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FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2004

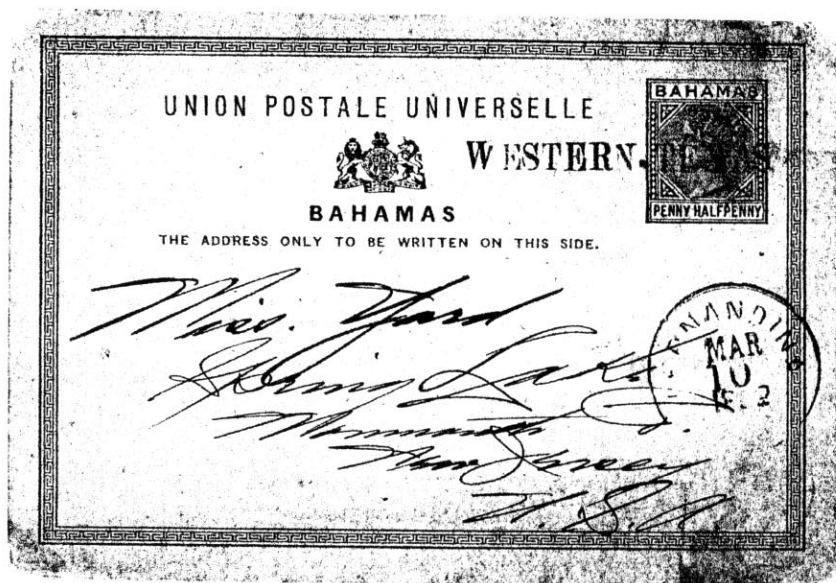
The following members of the Florida Postal History Society have been denoted as "**Contributing Members**" for their additional contribution to the Society. Your additional dues contribution is acknowledged and appreciated and helped underwrite the cost of a third journal issue this year. The continued support of these members keeps our Society financially sound and enables it to publish our journal and books and publications such as our recently published *Florida Stampless Postal History 1763-1861*, and to respond to member and non-member inquiries regarding Florida Postal History and to furnish complimentary copies of our Journal to those requesting a sample copy. Thanks for the support!!

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WESTERN.TEXAS SHIP MARKING

Deane R. Briggs, M.D.



WESTERN.TEXAS magenta straight-line ship marking cancels
Bahamas postal card with **FERNANDINA MAR 10 1882**
postmark from port of entry for delivery to New Jersey.

The above Bahamas postal card has a clearly struck ship marking in magenta for the ship **WESTERN TEXAS**. The dateline on the reverse is only Mch 8th 82 but the note reads: "We have had a delightful week and leave here this afternoon at 2 o'clock. Arrive Jacksonville Friday. Will write you from there." This card obviously anticipated a delivery to New Jersey earlier than the follow up letter from Jacksonville. It was therefore probably posted on board the *Western Texas* rather than in the local Bahamian post, which would likely have been sent by ship to New York perhaps several days later. The only record I have found on the *Western Texas* is from Corpus Christi, Texas where the ship was built for the Mallory Lines for use in shipping wool and beef hides.

Unfortunately it was too large a ship to make it through the Morris and Cummings Cuts and was never used in Texas. No other mention of this ship could be found. The Mallory Lines did operate in the Caribbean and Eastern Florida at this time and it is likely the ship was sent for Caribbean duty shortly after it was built in 1875. This does explain how a ship named Western Texas would end up in Eastern Florida.

I have written James W. Milgram for information on this ship marking and he was unaware of it. It is not listed in his book ***Named-Vessel Markings on United States Inland and Ocean Waterways***, published in 1985, by the Collector's Club of Chicago. He confirmed that it is a definite vessel marking because of its date of use, it's being a straight line marking and its magenta color. Anyone interested in articles on the known Florida vessel markings are directed to articles written by the author in the ***Florida Postal History Journal*** Vol. 4, No. 1, January 1997, on the *Stmr. Indian River*, and by Herbert P. McNeal in the ***Florida Postal History Journal*** Vol. 10, No.2, June 2003, on the *Steamer Mattano*, *Stmr. Indian River*, and the *S. S. Mascotte*. Those were the only three vessels listed in Milgram's book and with the *Western Texas* make only four known vessel markings with use in or to Florida.

Florida Postal History Society Annual Meeting

The annual meeting of the FPHS was held on February 7, 2004 at the Sarasota National Stamp Exhibition. The meeting was very well attended with 20 members present. Connie Bush presented a history of the Confederate Postal System through the words of CSA Postmaster General John H. Reagan. Connie even dressed the part with full Confederate officer attire. It was a most informative and unusual presentation. Well done Connie!!! FPHS President Ted Light gave another of his interesting talks on unusual Florida stampless postal usages, complete with the actual examples to pass around. Ted plans to dispose of his collection in the near future, and interested members should watch for upcoming auctions.

LAKE & FT. MYERS R.P.O ROUTE AGENT MARKING

Deane R. Briggs, M.D.

