



# FLORIDA POSTAL HISTORY JOURNAL

*Promoting Philately in the Sunshine State*



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## Arch Creek - Early South Florida Settlement

By Juan L. Riera

As the saying goes, it is all about location, location, location. Arch Creek is a stream that is very well located about ten miles north of present-day Miami. The area is located not far from Biscayne Bay and was settled by Tequesta Indians perhaps 1,500 years ago, due to the seafood and easy transportation provided by the bay and stream.

In 1856, U.S. Army soldiers cut a “military trail” connecting Fort Lauderdale, founded during the Seminole Wars, and the location moved two or three times to Fort Dallas at the mouth of the Miami River, a distance of about twenty-seven miles. The trail was eight feet wide and it crossed a unique limestone bridge spanning forty feet. The surrounding area soon attracted a settlement that became known as “Arch Creek.”

In a discussion of south Florida geology, archaeologist Irving Eyster noted, “Of all the openings in the limestone ridge, Arch Creek was the most unique. Here the water cuts under the oolite limestone, rather than through it. This left an arch forming a natural bridge.”<sup>1</sup>



*Figure 1. Natural Bridge, Arch Creek.*

There is an intriguing history associated with the natural bridge. The strikingly beautiful area around the limestone bridge, as seen on the photograph side of a circa 1950s postcard [Figure 1], became an attraction for picnics and gatherings.

But in the early 1970s, when Arch Creek became the property of the Chrysler Corporation, their plans called for the construction of an automobile showroom, and a new and used car agency. Chrysler requested a zoning change from the City of North Miami, which would have allowed them to pave the area and build a garage on the

property. Vigorous opposition came from the Tropical Audubon Society, the Miami-West Indian Archaeological Society, the Keystone Point Homeowners' Association, and the members of the Arch Creek Trust.

*Continued on page 3*

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A song ("Meet Me at The Bridge")<sup>2</sup> was written by conservationist Jessie Freeling for the Save-the-Bridge movement that led to the creation of Arch Creek Park:

*While waiting for my friend one day upon old Arch Creek shore,  
My mind slipped down that timeless stream to what had been before.  
I saw the ages meeting there because the rock ridge led,  
To such a place of beauty that everybody said;*

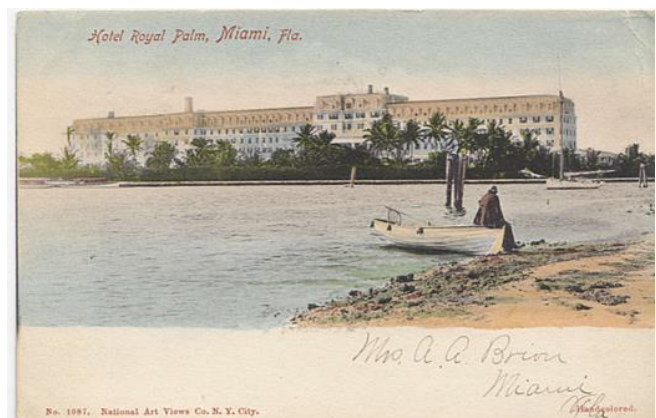
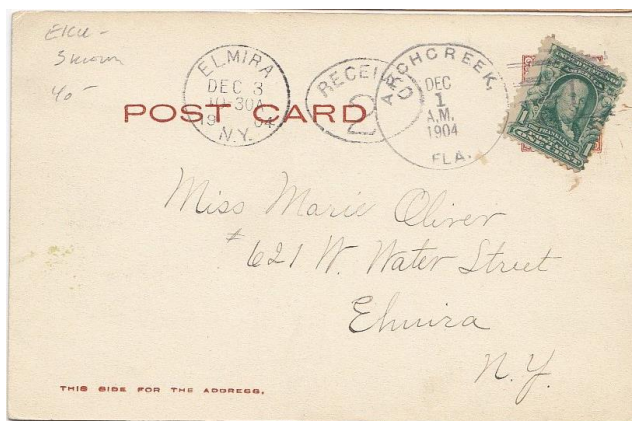
*Meet me at the bridge at old Arch Creek.  
Meet me at the bridge, the little natural bridge.  
The natural bridge where all good friends meet.*

After almost a year of intense lobbying, the State of Florida agreed to purchase the land for a state park. The State's Land Acquisition Trust allocated \$822,000 to buy 7.9 acres of property east of the Creek.

