

FLORIDA POSTAL HISTORY JOURNAL

Promoting Philately in the Sunshine State



Vol. 23, No. 1

January 2016

Whole No. 61

Behind the postmark: Trilby, Fla.

By Jack Malarkey

As many have asked, what's in a name? Could the name we bestow upon a child or a place affect its final destiny? And what if the place had many different names over time? When Pasco County was still a part of Hernando County (before 1887), William McLeod acquired 160 acres in the northeastern sector near the Withlacoochee River, known as McLeod Settlement.¹

Somewhere slightly north of this vicinity, it is noted, a post office was established (June 10, 1880) at a place called Pinan, with William McLeod as postmaster.² Where, in the 1880s of rural Pasco County, Florida, can the name Pinan have originated and why did it go away? Today it is the name of a town in the Philippines, and it is the term for a certain martial arts technique. Could Pinan have been some early settler's name? We only know that Pinan was discontinued March 30, 1881, leaving little documentation or other trace of its existence. Was the town of Pinan real or like Atlantis, just a colorful myth?

In 1885, a second post office was established called McLeod in what was still known as Hernando County. A train depot called Macon was already located there.³ Three weeks later, the entire community, and the post office became known as Macon, thereby causing great confusion for postal customers, whose mail was frequently sent to Macon, Georgia. On June 2, 1887, the settlement known as Macon became a part of the newly formed county of Pasco.⁴

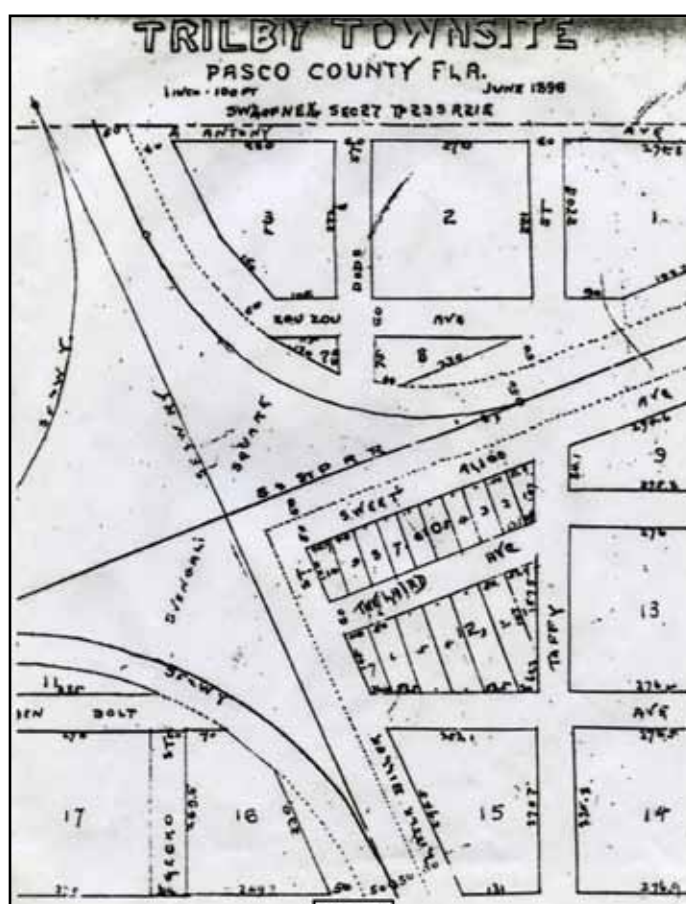


Figure 1
A proposed land plat showing streets named for characters in the duMauier novel, Trilby.
Courtesy of Scott Black.

In 1887, Russian national Peter Demens was building a narrow gauge railroad to run from Sanford, in Central Florida, to St. Petersburg on the Florida West Coast. He used the Macon Railroad Depot as a stopping place

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along the way. Alas, Demens ran short of funds, and the railroad fell into receivership.⁵

The Plant System purchased the line and made great improvements. Macon was not yet much of a village when the Plant System relocated the depot close by, thereby changing Macon's destiny. Pioneer railroad magnate H.B. Plant was asked to name the new village surrounding the depot he had built at the crossing of his two railroads. His reply, "Trilby."

But why Trilby? Because the Plant family, after reading the popular novel, *Trilby*, by George du Maurier, was both touched and intrigued by the heroine of the story, Trilby O'Ferrell. Trilby was a good natured, spirited lass -- maybe a bit too free spirited, but much loved by all who knew her. After capturing the hearts of her many friends, and the deep love of Little Billie, Trilby fell under the hypnotic spell of the evil Svengali, and ultimately died of a broken heart.



Figure 2

An undated photograph of Railroad Street in Trilby. The post office is on the left. Courtesy of Scott Black.

The notion of naming the town after a fictional character brought much acclaim to the town of Trilby, with acknowledgment from as far away as California (the *Los Angeles Herald*, May 30, 1887), and the *Decatur Daily Review*, March 20, 1898, which wrote about a production by a Jacksonville real estate firm, using associates dressed as characters from the book. Trilby, Little Billie, Taffy, The Laird and Svengali, all dressed in character, would greet travelers on the platform, promoting Trilby's charm and hoping to sell some real estate. Old plats show streets platted with names of du Maurier's characters (see **Figure 1**).

Although word of Trilby's name change had no doubt reached Mr. du Maurier, a friend of his, Shakespearean Scholar Horace Howard Furness, after visiting Trilby, conspired with Mr. Wrenn, manager of the railway line, to mail a letter to du Maurier bearing the Trilby postmark. A response was quickly sent by George du Maurier to Mr. Wrenn, expressing his feeling of honor at having become "godfather" to the beautiful town of Trilby.⁶



Figure 3

A photograph of the current Trilby Post Office. Courtesy of Scott Black.

The Macon Post Office continued well after the Atlantic Coast Line Railroad changed the community's name to Trilby.⁷ Finally on January 17, 1901, the post office name was changed to Trilby. Macon had diminished while Trilby thrived, becoming the largest town in Pasco County. It boasted of a pharmacy, hospital, banks, a bottling company, hotels and boarding homes, the post office, and a 24 hour restaurant.

The railroad yard was the third largest in the state, and the business section boasted of electricity.

Continued on page 4

Growth and prosperity seemed quite evident (see **Figure 2**).

Then, like a Greek tragedy, in May 1925, a fire broke out at Bradham's Dry Goods. Unlike Chicago's recovery from Mrs. O'Leary's cow's fire, Trilby never fully recovered from Mrs. Bradham's faulty chimney flue. To paraphrase the lyrics of a Joni Mitchell song, at least they didn't destroy paradise by building a parking lot.⁸

In Trilby's heyday, 12 to 14 trains a day stopped there. During World War II, 55 trains a day passed over Trilby's tracks. Local women made sandwiches for the troops from South Florida. Ringling Brothers stopped to water the circus animals there.⁹

The Atlantic Coast Line Railroad merged with Seaboard Air Line Railroad. Then in 1976, Seaboard discontinued service to Trilby, removing the tracks and leaving the little depot discarded and somewhat out of place. Fortunately, in about 1977, the historic Trilby depot found a new home, seven miles south at the Pioneer Museum in Dade City, Florida. Today, the peaceful community of Trilby, unlike its tragic namesake, lives on, with several small businesses, churches, many longtime residents, and a post office (**Figure 3**). An example of a Trilby postmark from 1908 is shown in **Figure 4**. To date, I have found no Pinan or Macon postmarks, and what, I wonder, became of du Maurier's letter?