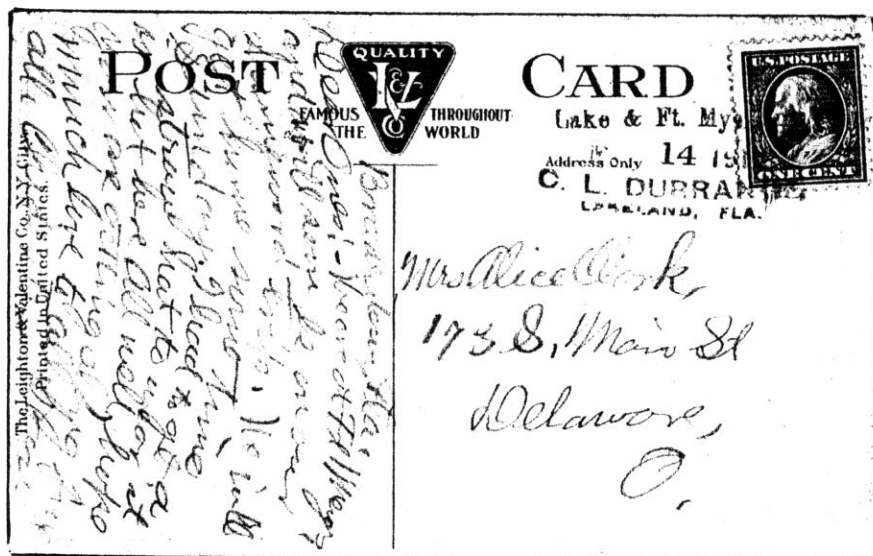


Fig. 1. Lake & Ft. Myers R.P.O. M(xx) 14 1911 C. L. DURRANCE / LAKELAND, FLA. Magenta Route Agent cancellation on post card with dateline: Bradentown, Fla.

Florida R.P.O. postmarks are very collectable and aside from a few common markings are relatively scarce. Route Agent markings from Florida are very scarce and mostly known with use on the Florida East Coast Railroad during the 1920's. The above marking, Fig. 1., is a new discovery, previously unknown to the author. It is in magenta colored ink and is a fairly clear strike. Only the March or May month is unclear.

The cover in Fig. 2. demonstrates a normal Lakeland & Ft. Myers R.P.O. marking (Towle type 388-B-2). What makes this cover most interesting is the addressee namely a Miss Lillie Durrance. She must have been a relative of the above Route Agent Durrance, and to have the cover postmarked by the same Lakeland & Ft. Myers R.P.O. adds and interesting touch to this article.

The cover in Fig. 3. has a nice strike of the other common Lakeland & Ft. Myers R.P.O. marking (Towle type 388-B-1).

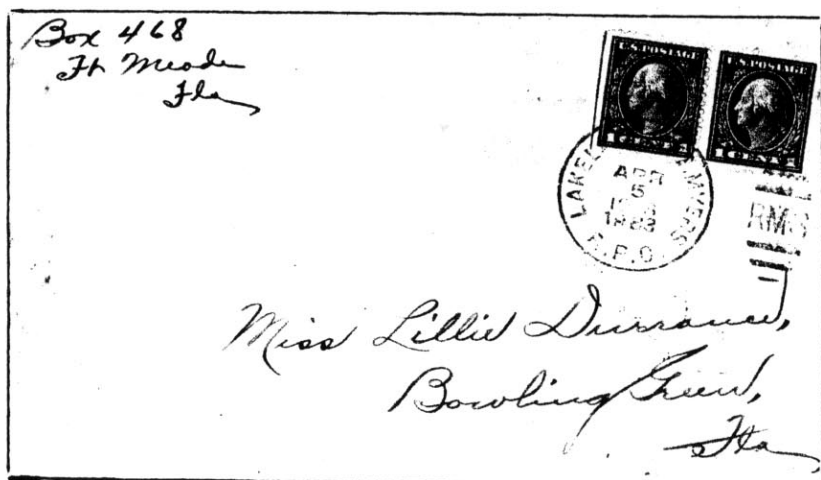


Fig. 2. LAKELAND & FT. MYERS R.P.O. APR 5 1913
 postmark on cover to Lillie Durrance, Bowling Green, Fla.

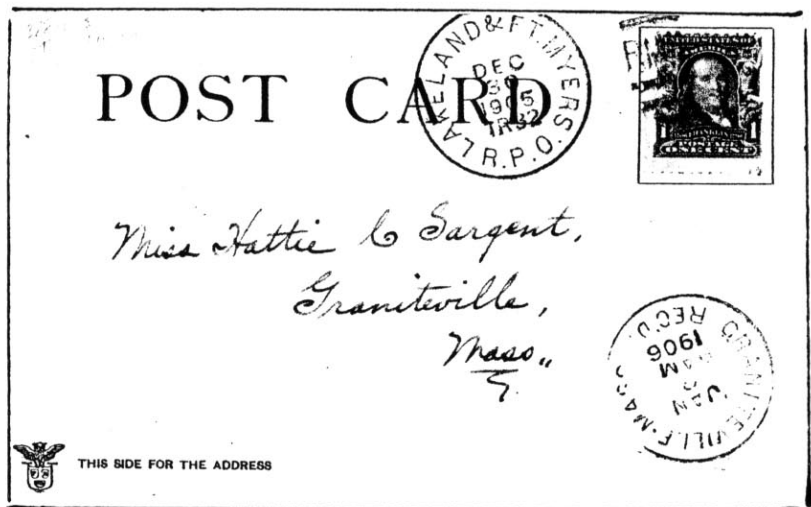
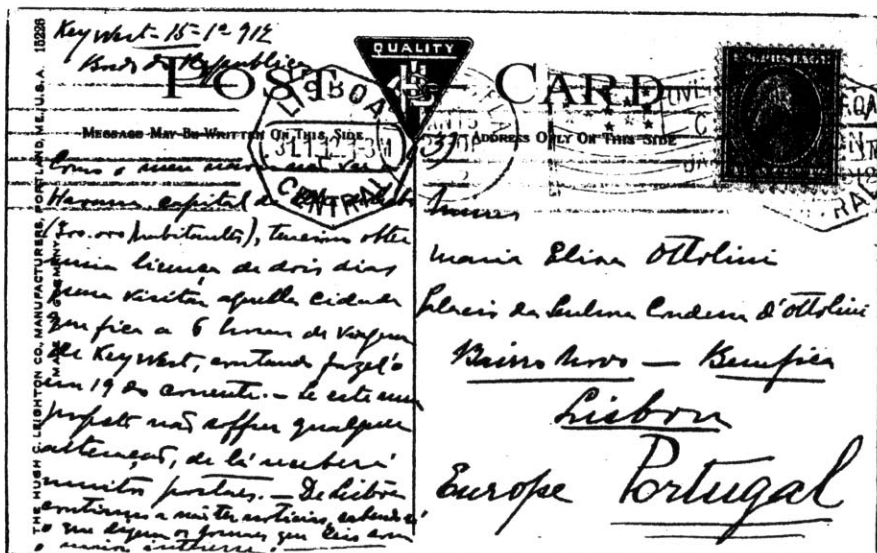


