

FLORIDA POSTAL HISTORY JOURNAL

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Shellpoint Florida

Deane R. Briggs, M.D. 1

Office Discontinued, Mail to Lakemont, Fla.

Herbert P. McNeal 2

U.S.S. Cincinnati / Key West, Fla.

Deane R. Briggs, M.D. 4

Florida Express Usages

Deane R. Briggs, M.D. 6

Jefferson County DPOs

David C. Lingard 9

1860 California to Florida via Panama

Deane R. Briggs, M.D. 11

Tampa, Peace Creek and St. John's River R.R. Co.

Deane R. Briggs, M.D. 13

Shoals Florida Fancy Cancel

Deane R. Briggs, M.D. 16

Newnansville Territorial Usage to Paris

Herbert P. McNeal 17

Ponce deLeon Celebration 1909

Deane R. Briggs, M.D. 18

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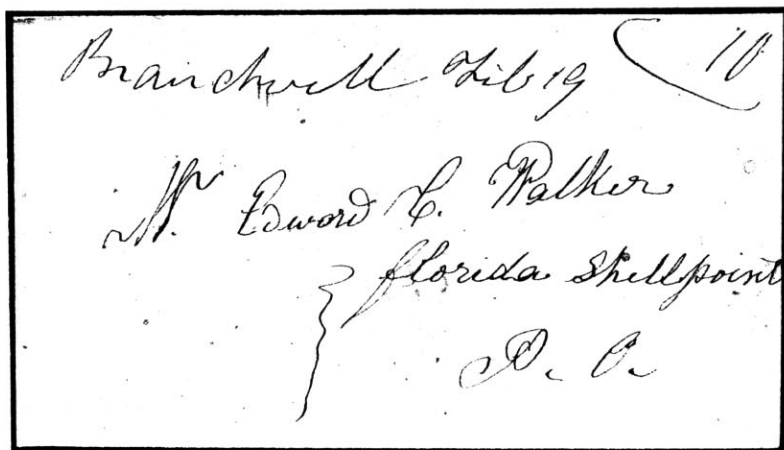
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SHELLPOINT FLORIDA

Deane R. Briggs, M.D.



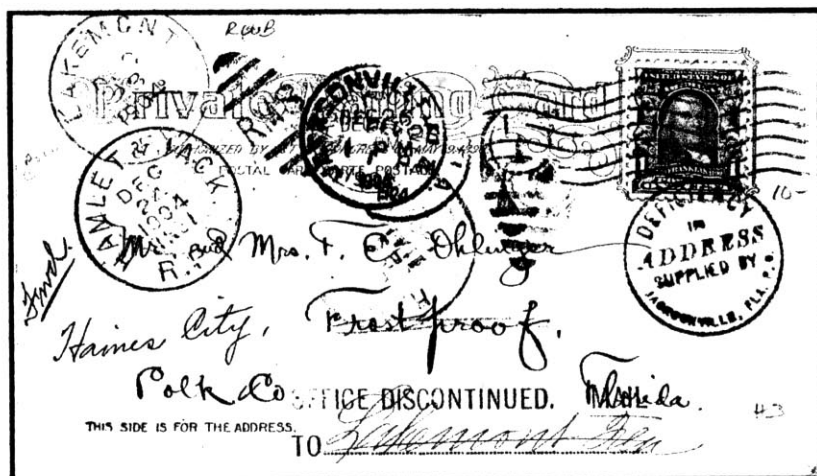
**Branchville (South Carolina) Feb 19 (1850) manuscript postmark
with unpaid 10 rate on folded letter to Shellpoint Florida.**

The Shell Point Florida post office was established in Leon County on 16 September 1831, with Charles P. Greene as postmaster. It was located on the Gulf of Mexico and was serviced by postal route 3535 (Ben Haden to Tallahassee). It must have been a fairly active post office as postal receipts during the stampless period ranged from \$6.17 to \$25.30 per annum. As of this date, there have been no recorded usages from Shell Point, and this cover is the first I am aware of with usage to Shell Point.

The Shell Point post office continued to function during the Civil War as a Confederate post office with no recorded usage. The post office was re-established after the war on 29 June 1866. It was discontinued on 24 March 1870, as a name change to Crawfordville, which exists to date.

OFFICE DISCONTINUED, MAIL TO LAKEMONT, FLA.

Herbert P. McNeal



OFFICE DISCONTINUED, MAIL TO Lakemont Fla magenta handstamp on 1904 postcard to Frostproof, Florida.

The above postcard was mailed from Washington, D.C. on December 23, 1904, with a HAMLET & JACK. / R.P.O. Dec. 24, 1904 route marking. It arrived in Jacksonville where a magenta circular "DEFICIENCY in ADDRESS SUPPLIED BY JACKSONVILLE, FLA. P.O." and the magenta "OFFICE DISCONTINUED, MAIL TO ____" handstamps were applied. The correct destination "Lakemont Fla" was added in manuscript, also with magenta ink. The addressees, Mr. and Mrs. F. E. Ohlinger, were prominent early settlers in Frostproof and were noted in David Lingard's article "Is It Really "Frost" Proof?" in the January 2001 issue of the *Florida Postal History Journal*.

