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1851-1856 one-cent imperforate Florida usage

By Deane R. Briggs, M.D.

The Wagshal Collection of One-Cent 1851-56 Imperforate stamps auctioned by Robert A. Siegel Auction Galleries, Inc. in the fall of 2010 led me to examine my Florida material and covers with these 1¢ imperforates. I was pleased to find five covers with these stamps used on cover from Florida. One cover with U.S. #9 and a strip of three of U.S. #11, usage to Stockton, California (10¢ rate) was noted. This article will reproduce these covers with a notation of actual plating done by previous collectors when available. It must be mentioned that I am not knowledgeable enough to plate these stamps myself and have used the plating of prior collectors noted on the reverse of these covers.

The cover in **Figure 1** has a pair of Type Ib U.S. #5A tied by blue “APALACHICOLA/FLA.” postmarks on a January 19, 1852 printed form. The stamps show the complete design at the top and near complete design at the bottom. The right stamp has been cut in at the bottom making that stamp identifiable only by the plating.



FIGURE 1

Pair Type Ib (#5A) cancelled by “APALACHICOLA/FLA.” blue undated cds postmarks on January 19, 1852 printed circular form.

The reverse (**Figure 2**) has the plating done by Stanley B. Ashbrook as positions 5RIE and 6RIE. Only six positions on Plate IE have stamps identified as Type Ib (positions 3-6R and 8-9R). Ashbrook does note, “The 6R was Type IB before the cut at bottom destroyed the type characteristics.” He signed and plated the stamps on this cover on March 9, 1949.

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The cover in **Figure 3** has a pair of Type II U.S. #7 tied by a blue “APALACHICOLA FLA / MAR 23 / PAID 3” cds postmark on a March 22, 1852 “prices current” circular. It is unusual but not uncommon for the Apalachicola postmaster to use this “PAID/3” postmark on two-cent circular rated mail. These stamps were plated as Plate IE positions 41-42RIE.

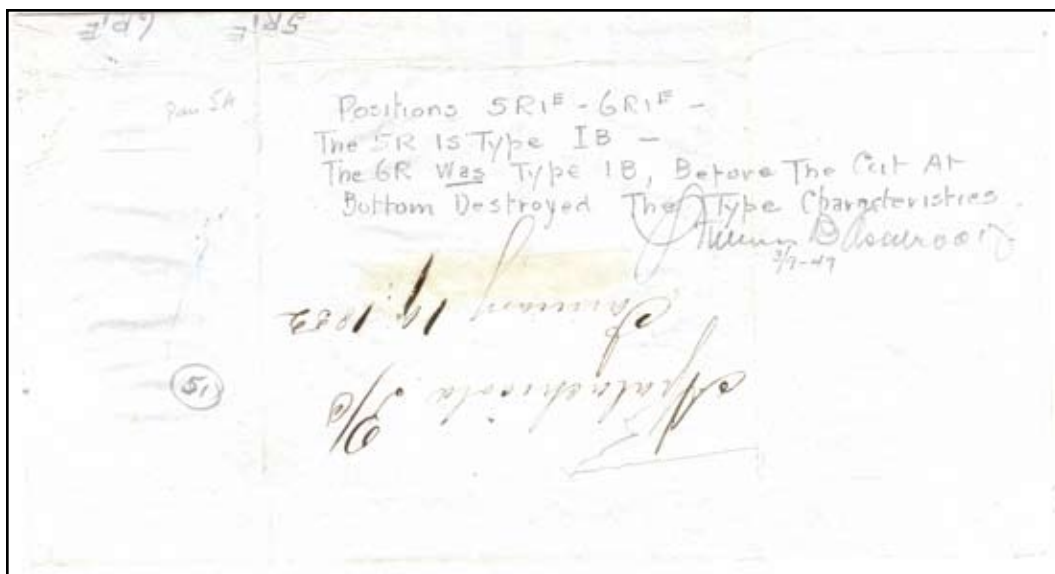


FIGURE 2

Reverse of cover shown in Figure 1 with Ashbrook plating information.

The cover in **Figure 4** has a pair of Type IIIa U.S. #8A tied by blue “APALACHICOLA / FLA” undated postmarks on a March 1, 1852 “prices current” circular. The stamps were plated as Plate IE, but positions were not noted likely due to the close cut at the top of the stamps. The cover in **Figure 5** has a strip of three of Type II U.S. #7 tied by multiple strikes of a “TALLAHASSEE / FLA” postmark with unclear date. The cover is a nice example of a “mourning cover” with black thin border on front and reverse. The stamps are plated as Plate II positions 78-79-80R with a double dot noted at the top right of the middle stamp.



FIGURE 3

Pair of Type II (Scott #7) cancelled by “APALACHICOLA / FLA / PAID/3 MAR 23” blue postmark on March 22, 1852 “prices current” circular.

The cover in **Figure 6** is a nice example of the use of a single 1¢ stamp and strip of three of the 3¢ stamp to make the 10¢ pre-paid rate over 3,000 miles effective April 1, 1855. The cover to Stockton City, State of California is postmarked with a pair of “WARRINGTON / FLA” postmarks but unfortunately the date on the cds is unclear. The Act of March 3, 1855 changed the previous 1851 over 3,000 mile rate of 6¢ pre-paid and 10¢ unpaid to require pre-payment of 10¢. This dates this cover to after April 1855. From my records, the earliest known use of this Warrington postmark is August 27, 1855.