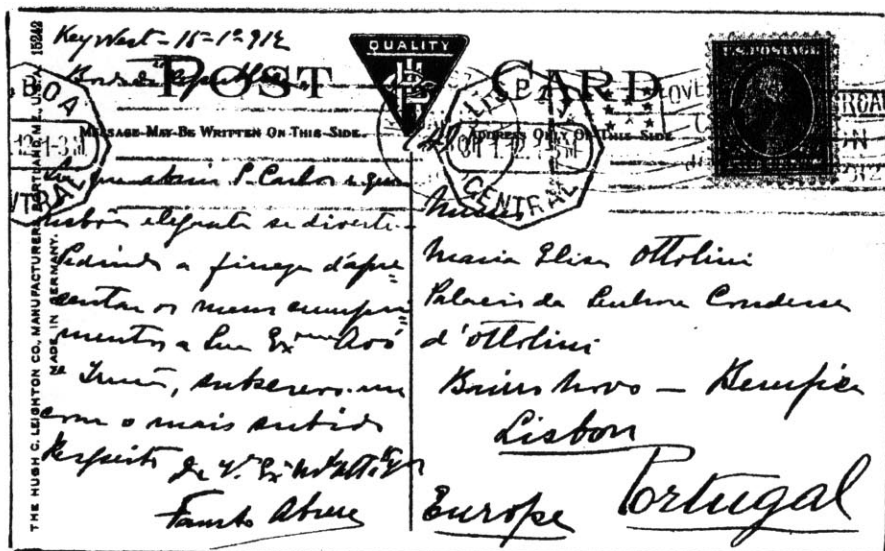
Fig. 3. LAKELAND & FT. MYERS R.P.O. DEC 30 1905
 postmark on post card to Mass.

medal” exhibit of “Florida Machine Cancels” by Stanley C. Jameson, there are less than ten recorded impressions of this cancellation. Frederick Langford’s book *Flag Cancel Encyclopedia* recorded this and the Tampa “involute flag” as the most valuable of the known Florida flag machine cancels with a \$75 valuation, a value quite low by current prices.

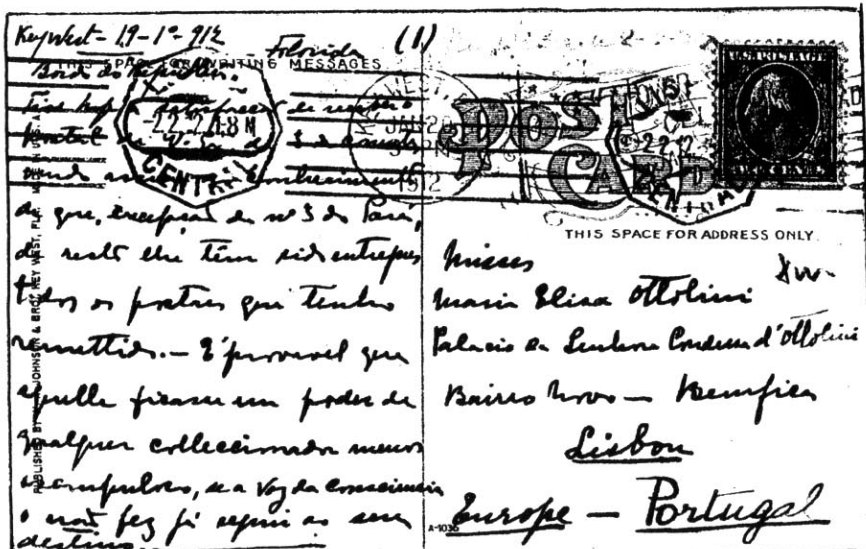
With this introduction, I will now document a recent Ebay acquisition of five Key West post cards, all addressed to Lisbon, Portugal, and postmarked with this cancellation. They were sold by a post card dealer in Lisbon and priced at a fairly high opening bid of \$19.95 each for the post card views. The postmarks were not mentioned. All of these post cards show scenes of Key West and were written by a sailor named Fausto Abren on board the “Republica”. The first card was datelined and posted on January 4 and with the 4:30pm time slug in the cds postmark. This is the earliest recorded use of this postmark. Two cards were datelined and postmarked on January 15, 1912 and the other two were datelined January 19, 1912 but postmarked on January 20, 1912. The sailor mentions leaving Key West on the 28th and arriving in New York on February 1st or 2nd. The second pair have notations (3) and (4) on them and appear to be a sequence of at least 4 post cards written the same day. The third pair has notations of (1) and (3) which implies at least an additional card was written and probably a fourth since he did not sign his name on the third. This would total a minimum of 9 different post cards written by this sailor to Lisbon during this time frame, all with the fancy slogan flag cancellation. All in all, this would nearly double the prior known examples. I am unaware if any additional examples were sold on Ebay. I contacted the seller in Lisbon and he had no other Key West post cards in his inventory. Anyone interested in a thorough review of this postmark is referred to the article by William J. Bomar, “The Over-Sea Celebration Slogan Flag Cancel of Key West, Florida – 1912”, published in *The Florida Philatelist*, May-June 1981, pp. 51-66. Articles on the Key West R.P.O postmarks and history of the construction of the line are directed to articles I wrote in the *Florida Postal History Journal*, Vol. 1, No. 3, and Vol. 2, No. 3, August 1994 and January 1995.