Figure 4
A 1908 Trilby postmark.
From the Malarkey Collection.

Footnotes & Bibliography

The History of Pasco County, Florida: <http://fivay.org/pasco1.html>, maintained by Jeff Miller, is a compilation of various articles, with individual references below:

¹ Carol Jeffares, "Trains Just Pass by Trilby Stop," *The Tampa Tribune*, October 29, 1983.

² John S. Gallagher, *Florida Post Offices*. (Lake Grove, Oregon: The Depot, 1997), p.72.

³ Jeff Cannon, *The History of Pasco County, Florida* at website <http://fivay.org/pasco1.html>.

⁴ Charlotte Tyre, *History of Trilby, East Pasco's Heritage*. (Dade City, Florida: First Baptist Church of Dade City, 1976), Chapter 39.

⁵ Carol Jeffares Hedman, "Prosperity In Trilby Was destroyed By Fire," *The Tampa Tribune*, August 14, 2001.

⁶ Horace Howard Furness, "Letter to the Editor," *The Critic, A Weekly Review of Literature and the Arts*, (New York: The Critic Company), October 31, 1896, p. 270.

⁷ J.A. Hendley, *The History of Pasco County, Florida* at website <http://fivay.org/pasco1.html>.

⁸ Joni Mitchell, "Big Yellow Taxi," *Ladies of the Canyon* (New York, New York: Siquomb Publishing Company), April 1970.

⁹ Scott Black, Trilby historian: Conversation with Jack Malarkey, September 2, 2015.

Endnote

Technical support and editing by Pat Malarkey-Stallard.

The Haulover Canal of North Merritt Island

By Deane R. Briggs, M.D.

The area of land to the east of the Indian River and north of Merritt Island in Brevard County has a long and storied history dating back 2,000 years. Timucua Indians are known to have habituated the higher lands two miles north of the Haulover Canal in the Shiloh area. Remains of multiple burial mounds associated with villages exist with two dating to 800-900 AD.¹ The Elliott Plantation dating to the late 1760s was the southernmost and earliest British Colonial period sugar plantation in North America and ruins of the sugar factory, slave villages, a blacksmith's shop and overseer's home remain today. In 1843, Douglas D. Dummitt settled just south of the Haulover Canal at Allenhurst and planted citrus groves. By 1867, his groves were the largest in the state. As late as 1926 some 50 of the original trees could still be found with a height of 30 feet.² Shiloh later became a major trade center for citrus and included the Shiloh Fruit Packing Company. Indian River citrus continues to be sold worldwide and is regarded as the top quality of Florida citrus.

Native Americans, explorers and early settlers hauled or carried canoes and small draft boats over a narrow strip of land connecting the Mosquito Lagoon with the Indian River. It eventually became known as the "haulover."

Spaniards visited the area in 1605 and slid boats over the ground covered with mulberry tree bark. Early settlers used

rollers and skids to drag schooners across. In 1824, James Gadsen, the U.S. Army's first chief engineer in the territory, surveyed the coast of Florida to determine the possibility of building a military road south to the tip of Florida.³



Figure 1
"Haulover Fla 11-20-86" manuscript postmark on two-cent entire to Matanzas, Fla. with enclosure datelined "Dredge Chester."

His report rejected building a road, but he endorsed construction of a canal at the Haulover. Fort Ann was established in 1837 during the Second Seminole War to protect "the haulover" from Indians and to carry military supplies. General Thomas S. Jesup, in charge of the military campaign against the Seminoles from 1837-1838, argued in October 1843 that a waterway connecting the Matanzas and Halifax rivers could be constructed at comparatively little cost and that a short canal to the south connecting the Mosquito Lagoon and the Indian River could be opened with no more than two locks. In 1844, Lieutenant Jacob Edward Blake conducted another survey of "the haulover" and recommended building a canal 725 yards long with 12-foot, eight-inch

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square poles placed 12 feet apart with two inch planks riveted to the poles to strengthen them. The canal bottom would be covered with two inch planks to “render the whole free from liability to fill up and make the canal at all times passable.”²⁴ Although Congress appropriated \$1,500 to cut the canal, actual work would not be started until 10 years later.

Figure 1 shows an 1886 Haulover manuscript postmark to Matanzas, Florida.

In 1854, just before the Third Seminole War, U.S. Army engineer Lieutenant Horatio G. Wright (**Figure 2**) led the digging of the original Haulover Canal, eight feet wide at the bottom, 12 feet wide at the surface and two feet deep. Unfortunately, by the end of the Civil War, this canal became nearly impassable with sand and silt due to lack of maintenance. In 1868, the Florida legislature, without available funds, began granting public land to private individuals to foster development. Five canal companies were created including the Southern Inland Navigation Company headed by William Gleason. The state deeded nearly 1.4 million acres of public land to Gleason’s company until a federal judge voided the transfer.



Figure 2
Lieutenant Horatio G. Wright.



Figure 3
General Quincy Adams Gillmore

General Quincy Adams Gillmore, (**Figure 3**) an army engineer in Florida from 1869-1884, had his assistant J. Francis LeBaron survey the Haulover Canal in August 1881. He found that despite having been privately re-dug some years earlier, the canal could only accommodate boats 11 feet wide that drew no more than 16 to 18 inches of water.

On March 8, 1881, Florida legislators authorized the formation of the Atlantic and Gulf Coast Canal and Okeechobee Land Company of Florida to drain a large expanse of the Everglades and develop an Atlantic intra-coastal waterway. The company, controlled by Hamilton Diss-ton, eventually dredged and reclaimed millions of acres of swamp land in the center of the state, but they never embarked on construction of the intra-coastal waterway. In May 1881,



Figure 4
Early dredges were made of steel buckets attached to continuous steel chain.

several St. Augustine residents, headed by Dr. John D. Westcott, incorporated the Florida Coast Line Canal and Transportation Company. By the end of 1884, this canal company had completed 20 miles of dredging with two dredges at a cost of \$130,000, nearly equaling the entire Florida government budget of \$196,000 for that year. These dredges were crude steel bucket dredges with 4x6 foot buckets attached to a continuous steel chain (**Figure 4**). The dredges were in need of constant repair as the chain would break or the buckets would tear away. **Figure 5** shows another type of dredge used to make dry cuts in shallow water. The poles at the corners were driven into the ground and the A-frame supported the dipper to dig out dirt and rock and deposit it on the side of the cut. The 30 mile cut near St. Augustine between the Matanzas and

Halifax Rivers took 30 years to complete, with 50-80 men working ahead of the dredge to break up the hard ground and remove trees to allow the buckets to dig.

Figure 6 shows a later style dredge working on the Matanzas-Halifax cut in 1900 and **Figure 7** shows President Theodore Roosevelt on a dredge in 1906.