The Frostproof, Florida post office was established in Polk County on 8 December 1892, but was discontinued by name change to

Lakemont on 13 February 1898. Thus, the address on this 1904 post card to Frostproof was over 6 years after the name change! It is amazing that after that time, the railroad R.P.O. clerk would know to send the card to the Jacksonville post office for an address correction. The Ohlingers had obviously moved some time in the six years after the Frostproof office had changed its name, and were then in Haines City. They did subsequently move back to Frostproof (which was re-named on 24 August 1906, and continues to date as Frostproof) and were involved in real estate and citrus.

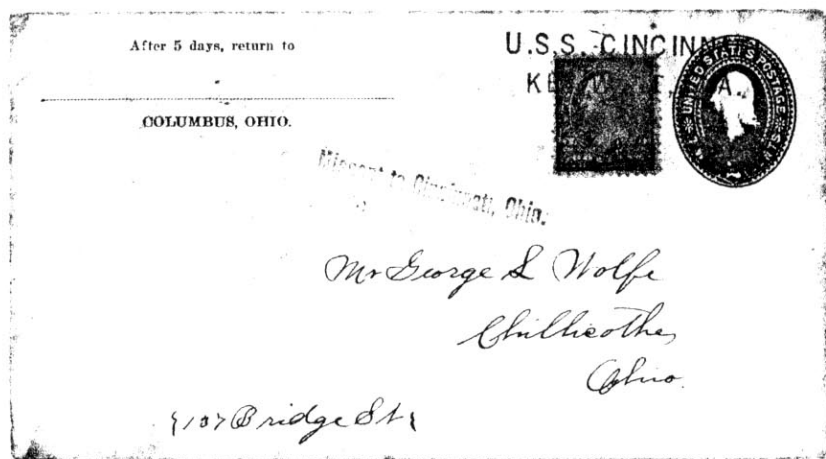
The other post marks on this card include a Jacksonville Dec 26, 1904, forwarding mark, a Lakemont Dec 28 forwarding mark, and a Haines City Dec 29 receiving mark. All in all, a very interesting little bit of Florida postal history with some unusual ancillary handstamped markings.

2006 FLORIDA POSTAL HISTORY SOCIETY ANNUAL MEETING

The Annual Meeting of the Florida Postal History Society will be held in conjunction with the Sarasota National Stamp Exhibition on Saturday, February 4, 2006, at 11:30am at the Convention Center on US Highway 41 in Sarasota. All members are encouraged to try to attend. Deane R. Briggs will present a PowerPoint slide program of unusual Florida rates. This should be of interest to all members.

U.S.S CINCINNATI / KEY WEST, FLA.

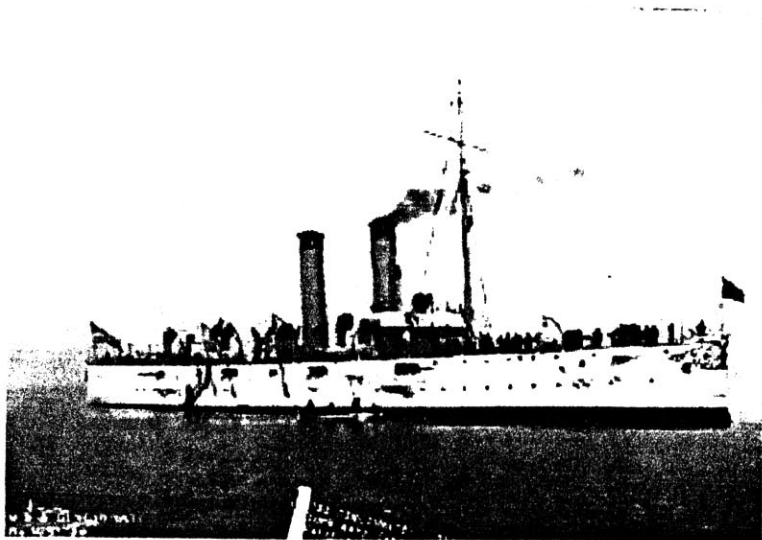
Deane R. Briggs, M.D.