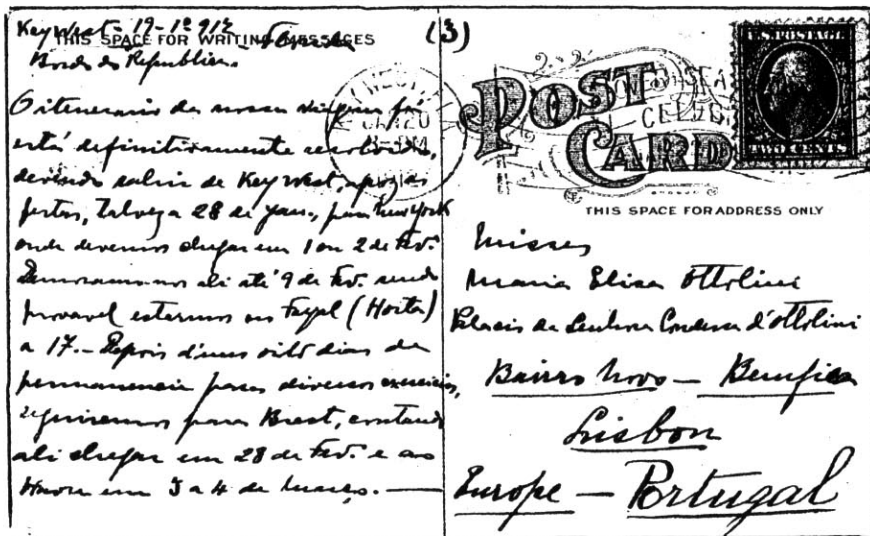
KEY WEST JAN 15 1912 slogan machine cancellation on postcard (3) to Lisbon with Jan 31 receiving mark.



KEY WEST JAN 15 1912 slogan machine cancellation on postcard (4) to Lisbon with Jan 31 receiving mark.



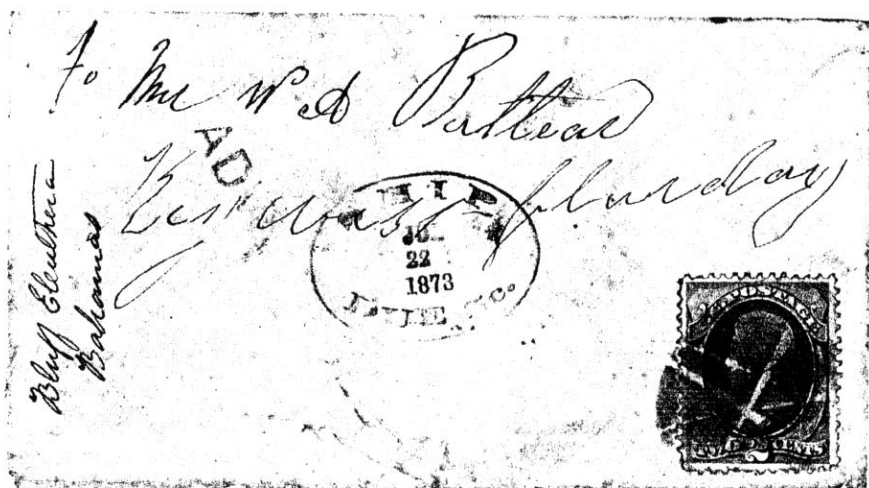
KEY WEST JAN 20 1912 slogan machine cancellation on postcard (1) with Lisbon Feb 22 receiving mark.



KEY WEST JAN 20 1912 slogan machine cancellation on postcard (3) to Lisbon without receiving mark.

NEW KEY WEST STAMPLESS DUE MARKING

Deane R. Briggs, M.D.

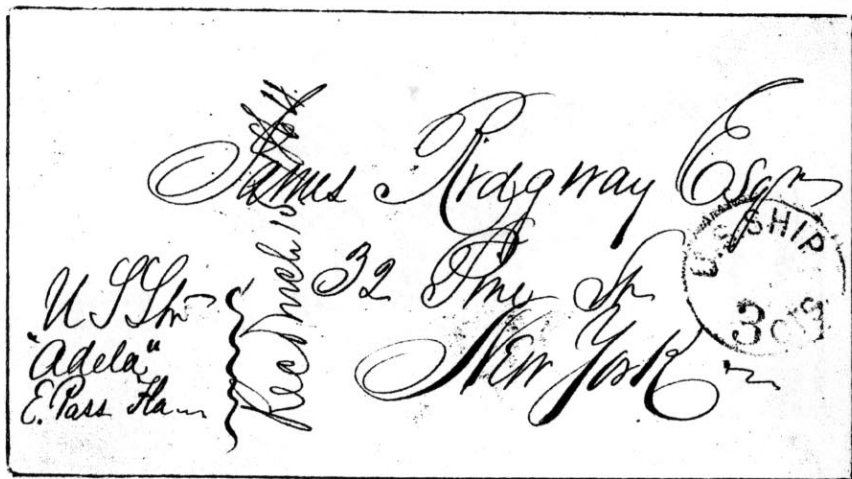


SHIP / DUE 5 C. JUL 22 1873 blue oval stampless rate marking on inbound ship cover from Bluff Eluthera, Bahamas with black ADVERTISED handstamp and 2 c U.S. #146 cork cancelled to pay advertised fee.

The above cover has a bold blue oval incoming ship Due 5c. handstamp on cover to Key West from Bluff Eluthera Bahamas. The 5c ship rate reflects mail carried by a non-contract ship and delivered to the port of entry. Letters from a foreign country entering the United States did not require adhesive stamp prepayment of postage as would domestic usage. An advertised handstamp is faintly visible to the left of the ship marking. The use of a 2c. #146 stamp, cancelled by cork crossroads killer, was to pay the advertised fee. On the reverse is a KEY WEST / FLA. Jul 23 receiving cds handstamp. The blue oval ship marking is a new stampless marking.

