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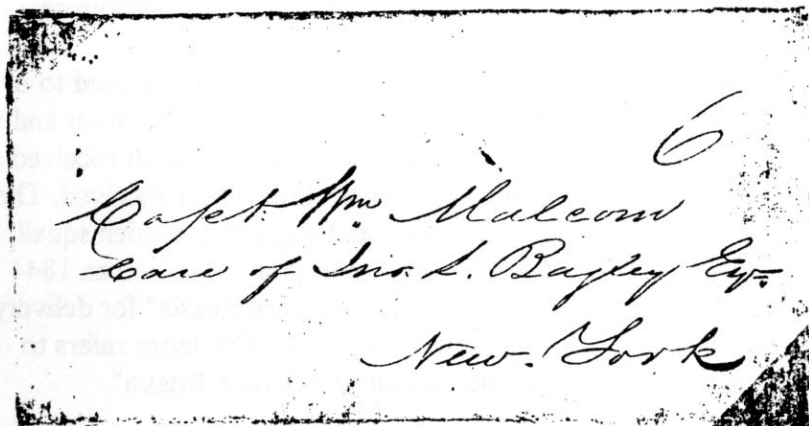
HERBERT P. McNEAL

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FLORIDA 6 CENT SHIP RATES

Theodore Light



**Fig. 1 Key West, July 9, 1840 dateline, collect 6 rate
usage to New York**

Although the 6 cent and 6 1/4 cent rates are unusual from territorial Florida, a much scarcer stampless Florida usage is the collect 6 cent rate applicable to single letters sent by private ship from one port for delivery to the post office at the port of arrival. The standard 6 cent rate for single letters was established by the Postal Act of April 9, 1816, effective May 1, 1816 and was applicable for distances of 30 miles or less and could be either paid or unpaid (collect). This rate remained in effect until the Act of March 3, 1845 established a 5 cent rate for distances under 300 miles. As there were only a few post offices within 30 miles of other post offices in early territorial Florida, the 6 cent rate is not common and when found is most often on covers between Tallahassee and either Quincy, Monticello or St. Marks.

The (collect) 6 cent rate for ship letters composed of a single sheet of paper was established by the Postal Acts of March 2, 1799 and March

3, 1825, and was as follows: "Every letter or packet brought into the United States, or carried from one port therein to another, in private ship or vessel, 6 cents, if delivered in post office where received; if conveyed by post to any other place, 2 cents added to the ordinary postage. Any packet which weighs more than 3 pounds shall not be accepted for mailing." Every additional letter or sheet of paper doubled the rate and weights above an ounce were quadrupled per ounce.

This article will record various examples of this ship rate used to or from Florida. Fig. 1 shows an 1840 cover datelined Key West and sent by private (unnamed) vessel for delivery to New York. It received a manuscript collect 6 cent rate at the post office where received. The letter reports on damage to the wharf and ships by a sudden squall. Fig. 2 shows the arc SHIP / 6 rate applied at Boston, Mass. on an 1844 letter datelined Apalachicola and sent "per Bark Russia" for delivery to the post office at the port of arrival (Boston). This letter refers to bundles of samples (cotton) being sent on "Barque Russia".

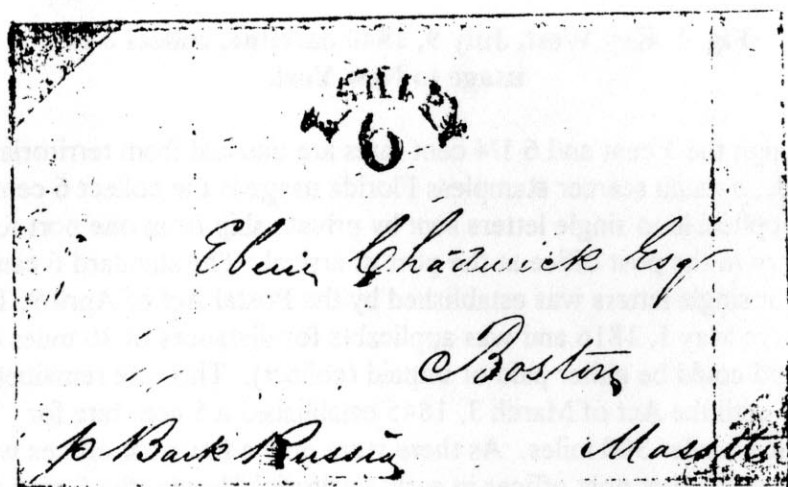


Fig. 2 Apalachicola, Dec. 12, 1844 dateline, collect SHIP/6 rate usage to Boston "p Bark Russia"

The next cover, Fig. 3, is an 1829 cover, datelined St. Augustine and

sent to New York "per the Dighton". It was delivered to the post office at the port of arrival and received a collect (6) handstamped rate. The enclosure is a long letter regarding the legal problems in settling the estate of a deceased.

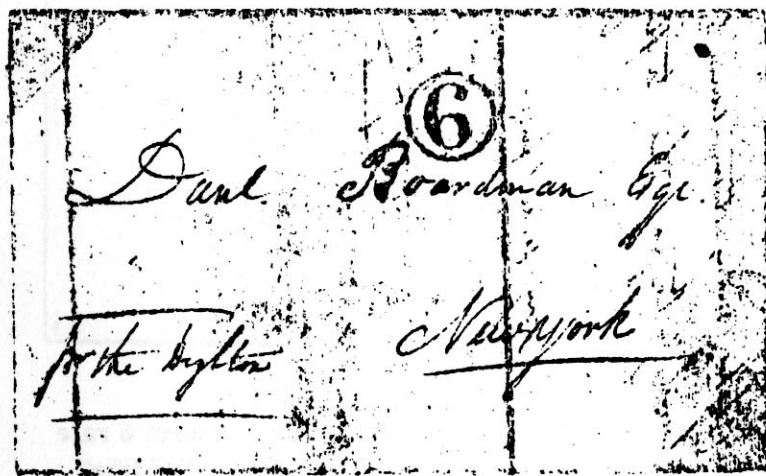


Fig. 3 St. Augustine, December 21, 1829 dateline, collect 6 rate usage to New York "pr the Dighton"

The cover in Fig. 4 shows the use of the collect 6 rate for delivery to the post office at St. Augustine, E. F. It is datelined Charleston, March 10, 1836 and is a personal letter reflecting on being in the country and at the mercy of the Indians. It was sent "per sch(ooner) S. S. Millz".