A group of local citizens, who later formed the organization Arch Creek Trust, went to Tallahassee in February 1973, to finalize the agreement. On the night they returned, the natural bridge collapsed and fell into the creek. Rumors of sabotage ran through the community, and the Metro-Dade Police Bomb Squad was called out. Nothing was discovered, and experts generally agreed later that the fall was probably due to constant vibrations from passing trains, or erosion, or just old age and decay.

Even before 1890, a handful of adventuresome pioneers were traveling through the area and some spent brief periods around the natural bridge and surroundings. In 1891, a Mr. J. Ihle was the first permanent settler to the area, having bought eighty acres from the State of Florida at \$1 an acre. The area was so remote that that it is believed his closest neighbor to the north lived in the area of present-day Fort Lauderdale, about 16-17 miles away. He built a temporary palmetto frond shelter and for the next 27 years he grew shallots, coontie, squashes, bananas, sugarcane, Puerto Rican pineapples, lemons, guava, limes, rose apples, Jamaican apples, and tomatoes. Sounds kind of like a modern farmers' market in Miami.

In 1896, the railway arrived in Arch Creek as it progressed to Miami, arriving there in summer of 1896. By 1905, the Arch Creek Railroad depot, located at modern 125<sup>th</sup> street, became the center of activity for the community. According to one source, the post office and a school opened in 1905 near the rail depot, which is incorrect. According to the Greater North Miami Historical Society, the post office opened in 1903, which is substantiated by the postcard [Figure 2] with a cancellation of December 1<sup>st</sup>, 1904. According to Deane Briggs, this is one of the two or three earliest known cancellations for Arch Creek.



**Figure 2. Royal Palm Hotel postcard. One of earliest known Arch Creek cancellations.**

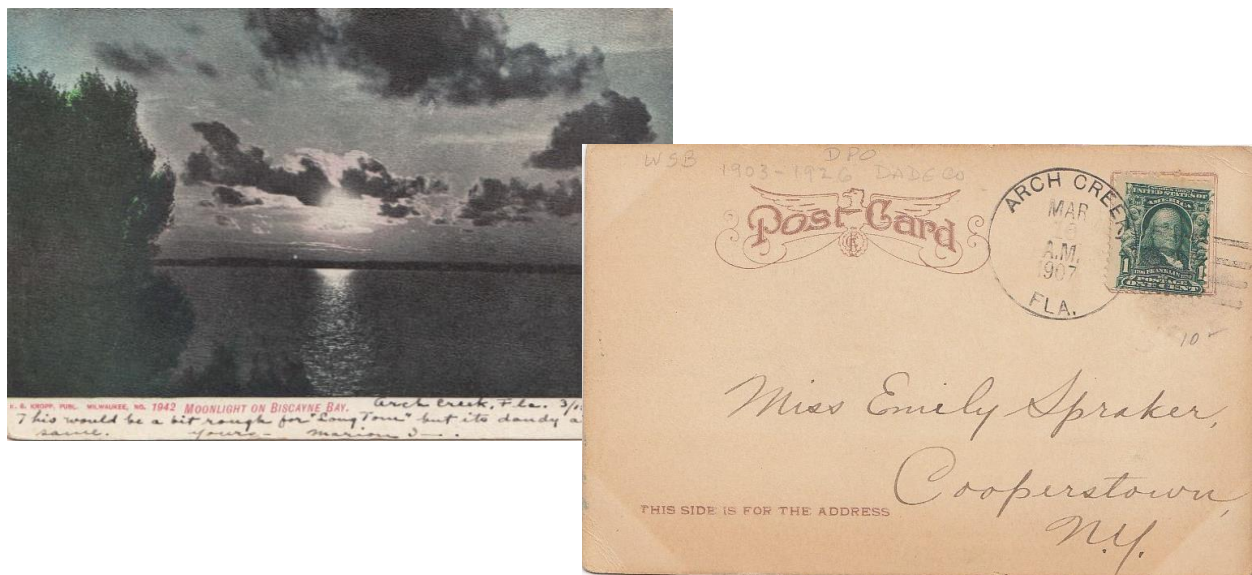
By 1912, Arch Creek had eighteen homes, a church, a blacksmith shop, and two tomato packing houses near the depot. At this time, the population is estimated to be less than a hundred souls with farming being the main occupation. That was to change dramatically a little over a decade later. 1920 saw a population grow to 307 persons. In 1924 the Biscayne Canal was dug to control flooding in this agricultural area, but the result was more than expected. The soil became parched and agricultural yields declined dramatically. The farm land was divided into house lots as the area became urbanized. On February 5, 1926, 38 registered voters incorporated the town of Miami Shores, encompassing the arch creek and the community of Arch Creek.