E. PASS FLA. WHERE IS IT?

Herbert P. McNeal



U.S. SHIP / 3 CTS. (due) handstamp on 1864 Union ship cover to New York with "U S Str Adela / E. Pass Fla" notation.

The above cover is an example of a typical Union ship cover with a New York applied U.S. Ship 3 cts due marking. The period of use can be substantiated by the receiving notation, "Recd Mch 15 1864". It was quite common for blockade vessels in the Gulf Blockading Squadrons and the South Atlantic Blockading Squadron (St. John's River Blockade) to name their rough offshore location and the name of the vessel. Mail was collected from these schooners, steamers and other vessels and transported to a larger ship bound usually for Boston or New York for eventual delivery through the mails. Key West was a collecting point for vessels in the Gulf and South Atlantic. What makes this an unusual cover is not the docketing which reflects the name of the steamer from which the mail originated but its location at "E. Pass Fla". I had only to suppose it was a location off the mouth of the St. John's River on the East Coast of Florida. I could not imagine that it could be in the Gulf of

Mexico off West Florida. The answer to the location and a very interesting story concerning the Steamer *Adela* was found by surfing the web.

The Department of the Navy has a web site "Dictionary of American Naval Fighting Ships" and a four-page article on this ship and its actions during the civil war make for great reading. I will attempt to summarize the pertinent facts as follows.

In the spring of 1862, the *Adela* was an iron-hulled side-wheel steamer operating out of Belfast and on her way to Bermuda and the Bahamas to begin "blockade running". Following a lengthy chase by Union Blockade vessels, she was captured off Abaco Island in the Bahamas. She was taken to Key West as a "prize" and after a spirited legal dispute between British authorities (she had not yet actually begun to run any blockade goods); she was condemned and purchased by the U.S. Navy on 23 May 1863. She was then fitted for Union blockade duty (what a twist of fate) and arrived at Key West by 28 August 1863.

She was initially assigned to blockade Tampa Bay with the *Tahoma* in the East Gulf Blockading Squadron. On October 16, 1863, she was involved in an assault on Fort Brooke and helped destroy two Confederate blockade runners, the steamer *Scottish Chief* and the sloop *Kate Dale*, both with a load of cotton.

Following this action she was sent to St. George's Sound and took station off the "East Pass" of that body of water from late October 1863 to May of 1864. During this time she was involved in an infamous Confederate attempt to capture and burn the *Adela* herself. This attempt was disrupted by a Union attack into Apalachicola and the subsequent capture of six of the seven Confederate boats planned for the capture of the *Adela*.

For the rest of the war, the *Adela* was stationed at the West Pass of St. George's Sound, the West Pass of Apalachicola, and in September 1864, she was moved off St. Marks. During the station

at St. Marks, the *Adela* captured the Confederate schooner *Badger* laden with cotton bound for Havana.

Her last duty was from October 1864 to March 1865, during which she served in the Potomac Flotilla. She was decommissioned sometime thereafter and sold at public auction in New York on 30 November 1865. Her subsequent career remains a mystery.

The short three-year history of the *Adela* as a Union Gulf Blockade vessel is very interesting as well as informative. I learned of the location of "East Pass, Fla" as well as that of the West Pass of St. George's Sound and the West Pass of Apalachicola. During my web search I found an expired auction listing for a drawing of the *Adela* that was fortunately photographed on the web page. Fig. 2 shows this but not in its original red, white, and blue patriotic colors.

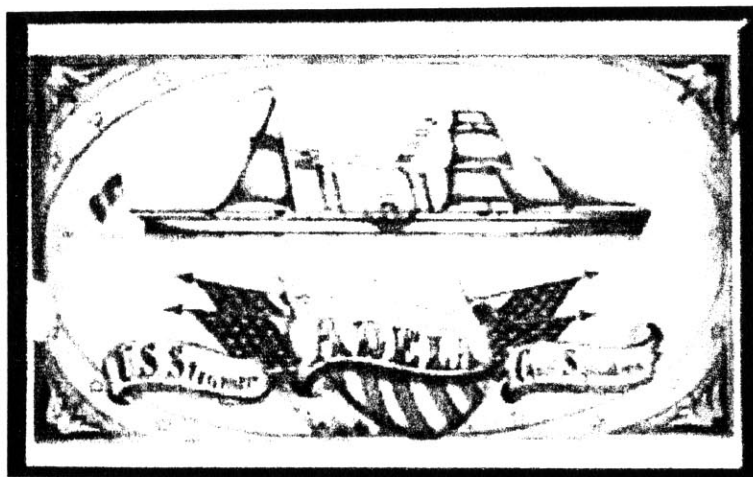


Fig. 2. U.S. Steamer ADELA Gulf Squadron color drawing

After I had completed this article, an interesting post card came up for sale on Ebay with a DESTIN / FLA. APR 9 1911 postmark.

Fig. 3 shows the reverse of a real photo post card of the William Marler Store on what was then a dirt road and the only street in Destin. The writing confirms the commonly known name of East Pass. It reads: "Here we are at East Pass again can not cross the bar today. Hope to be able tomorrow. Vail is to meet us again at Cedar Keys." This card was addressed to the mother of the writer in Chicago, Ill. of all places. She must have been familiar with the name and location. It appears, however, that I do not know my Florida geography or history very well!!!