The following cover (Fig. 5) shows a scarce double rated, two page cover, datelined Key West, February 19, 1842, and delivered to the post office at the port of delivery (Port Leon) where it received the PORT LEON FLA. rimless circle post mark with Mar 1 date in manuscript. A small SHIP handstamp with the manuscript (collect) rate of 14 cents was placed to reflect the double 6 cent rate plus 2 cents for delivery beyond Port Leon to Tallahassee. The cover is the outer sheet for inner election returns and was sent to Governor Call by "Fav(o)r of Capt. Ashby of the Brig J. D. Noys".

6

A. White Esq^r
 St Augustine
 pr Schr. S. S. Millz E.H.

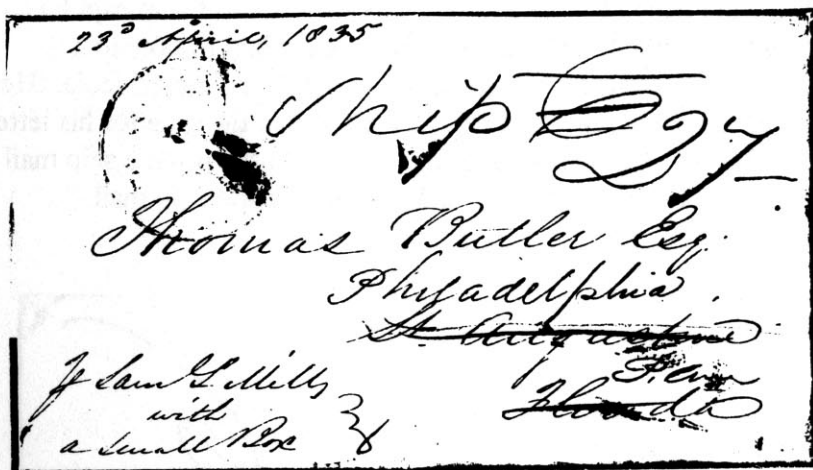
Fig. 4 Charleston, March 10, 1836 dateline, collect 6 rate usage to St. Augustine "pr Schr. S. S. Millz"

His Excellency 14
 Z. R. H. Bull
 Governor of Florida
 Executive office
 Tallahassee
 Florida

Election Returns
 Hon^{ble} of
 Capt Ashby
 Brig J. D. Noys

Mar 19th

Fig. 5 Key West, Feb. 19, 1842 dateline, SHIP 14 rate usage to Tallahassee "Favr. of Capt Ashby Brig J.D. Noys"



**Fig. 6 Charleston, April 23, 1835 dateline, Ship 6 / 27 rate
usage to St. Augustine, forwarded to Philadelphia
"f(avo)r Sam Gillills with a small Box"**

The cover shown in Fig. 6 is the most unusual of all covers shown in this article in that it reflects both the non packet private ship or vessel collect 6 cent rate and the packet 25 + 2 cent ship rate on the same cover!! This cover was datelined Charleston, April 23, 1835 and sent by private vessel "per Sam Gillills with a small box" to the post office at the port of St. Augustine for delivery at that post office. It received a (collect) "Sh 6" rate. It apparently was not collected and was therefore forwarded to Philadelphia with the rate changed to "Ship 27" by adding the "ip" to the previous "Sh" and deleting the "6" rate and adding a "27" rate to reflect the packet rate of over 400 miles (25 cents + 2 cent ship fee). A ST. AUGUSTINE / FLA. MAY 6 red cds forwarding postmark was applied. The enclosure relates to a paid bill of lading and the placement of "a small box" sent by a relative to be sent by a safe conveyance (not ordinary packet mail).

Fig. 7 shows an 1844 cover datelined Apalachicola and sent by private

(unnamed) ship for delivery to a ship captain in New Orleans. The blue SHIP handstamp and manuscript 6 rate was applied at the port of delivery. The enclosure is from a ship captain who recently arrived in Apalachicola from Havana and requests the recipient ship captain to obtain goods from New Orleans or Mobile for him to take to a Northern Port as there were no goods available in Apalachicola. He requested a speedy reply and must have felt that the time for his letter to reach New Orleans was about the same with the private ship mail as it would have been with the normal contract packet ship mail.

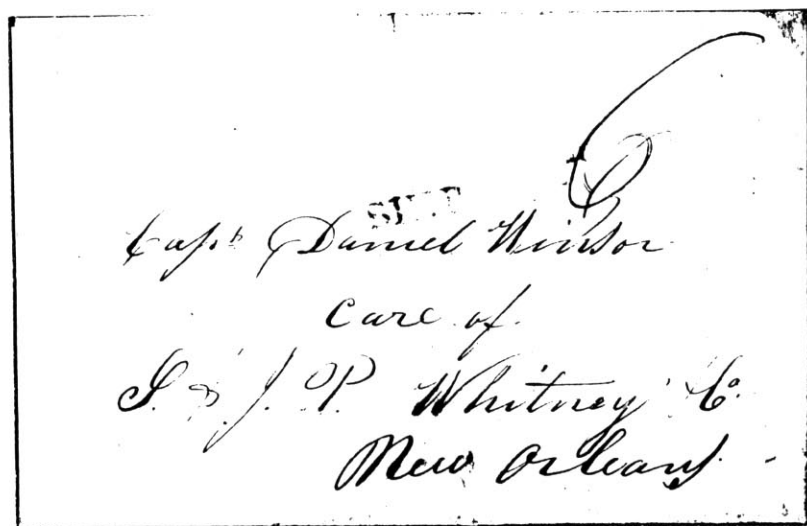


Fig. 7 Apalachicola, March 23, 1844 dateline, SHIP 6 rate usage to New Orleans

The seven covers shown in this article are used to document various aspects of the collect 6 cent ship rate for mail sent by non packet vessels. Usages to and from Florida are recorded, most of which have manuscript docketing reflecting the vessel name. While transit time is not known, it appears from the cds postmarks at the port of entry that in Fig. 5, a time of 10 days was required, and for Fig. 6, a time of 13 days was required, assuming the mailing at day of dateline which in many cases was days later. It is also probable that for cover Fig. 6, the St. Augustine postmark may have been the date of forwarding to