**U.S.S. CINCINNATI / KEY WEST, FLA. undated postmark
on 1898 Spanish American War period cover to Chillicothe,
Ohio with magenta "Missent to Cincinnati, Ohio"
handstamp.**

The above cover is Spanish American War period cover with a rare name of ship postmark. Name of ship handstamp markings are most unusual as postmarks prior to World War I. Certainly by WW II, name of ship postmarks were common for troop mail and there are numerous examples from that period, many philatelic usages. This cover was pre-paid and does not have a soldier's endorsement. It does have an additional 2 cent postage stamp added to the 2 cent green entire. It was clearly addressed to Chillicothe, Ohio, but "Missent to Cincinnati, Ohio" as can easily be understood with the bold Cincinnati in the postmark. The reverse has a June 3, 1898, Cincinnati, Ohio Rec'd. mark and a June 4, 1898, Chillicothe, Ohio Rec'd. mark.

The U.S.S. Cincinnati was launched on 10 November 1892 by the New York Navy Yard and was commissioned on 16 June 1894 with Captain H.B. Glass in command. She was 3,200 tons, 305'9" x 42' x 20'2" with a speed of 19 knots and a crew of 312. On 21 April 1898, she joined the blockade off Havana, Cuba, and bombarded Matanzas. From 1 June 1898, until 14 July 1898, she was temporarily out of service for repairs, but returned to the Caribbean for Spanish American War action from 15 July 1898, until 12 August 1898. She remained in occupation duty from that date until she was de-commissioned on 14 February 1899, and was sent to the New York Navy Yard for two years of extensive repairs. In 1902 she protected American interests in Haiti, Santo Domingo, and Panama, and participated in relief efforts in Martinique following the eruption of Mount Pelee. She spent four years of duty in the Asian Pacific from 1903-1907 and returned to that area for an additional six year tour of duty from 1911-1917. She was finally de-commissioned at New Orleans on 20 April 1919, and was sold for scrap and stricken on 4 August 1921.



U.S.S. Cincinnati with armaments circa 1898.

FLORIDA EXPRESS USAGES

Deane R. Briggs, M.D.

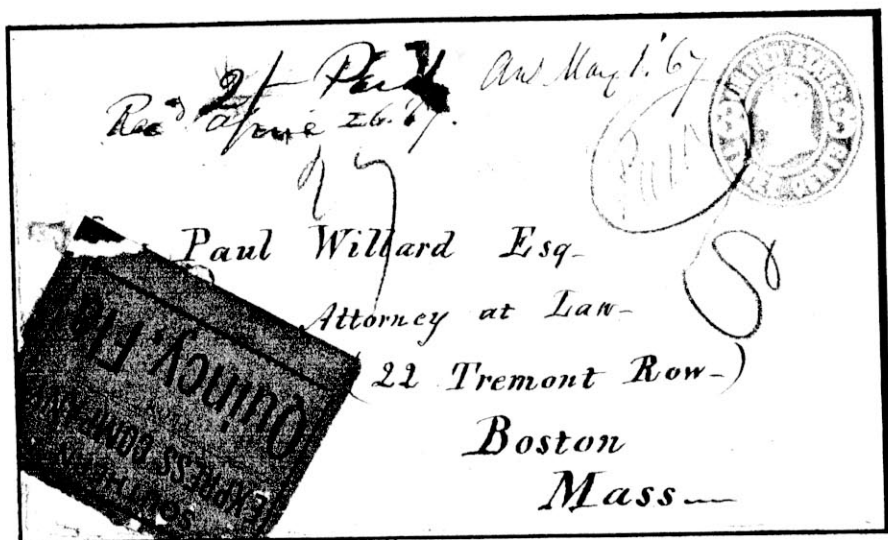


Fig. 1. Quincy, Fla. Southern Express Company orange label on 3 cent #U59 entire with manuscript "2/" Paid express rate on April 1867 cover usage to Boston.

The cover in Fig.1. represents an early reconstruction period express usage when postal service in Florida was scanty at best. Docketing shows that it was received on April 26, 1867. The Quincy post office was re-established after the Civil War on 14 October 1865. Prior to that date, mail was handled at only a few Florida military post offices, as most Confederate post offices were not restarted by the USPOD until much later, if at all. This is a nice example of a Florida usage of the orange and black colored Southern Express Company label.

The "2/" rate marking looks similar to the 2 shilling British period

rate marking but actually means "2 bits" or 25 cents and is based on the Spanish real. It actually represents $\frac{1}{4}$ of a "piece of eight" (dollar) or "dos reale", as it was common to break pieces of eight into smaller pieces to pay for postage, especially in the South.