Any readers with additional examples of Florida use of the 1¢ 1851-1856 imperforate stamp on cover are encouraged to submit scans to the author for documentation and to help form a census.



FIGURE 4

Pair Type IIIa (#8A) cancelled by “APALACHICOLA / FLA.” blue undated postmark on March 1, 1852 “prices current” circular.



FIGURE 5

Strip of 3 of Type II (#7) cancelled by “TALLAHASSEE / FLA” postmarks with unclear date on “mourning cover.”



FIGURE 6

Type IV (#9) and strip of three of #11 cancelled by “WARRINGTON / FLA” postmarks on cover to Stockton, California.

More on “Cramlyn” or “Crainlyn” post office question



In the September 2012 issue of the *Florida Postal History Journal* (Vol. 19, No. 3), Niles Schuh asked about this postmark. Mike Wiedemann responded as follows:

“Helbock lists the post office as ‘Cramlyn’, but *Florida Post Offices* by John S. Gallagher lists it as ‘Crainlyn.’ Gallagher’s book also has a map which shows Crainlyn near Duck Key. Both sources have the same years of operation (1908 to 1914). Neither town or post office is listed in my 1900 *Rand McNally Atlas*. I’d say Crainlyn is the correct spelling and Cramlyn is incorrect.”

Safety Harbor Doane postmarks (New Examples)

By Deane R. Briggs, M.D.

As the *LaPosta* State of Florida Doane postmark Coordinator, I have been maintaining a computer census of all Florida Doanes since 1990. This past year a new example for Safety Harbor (**Figure 1**) surfaced and led to a review of the previous recorded examples listed in the late Richard W. Helbock's book *United States Doanes – A Catalog of Doane Cancellations Used in United States Post Offices*. It had been listed as a Type III (1) with current ECU of May 4, 1906 and LKU of August 20, 1908. Several years following Richard Helbock's original publication in 1993, this marking has been changed to a non-standard dial and is no longer considered a Type III Doane (**Figure 2**).

The newly discovered Type II (1) example in **Figure 1** has a 28mm dial and the classic four pairs of thin lined killer bars making it a definite Type II Doane. The (1) in the killer bars represents a post office with annual business of less than \$100. When this device was issued is not able to be determined as this is the first example to surface with this Type II postmark. The date is June 8, 1905, at the end of the time period when Type II Doane devices were supplied by the post office department and just about when the Type III devices were delivered.

The example in **Figure 2** has a Safety Harbor, Florida "composite" non-standard Doane postmark with 27mm dial and four solid killer bars. It was used as a "transit" mark applied on a post card mailed from Wauchula, Flor-

ida to Green Springs, Florida. This is an unusual usage as there is no post office in Florida ever named Green Springs. There is a Green Cove Springs post office in Clay County, but no where near Safety Harbor, which is in Pinellas County. It is very likely that Green Springs is a small town in Pinellas County, too small to have its own post office but near Safety Harbor which services its postal needs. The scan in **Figure 3** confirms this with a post card with the "Spring Pavilion and Bath Houses – Green Springs, Fla." sent to York, Pennsylvania with a

Safety Harbor, Florida August 24, 1907 "composite" Doane postmark (**Figure 4**). The 1917 map of Pinellas County does in fact show a town of Green Springs just south of Safety Harbor (**Figure 5**).

The example in **Figure 6** has the same Safety Harbor, Florida Doane non-standard postmark as the example in **Figure 2**, but used as the origination postmark



FIGURE 1
"SAFETY HARBOR, FLA. JUN 8 1905" Type II (1) Doane postmark, a newly discovered example.

to cancel the stamp. This composite device is actually different from the one in **Figure 2** as it was used five months later and this time has a (7) in the killer bars. This is definitely a (7) as the vertical portion is slightly curved, totally unlike the (1) in **Figure 2**. One can only wonder how a small post office with less than \$100 business could suddenly expand and do \$600-\$700 in so short a time.

This example has always been considered a Type III* (1) and was only examined closely by me for this article and as a consequence has resulted in another change in my Florida Doane census. Now we have three different Doanes from Safety Harbor, only the Type II be-

ing a normally issued device. Any readers with additional Safety Harbor Doanes are encouraged to look closely at the killer bars and please send photocopies to the author to update these new listings in the census.

I now need to know the dates of the latest use of composite (1) as well as any earlier or later use of composite (7) examples. I will list them currently as Type III* (1) ECU May 4, 1906 - LKU September 20, 1907 and Type III* (7) ECU February 14, 1908 - LKU August 20, 1908. I will need a confirmation of LKU to be in fact a Type III* (7), but because of the August 1908 date must assume it to be a (7) and not a (1).

This article goes to show all collectors to look closely at your postmarks and don't just assume that what you have is what is known. You might have a new listing example.



FIGURE 2
“SAFETY HARBOR, FLA. SEP 20 1907” “composite” or non-standard Doane postmark with a Type II dial and Type III (1) killer bars.