A new Haulover Canal, located a mile north of the original “haulover,” was cut and dredged by the end of 1885 (see **Figure 8** and **Figure 9**). By September 1890, an additional 134 miles of dredging from the west end of Haulover Cut to Jupiter had been completed. By 1891, the canal company had completed the cutting of the Haulover and Oak Hill canals,

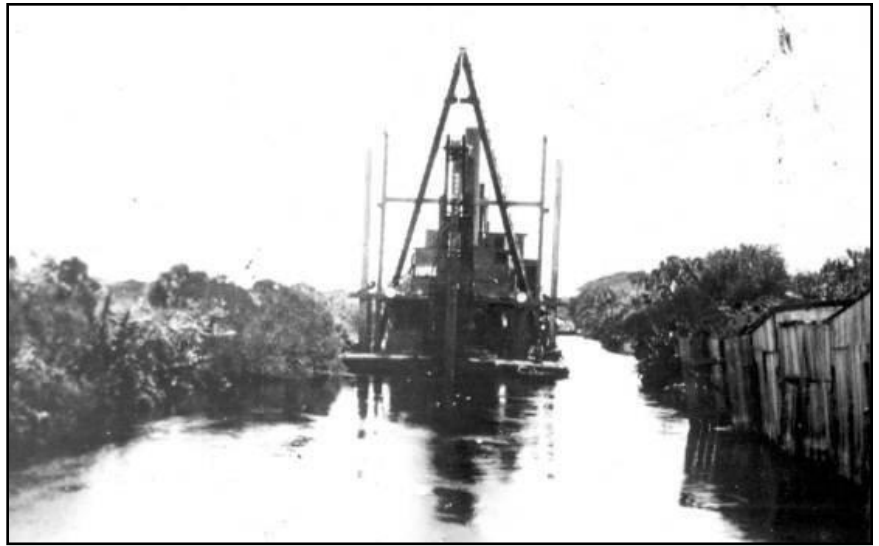


Figure 5

This is another type of early dredge used to make dry cuts in shallow water.

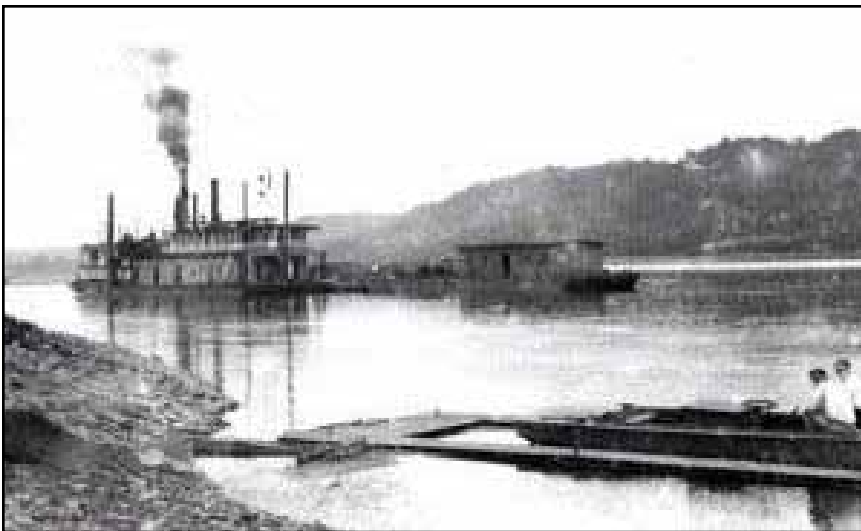


Figure 6

This early photograph shows a later style dredge working on the Matanzas-Halifax cut in 1900.



Figure 7

President Theodore Roosevelt on a dredge in 1906.

before which time produce between the Halifax and Indian Rivers could not be transported. Between 1891 and 1897, the canal work began on the reach between Jupiter Inlet and Lake Worth. This canal company went on to successfully dredge the majority of the Intracoastal Waterway to a depth of three feet and a minimum width of 30 feet.

The enclosure which was enclosed in **Figure 1** was from James DuPont and datelined: “‘Dredge Chester’ / Nov 19th 86.” This letter is very informative giving a first-hand account of what went on during the dredging of the new Haulover. Portions of the enclosure read:

I am still on the Dredge and am doing the firing too. We have not done any digging for more than a week for Capt. Warren is not well. He had one of his feet frozen last winter and it is what is a bothering him but I guess we will be ready to work in a few days and I think it will take us three months more to finish

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here and our next program is to get back to Oak Hill and widen the cut there. There is a current running at the rate of five miles an hour through the "new" Haulover and has washed out a foot deeper than it was dug.

From this account it appears that work on the new Haulover required several years to complete. A second letter in the correspondence postmarked December 28, 1886 is shown in **Figure 10**. It was datelined: "Dredge 'Chester' / Christmas Day" and tells of more delays in the dredging process.

I am well and still on the Dredge yet but have not done any digging for some time first the main shaft got bent and we had just got it straightened when the boiler gave out and now the boiler makers are at work a patching it and I guess they will get through next week.

By 1892, the dredge *Chester* had completed work on the waterway down to Lake Worth. *The Florida Agriculturist* reported on December 21, 1892, "Chief Engineer G. Trevor Spencer, of the Coast Canal Company, and Capt. McCullough, of the dredge *Urie*, were in this week,

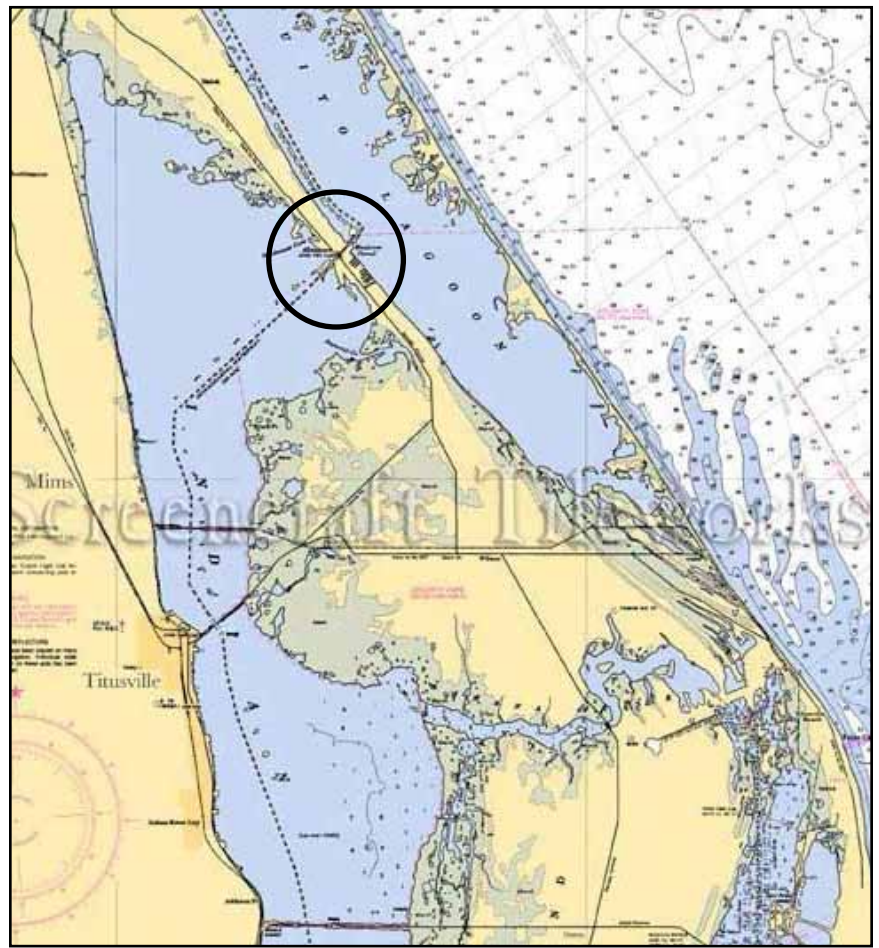


Figure 8
The "new" Haulover Canal connecting Mosquito Lagoon with the Indian River.