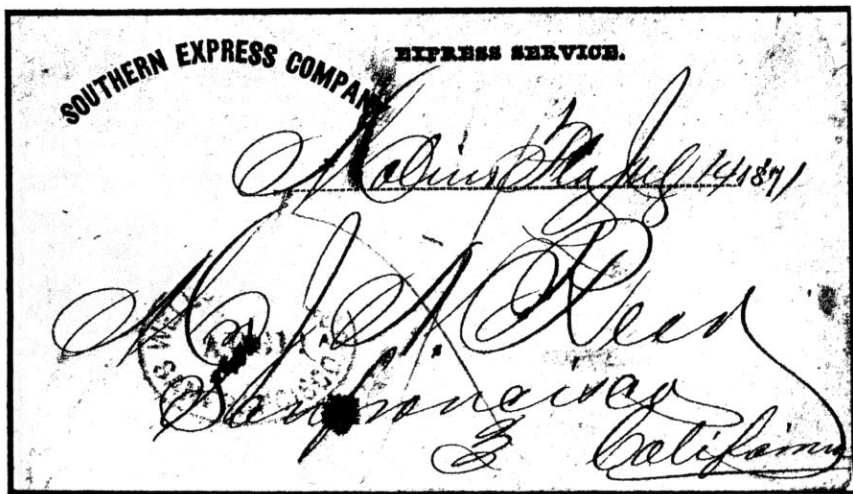


Fig. 2. Molino Fla July 14 1871 SOUTHERN EXPRESS COMPANY "EXPRESS SERVICE" cover with usage to San Francisco. Wells Fargo / San Francisco Aug 11 oval blue handstamp receiving mark.

The cover in Fig. 2. was carried out of the mail by private express. It is a most unusual Florida post-war stampless usage. The Molino, Florida post office was established on 30 July 1866. It is unclear why this cover was carried out of the mails in 1871, when a 3-cent postage rate should have been able to deliver this cover in less than the 28 days taken by the Southern Express Company. This is a nice example of a usage of the Wells Fargo oval handstamp on mail from Florida to California.

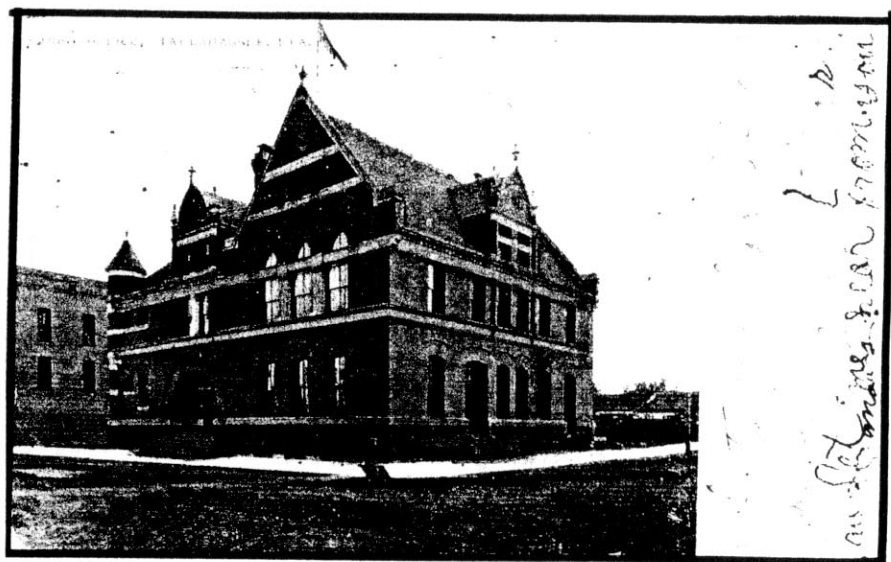
The cover in Fig. 3. has a Southern Express Co. agent handstamp marking dated the day prior to entering the mails in Jacksonville. It is possible that this cover was posted previously at another express office and sent on to the Jacksonville office for eventual entry in the USPOD mails. It does not appear that any additional fee was required for the "Express Service".



**Fig. 3. SOUTHERN EXPRESS CO., JACKSONVILLE, FLA.
T.T. STOCKTON, AGENT FEB 13 1882 black oval
handstamp on Southern Express Company / EXPRESS
SERVICE cover with 3 cent green banknote stamp cancelled
by JACKSONVILLE / FLA. FEB 14 duplex postmark.**

JEFFERSON COUNTY DPO'S

David C. Lingard

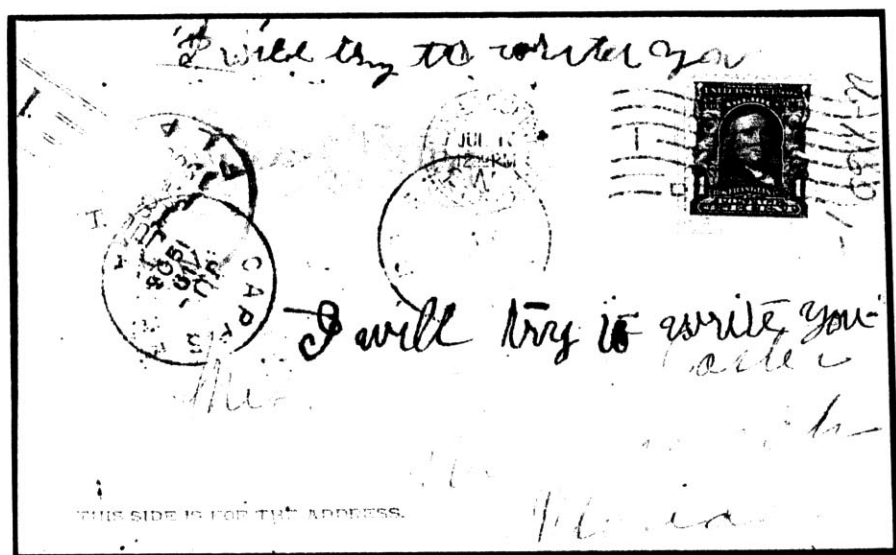


TALLAHASSEE, FLA. POST OFFICE on 1908 postcard.