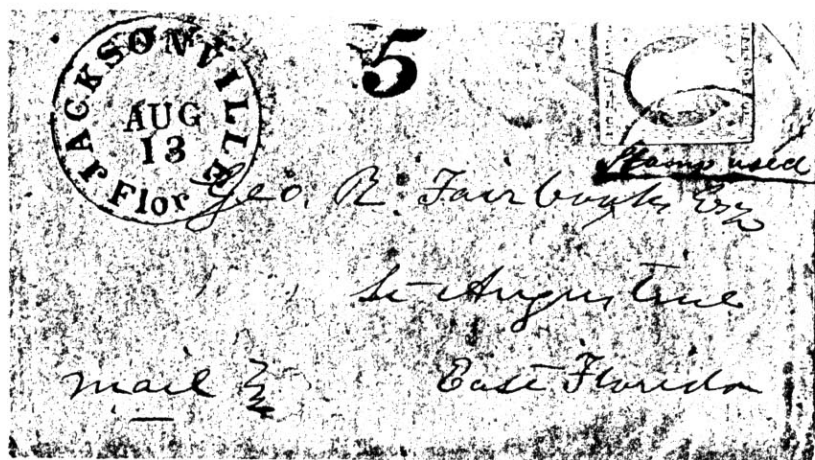
Philadelphia, reflecting a shorter time of delivery from Charleston to St. Augustine. The normal official or contract ship rate of over 400 miles would have been 25 cents plus a 2 cent ship fee and thus would have cost almost four times the private ship 6 cent rate. The postal savings of nearly one fourth, irrespective of delivery time, may well have encouraged the use of non-packet vessels, especially for a relatively short distance from Charleston to St. Augustine or Apalachicola to New Orleans. As contract mail ships often left port only once a week, mail delivery could, in fact, have actually been longer than that of private ship mail.

From these covers it appears that most private ship mail had manuscript designations of either the ship captain (favor of) or the ship or vessel name or both. It also appears that the postmark of the receiving post office was not applied, only the collect 6 cent (or more) rate. Postmarks (as noted on covers in Fig. 5 and 6) appear to have been used only if mail was sent beyond the port of original entry or forwarded.

Covers in figures 4, 5, 6, and 7 are from the collection of Deane R. Briggs, M.D.

THE CASE OF THE RE-USED STAMP

Deane R. Briggs, M.D.



The use of previously cancelled postage stamps was not very common in the 1850's for a variety of reasons. Stamps had just begun to be used in 1847 and their compulsory use to prepay postage began only after April 1, 1855. The 5c and 3c rates were significantly less than the up to 25c rate of only a few years earlier, and therefore the cost of postage was nominal. My belief is that the perpetrator of this type of fraud found the motivation in the challenge of trying to get away with it. The above cover documents this attempt to reuse a U.S. #11 postage stamp very well. The prior cancellation is blatantly obvious and thus the postmaster in Jacksonville had no trouble in noting "**Stamp used**" and correctly affixed a (Due) 5 handstamp to reflect the unpaid rate of 5c effective since June 30, 1851. The enigma I have with this cover is whether to call it an adhesive usage or a stampless usage!!! Does anyone else have an example of a re-use of postage from Florida? This is my only example.

NO BRIDGE, NO PROBLEM

Michael Wiedemann

Until a bridge from Cocoa on the mainland to Merritt Island was built and opened to traffic in 1917, all mail to and from Merritt Island and the barrier island further to the east traveled by boat. But, as shown in the accompanying examples, mail moved expeditiously across the

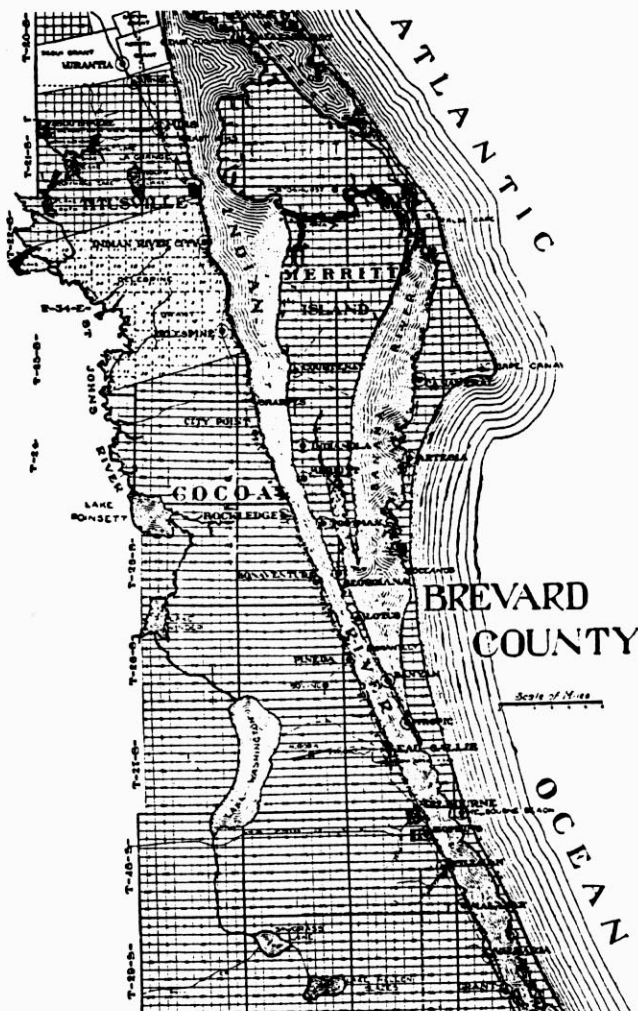


Fig. 1. Map of Brevard County circa 1914

Banana and Indian Rivers. The letter shown in Figure 2a and 2b was mailed from Lotus (DPO) on southern Merritt Island on Jan 14, 1909 AM and was transported across the Indian River that day to Bonaventure (DPO) on the mainland where it received a Jan 14, 1909 PM cancel (Doane type 2 (2) EKU) and caught the train north, arriving at Binghamton, NY on Jan 16, 1909 PM.

