to improve the probability that at least one letter would safely reach its destination. Steve's opinion was that the most dangerous leg of the journey was the portion of the transit from Bermuda to Wilmington and not the transatlantic portion from England to Bermuda. This made sense because by the 1860s the transatlantic steamships were highly reliable and built to survive the Atlantic crossing much better than the sailing vessels of much earlier times. The mail route schedules were widely known and accurate. Steve surmised that the regular mail schedule from Liverpool to Halifax and then from Halifax to Bermuda by Cunard steamships would reliably get both letters to Bermuda together. He also thought both covers might have been placed in a package addressed to an agent in Bermuda with instructions to send them separately on different vessels through the blockade to Wilmington. At the time the Cunard steamships carried mail bi-weekly between Great Britain and Boston with a call at Halifax. However, the Cunard branch line from Halifax to Bermuda ran on a monthly schedule, connecting on every other Cunard transatlantic voyage to Halifax. I had to agree with this reasoning.

The Bermuda Packet Mails and the Halifax-Bermuda Service 1806 to 1886 by J.C. Arnell and M.H. Ludington provides all the voyages of this service including the transatlantic steamers involved.

SPECIAL ORDERS, No. 156.
 HDQRS. DEPT. S.C., GA., AND FLA.,
 Charleston, S.C., August 11, 1863.

I. Persons arriving in this harbor from any part of the United States will not be permitted to quit the ship upon which they may have been brought into the country until specially authorized by these headquarters.

II. The masters of all vessels in the trade between this city and Nassau, or other foreign ports, are forbidden to receive on board and transport to this place any person or persons whatever, without a written permit or passport, signed by Maj. L. Heyliger, Confederate States agent at the port of Nassau, or other regular agent of the Confederate States at the last foreign port from which the ship may have cleared.

III. Parties engaged in importing merchandise into this port are earnestly advised against introducing any articles manufactured or purchased in the United States, excepting military supplies or munitions, or such articles of prime necessity as are almost exclusively produced or fabricated by our enemy. Unless importers recognize the propriety of this course, and conform to it in good faith, it will become the duty of the authorities to intervene with measures for the inhibition of a commerce contrary to the rules of war; but it is hoped the patriotism of our citizens, and the good feeling of neutrals engaged in the trade, will make this unnecessary.

IV. All masters or other officers and the crews and passengers of vessels outward bound, are forbidden to carry letters not previously approved by these headquarters or by the commanding general of the First Military District.

All masters, officers, crews, or passengers on board vessels from abroad, bringing letters addressed to persons in the Confederate States, must deliver them at these headquarters, or at the office of the commanding general of the First Military District, for examination.

By command of General Beauregard:
 J.M. OTEY,
 Assistant Adjutant-General.

▲ **Figure 3.** A transcript of Special Order No. 156, issued on 11 August 1863 at Charleston, required that incoming and outgoing letters carried by vessels from abroad to be delivered to the military authorities for examination. Presumably, similar orders were placed in effect at the North Carolina port of Wilmington.

The Cunard steamer from Liverpool to Halifax, on which the Manchester covers of this article most likely were carried and that would connect with the branch steamer to Bermuda, was the *Europa* departing Liverpool on 16 April 1864. This information was probably known by the Manchester sender. A printed notice dated 1 January 1864 of the Liverpool company Fraser, Trenholm & Co. is illustrated in M.H. Ludington's *Postal History of Blockade Running Through Bermuda, 1861–1865*, Monograph No. 14 of the British Caribbean Philatelic Study Group. This notice listed the dates during 1864 that they intended to dispatch their mails for the Confederate States via both Nassau and Bermuda. The notice also stated that they would include private letters with their own mails. Postage of one shilling per half ounce had to be remitted in detached stamps, to reach the company at least a day in advance of the Liverpool sailing if letters were to be included in the Fraser, Trenholm & Co. mailings. The 16 April sailing of *Europa* to Halifax was shown on this notice to be the next steamer to carry mails via Halifax to Bermuda.

Upon arrival of the *Europa* at Halifax on 30 April the mails for Bermuda were transferred to the Cunard branch steamer *Alpha*, that departed Halifax later the same day and reached Bermuda on 5 May 1864. The red manuscript notations on the two covers undoubtedly were made by the agent in Bermuda to whom the package containing both letters had been sent with accompanying instructions to send them separately to Wilmington by different blockade runners. The selected vessels were the *Pevensey*, departing St. Georges, Bermuda, on 7 May and arriving at Wilmington about 11 May 1864, and the *Index*, departing St. Georges on 7 May and arriving at Wilmington on 12 May 1864. Although we may never know for certain exactly how the letters got to Bermuda, Steve and I agreed that this was the most probable way.