Here is a postcard that I found on a vacation trip through the Florida panhandle several years ago. The front is what caught my eye at first. It is a beautiful view of the magnificent Tallahassee post office from circa 1906. It appears that "Aunt Mary" wanted to hear from her niece and sent the postcard. When I turned over the back was I in for a treat.

The card was addressed to Miss Annie May Carter, Waukeenah, Florida. This town is located at the intersection of U.S. Hwy. 19/27 and S.R. 257 in Jefferson County, east of Tallahassee. The postcard entered the mail at Tallahassee and received an International Machine cancel dated July 17, 1906, 12:30 P.M. This is the oldest Tallahassee International cancel that I have and is a fairly early use of this machine cancel from Tallahassee.

The postcard was forwarded to the Drifton post office (DPO 1873-1956) and received a postmark dated the same day, July 17, 1906. The card was then forwarded to the Nash post office (DPO 1904-1937) and was postmarked with a Doane type 2/1 on July 18, 1906. The card was then forwarded to the Capps post office (DPO 1899-1978) and the next day received the final postmark. I don't know if this postcard actually made it to Waukeenah or not, but the 3 day trip was a well documented one.



DRIFTON, NASH and NASH routing postmarks on 1908 postcard sent from Tallahassee to Waukeenah over a 3 day period.

1860 CALIFORNIA TO FLORIDA VIA PANAMA

Deane R. Briggs, M.D.

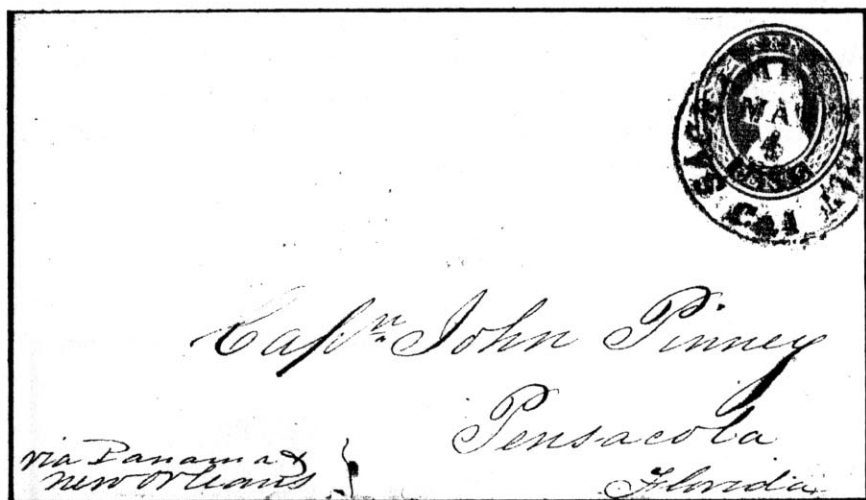


Fig. 1. SACRAMENTO CITY / Cal MAY 4 1860 postmark cancels U-16 green 10c entire with usage to Pensacola "via Panama & New Orleans".

The above cover is a nice example of a usage from California to Florida during the pre-Civil War period. The 10-cent rate for compulsory pre-paid domestic mail over 3000 miles was established by the Act of March 3, 1855, effective April 1, 1855. The docketing denotes the lengthy mail route via Panama. All pre-war uses from California to Florida are uncommon with most having either imperforated or perforated 10c green adhesive stamps paying the postage. This is the first Florida usage of the 10-cent entire that I have seen.

Stampless usage of distances over 3000 miles either to or from

Florida is also quite rare. I recorded the 1851 stampless Miami to San Francisco usage with the earlier 40-cent over 3000 mile rate in the January 2002 issue of the *Florida Postal History Journal*.

The Act of March 3, 1863, established the 3-cent rate for all domestic mail, effective June 30, 1863. An example of California to Florida mail during the late 1860's is shown in Fig. 2. It notes the "Overland" route from San Francisco to Pensacola with a Warrington routing mark. There is no year date but the 3-cent grilled stamp was used from 1867 until the 3 cent #114 stamp was issued in 1869. Note the 20 day overland delivery time for the cover to travel from San Francisco to Warrington.



Fig. 2. SAN FRANCISCO / CAL. OCT 28 postmark with circle of wedges killer on grilled 3-cent stamp with usage to Pensacola. "Overland" docketing to reflect the routing is noted.