FIGURE 3
Spring Pavilion and Bath Houses Green Springs, Florida post card.



FIGURE 4
“SAFETY HARBOR, FLA. AUG 24 1907” weakly struck “composite” Doane postmark from post card in Figure 3.

Additional illustrations on page 8

**FIGURE 5**

1917 Pinellas County map showing location of Green Springs just south of Safety Harbor.

**FIGURE 6**

“SAFETY HARBOR, FLA. FEB 14 1908” “composite” or non-standard Doane postmark with Type III (7) in the killer bars.

The Florida Postal History Society website,
www.FPHSonline.com
 requires frequent updates from our webmaster, Francis Ferguson. The site has a complete downloadable archive of all 20 years of our *Florida Postal History Journal*. This costs money not budgeted in our dues. Special thanks to the Central Florida Stamp Club, The Florida Stamp Dealers Association, and Florida Stamp Shows.com for stepping up as website sponsors!

A Florida-bound plane crash of December 17, 1955

By **Jesse I. Spector, M.D. and Ronald F. Stewart**

An article in the *Florida Postal History Journal*¹ by past president of the Florida Postal History Society, Edward R. Joyce, documented three airplane crashes resulting in recovered letters that had been destined for Florida. One of the incidents involved the crash of a twin engine C-46 transport plane owned by Riddle Airlines carrying mail from New York to Miami on December 17, 1955. A witness to the crash, Mrs. E.B. Middleton, heard the plane circling over the small town of Hollywood, South Carolina with the motor sputtering. The plane smashed into farmland a half mile from Hollywood killing the pilot, George A. Lohr, and co-pilot Richard J. Glendon. The plane had been carrying 4,398 pounds of cargo in 30 to 40 mail bags. The plane was demolished with its cargo, including Christmas mail and packages, widely scattered. Surviving covers were imprinted with two markings as shown:

**DAMAGED IN PLANE CRASH
Hollywood, S.C. 12/17/55**

DAMAGED IN PLANE CRASH

We have come into possession of an additional “crash” cover from this tragedy (**Figure 1**) in the form of a business window envelope from the Metropolitan Life Insurance Company cancelled in New York City on December 16, 1955 and meter cancelled with three cents postage. Flame damage is evident on the lower and left-hand corners of the cover. A magenta 55 mm, two-line handstamp just above the cellophane window is identical to that in Figures 3 and 8 of Joyce’s article.

The Curtiss C-46 Commando (**Figure 2**) was a World War II military transport originally built as a commercial airliner. It would be the largest twin engine transport of that era but was not produced in the large numbers of its counterpart, the Douglas C-47 Skytrain. It would acquire a number of pejorative nicknames including “The Whale,” the “Curtiss Calamity,” the “plumber’s nightmare,” and worst of all among the Air Transport pilots, the “flying coffin.”

Despite the implications as described above, the longevity of this aircraft is remarkable in that it continues in operation to the present time hauling cargo in the Arctic and in other remote regions.

We are pleased to add this cover to the inventory of “crash” covers from this flight.

Endnote

¹ Joyce, Edgar R., “Florida Airmail Crash Covers,” *Florida Postal History Journal*, Vol. 16, No. 1 (January 2009), 11-18.



FIGURE 1

Charred cover recovered from crash of New York to Miami flight in South Carolina on December 17, 1955.



FIGURE 2

The Curtiss C-46 Commando aircraft, originally built as a commercial airliner and used as a World War II military transport.

Florida Spanish American War Patriotic Covers

By Deane R. Briggs, M.D.

A recent article on Florida Spanish American War camps and covers by Yamil H. Kouri, Jr. in the January 2012 issue of the *Florida Postal History Journal* (Vol. 19, No.1), documented several Spanish American War covers. The covers in **Figure 1** and **Figure 2** are reproduced to document two additional designs which are very patriotic in nature.

These were both sold in the Kelleher auction on June 28, 2012. The example in **Figure 1** shows Miss Liberty with a shield, flag and eagle and a picture of Commodore W.S. Schley. It is addressed to New York City. Schley was commander of the Brooklyn and in May 1898 won a very controversial naval battle of Santiago de Cuba. His superior officer was not present at the battle and considered a court marshal for Schley's actions. The press however, praised the victory and considered Schley a hero, thus the patriotic nature of this cover.

The cover in **Figure 2** shows the American shield with two flags and a picture of President William McKinley. It is addressed to New York City and the same recipient as the example in **Figure 1**. Both were mailed on the same day and may have been "philatelic" in nature although both are beautiful Florida examples of unusual Spanish American War covers.



FIGURE 1
"JACKSONVILLE / FLA. AUG 19 '98" machine cancel ties #286 to red, white, and blue Spanish American War patriotic cover with Commodore W.S. Schley design.



FIGURE 2
"JACKSONVILLE / FLA. AUG 19 '98" machine cancel ties pair of Scott #285 to red, white, and blue Spanish American War patriotic cover with President William McKinley design.

The cover in **Figure 3** is a recent addition to my collection and is a variation of the normal all over flag patriotic cover. It also has a Camp Cuba Libre, Jacksonville, Florida printed area for soldier's endorsement. The enclosure talks about a local jeweler selling an alligator tooth mounted in solid gold with a gold chain for \$5.00. You might get a plastic one for that today.