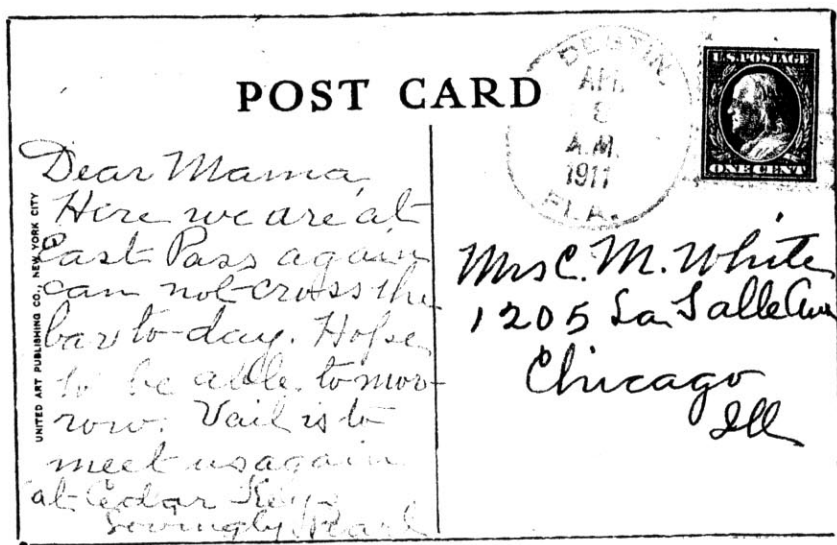


Fig. 3. DESTIN / FLA. APR 9 1911 type A 4-bar postmark on post card to Chicago, Ill. mentioning East Pass.

FLORIDA ADVERTISING "COLLAR" COVERS

Deane R. Briggs, M.D.

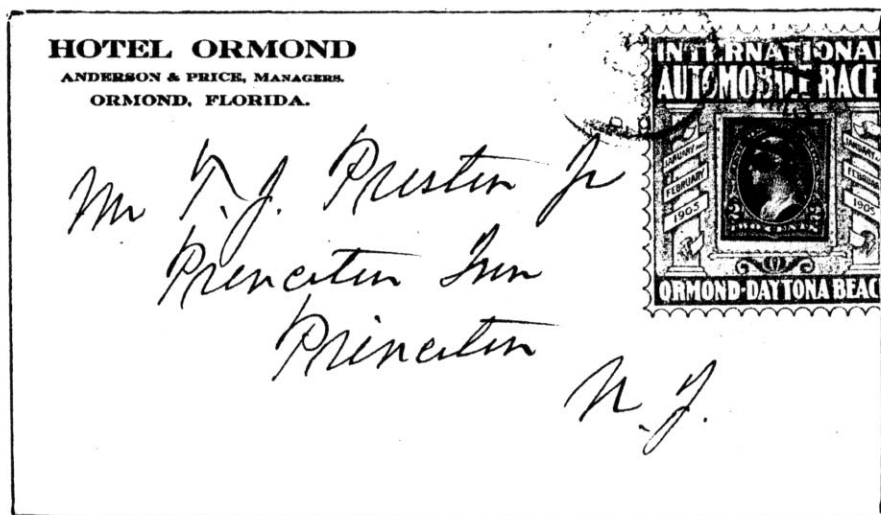


Fig. 1. ORLANDO / FLA. JUN 29 1888 duplex postmark ties #210 to pink and blue colored advertising collar.

Florida advertising covers with collars for the stamp location are quite scarce and highly collectable. I have only seen a couple of different examples and will reproduce the two examples from my collection. Most examples are known from other states are from the latter part of the nineteenth century and are single color collars. Postal regulations subsequently outlawed this type of advertising on letters and covers, which is a shame, because of the beautiful way they frame or collar the stamp. Most collars use a type of outer edge of pseudo "perforations" to enhance the location of the stamp. Multi-color collars are rare.

The example in Fig. 1. is multi-colored and advertises Boots, Shoes, and Rubbers for the Edw. Hudnall & Co., Orlando, Florida. The return address is also located in the collar.

Fig. 2. is an advertising cover from the Hotel Ormond with a typical corner card return address. An advertising collar for the "International Automobile Races" to be held in January and February 1905 at Ormond-Daytona Beach is printed in red ink, which matches the "collared" red 2-cent small bureau stamp. I have seen a couple other examples of this collar and unfortunately all are reduced into the collar. Automobiles had only been produced a year or two earlier and this may well have been an advertisement for the first of what was to become the Daytona 500 race which continues to date.



Unreadable 1905 R.P.O. postmark cancels U.S. #279B on Hotel Ormond corner card cover with red advertising collar.

NEWAHITCHKA, FLA. DUPLEX POSTMARK

Deane R. Briggs, M.D.

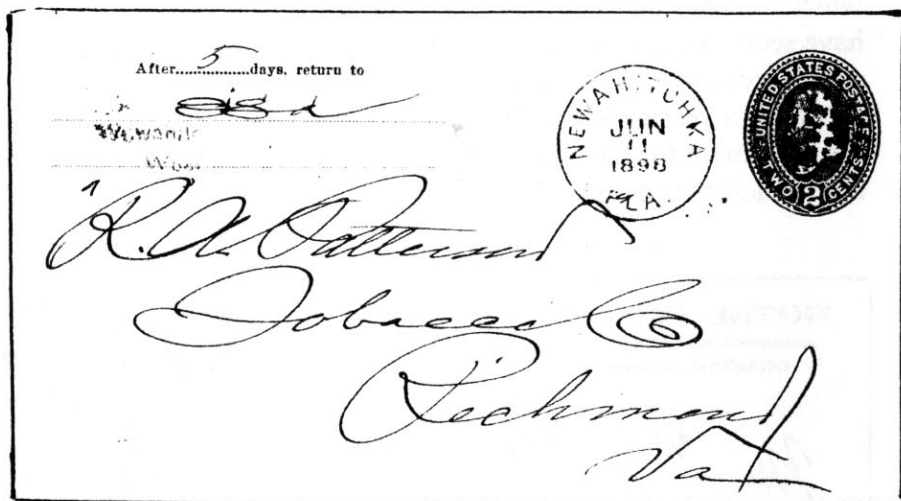


Fig. 1. NEWAHITCHKA / FLA. JUN 11 1898 duplex postmark with circle of square dots killer on cover from Wewahitchka.