TAMPA, PEACE CREEK AND ST. JOHN'S RIVER RAILROAD CO.

Deane R. Briggs. M.D.

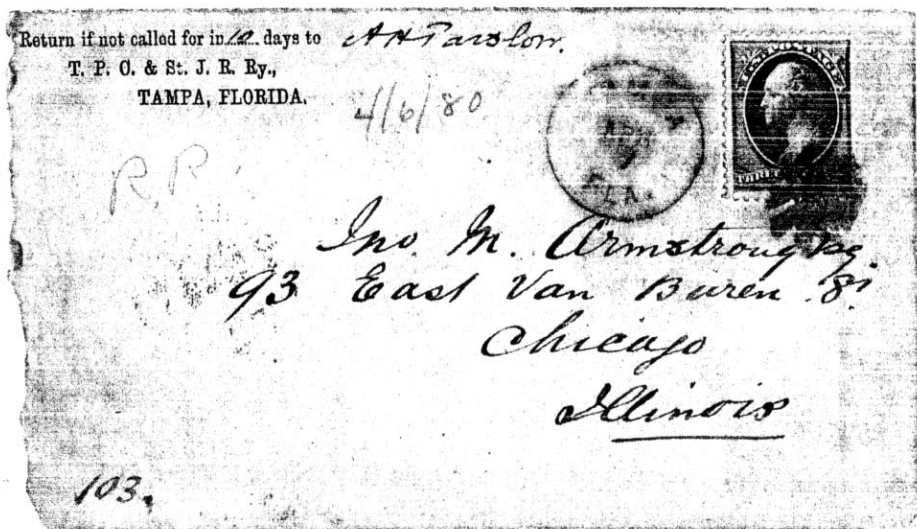


Fig. 1. TAMPA / FLA. APR 7 (1880) postmark and killer tied 3c banknote on T.P.C. & St. J.R.Ry corner card.

Beginning in the late 1870's there were many small railroads or railroad extensions established in Central Florida as this portion of the state became populated. Most of these ventures failed for lack of funds to complete the railroad in a prescribed time period. Many others may well have been shams to take advantage of potential investors. This article will attempt to show how far one railroad agent, Alfred H. Parslow, would go in an effort to get funds. It is of interest that this railroad actually did succeed.

The letterhead in Fig. 2. is of the "Tampa, Peace Creek and St. John's River Railroad Co., Tampa, Florida, Feb 24th, 1878". The letter was addressed to James M. Armstrong, Esq. of Chicago and reads:

"Just a line to say everything has gone alright. The Legislature, both houses, have passed the Bill, just as I sent it to Van. 10,000 acres p. mile

for the line and its branches. It cost me 1000 acres p mile to put it through. This is far ahead of what you thought of and it gives us so much more. We must get to work at once and not be cramped for money. Let me be just a little conceited and say if we three had only had the Court House matters in our hands we should have been as successful in that. Now let us see what kind of a success we can make out of this. I have reckoned up to day and I find I have spent a year's time in this and about \$2000 all told, not so expensive, is it? I think about \$2000 could be made a very fine investment just now around town. I could make it \$6000 in less than a year. Don't fail to send me same as the Bill became a Law today. Your's very truly, Alfd H. Parslow"

Tampa, Peace Creek and St. John's River Railroad Co.

Tampa, Florida, 1878.

**Fig. 2 Tampa, Peace Creek and St. John's River Railroad Co. ,
Tampa, Florida, Feb 24th 1878 letterhead.**

It seems that Mr. Parslow's railroad tried to cover all of Central Florida in its name, as it went from the St. John's River to Polk County (Peace River and Bartow) and on to Tampa. That would have been quite an undertaking in 1878 with many lakes and rivers and swamp land to cross. It is evident that in those days, like today, payoffs and land deals (1000 acres per mile) were needed to get legislative action.

It appears that this railroad had trouble getting off the ground as a follow up letter two years later from Mr. Parslow to Mr. Armstrong again requests money. This letter (Fig. 3) is the enclosure of the cover in Fig. 1. and reads: "I have looked for a letter from you every mail since I received your postal card from Cincinnati. Also the money. As you know I want to go to New Orleans to get me some things, as I am entirely out and I must do this before any of you come down, as after that it will be work. If you have not already sent me some money do so as speedily as possible and as much as you can spare. You know me and must not mind my plain writing asking you for this. I sent the cassava plants to Starke. I received the impression of the Seal. It is very good, and I like it very much. I am daily asked "how's the Railroad?" many

many times. I do not satisfy idle curiosity. I hope everything is progressing well and safely. Accept sincere regards to yourself and family and remember me kindly to Tommy. Yours Very Sincerely, Alfred"

Tampa, Peace Creek and St. John's River Railroad Co.