and reported the work on the canal as progressing fairly well. The dredge *Urie* is over a mile this side of the rapids in Lake Worth Creek, and is following the dredge *Chester* to widen and deepen the first cut."⁵

By the end of February 1912, the canal company had spent \$3,004,259 and had begun to charge tolls for use in an effort to recoup costs. The company also began to sell land for development. **Figure 11** shows the toll charges for various portions of the canal waterway. Col. Gilbert A. Youngberg, Florida Chief of the Army Engineers, began an effort to get the federal government to take over the entire Atlantic coastal canal system and lobbied Florida to release its claim to the canals. On December 3, 1929, the canal had been purchased by the federal government and management transferred to the United States Corps

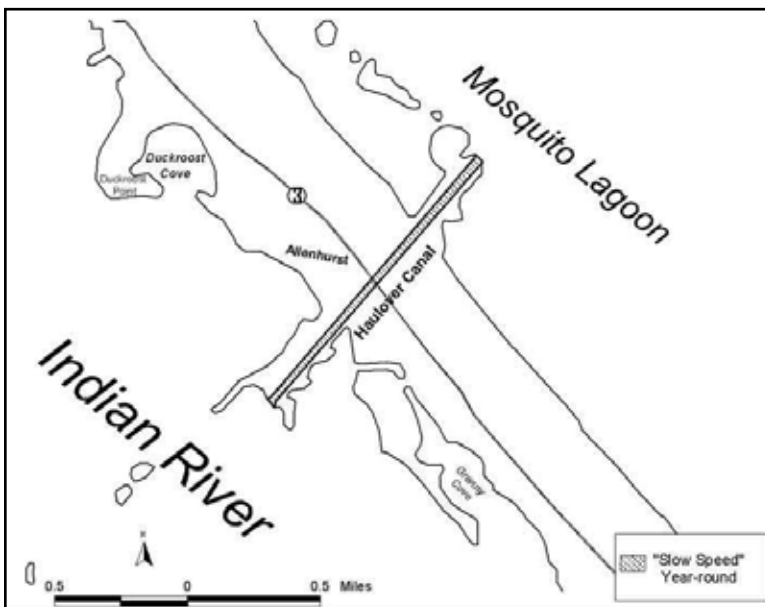


Figure 9
Detailed map of the present, "new" Haulover Canal.

of Engineers. At this time, all tolls were removed and it became a free public waterway. By Act of Congress, the official name for the waterway became the "Intracoastal Waterway from Jacksonville, Florida to Miami, Florida." On July 3, 1930, Congress authorized the widening of the waterway from the then 75 feet to 100 feet and four years later more than \$9 million had been spent on improvements on the old Florida East Coast Canal. It was not until 1935 that the entire 370 mile Florida waterway was complete. In 1962, NASA began confiscating and buying out the residents of the area and acquired 131 square miles, with the state of Florida providing an additional 87 square miles to form what would become the Kennedy



Figure 10

Cover dated December 28, 1886, posted at "Haulover Fla" with enclosure datelined "Dredge 'Chester' / Christmas Day."

Florida Coast Line Canal & Transportation Co.	
Operative December 15th, 1920, at noon, the following Schedule of Tolls will go into effect.	
To be collected for one chain for each of the following divisions of the Florida Coast Line Canal:	
St. Johns & N. River Canal	Jupiter & Lake Worth Canal
Matanzas & Halifax Canal	Lake Worth & New River Canal
Haulover Canal	New River & Biscayne Bay Canal
(ALL MEASUREMENTS ARE DECK LENGTH)	
Pleasure Boats and House Boats	
10c per foot through each chain.	
8c per foot through each chain for Launches 40 ft. and under (not engaged in business.)	
Freight and Passenger Boats	
5c per foot through each chain and 5% on gross rates from Freight and Passengers.	
Barges and Lighters in Tow	
LOADED—8c per foot through each chain and 5% on freight.	
8c per foot on Tug through each chain.	
EMPTY—5c per foot through each chain.	
Tugs towing empty lighters 5c per foot through each chain.	
Fish Boats—3c per foot through each chain.	

Figure 11

Poster showing toll charges for various portions of the canal waterway.

Space Center (**Figure 12**). A drawbridge crossing the Haulover Canal connecting the sites of Allenhurst and Shiloh was completed in 1964 (**Figure 13**). More recently, in 2007, maintenance for the Florida portion of the Atlantic Intracoastal Waterway was budgeted at \$2,350,000, almost as much as the original Florida Coast Line Canal Company had spent over more than 25 years dredging the entire canal. The original Haulover

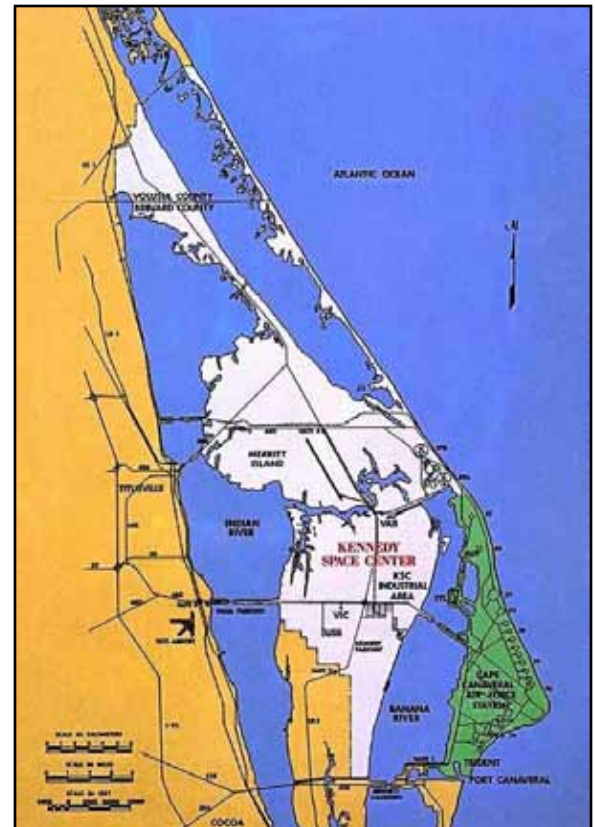


Figure 12

Map showing location of present day Kennedy Space Center and Cape Canaveral.

Continued on page 10

Canal was added to the U.S. National Register of Historic Places on December 19, 1978.