The Wewahitchka post office was established in Calhoun County on 20 August 1879 with W. J. Niven as postmaster. The county was changed to Gulf County in 1925. Early postal history from this small gulf town must be quite scarce, as I have only seen one early postmark from 1887 and the earliest from the Postmark Collectors Club CD disc is the same postmark from 1895 (Fig. 2). The above cover has a misspelled name in the postmark, which may well have come from a replacement for the earlier handstamp which had become defective or lost. This is from a duplex type device with a circle of small square dots for the killer. The spelling error must have been quickly noted as by August 5, 1899 the same duplex device had the "N" in the name changed to reflect the correct spelling (Fig. 3.) This has the same square dot killer and placement of the date slugs. How someone could misspell such an unusual name in the first place is not understandable. One would think the

lettering in the cds device would be carefully checked for correct spelling. I had to check my spelling for this article!!!



Fig. 2 WEWAHITCHKA / FLA. SEP 28 1887 cds postmark with concentric ring of circles killer.

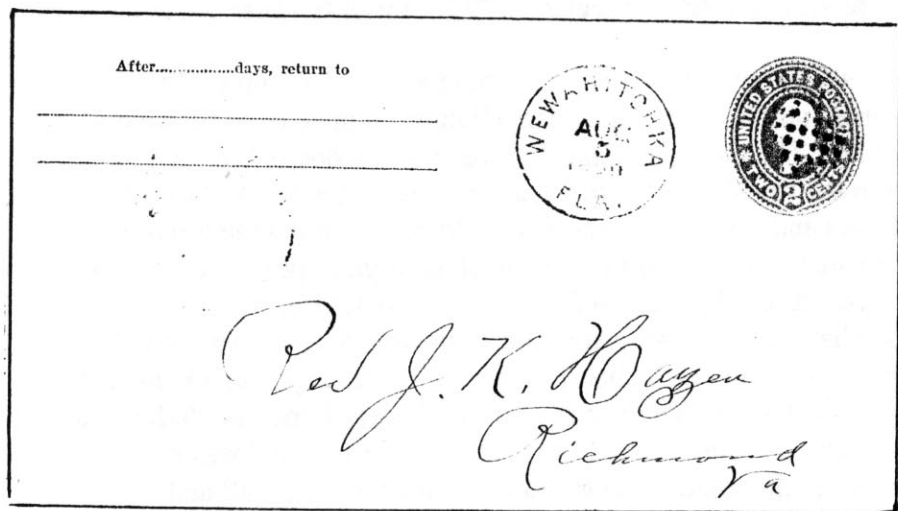
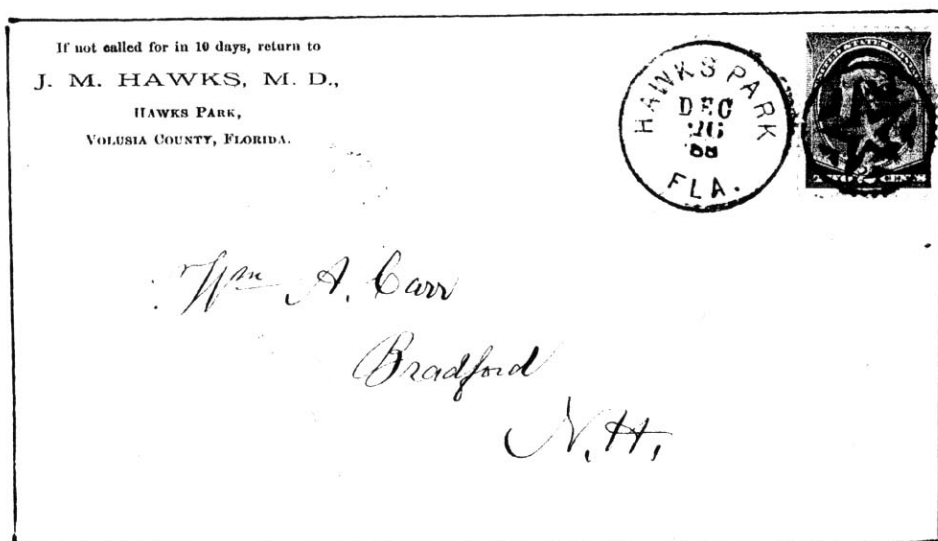


Fig. 3 WEWAHITCHKA / FLA. AUG 5 1899 duplex postmark with circle of square dot killer. Note the corrected spelling with the "N" changed to "W".

HAWKS PARK , FLA. FANCY STAR CANCEL

Deane R. Briggs, M.D.



HAWKS PARK / FLA. DEC 26 '88 postmark with fancy five point star in circle cancellation with town founder's corner card.

The above cover has a beautiful bold strike of an unusual five pointed star in circle fancy cancellation. It appears to be a wood cut device. The cover is unusual in that it has a doctor's corner card from the founder of the town, John Milton Hawks. In 1871, Dr. Hawks and his wife Esther, also a doctor, founded the town in Volusia County as part of a Spanish land grant purchase. The post office was established on 5 December 1884, with Addison J. Marshall as first postmaster. Early visitors to the town arrived by steamboat from the Indian River lagoon and stayed at a lodge called Bayview House. The site is near prehistoric Timucuan Indian shell mounds. Dr. Hawks died in the spring of 1910, and was survived by his wife who donated land and funds for the town hall and library. The town name changed on 31 December 1924, to Edgewater, which continues to date.

OSLO, FLA. UNUSUAL POSTMARKS

Deane R. Briggs, M.D.