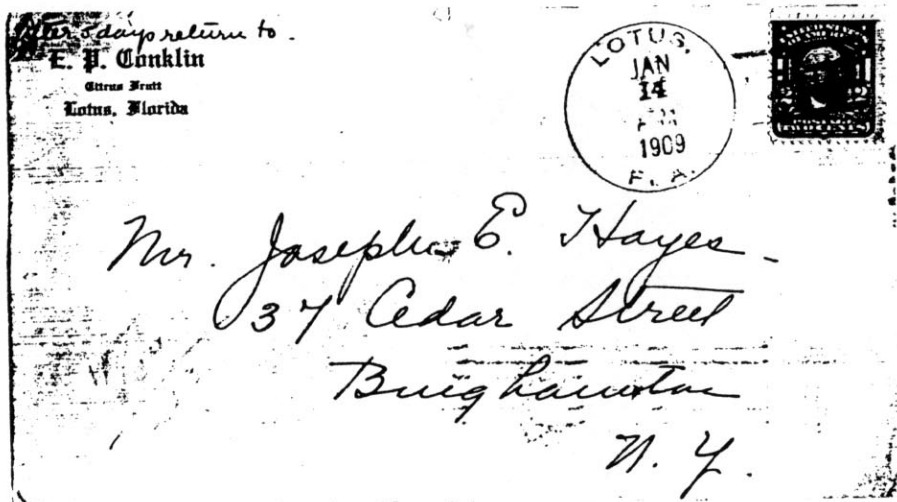


Fig. 2a LOTUS, FLA. / JAN 14 1909 AM postmark

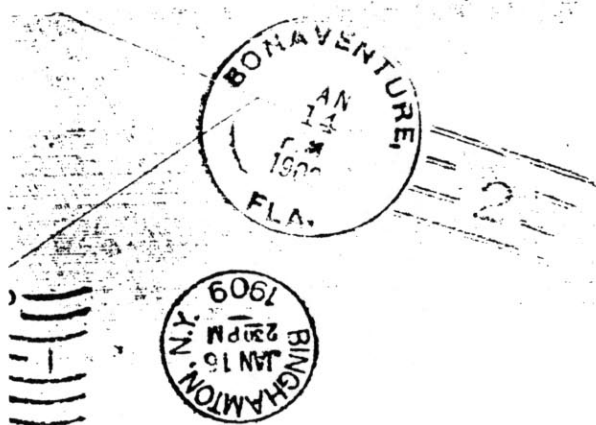


Fig. 2b BONAVENTURE, FLA. JAN 14 1909 PM postmark

Figure 3a and 3b show a cover from East Coast Lumber, Eau Gallie on the mainland to Nathan (DPO) on the Banana River side of the barrier island. The letter was canceled Jun 15, 1908 5 PM at Eau Gallie and at 5 AM in Titusville on Jan 16th. The letter probably traveled north via the FEC rail line. Later the same day the cover was canceled with a Nathan Jun 16, 1908 postmark. This piece must have traveled from Titusville across the Indian River then thru Banana Creek (part of Kennedy Space Center today) and across the Banana River to Nathan. This item has the original enclosure with it, Figure 3c. The enclosure is a receipt marked "PAID" for three 12 foot long pieces of cypress molding at 20 cents plus freight of 25 cents. The routing on the receipt indicates the wood was shipped per the steamer "Mystic" to Georgiana. Upon delivery of the wood, the recipient returned the receipt back to

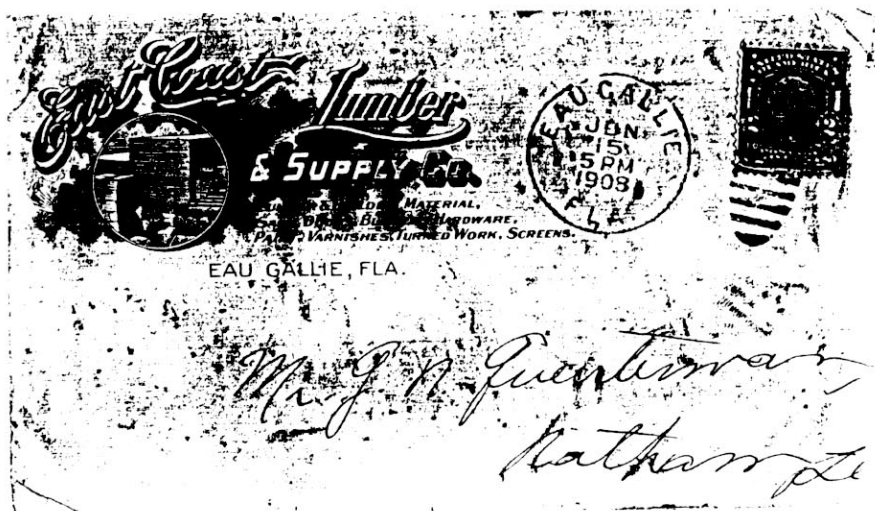


Fig. 3a EAU GALLIE FLA. JUN 15 1908 5 PM postmark

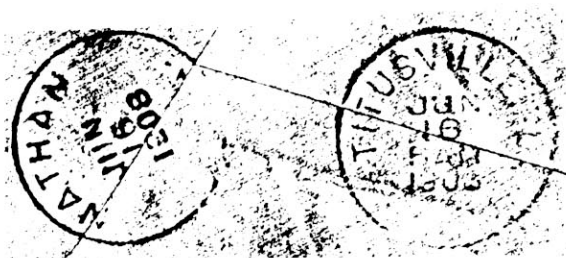


Fig. 3b TITUSVILLE and NATHAN rec'd marks

DATE OF ORDER

6/4

DATE RECEIVED

6/5

REGISTER NO.