Dr. Everett L. Parker has written a lengthy article on the postal history of the Haulover Canal area and has done extensive research on the area where the current Kennedy Space Center is located for his book *Space Center Ghosts*. He has also contributed articles for the *Florida Postal History Journal* which includes a complete listing of all the Space Center ghost town post offices.⁶ The post office at Haulover was established on September 14, 1882, with C.H. Hammon, the first postmaster.

Charles Nauman took over as postmaster on October 4, 1882, and continued until the post office was discontinued on May 2, 1883 with mail handled at Titusville. The Haulover Post Office was re-established on September 28, 1883 with Charles Nauman recommissioned as postmaster until Leon W. Vann took over on July 9, 1888. The Haulover Post Office was finally closed with a name change to Clifton on January 9, 1889 with Leon Vann continuing as postmaster. Although no photo has been found of the Haulover Post Office, **Figure 13** shows the Allenhurst Post Office shortly after it opened in 1910 with the postmaster James H. Allen in the center.

Footnotes

¹ "History of the Shiloh Area" at website: www.fws.gov/uploadedFiles/ShilohHistory.pdf.

² C.A. Bass, "Historical Sketch of the D. D. Dummit Grove at Allenhurst," at website: [fshs.org/proceedings-o/1926-39/234-237%/20\(BASS\).pdf](http://fshs.org/proceedings-o/1926-39/234-237%/20(BASS).pdf)

³ Website: https://en.wikipedia.org/wiki/Haulover_Canal.

⁴ William G. Crawford, Jr., *Florida's Big Dig*. (Cocoa, Florida: The Florida Historical Society Press, 2006).

⁵ William G. Crawford, Jr., "A History of Florida's East Coast Canal," *Broward Legacy*, Summer/Fall, 1997, p. 2-9.

⁶ *The Florida Agriculturist*, December 21, 1892, p. 815.

⁷ Dr. Everett L. Parker, "Space Center Ghost Towns," *Florida Postal History Journal*, Vol. 7. No.1, February 2000, pp. 10-20.



Figure 13

Present day drawbridge on the Haulover Canal.

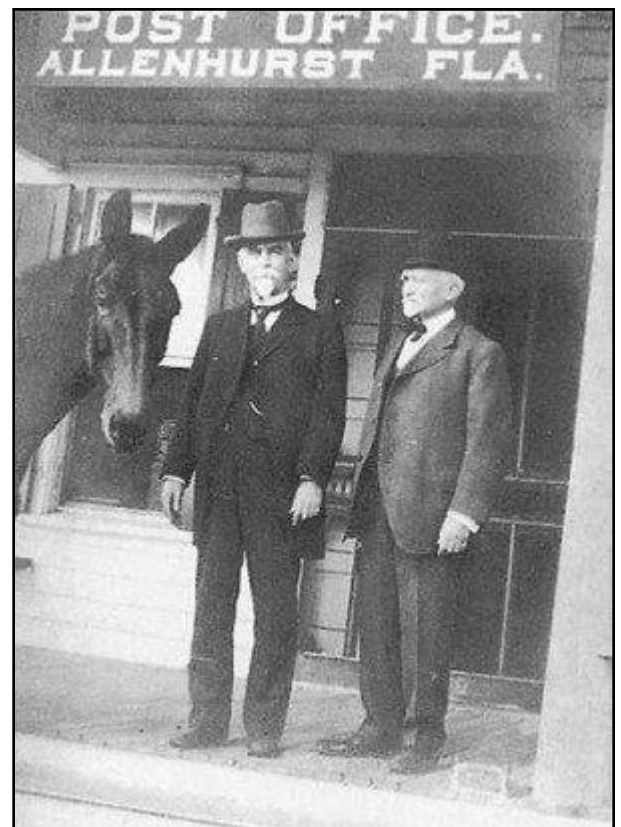


Figure 14

Rare photograph of Allenhurst Post Office with Postmaster James H. Allen at left.

Second Seminole War Letter from the Steinhatchee River

By Todd A. Hirn

The folded letter shown in **Figure 1** was sent to Washington, D.C. by Captain Joseph H. LaMotte of the 1st Infantry Regiment to Brigadier General Roger Jones, Adjutant General of the U.S. Army, in early 1840 during the Second Seminole War (1835-1842). The official letter marked "O.P.S." ("On Public Service") at upper right, was sent "FREE" of postal charges and discusses the status of a deserter who had apparently turned himself in after nearly nine months of absence from his unit.

Written from Camp "D" Esteen-E-Hatchee Riv(er), Middle Florida (**Figure 2**), the letter likely originated at either Fort Frank Brooke or the nearby unnamed fort as depicted in **Figure 3**. The river, variously spelled in that era as "Isteen-Hatchee" or "Esteen-hatchee," is now called the Steinhatchee River, and the waterway can be seen below the "D" of "FLORIDA" in the map (**Figure 3**). According to the book *Places in the Sun, the History and Romance of Florida Place-Names*, the word Steinhatchee is derived from the Creek phrase for "dead man's river."



Figure 1

"ST. MARK / Jany / 20 / FLORIDA." territorial postmark cover.

At least 40 steamboats were chartered by the U.S. government during the war and they played an important role in providing logistical support to the various military posts in the area as there were few available roads. This letter was probably carried by steamboat to St. Mark (or St. Marks), a distance of roughly 70 miles, where it was entered into the mails. Vessels known to have operated in the area of the Gulf between St. Marks and the Suwannee River include the *Hyperion*, *Merchant*, *Watchman*, and *Leon*. The last three are specifically listed as having travelled to and from Fort Brooke from either New Orleans or Port Pontchartrain, later known as Milneburg, multiple times.



Figure 2.

Dateline "Camp 'D' Esteen-e-Hatchee Riv (M.F.) 9. Jany 1840."

The St. Marks Post Office was the 17th in the state, established on March 28, 1827 in Leon County.

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Figure 3
Portion of 1846 “The State of Florida” map showing “Middle Florida.”

Founded in 1718 by Don Jose Primo de Rivera, the town was an important port and supply center during the Second Seminole War. It was also Tallahassee’s port, connected to the capital by a 24 mile long post road. St. Marks became the end point in 1836 for Florida’s first railroad. The town’s location can be seen at the intersection of the Wakulla and St. Marks Rivers on this map as Ft. St. Marks.



Figure 4
General Roger ap Catesby Jones.

Joseph H. LaMotte (1807-1888), the writer of the letter, graduated from the U.S. Military Academy at West Point in the class of 1827 and saw action at the Battle of Okeechobee on Christmas Day of 1837. He later became Aide-de-Camp to General Zachary Taylor. LaMotte also served in the Mexican War and was severely wounded at the Battle of Monterey in September 1846, earning a brevet rank of Major for his gallantry. He resigned from the army in October 1852, and made a living as a farmer near St. Louis, Missouri until his death in 1888.