FIGURE 3

“JACKSONVILLE / FLA. JUN 27” (1898) machine cancel ties 2¢ banknote to all over flag patriotic cover. It is from “Camp Cuba Libre.”

OUR ANNUAL MEETING SET FOR SARASOTA ON FEB. 2!

The Florida Postal History Society will host its annual meeting on Saturday, February 2 at the Sarasota National Stamp Exhibition. The meeting will be held in conjunction with the United States Philatelic Classics Society, and will begin at noon. The meeting should last about two hours and will be held in the Bayfront Room.

The stamp show will be held at the Sarasota Municipal Auditorium, 801 N. Tamiami Trail (Highway 41). The gathering will begin with short board and membership meetings of both groups. These meetings

are open to the public and will conclude about 12:30 p.m. Deane R. Briggs will give a presentation titled “Florida Stampless Postal History, 1763-1861” beginning at 12:30 p.m.

Florida Postal History Society members do not have to attend both the business meeting and presentation, but are encouraged to do so if they desire.

It will also be a good opportunity to visit exhibits and dealers’ tables, which are an important part of the annual stamp show.

See you there!

The Key Biscayne Lighthouse

By Charles W. Rice

The following article was submitted for publication in the Florida Postal History Journal by the author prior to his untimely death in 2012. Charlie was a prolific writer on Dade County history, with many articles published in Tequesta as a member of the Historical Society of Palm Beach County. He was especially interested in the history of the Seminole Wars and actions that took place in the Dade County area. He had personally helped me with research I did on the history of Fort Dallas and the Miami post office. At the end of the article, I have added some editorial content related to the postal history of the area as well as covers from my collection.

Deane R. Briggs

The Cape Florida lighthouse sits on the southern tip of Key Biscayne in Dade County, Florida. It was built in 1825 and operated with several interruptions until 1878. In 1978, it was put back into use.¹ The structure was originally built with brick walls that were five feet thick at the bottom and tapered to two feet near the top. Its purpose was to mark a reef about four miles offshore and to mark the nearby Florida Channel, which is the deepest natural channel into Biscayne Bay.²

At the beginning of the Second Seminole War in 1835, Indians were attacking South Florida settlers. They massacred the Cooley family at their plantation on the New River near Fort Lauderdale.³ Two families escaped and spread the alarm to the mouth of the Miami River, where William English employed about 25 people on his farm. When news of the massacre reached the settlers along the Miami River, they sailed across Biscayne Bay, seeking safety around the lighthouse. However, they soon learned that they were still not secure from Seminole attacks, so they left for refuge in Key West. Captain John H. Duke lived with his parents about three miles up the Miami River. He recorded the events of the evacuation.

“(W)e were called up by two negro men from the farm below, giving the alarm that the Indians were

massacreing (*sic*) the people in the neighborhood. Everybody left their homes in boats and canoes for the Biscayne (Cape Florida) light-house. On arrival there a guard was formed and kept until vessels could be obtained to carry the families to Key West.”⁴

The lighthouse keeper was Captain John Dubose. His family was among those who went to Key West seeking protection.⁵ In January 1836, U.S. Navy Lieutenant George Bache had arrived from Key West with a work crew in anticipation of an Indian raid. They fortified the lighthouse by boarding up the ground floor windows and reinforcing the door. On July 18, 1836, Captain Dubose departed to visit his family in Key West. He left his assistant, John W. B. Thompson, in charge of the lighthouse and its operation. Thompson was aided by a black helper named Aaron Carter.⁶

During Dubose’s absence, the feared Seminole attack occurred. A party of 50 or 60 Indians armed with rifles struck at around 4 p.m. on July 24, 1836. Thompson and Carter were in the adjacent dwelling house when the shooting started and they had to sprint through a rain of gunfire to get to the lighthouse. Several rounds pierced Thompson’s clothes before they made it inside. He managed to lock the reinforced door just as the attackers tried to pull it open.

The besieged men shot at the Seminoles through upstairs windows. That kept the warriors at bay for the rest of the afternoon, but their tormentors were able to approach the tower during the night. They set fire to the heavy wooden door and the boards covering the lower windows. Lamp oil for the light was stored in tin tanks on the ground floor and it burst into flames from the fiery door. The heat from the blazing oil forced Thompson and Carter to retreat to the narrow ledge that circled the light at the top of the tower. The fire funneling up through the structure was so hot that the glass panes and lighthouse lenses exploded. The trapped men’s clothes became scorched as they were licked by flames pouring through the trap door to the ledge. Carter was shot five times and died. Thompson was hit in his feet and ankles. The bricks on which Thompson was sprawled

Continued on page 14

became so intensely hot that he insulated himself from roasting to death by crawling on top of Carter's body. In a last desperate attempt to survive, Thompson pushed a keg of gunpowder down into the lighthouse with the hope that an explosion would smother the fire. An enormous blast shook the tower, nearly killing him, but his gamble worked and the fire died.