East Coast Lumber and Supply Company

Sold to G. H. CHAPMANPost Office Methuen,Shipped to Georgiana, (Nystic). Property.

Car

QUANTITY ORDERED	SIZE AND GRADE	QUANTITY SHIPPED	NUMBER OF FEET	PRICE	AMOUNT
3	strips cypress including 12' long 1" quarter round.		36		22
					25
					25

Our responsibility ceases when delivery is made to transportation companies in good order. Claims must be made to them.

Record No. 1447

6/5-8
190

Fig. 3c receipt enclosure paid in stamps

The third cover (Figures 4a and 4b) originated at Oceanus (DPO) Oct 6, 1897 and is addressed to Greenfield, Indiana. This cover traveled down the Banana River past the southern tip of Merritt Island and on to Eau Gallie on the mainland where it received an Eau Gallie routing mark also dated Oct 6, 1897. The cover then was sent onwards to Greenfield, Indiana where it received an Oct 8 or 9 backstamp mark.

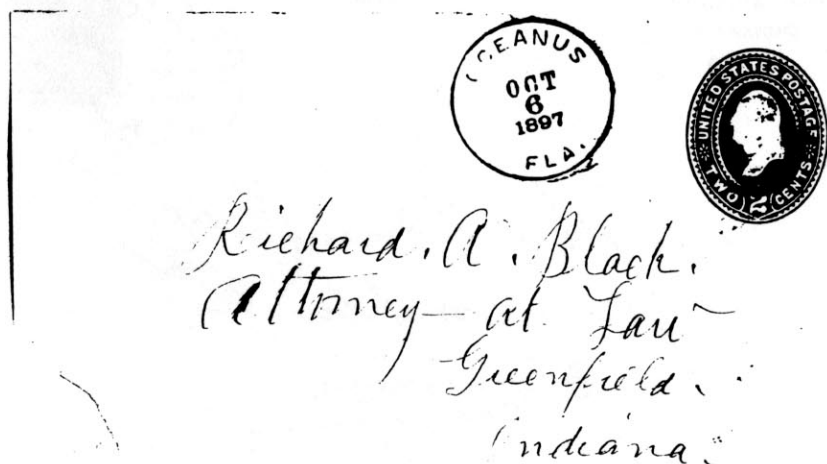


Fig. 4a OCEANUS FLA. OCT 6 1897 postmark



Fig. 4b receiving backstamp markings

The last example (Figure 5a and 5b) is canceled Indianola, Fla (DPO) on Merritt Island Feb 2, 1912 and is addressed to Bloomfield, NJ. The cover traveled across the Indian River and received a second Feb 2 marking, a Cocoa, Fla, Rec'd backstamp but no further markings.

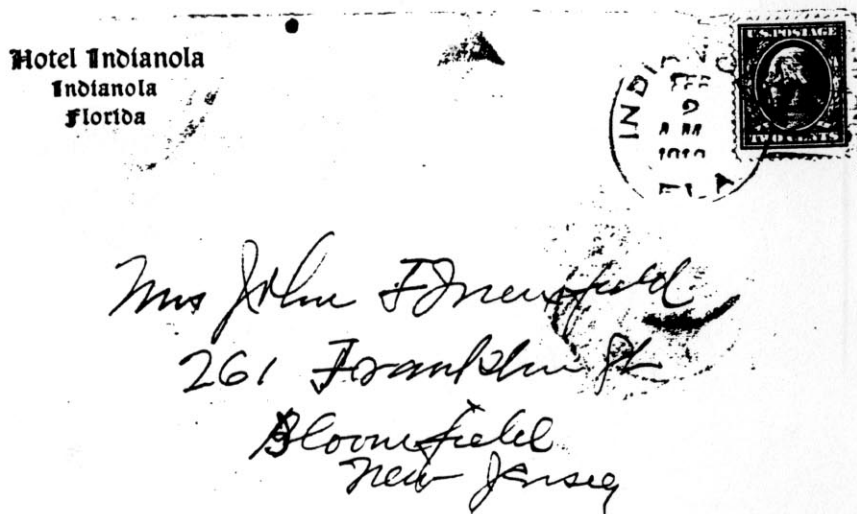


Fig. 5a INDIANOLA FLA FEB 2 1912 Doane 2 (3) postmark



Fig. 5b COCOA, FLA rec'd backstamp

The four covers indicate that while no bridge linked Merritt island to the mainland, an extensive system of small river craft existed which

transported the mail to and from the number of small post offices that were in operation on the island at the time. Each of the four covers discussed here took a different route to/from the mainland to the destination and the disposition of the cross river mail was prompt, apparently taking place on a daily basis.

It is unknown to the writer whether the transport was by contract with local shipping interests or by informal means. It does seem significant that all mail that crossed the rivers was canceled at the transit point where it reached or left the mainland. Other examples are desired for an expansion of this study.

1998 DUES ARE PAYABLE

Florida Postal History Society dues are now payable for 1998. Please remit \$10.00 for regular membership or \$20.00 for contributing membership. Renewal membership applications are enclosed with this journal. Please remit as soon as possible so that our Secretary-Treasurer, Don Thompson can update our membership. A membership update will be enclosed with the September journal issue along with a ballot for election of officers for 1999-2000.

FLORIDA OLYMPIC GAMES POSTMARKS

Glenn A. Estus



Late in 1989, the United States Postal Service (USPS) issued a press release noting that 145 post offices in the United States and Puerto Rico had been granted permission to use a special die hub cancellation with the wording **"U.S. POSTAL SERVICE / OFFICIAL SPONSOR / 1992 OLYMPIC GAMES"**. These hubs could be used continuously or intermittently through August 31, 1992, depending upon prior commitments to which the local post offices may have already agreed.