One unanswered question about these two covers was still in my mind. Again, Steve Walske had the answer. Each envelope had a manuscript “Exd” written on it, short for “Examined.” Unaware that there was censorship for incoming letters during the Confederacy, I asked Steve if anyone had written about this. He told me that he had addressed the subject in Chapter 7 of *Special Mail Routes of the American Civil War: A Guide to Across-the-Lines Postal History*. I had completely missed his short paragraph on this subject contained on pages 124-25. He explained that Special Order No. 156 had been issued on 11 August 1863 at Charleston, overseeing the Military Departments of the Confederate States of South Carolina, Georgia, and Florida. A transcript of this order is shown in Figure 3. This Order required that “All masters, officers, crews, or passengers on board vessels from abroad, bringing letters addressed to persons in the Confederate States, must deliver them at these headquarters, or at the office of the commanding general of the First Military District, for examination.” It also stated that it was forbidden to carry outbound letters not previously approved by military authorities. Presumably, similar instructions also were put into

effect at the North Carolina port of Wilmington. Thus, there was written proof that military censorship had been issued during the Confederacy. Steve went on to say that only small numbers of covers were marked as having been examined. His paragraph concluded with a listing of known manuscript censor markings for the ports of Mobile, Charleston and Wilmington. For Wilmington he listed the following censor markings: “X,” “Exd,” “Jno M. Otey AAG,” and “W C Strong aag.”

Epilogue

According to the Wise and Arnell/Ludington books the blockade runner *Pevensey* made only one successful run into Wilmington and back to St. Georges, Bermuda, which is the one listed in this article. She left Wilmington about 26 May and arrived back at St. Georges on 30 May 1864 carrying 1,003 bales of cotton. She cleared St. Georges for a second run to Wilmington on 4 June, and was chased aground near Beaufort, North Carolina, on 9 June 1864 by the Federal supply ship *New Berne* of the North Atlantic Blockading Squadron. She was carrying arms, lead, bacon and uniforms for Lee’s army. Shortly after running aground, she exploded.

Index, on the other hand, had more success as a blockade runner. After arriving at St. Georges, Bermuda, from England on 18 January 1864, she made eight safe passages through the Federal blockade to and from Wilmington. On 20 June 1864 she left St. Georges for England. She did not return again.

I am pleased to say that the two covers are together again since the original sale in 1983, at least together in the North Carolina Postal History Society database. ■

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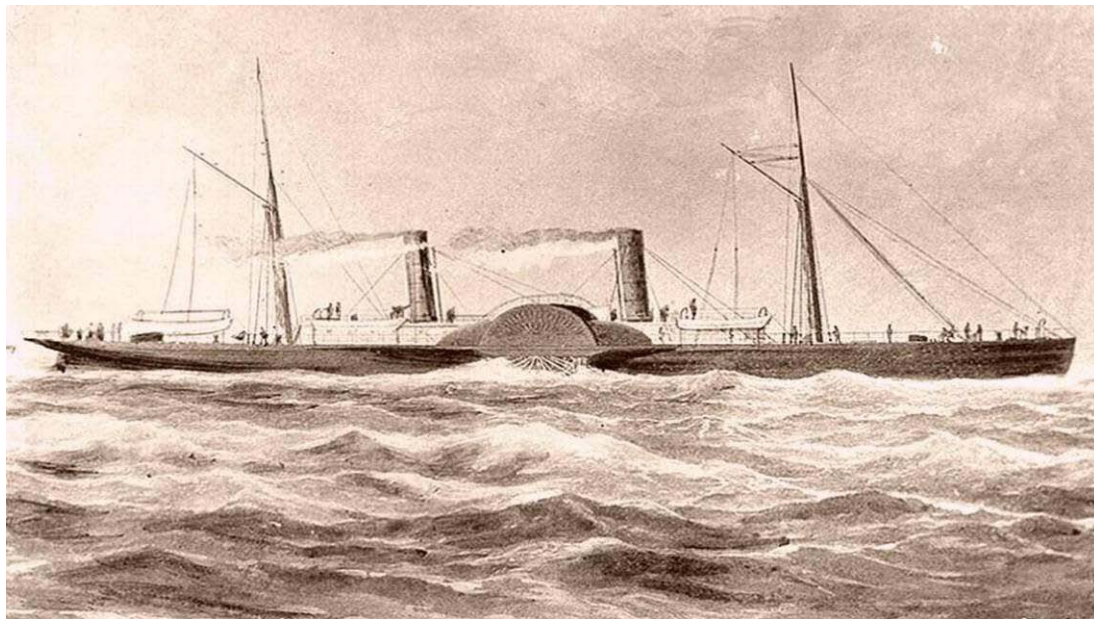
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▲ **Figure 4.** Typically, blockade runners were lightweight shallow draft steamships with low profiles designed for speed. Most were built in British ship yards with the ability to cruise undetected at night. Shown here is the blockade runner *Colonel Lamb* built in 1864 for Fraser, Trenholm, and Company at a cost of £50,000.

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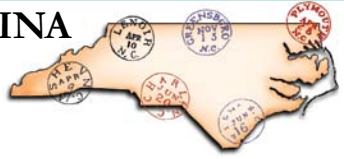
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