The Indians wanted to make sure that their victims were

dead, so they tried to get to the top of the lighthouse by climbing its lightning rod. However, after ascending 40 feet, part of the conductor gave way. When they saw that Thompson and Carter

remained motionless, they assumed that both were dead and abandoned any further attempts to reach them. Thompson, however, was still alive. He watched the Seminoles loot and torch the dwelling house and several small outbuildings. Then they loaded their plunder into boats and departed.

The U.S. Navy sloop *Motto*, commanded by Lieutenant Thomas J. Leib, passed nearby the next morning. The sailors saw the smoking buildings and launched a party to reconnoiter the area. After beaching their landing craft, they discovered Thompson on top of the lighthouse. He was badly burned and immobilized from the gunshot wounds. Numerous attempts were unsuccessfully made that day to rescue him from his loft perch

with the inadequate equipment aboard the launch. Consequently, the suffering Thompson had to be left on the ledge for another night while the sailors returned to their ship for more supplies.

He was rescued the succeeding day after the crew returned with grappling equipment and long ropes. They rigged a sling to lower him down. They also buried Carter.⁷ Nothing remained of the lighthouse but the brick walls

and iron lantern. Thompson was taken to the hospital in Key West and was still recuperating in August, when the *Motto* sailed away on a new mission.⁸ After Thompson was discharged from the hospital,



FIGURE 1
*Photography from the collection at "History Miami"
at the Historical Museum of Southern Florida.*

he wrote: "I must not omit here to return my thanks to the citizens of Key West, generally, for their sympathy and kind offers of anything I would wish that it was in their power to bestow. Before I left Key West two balls were extracted, and one remains in my right leg, but since I am under the care of Doctor Ramsey, who has paid every attention to me, he will know best whether to extract it or not. These lines are written to let my friends know that I am still in the land of the living, and am now in Charleston, S.C., where every attention is paid me. Although a cripple, I can eat my allowance and walk without the use of a cane."⁹

The Seminole attack on the lighthouse set the stage for the establishment of Fort Dallas at the mouth of the Mi-

ami River later in 1836 at the direction of the Secretary of the Navy, Mahlon Dickerson, to Commodore Alexander J. Dallas. It was one of three Southeast Florida forts built to protect local citizens and to serve as staging areas for expeditions against the Indians. The others were Fort Jupiter near the junction of the Loxahatchee and Jupiter Inlet and Fort Lauderdale at the mouth of the New River.¹⁰

The damaged lighthouse at Cape Florida served as an important landmark and rendezvous for the Navy's Florida Squadron during the Second Seminole War. There were nine vessels in the squadron supplemented by 140 canoes used for expeditions into the Everglades. Marines from the squadron garrisoned Fort Dallas. The Second Dragoons under Col. William S. Harney were based on Key Biscayne near the lighthouse. Harney soon avenged the Indian attack on the lighthouse, when these troops under his command launched a successful expedition into the Everglades and killed the feared Seminole leader Chief Chekika.¹¹

Endnotes

¹ See website http://en.wikipedia.org/wiki/Cape_Florida_Light (accessed February 22, 2012).

² Joan Gill Blank, *Key Biscayne* (Sarasota: Pineapple Press, 1996), 28-32.

³ George E. Buker, *Swamp Sailors* (Gainesville: University Press of Florida, 1975), 17.

⁴ Charles M. Brookfield, "Cape Florida Light," *Tequesta* 9, 1949, 6-7.

⁵ *Op. cit.*, Blank, 39-41.

⁶ *Op. cit.*, Buker, 19.

⁷ Jacob Rhett Motte, *Journey into the Wilderness: An Army Surgeon's Account of Life in Camp and Field during the Creek and Seminole Wars 1836-1838*, ed. James F. Sunderman (Gainesville: University of Florida Press, 1953), 226-229.

⁸ *Op. cit.*, Buker, 31.

⁹ *Op. cit.*, Brookfield, 9.

¹⁰ Nathan D. Shappe, "Fort Dallas and the Naval Depot on Key Biscayne, 1836-1926," *Tequesta* 21, 1961, 19.

¹¹ *Op. cit.*, Brookfield, 11.

The Philatelic Perspective

By Deane R. Briggs, M.D.

Second Seminole War postal history from Forts Dallas, Lauderdale and Jupiter is limited entirely to military mail, almost all of which was carried by military courier to functioning post offices often hundreds of miles away. The proximity to Key West and the U.S. Navy squadron serving the Biscayne Bay area