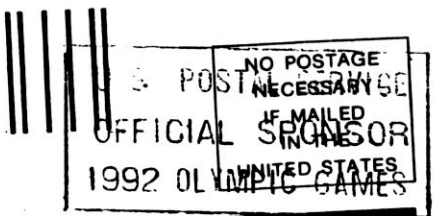
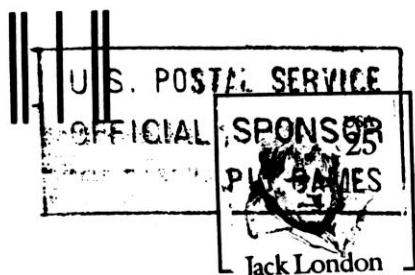
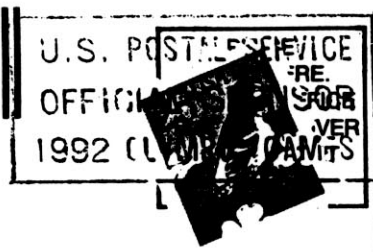
The earliest reported date seen is December 26, 1989 from a number of post offices throughout the United States. There is one report of an earlier date (December 3, 1989) from the Northern Virginia Sectional Center, however this may be a poor inking of Dec. 30 or Dec. 31.

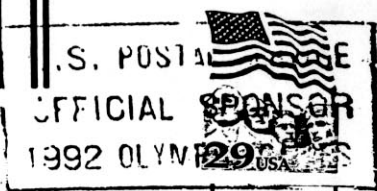
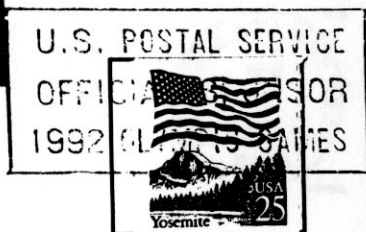
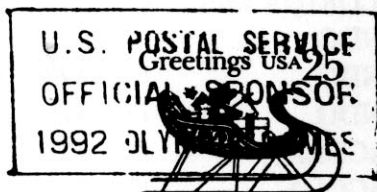
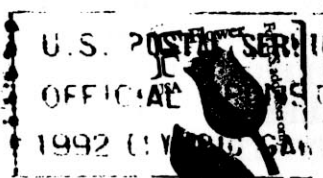
Even though the last date for the cancel's use was August 31, 1992, a few post offices in the other states used the cancellation well after that date. The latest date reported is Green Bay, Wisconsin (January 3, 1995).

In Florida, the slogan was used at 7 postal facilities with Orlando and Pensacola having some variations as noted below. The ZIP is the ZIP Code number actually found in the cancellation dial. POSITION denotes the placement of the machine # in the cancellation dial. For example, the "4" means that "1B" (Orlando) is found at the 4 o'clock position.

City	State	ZIP	#	Position	Earliest	Latest
FORT LAUDERDALE,	FL	333			Jan 8 90	May 10 91
FORT MYERS,	FL	339			Dec 28 89	Jun 1 92
JACKSONVILLE,	FL	322			Dec 30 89	Feb 15 90
MIAMI,	FL	331			Jan 3 90	Jan 16 90
MID-FLORIDA MPC,	FL	327			Feb 13 91	Feb 19 92
ORLANDO,	FL	328			Jul 13 90	Jul 13 90
ORLANDO,	FL	328	1B	4	Dec 29 89	Feb 28 91
ORLANDO,	FL	328			Aug 30 90	Dec 24 90
PENSACOLA,	FL	325			Dec 27 89	Aug 17 92
PENSACOLA,	FL	32501			Oct 16 91	Oct 28 91

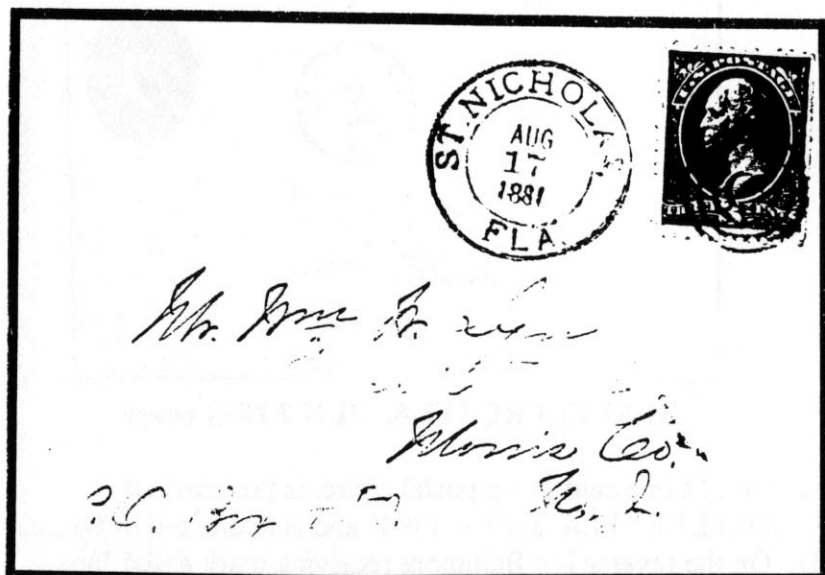
Anyone with earlier or later dates are asked to send such information to the author at PO Box 451, Westport, NY 12993-0451.





ST. NICHOLAS, FLORIDA

Edward R. Joyce



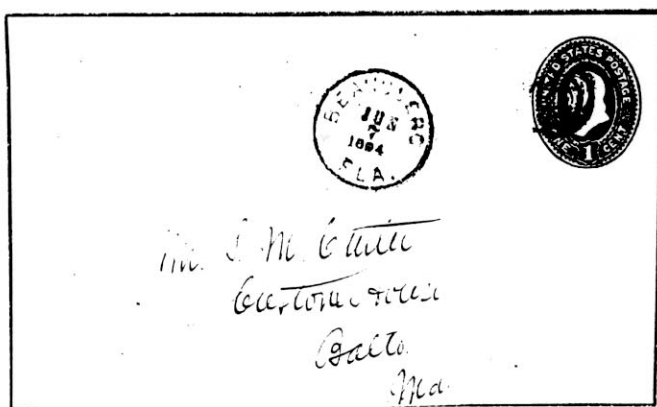
ST. NICHOLAS / FLA. 1881 cover

This cover with a tied 3 cent banknote stamp is postmarked "ST. NICHOLAS / FLA. AUG 17 1881" and addressed to Morristown, N.J. The St. Nicholas post office was established on August 7, 1871 and was discontinued on May 31, 1908 to become part of the South Jacksonville post office. St. Nicholas is now part of Jacksonville located just south of the main part of town.