The addressee, “General Roger ap Catesby Jones” (1789-1852) (**Figure 4**), held the position of Adjutant General, the chief administrative officer of the U.S. Army, from 1825 until his death, holding the distinction of longest serving in history in that role. He served as an officer in both the U.S. Marine Corps and later in the U.S. Army. General Jones, father of 13 children, had sons fight for both the North and South during the Civil War. Two served in the Confederate Navy. The first, Catesby ap Roger Jones, commanded the ironclad CSS *Virginia* at Hampton Roads in its epic battle with the USS *Monitor*; while his second son, Charles Lucian Jones, served aboard the ironclad *Tennessee*.

The ultimate fate of the subject of the letter, Private John Savage, is not known. Military records during that era are rather limited, but typical punishments for desertion during the Seminole War might include the infliction of 50 lashes with a cowhide whip on the offender's bare back or having to serve six months at hard labor while being forced to wear a ball and chain. In addition to the above penalties, malefactors might also be forced to reimburse the government for lost service time during their unauthorized absence.

Shown at right is a transcription of contents of the letter. According to our society book, *Florida Stampless Postal History 1763-1861*, this cover is one of only about five to 10 St. Marks rated FREE letters recorded.

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Continued on page 14

Sir;

A man named Jno. Savage enlisted at Philadelphia by Capt Miles for 3 yrs from 26 July '36 deserted from "C" Co 1st Infy at Jeff Bks about 1 Aug '37 and states that he surrendered himself to Lt Long 2nd Inf. at Louisville Ky 23 April 1838.

Upon the latter point I have no official intelligence altho efforts have been made to obtain it.

I have the honor to request, therefore, that the Adj. General will, if practicable, furnish me with the information desired.

*With Respect
Yr Obt Servt
J. H. LaMotte
Capt. 1st Infy
Com of "C" Co*

*To Genl R. Jones
Adj. Genn USA
Washington
D.C.*

Transcription of reverse side:

*Camp Esteen E Hatchee
River. (via Tallahassee)
Jany 9, 1840
John Savage
a private
Company C, 1st Infantry
Capt. LaMotte asks
for information as to
his desertion.*

*Enlisted 26th July '36.
Deserted 27th July '37.
& was apprehended
22nd April 1838.*

*answered Jan 31, 1840
Rec'd Jan 28th, 1840.*

EUROPHILEX Stamp Exhibition London, 2015



The Florida Postal History Society was well represented at the international EUROPHILEX Stamp Exhibition held on May 13-16, 2015 in London. Deane R. Briggs was Commissioner for exhibits and other members attending and exhibiting were Larry Baum, Tony Crumbley, Richard Murphy, and Steve Roth. Deane's Florida Confederate Postal History exhibit won an International Gold award. Members Deane Briggs, Trish Kaufmann and John Kimbrough also gave presentations on Confederate postal history. Schuyler Rumsey made a contribution which helped make the event such a success. These members also visited the Royal Philatelic Society London library which has a copy of our society book Florida Stampless Postal History 1763-1861.

Second Seminole War Letter from the Steinhatchee River

Continued from page 13

Volume I, Fifth Edition, North Miami: David G. Phillips Publishing Co., Inc., 1997.

"The State of Florida Complied in the Bureau of Topographical Engineers From the best authorities." Map by J. J. Goldsborough Bruff and D. McClelland, Washington, 1846.

"Twentieth Annual Reunion of the Association Graduates of the United States Military Academy, at West Point, New York, June 12th, 1889," East Saginaw, Michigan: Evening News Printing and Binding House, 1889, p. 60. Google Books.

Website: "List of Adjutants General of the U.S. Army." Wikipedia, the free encyclopedia. (Accessed November 24, 2014).

Website: "Roger Jones (Adjutant General)," Wikipedia, the free encyclopedia. (Accessed November 20, 2014).

Website: "Roger Jones, Sr. (1788 - 1852) - Find A Grave Memorial," Find A Grave RSS. (Accessed November 24, 2014).

Hamburg, Florida: A new Confederate listing

By Deane R. Briggs, M.D.

The cover in Figure 1 was recently listed on eBay by an antique dealer and was immediately recognized by several Florida Postal History Society members as a new Confederate Florida listing example. There was one problem with the cover and that was that the Confederate stamp appeared to be added to the cover from the photographs accompanying the eBay listing. The stains on the stamp did not appear to carry over onto the cover and were darker than the stains on the cover. The manuscript cancellation had a squiggle to apparently tie the stamp to the cover which appeared to be of different ink. All this led to only a few bidders in the auction and a low final realized price.

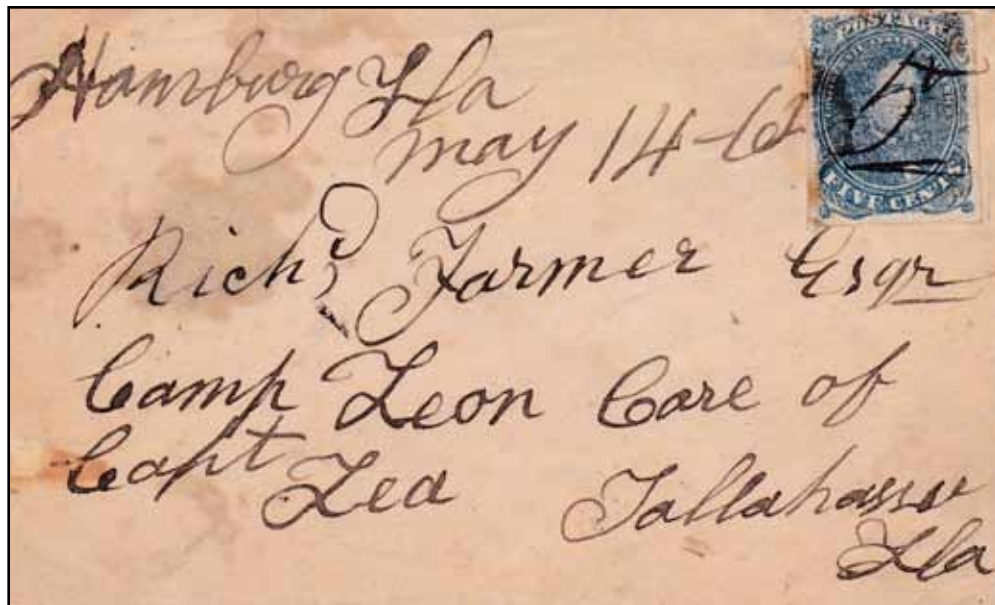


Figure 1

“Hamburg Fla May 14-62” manuscript postmark on cover to Camp Leon, Tallahassee, Florida.

Once I received the cover and started to research the addressee, it appears that this is in fact a genuine Confederate cover postmarked at Hamburg, Florida and is a new listing. Under backlighting there is no indication of a manuscript rate under the stamp and the stamp appears to have originated on the cover. I contacted the antique dealer and he received this in an estate with no reason to have added the stamp.

The addressee, Richard Farmer, is listed as a private serving in the Fifth Florida Regiment, Roll Company D.¹ Company D was formed in the spring of 1862 at Camp Leon, south of Tallahassee in Leon County with Captain Andrew J. Lea the commanding officer. Shortly after the Fifth Florida Regiment was organized, it joined the 2nd Florida Regiment and was sent to Pryor's Brigade in Virginia and fought in the Second Battle of Manassas and later at Sharpsburg. It finally surrendered at Appomattox Court House with only six remaining officers and 47 men.