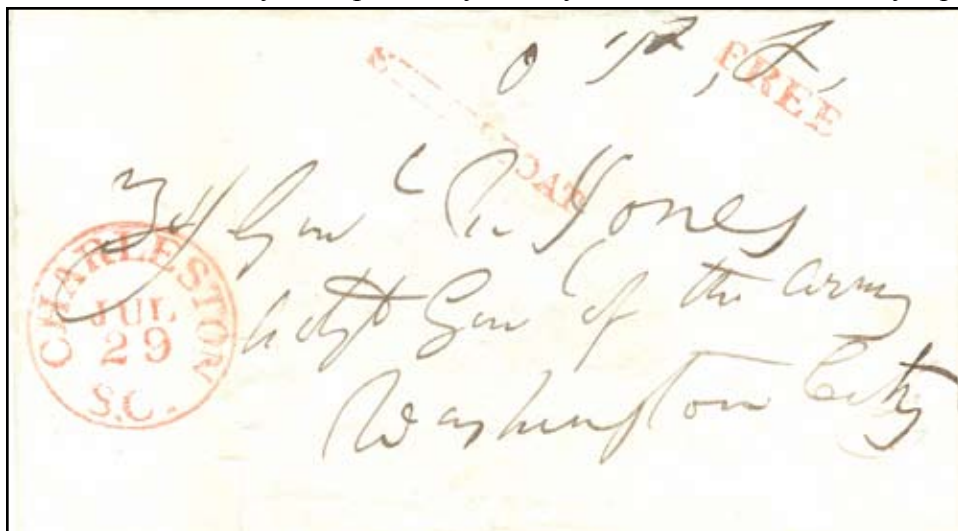


FIGURE 2

"CHARLESTON / S.C. JUL 29" (1841) postmark on cover datelined Fort Dallas July 21, 1841.

would lead one to think that Key West would be where most of this mail was postmarked. Actually, the only post office in the Florida Territory known to postmark mail from these forts was St. Augustine. There are actually a fairly large number of covers known from these Seminole War forts, many in the archives in the Smathers Library at the University of Florida. I was recently fortunate to spend a day reviewing over 50 folios filled with these letters from just one correspondence. Most of these were daily or weekly reports of activity from forts and

Continued on page 16

small camps throughout Florida relating to troop activity. Most of these archival examples are well datelined and directed to General Thomas S. Jessup at Tallahassee who commanded the troops in Florida at this time. No new or unusual postmarks were noted but many new fort or camp datelines were noted. These letters are, of course, unavailable to collectors but do show that a lot of mail was handled to and from Florida Seminole War forts.

The cover in **Figure 2** is an example of the type of covers available to collectors. It was sent, as are many, to Adjutant General John P. Jones in Washington and relate to military service and pay matters. This cover entered the mails at Charleston, South Carolina only a week after being written. It was there that the “STEAMBOAT” and “FREE” markings were applied. My records show that Fort Dallas was established in January 1838, but may have been a camp or troop garrison in 1836 for local settler protection as mentioned in the Rice article. Most mail to or from Fort Dallas entered the mail at St. Augustine and at Miami after the establishment of the Miami post office on February 18, 1850.

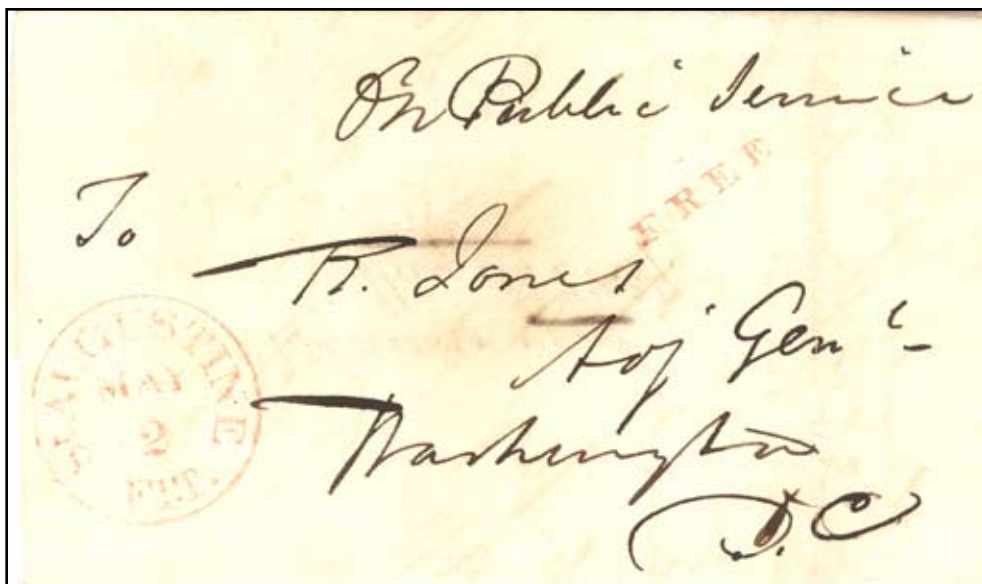


FIGURE 3
“ST. AUGUSTINE / FL.T. MAY 2 (1839) postmark on cover datelined Fort Lauderdale E. Florida April 2, 1838.”

Fort Lauderdale was established on February 14, 1839, but may also have been a garrison earlier. **Figure 3** is a cover datelined Fort Lauderdale E. Florida April 2, 1838. It entered the mail at St. Augustine on May 2, a month later, illustrating the infrequency of military courier delivery over long distances with no roads. Fort Jupiter



FIGURE 4
“Indian Key Flor. / Nov. 17” (1839) red manuscript postmark with “Free” rate.

was not established until the Third Seminole War on February 21, 1855. There was a Camp Jupiter which was established during the Second Seminole War on March 30, 1838, and mail is known from Camp Jupiter posted at St. Augustine. I have no examples from Camp or Fort Jupiter in my collection.