Editor's Note: This is the first of several articles by member Ed Joyce on small Jacksonville area towns which over the years were slowly incorporated into Jacksonville proper. Ed Joyce lives in Jacksonville and obviously loves its postal history. Lets see more such articles from other FPHS members on their town or county postal history.

BEAUCLERC, FLORIDA

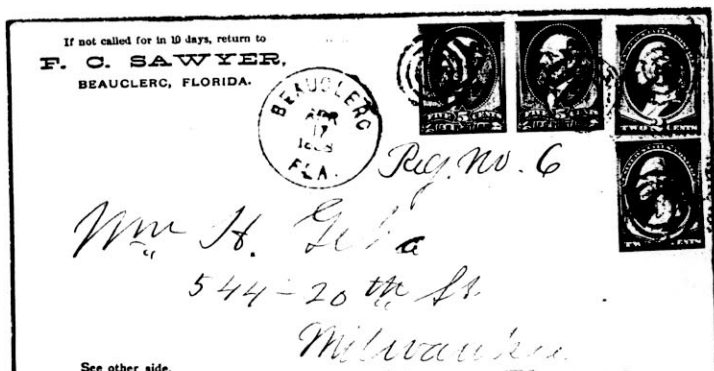
Edward R. Joyce



BEAUCLERC / FLA. JUN 7 1894 cover

This cover, a one cent green postal entire, is postmarked "BEAUCLERC / FLA JUN 7, 1894" and is addressed to Baltimore, MD. On the reverse is a Baltimore receiving mark dated June 9, 1894.

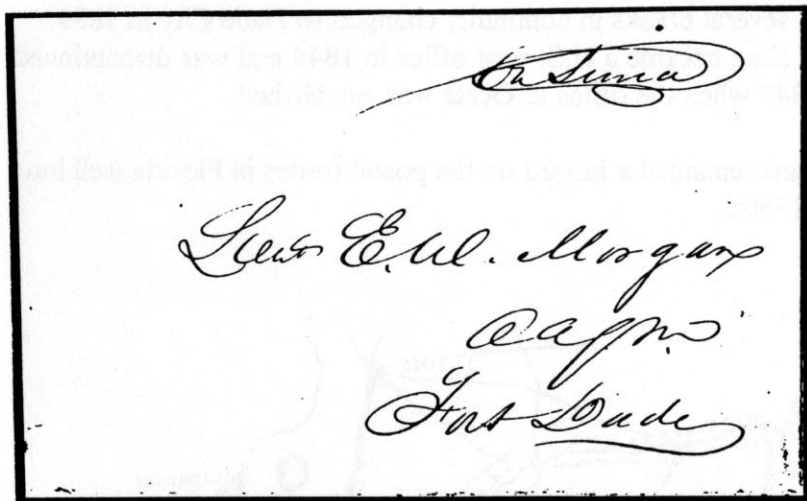
The Beauclerc post office was established on October 29, 1878 and discontinued 21 years later on December 1, 1899 with mail handled by the post office at Plummers. Beauclerc is now a subdivision of Jacksonville, located on the east side of the St. John's River between downtown Jacksonville and Mandarin.



1888 BEAUCLERC postmark on registered cover

FLORIDA'S ARMY MAIL SERVICE, 1838

Herbert P. McNeal



An example of the army's mail service in Florida in 1838 (during the Second Seminole Indian War) is seen in a letter from Fort Brooke, Tampa, to Fort Dade (present day Dade City). J.B. Brant, quartermaster at Fort Brooke, wrote to Lt. E. W. Morgan, acting assistant quartermaster at Fort Dade, on March 19th, 1838 as follows:

"Sir:

"Quartermasters Office
Fort Brooke March 19th 1838

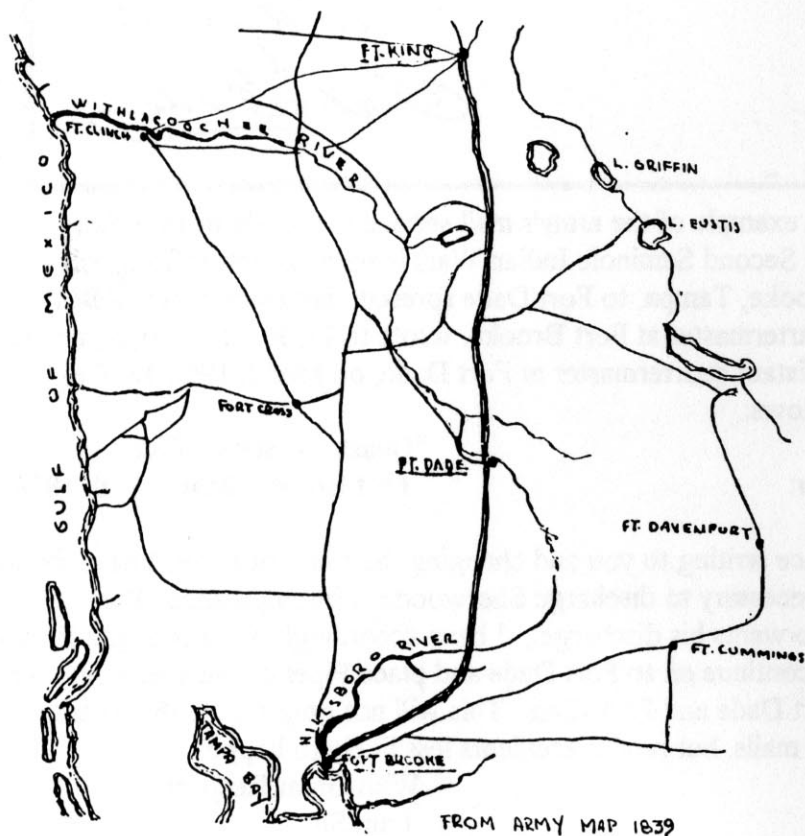
Since writing to you and changing the route of Piper, I have found it necessary to discharge Sherwood for intemperance. Peterson also wants his discharge., I have accordingly arranged with Brown to continue on to Fort Dade and place Piper on the route between Fort Dade and Fort King. This will not only supply the transit of the mails, but render accidents less likely to happen.