Continued on page 16

From the archives ...



The late Herb McNeal and Ken Rice with current FPHS secretary-treasurer Deane Briggs (right) at a FLOREX meeting in 1995.



Niles Schuh, regional editor of the Florida Postal History Journal, circa 1995.

The sands of time quickly run through the hourglass, and that's why it's important to remember what used to be. These two photos from about 1995 show long-time members of the Florida Postal History Society. Do you have "old time" photos of FPHS activities to share with the editor?

Hamburg, Florida Confederate cover found in antique dealer's sale

Continued from page 15

The Hamburg, Florida post office was originally established 10 miles northwest of the town of Madison in Madison County on March 12, 1851, with Joseph B. Watts as postmaster.² It must have been a very small post office as postal revenues averaged less than \$14 annually and only two pre-war stampless covers are recorded. William Brooks became postmaster on December 29, 1859 and continued to serve as postmaster during the Confederate period. He received his Confederate postmaster commission on October 5, 1861. The post office was closed at the conclusion of the war and was not re-established until 15 years later on June 29, 1880. It was finally closed on February 28, 1907 with mail handled by the Madison Post Office.

This cover becomes the newest Confederate Florida example and the 74th town to have recorded non-archival usage out of the 174 known Florida post offices which functioned at some time during the Civil War.

Footnotes

¹ Richard J. Ferry, *Soldiers of Florida in the Seminole Indian, Civil, and Spanish-American Wars*. (Macclenny, Florida, 1983), pp. 135-142.

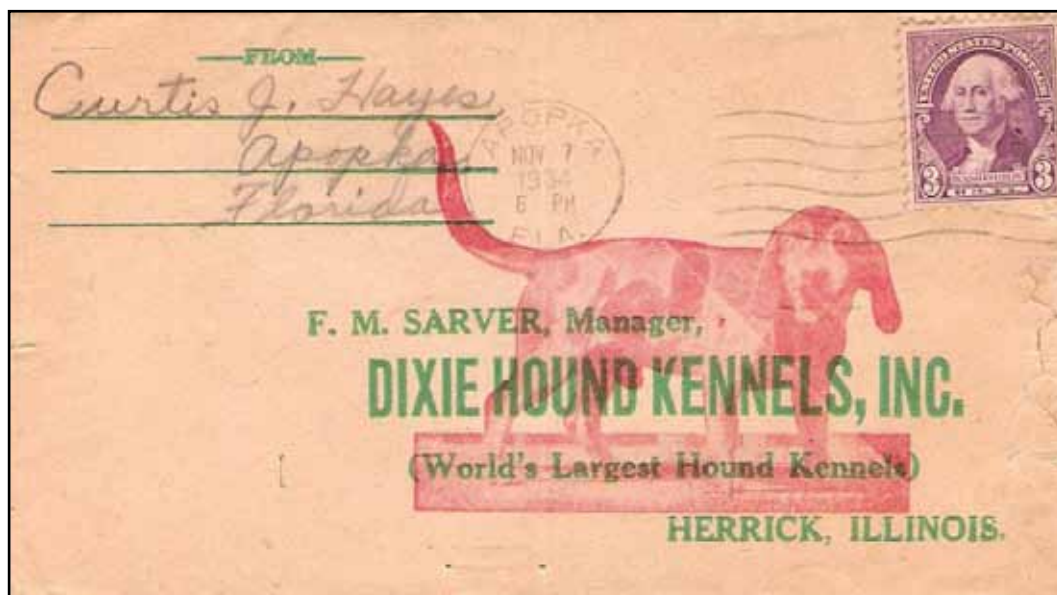
² Deane R. Briggs, ed. *Florida Stampless Postal History 1763-1861*. (North Miami: David G. Phillips Publishing Co., Inc, 1999), p. 144.

Apopka man needs a hunting dog

By A. Stephen Patrick

At all stamp shows I attend, I ask dealers to see their Florida covers for sale, always hoping to find something new and interesting, and, hopefully for not a lot of money. This cover qualifies in that it was priced at only \$3.00. The two color advertisement was sent November 7, 1934, to Dixie Hounds Kennels in Illinois. It is serviced with a three-cent Washington stamp that served as a workhorse in the 1930s until the three-cent Jefferson “prexie” came out in 1938.

My mailing address has been Apopka, Florida, since 1973, so I am attracted to local postal history. In this cover, a Mr. Hayes has responded to an ad for No. 1 Coon and Combination hunters. He fills out the form asking for a three year old female, black and tan, fox hound crossed with a beagle so he can hunt rabbits. He “likes one that barks quite a bit.” And describes the hunting ter-



This cover from Apopka was mailed on November 7, 1934 to Dixie Hound Kennels, Inc. in Herrick, Illinois.

DIXIE HOUND KENNELS, INC.
F. M. SARVER, Manager.
Herrick, Illinois

GUARANTEE ORDER BLANK
(Please Write Name and Address Plainly) \$5.00 Cash Must Accompany All Dog Orders

Name Curtis J. Hayes Amount Enclosed, \$ 5.00
Street or Box Apopka, Fla. Amount C. O. D., \$ 7.00
Address Apopka, Fla. Would you accept QUALITY regardless of size, sex, or color? Yes.
Express Office Apopka, Fla. LIST OF DOG WANTED For Hound Crossed with Beagle.
Age of Dog Wanted Three Color Black & Tan State Second Choice in Color Black & Tan Sex Female
State Game you Want Dog to Hunt Rabbits Do You Want a Cold Trailer or a Drifter No
That Does Not Bark Much? Likes one that barks quite a bit. Describe Your Hunting Territory: Hills, swamps, and scrubs.
I am looking for a female, age 3 yrs. to 4 yrs.
FOR ORDERING MEDICINE, ETC. SEE OPPOSITE SIDE

NO. 1 COON AND COMBINATION HUNTERS
LIST B—These are No. 1 Coon, Mink, Opossum and Skunk Hounds. Wide rangers, and all night hunters; will hunt trail, tree and stay treed on Coon, Mink, Opossum and Skunk. Ages from 2 to 3 years. Good on Coon, also good water dogs. Will tree up tree, in hole, or on ground. Fox, stoek and rabbit breaks. Either sex, size or color. Long eared, open trailers. Price, each \$ 70.00
Short eared, silent trailers, tree barkers. Price, each \$ 65.00

2200
2100

ritory as “hills, swamps, and scrubs” that exactly describes the landscape around Apopka in northwest Orange County.

Dixie Hound Kennels promises satisfaction and gives a free 10 day money back trial period. It’s interesting that the dog will be sent about 900 miles by rail in a light crate with feed, a water pan, and light bedding. Mr. Hayes sends \$5.00 with the order and agrees to cash on delivery (COD). This letter is a great testament to the power of mail service and railroad express 80 years ago. Would email, a credit card, and Amazon give the same service as well today?

Order blank for a hunting dog found in the 1935 cover from Apopka to Dixie Hound Kennels, Inc. in Herrick, Illinois.

Glendale Doane postmark: new listing

By Deane R. Briggs, M.D.