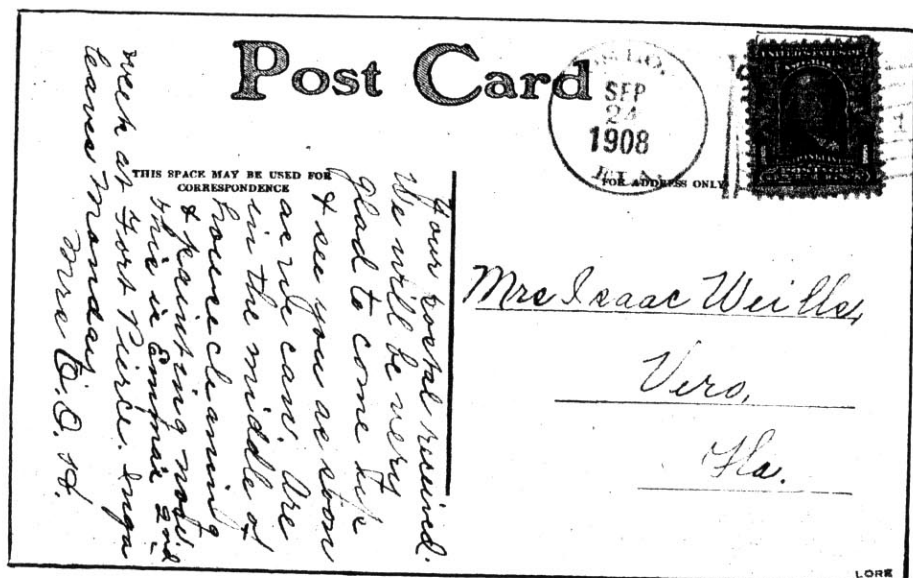
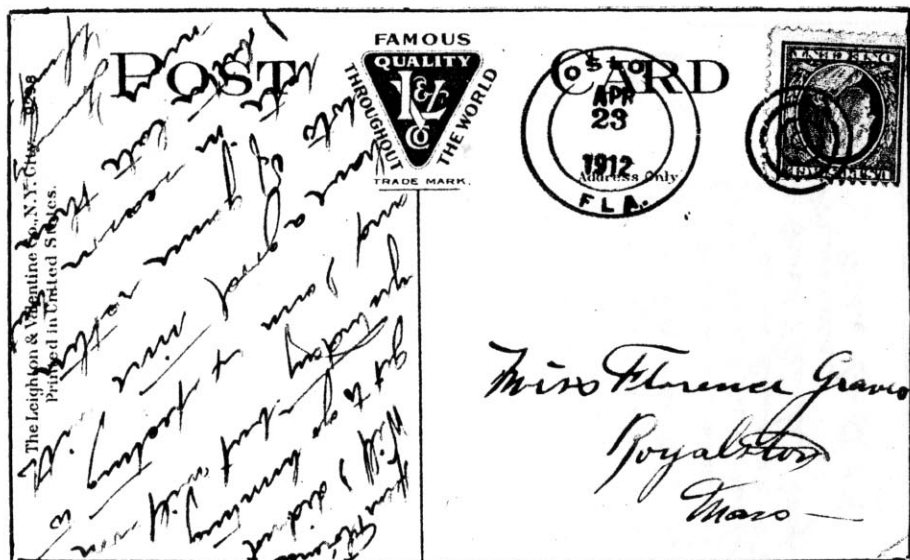


Fig. 1. OSLO, / FLA. SEP 24 1908 magenta fancy flag handstamp postmark with "1" in stripes

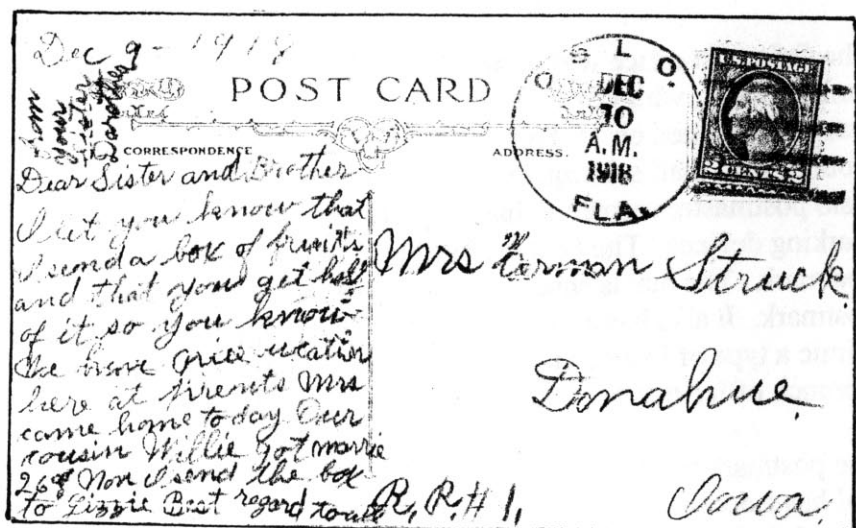
The Oslo post office was established in Brevard County on 21 January 1898, with Ole O. Helseth as postmaster. The post office was discontinued on 15 May 1919, in present day Saint Lucie County with mail subsequently handled at the Vero post office. The Oslo postmaster seemed to have a preference for unusual post marking devices. The post card in Fig. 1. has a most unusual postmark. The dial is small and the flag is unlike any other flag postmark. It also has a "1" in the stripes which may be an attempt to mimic a type of Doane killer mark. I would doubt that it represents a branch office number. The card was sent to nearby Vero.

The postmark in Fig. 2. is also an unusual type of handstamp. The dial has a double circle with very small letters and the concentric ring of circles killer is smaller than usual. The postmark in Fig. 3.

is finally a normal type IIB 4-bar postmark, which must have been used up until the post office was discontinued six months later.



OSLO, / FLA. APR 23 1912 double circle postmark with concentric ring of circles killer.



OSLO, / FLA. DEC 10 1918 4-bar type IIB postmark.

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(843) 681-9455

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Ranchos De Taos, NM 87557
(505) 751-7607

ROBERT J. HAUSIN

4897 Tamiami Trail East
Naples, FL 34113
(941) 732-7701

RICHARD W. HELBOCK

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33470 Chinook Plaza
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