With Great Respect,
I am Sir,
Yr. Mo. Obt. Servt.

J.B. Brant
Q.M."

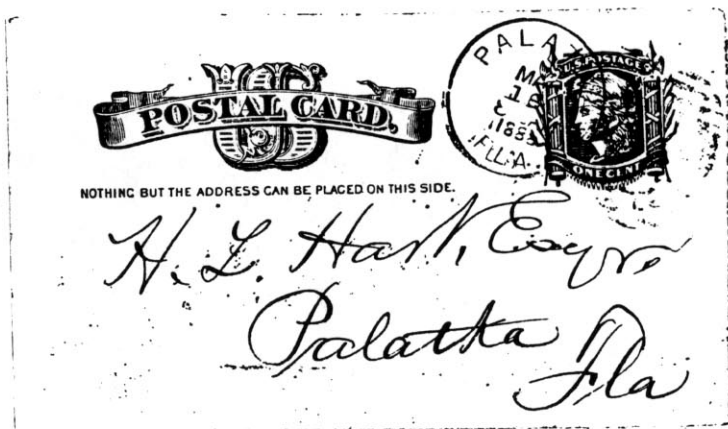
The letter is addressed to Lieut. E.W. Morgan, A.A.QM, Fort Dade, and is inscribed in the upper right corner "On Service". A U.S. post office was established at Fort Dade on Jan. 2, 1845, and with several breaks in continuity changed to Dade City in 1889. Fort King became a U.S. post office in 1844 and was discontinued in 1847 when the office at Ocala was established.

Indians remained a hazard on the postal routes in Florida well into the 1850's.



FLORIDA TO NEW YORK, \$21.50

Herbert P. McNeal



Ship transportation from Fernandina, Fla. to New York could be had for \$21.50 in the 1880's. A U.S. postal card mailed in Palatka, and addressed to H.L. Hart of that city, notifies him of the fare by Mallory Line Steamers. Although the fourth digit of the year date is not clear, the first three are "188-" and the last appears to be an "8". The fare from Jacksonville was \$23, and this was for a "first class" ticket!!

H.L. Hart operated a line of steamboats from Palatka to Silver Springs, via the Ocklawaha River, from the 1860's until his death in the 1890's. His wife's family continued the operation until about 1918

1,000 C.
200 P. C.

\$23.00 from JACKSONVILLE

\$21.50 " FERNANDINA

To NEW YORK,

Is all it costs for a FIRST-CLASS TICKET by the MALLORY LINE.
STEAMERS are IRON and FIRST-CLASS in EVERY RESPECT.
 Leave FERNANDIN every THURSDAY AFTERNOON, upon
 arrival of EXPRESS TRAIN from JACKSONVILLE.
 Get particulars from newspapers, and
 TRAVELING AGENTS.

W. J. YOUNG, Ag't, Jacksonville.

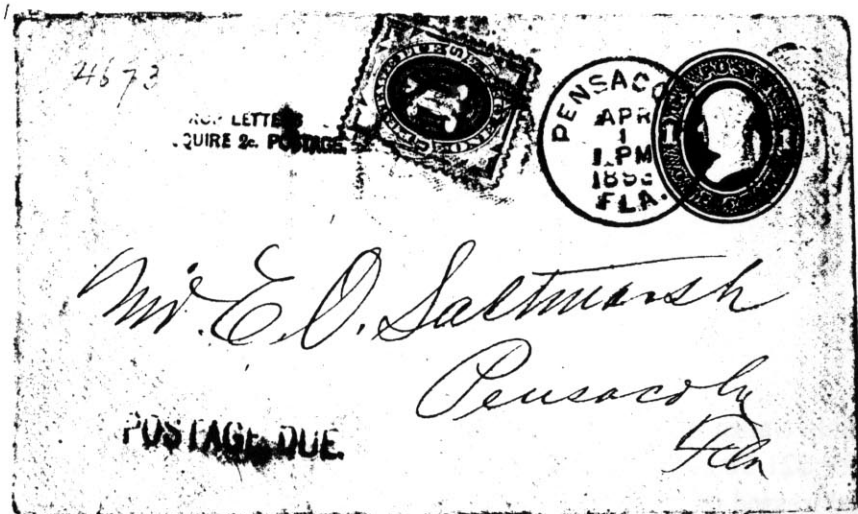
R. W. SOUTHWICK, Ag't, Fernandina.

A. H. CALPEN,

Traveling Ag'ts.

DROP LETTERS REQUIRE 2C. POSTAGE

Deane R. Briggs, M.D.



The above cover bears a very unusual supplemental marking at the upper left "**DROP LETTERS / REQUIRE 2C. POSTAGE**". The letter is in fact a drop letter with Pensacola April 1, 1893 postmark cancelling a 1c. postal entire addressed to Pensacola. A large straight line hand stamp "**POSTAGE DUE**" was applied at the bottom and a 1c. postage due stamp was affixed and cancelled by an oval Pensacola postmark when the letter was received and additional postage paid.

The use of the "Drop Letters / Require 2c. postage" handstamp seems redundant and was probably used to remind letter writers of the 2c. rate. The drop rate of 1c. did exist from April 3, 1860 until the rate was increased to 2c. on June 30, 1863. A 1c. rate did apply at this time for mailing an unsealed envelope, usually containing an advertisement.

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