The first post office in Dade County was Indian Key which was established on February 9, 1835, and functioned as the county seat. The post office closed on May 29, 1843, and until the

Miami post office was opened on February 18, 1850, no post office serviced Dade County. During the 1843-1850 period mail must have been handled through the Key West post office or by the St. Augustine post office. The cover in **Figure 4** is one of three recorded examples from Indian Key and is endorsed by the postmaster Charles Howe. A post office was established farther north at Key Biscayne on November 14, 1839 and functioned only until January 15, 1842. No postal history is recorded from this post office which was located near the site of the Cape Florida lighthouse, but was accessed only by boats from Key West with no regular mail service.



FIGURE 5

1856 cover from La Spezia, Italy addressed to Fort Dallas, Miami post office, via Key West.

The cover in **Figure 5** is a most interesting usage to Fort Dallas from Italy via Havre which entered the mails at New York where an unpaid ship 5 mark was applied for delivery to Fort Dallas via Key West and the Miami post offices. It was then forwarded to Brownsville, Texas with an additional "Forwarded 3 rate + 5 = 8" in manuscript. There is no postmark to definitely determine from where the letter was forwarded, but it was likely Miami and not Key West. This is a Third Seminole War cover addressed to Lieut. Wm. M. Graham.

The Miami post office was closed on June 9, 1870, with mail handled at the newly opened post office at Biscayne on June 10, 1870. The Biscayne post office was located a few miles north of Miami and not at the site of the earlier Key Biscayne post office. The Biscayne post office serviced Dade County exclusively for 2½ years until the Cocoanut Grove post office was established on January 6, 1873. The Miami post office was not reestablished until September 22, 1874, and then by the name Maama (probably a misspelling on the official postal records). The cover in **Figure 6** is from the 1870-71 period and is the earliest known example from Biscayne. It was once in the Bruce Ball collection.

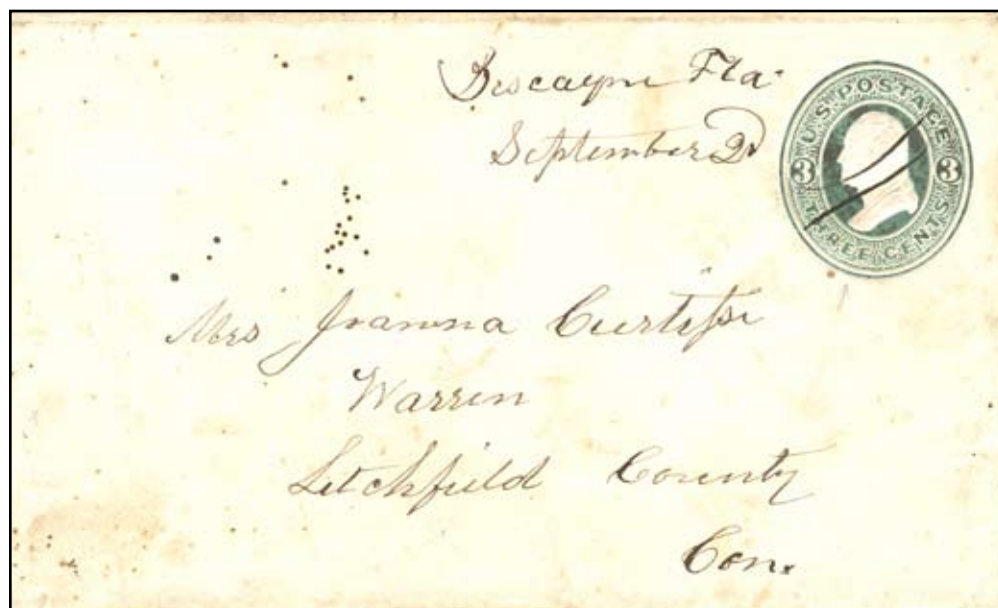


FIGURE 6

"Biscayne Fla. / September 2nd" manuscript postmark on 3¢ #U82 entire.

Henry Grossman, another early Florida stamp dealer

By A. Stephen Patrick

At the recent FLOREX, I was checking with Michael Wiedemann for Florida postal history when he showed me the illustrated cover. The sender is Henry Grossman, "DEALER IN STAMPS, CURIOS, NOVELTIES," St. Augustine, Fla. The postmark is from Tampa, Florida on December 10, 1898, making Grossman another early Florida stamp dealer.

In researching Mr. Grossman, I found him as a member of American Society of Curio Collectors in 1906. The organization included collectors of fossils, botany, coins, and Native American artifacts, but specifically informed stamp collectors to go to their own societies. Despite that fact, their journal had an article on collecting postmarks, advising to cut a

rectangular strip including the circle and the "smudge," but "pay no attention to the postage stamp, unless it is a valuable stamp."

Another Grossman reference is that in 1905, he sought Patent #37,645 for an "ornamental hand bag." The drawings showed a bag made of alligator skin with some models having claws dangling.

Another article told of him receiving acclaim at national fairs for his designs. In 1903, he started the Grossman Leather Company in New York that seemed to have some success making and selling his handbag designs. There was nothing more about his stamp dealing,

but the cover shown in *Figure 1* was sent from Tampa to Charleston, South Carolina, and is just a tantalizing hint about this interesting man.