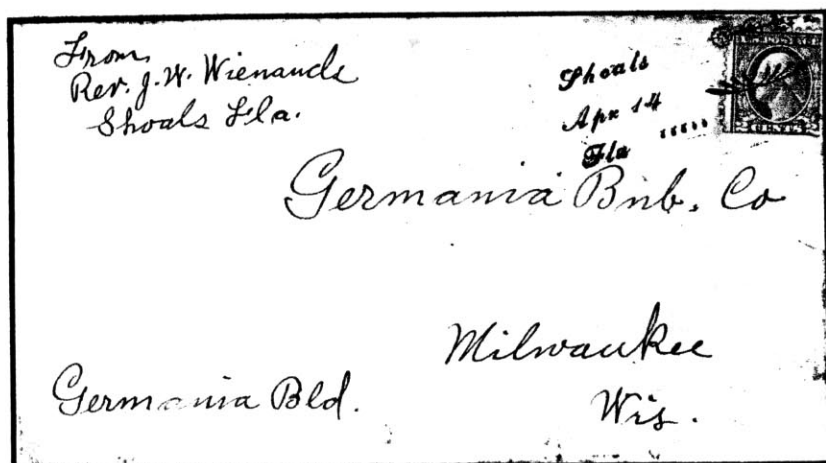
Geo. H. Hamilton Esq. Tampa, Florida, April 6th 1880
My dear John.

Fig. 3. April 6th, 1880 letterhead.

On January 6, 1855, the State of Florida passed an internal improvement act which allowed for the state to grant six miles of land on either side of completed railroad lines. The Tampa, Peace Creek & St. John's River Railroad Company was in fact granted such land by act of March 4, 1879, and was further granted an additional 10,000 acres of land up to 20 miles on either side of the railroad in consideration of the greatly improved value which would accrue to the state from the construction of the road. One of the original investors in this railroad was George W. Hendry, a cattle baron for whom Hendry County is named. He actually helped incorporated the railroad. On June 27, 1881, the Tampa, Peace Creek and St. John's River Railroad Company board of directors changed its corporate name to the Jacksonville, Tampa & Key West Railway Company. On August 23, 1881, a plat of the route was filed and on September 1, 1881, the even numbered sections of land for six miles on either side of its line were reserved by the legislature for the railroad. Subsequently, on September 21, 1881, the legislature passed a resolution reserving land up to twenty miles on either side of the line to make up for deficiencies. The railroad was eventually completed by Henry B. Plant, but litigation continued over the title to land on either side of the railroad. It seems that Hamilton Diston had claimed 4,000,000 acres of land for payment of drainage canals he completed, and most of the land reserved for Plant was in the Diston claim. The case went before the U.S. Supreme Court on March 5, 1894, and was dismissed in favor of the Jacksonville, Tampa and Key West Railroad Co.

SHOALS FLORIDA FANCY CANCEL

Deane R. Briggs, M.D.

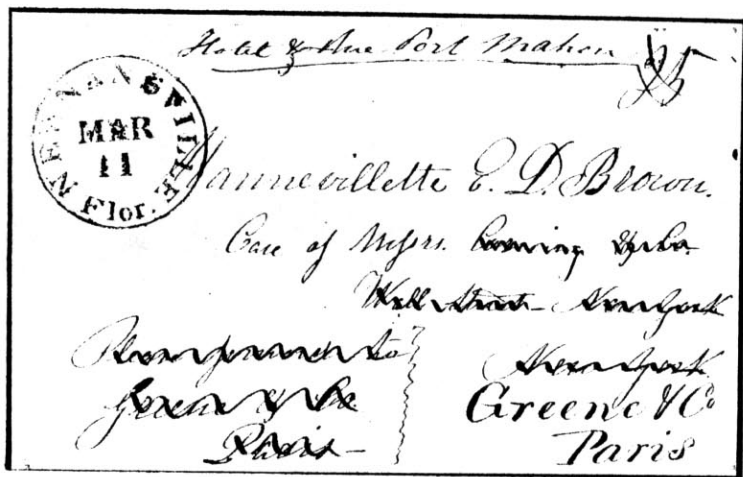


**Shoals / apr 14 / Fla magenta (1915?) straightline
"provisional" postmark with magenta fancy cancellation.**

The above cover represents a "provisional" handstamp postmark from the Shoals, Fla. post office, before an official postmarking device was available. What is unusual is the typeset font used in the postmark and the very unusual fancy cancellation with circled stars above a feather. The Shoals post office was established on 9 March 1915, in Walton County and discontinued on 28 February 1919, with mail handled by the Santa Rosa post office. George D. Knapp was the postmaster who likely authorized this postmark. There is no year date or receiving mark to denote the year of use, but the provisional postmark most likely places its use to the 1915 date of post office establishment. I am unaware of any other uses from Shoals, and the Margie Pfund Memorial Postmark Museum collection has no record of any postmark from Shoals.