When the late Richard W. Helbock published the definitive book on Doane postmarks, *United States Doanes – A Catalog of Doane Cancellations Used in the United States Post Offices* in 1993,¹ he estimated that there would be 540 different Doane postmarks used in Florida. He listed 389 different examples and considered those 72 percent complete at that time. I have been keeping a Florida Doane census since 1990, and just recently have added two newly discovered Doanes to the list of Florida towns using these postmarks. My list, which is accessible on the Florida Postal History Society website, now contains 534 examples from 509 different towns.



Figure 1
“GLENDALE, FLA. APR 12 1906” Type III (1)
Doane postmark.

The Glendale, Florida Doane shown in **Figure 1** is a bold strike of a Type III (1) Doane on cover addressed to De Funiak Springs, Florida. The Glendale Post Office in Walton County was established on September 18, 1905 as a name change from Light.² David E. Murphy, the Light postmaster since its establishment on March 4, 1904, continued as the Glendale postmaster. The Glendale Post Office was eventually closed on November 15, 1919 with mail handled at the De Funiak Springs Post Office. The Glendale community exists today about 10 miles north of De Funiak Springs on State Road 83 (**Figure 2**).

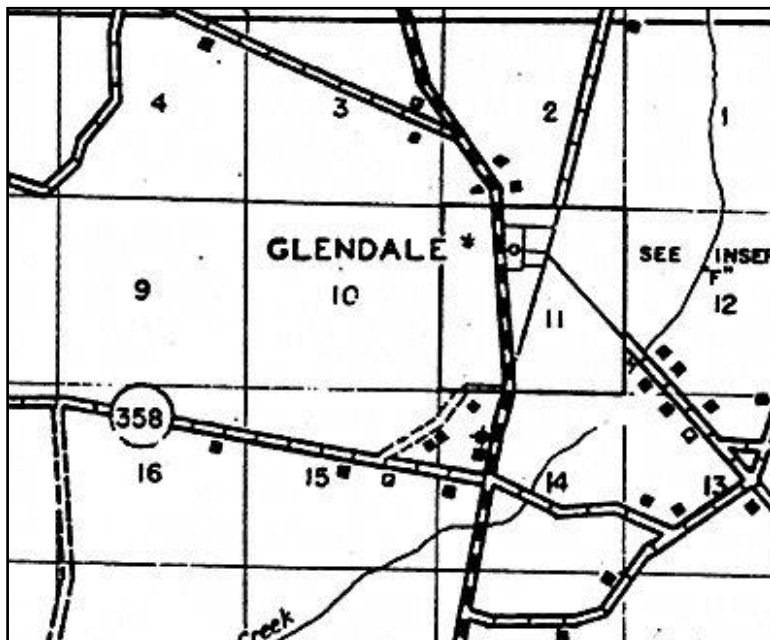


Figure 2
Current map showing homesites in the community of
Glendale on State Road 83.

Footnotes

¹ Richard W. Helbock, *United States Doanes – A Catalog of Doane Cancellations Used in the United States Post Offices*. (Lake Oswego, Oregon: La Posta Publications, 1993), n.p.

² John S. Gallagher, *Florida Post Offices*. (Lake Grove, Oregon: The Depot, 1997), p. 189.

President's Drivel - Some Answers

By Francis Ferguson

What a nice surprise it was to receive feedback from the membership of the FPHS -- it seems that the September column did the trick, with about a half dozen responses and a couple of very in depth discussions have taken place as a result. Please pay your 2016 dues by January 1, 2016 -- after that date you will be removed from our mailing list and database. Your attention to this matter is greatly appreciated by those that have to handle the membership dues and me -- who handles the website updates. We are a society of roughly 120, and as of December 10, 2015 we are lacking about 40 dues renewals from members.

The membership meeting that is normally held at FLOREX was a washout with only four members showing up (and I was one of the four!) ... and one prospective member. Please make an effort to be in attendance in Sarasota on Saturday, February 6, 2016 at noon. The discussion that has resulted from my previous columns has basically boiled down to this: the *Journal* will continue to be published three times a year. I would much prefer to see it published quarterly, but the simple lack of enough material precludes that from happening in the immediate future. The *Journal* will stay at the full size format that does a real good job of showcasing the articles and material.

I would like to see a number of ad hoc appointments to be made immediately to address By-Laws, Membership, Publishing and Editing. The society must address these issues sooner than later. These appointments will be made at the Sarasota Membership meeting on February 6. Length of service of officers should be expanded from two years to three or four years. For an in-coming president or vice president to become aware of the workings of the society a full year could pass, thus reducing their effectiveness. Speaking purely from my experience, I was already very much aware of the workings of the society before I assumed the role of president, but not everyone has that opportunity.

The Board of Directors of the FPHS must start to function as a board and meet at least a couple of times a year to discuss issues involving the society and the future. This in my view is the single most critical change that has to take place to move this society into the future in a controlled and functional manner. For the size of our society, a five member board would be appropriate -- president, vice president, secretary/treasurer and two at-large directors. The past president could also serve as an informal member of the board for guidance and experience reasons.

Dues are now due!

If you have not paid your 2016 dues, please send a check to Dr. Briggs immediately. Memberships were due for renewal January 1! Contact Dr. Briggs at 2000 N. Lake Eloise Dr., Winter Haven, FL 33884, or by email at drb@gte.net.

**We proudly salute the
Central Florida Stamp Club and
the Florida Stamp Dealers Association
for being our website sponsors!
Thank you so much!**

Special thanks

to the

Central Florida Stamp Club

for their generous Contributing Membership
and website sponsorship.

Several members of the group also belong to the
Florida Postal History Society, and we thank
them for their continued support and friendship.

We also thank the

Florida Stamp Dealers Association

for their financial help as website sponsors.

-- Deane R. Briggs, M.D.

FLORIDA POSTAL HISTORY SOCIETY DEALER MEMBERS

Below is a listing of FPHS members who are also stamp dealers. Please support our dealer members when visiting stamp shows, or by mail!

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P.O. Box 681447
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(704) 395-1191
www.tonycrumbley.com

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Alton, NH 03809-0119
www.covercrazy2.com

PHIL FETTIG
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Orlando, FL 32856-8334
(407) 859-9109

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(302) 422-2656

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Benbrook, TX 76126
(817) 249-2447

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Chattanooga, TN 37402
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Cocoa, FL 32923
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San Francisco, CA 94108
(415) 781-5127

PHILLIP V. WARMAN
Suncoast Stamp Co., Inc.
8520 S. Tamiami Trail
Sarasota, FL 34238
(941) 821-9761

C. MICHAEL WIEDEMANN
P.O. Box 301
Titusville, FL 32781
(321) 269-3377

FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2015

The following members of the Florida Postal History Society have been denoted "Contributing Members" for their additional contributions to the Society. The support of these members keeps us fiscally sound and enables us to respond to member and non-member inquiries regarding Florida postal history and send sample copies of our *Journal*.

Hector Arvelo
Lawrence F. C. Baum
Larry F. Beaton
John J. Beirne
Ronald J. Benice
Charles L. Bradley
Deane R. Briggs, M.D.
Paul Broome
Dr. John M. Buckner
Conrad L. Bush
Central Florida Stamp Club
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Melvin Cline
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