FIGURE 1

Cover with corner card of Henry Grossman, a St. Augustine stamp dealer in the late 1800s.

Dr. Briggs exhibits at 7th annual Postal History Symposium

Dr. Deane Briggs was asked to display his Florida Confederate postal history collection at the 7th annual Postal History Symposium at the American Philatelic Society's headquarters in Bellefonte, Pennsylvania. He is shown here with some of the exhibit.



1887 Lake Charm DPO Postal Card

By Todd A. Hirn

Lake Charm is a discontinued Orange County post office that was open for less than one year. The village is located about 15 miles northeast of Orlando near Oveido. Established on September 15, 1886, the office was closed on May 28, 1887. Lake Charm's postmaster was Thomas J. Lawton, who ran the post office out of his store.

A roadside marker placed in the area by the Museum of Seminole County History gives an excellent history of Lake Charm and the full text is reproduced here:

Walter & Mattie Gwynn settled here in 1868. Walter was the comptroller for the State of Florida from 1861-1865. Their daughter Martha named the lake because of its beautiful setting, providing her with healing properties, thus it was "charmed."

In the early 1870s Dr. Henry Foster, from Clifton Springs, New York, began to plant groves in the area and persuaded friends to build homes on Lake Charm. In 1880 Dr. Foster built the Lake Charm Memorial Chapel, which still stands today as a private residence at 6007 Lake Charm Circle. For more than 20 years eminent clergymen were invited to preach at the chapel during the winter.

The adjacent parsonage later became the private home of James H. and Laura Lee, early pioneers who arrived in 1874 at Lake Jesup and then Lake Charm. Many of their descendants still live around the lake to-

day.

There are three other homes from that era that stand today. M. E. Owens built at 6179 Lake Charm Circle in 1882. Calvin Whitney, president of Chase Piano Company, New York, built at 6297 Lake Charm Circle in 1886 and Methodist Bishop Linde at 6235 Lake Charm Circle about 1880.

This resort area flourished in the 1880s. For a few months in 1886 Lake Charm even had its own post office at Thomas Lawton's store in "Lawtonville," about

a quarter mile south. O.H. Brewster had a large hotel on the northeast shore about 1887. In 1888 the landowners, organized as the Lake Charm Improvement Company, encircled the lake with one of the first paved sidewalks in Central Florida.

However, the Great Freeze of January 1895, coming in the wake of the national panic of 1893, ended Lake Charm's time as a resort.

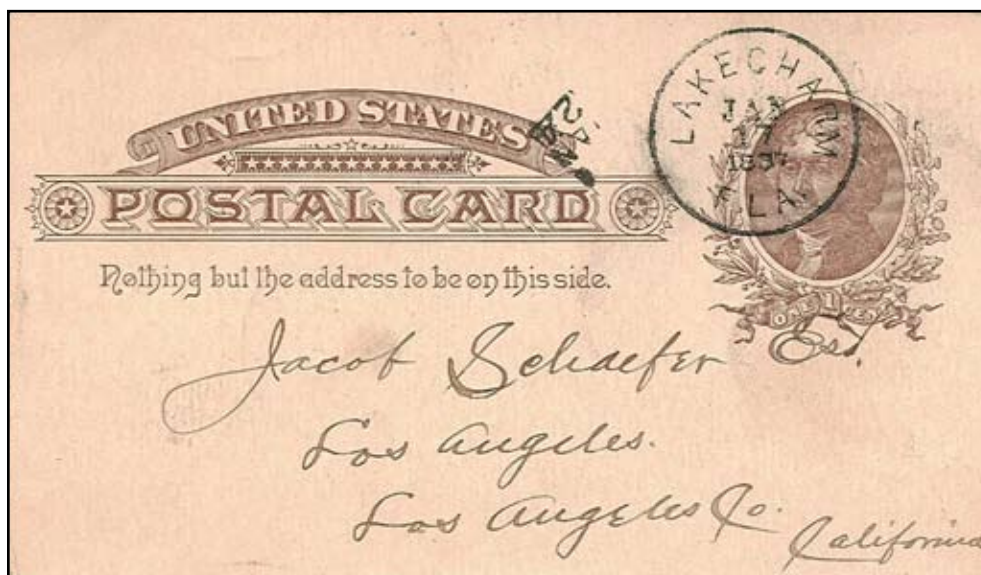


FIGURE 1

Scott #UX8 postal card with "Lake Charm Fla Jan 17 1887" postmark.

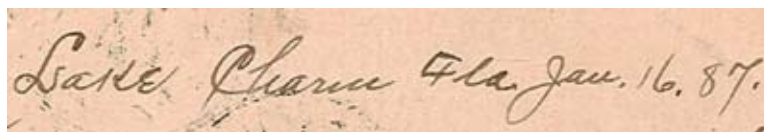


FIGURE 2

"Lake Charm Fla. Jan. 16. 87." dateline

Endnotes

John S. Gallagher, *Florida Post Offices, The Depot, Lake Grove, Oregon*, 1997, p 134.

Internet website: "Lake Charm - Florida Historical Markers on Waymarking.com" http://www.waymarking.com/waymarks/Wm1V4T_Lake_Charm.htm . Accessed December 11, 2012.

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