NEWNANSVILLE TERRITORIAL STAMPLESS USAGETO PARIS

Herbert P. McNeal



**NEWNANSVILLE / Flor. MAR 11 (1844) black cds
postmark with unpaid 25 manuscript rate on cover to New
York, forwarded to Paris.**

The above cover is an uncommon Florida territorial stampless usage to Paris. It is from the Brown correspondence and the enclosure tells of the recent establishment of Fort King in Marion County and of a court house soon to be built there. It mentions the miles of sour and sweet orange groves in the area and mention that the sweet oranges need to be grafted to bear abundant fruit. The grafting of citrus rootstock is commonly done now but was unusual in the 1840's. There are currently few, if any, commercially viable citrus groves in Marion County due to the frequent winter freezes. The Newnansville post office was established in Alachua County as a name change from Dells on 1 May 1837, and continued until it was discontinued on 31 December 1895, with mail handled at the Alachua post office.

PONCE de LEON CELEBRATION 1909

Deane R. Briggs, M.D.

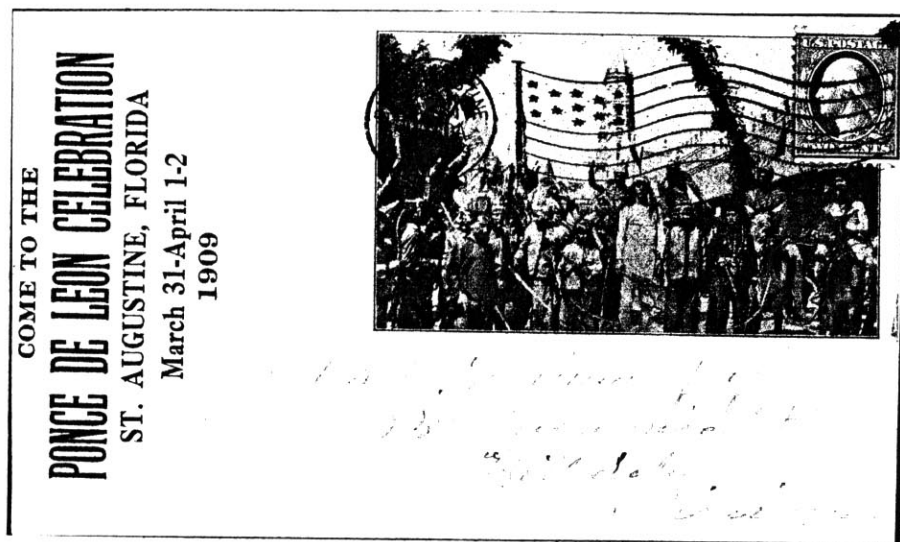


Fig. 1. SAINT AUGUSTINE / FLA. MAR 31 1909 flag machine cancel on illustrated Ponce de Leon Celebration cover

The above cover is in many ways similar to “Exposition” covers except that this one commemorated a local event and not a national one. The only exposition covers with special postmark cancellations from Florida were for the 1888 Florida Sub-Tropical Exposition in Jacksonville. Those covers and postmarks were recorded by myself and Herbert McNeal in articles in the FPHJ, vol. 8, no. 1, January 2001 and vol. 8, no. 2, September 2001. There was also an 1889 Ocala Florida Inter-National and Semi-Tropical Exposition recorded by Herbert McNeal in his 2001 article and by myself in vol. 9, no. 2, May 2002.

This cover has a standard St. Augustine flag machine cancel but in all other respects is an “exposition” cover. It has a corner card announcing the dates of the celebration and has a nice photograph on the front and a “slogan” on the reverse back flap (Fig. 2)

What makes this even more exciting is the enclosure which is the official letterhead for the celebration, complete with a brief history of the event, including various participants, and a list of the members of the executive committee. Another photograph enhances the center top.

MEET ME AT PONCE DE LEON CELEBRATION

ST. AUGUSTINE, FLORIDA

MARCH 31-APRIL 1-2, 1909

Fig. 2. Back flap "slogan"



Fig. 3. Letterhead dated the first day of the Celebration

(Fig. 3) This letter was written and postmarked on the first day of the Celebration. The reverse of the letter sheet is reproduced in Fig. 4 and shows more photographs of the celebration. With the number of persons present in the photos, it appears than the "hundreds" of Indians, Spanish Nobles, Soldiers and other bodies did participate.



(BLESSING THE LAND)

*and the people of the land of the ...
 ... the ... the ... the ...
 ... the ... the ... the ...
 ... the ... the ... the ...
 ... the ... the ... the ...*



Fig. 4. Reverse of the letter sheet with additional photographs of the Celebration

FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2006

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 helps underwrite the cost of a third journal issue this year. The continued support of these members keeps our Society financially sound. This enables us to respond to member and non-member inquiries regarding Florida Postal History and furnish copies of our Journal .

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