With the crash that followed the Florida Land Boom, with the September 1926 hurricane, and some misfortunes—the school burned down and a large bond issue for a city hall—part of the town wanted to break away and were supported by a development company that wanted to keep the name. The case went to the Florida Supreme Court. The town lost its name and part of its land area. In 1931 the area became the Town of North Miami and in 1953 was reincorporated as the City of North Miami.

In 1978 Dade County leased the land from the state and built a small museum and developed a nature trail and dedicated the park on April 25<sup>th</sup>, 1982. In 1992 the Arch Creek Trust and the Trust for Public Lands worked to acquire an additional 1.5 acres of land on the north end that was paid for through the Endangered Lands Program of the state. The park now encompasses 9.4 acres and visitors can view a reconstructed “natural” bridge.

Interestingly, many of the early “settlers” to the Arch Creek community came from Elmira, New York, and nearby areas in Pennsylvania, where there was advertising for settlers to move to south Florida. Historian Thelma Peters wrote about these pioneers from Elmira in her 1981 book *Biscayne Country 1870-1926* (Banyan Books, 1981).

**Figures 3 and 4** show postcards from Arch Creek to Cooperstown, NY, and Liberty, Tioga County, PA. These are possibly mailings from the first snowbirds to Florida.



**Figure 3. Moonlit Biscayne Bay postcard, March 16, 1907, Arch Creek to Cooperstown, NY.  
A nice way to attract snowbirds to Florida!**



**Figure 4. December 20, 1913 Christmas greeting from Arch Creek to Pennsylvania.**

Elmira has some similarities to Arch Creek. Elmira was a transportation hub for railroads and canals, while Arch Creek had a stream and was part of a military trail. Both settlements had a military aspect—Elmira a Civil War fort and subsequent military cemetery and Arch Creek connecting Seminole War forts. Both also had a significant Native American past. Elmira had members of the Iroquois Confederation while Arch Creek had a past with Tequesta Indians and Seminole Indians.



Looking at the at the postcard image in **Figure 2**, the addressee is Miss Marie Oliver, Elmira, NY. The Florida Memory website provides a photo **[Figure 5]** captioned "An all-day picnic excursion leaving the city to Arch Creek from the Royal Palm Hotel." <sup>3</sup> The picnickers could certainly have been Elmira snowbirds writing back home to a friend or relative who didn't make the trip to Arch Creek.

Arch Creek is an interesting place with a rich history, including its postal history. Enjoy!

**Figure 5. "An all-day picnic excursion" for Elmira snowbirds.**

### Endnotes

<sup>1</sup> Irving Eyster, *Excavations of the Arch Creek Mill Site*, (Report on file at the Dade County Historic Preservation Division, Miami, Florida, 1981) p. 8.

<sup>2</sup> <https://archcreek.files.wordpress.com/2011/01/newsletter-apr-may-12.pdf>

<sup>3</sup> <https://www.floridamemory.com/items/show/40433>

## Small Town Florida – ‘Gotta’ Smoke

By Francis Ferguson

Some years ago, I was lucky enough to acquire a small holding of postal history (many with enclosures) that all came from small towns in southwest Florida as part of the Durrance family correspondence. Over the years, the grouping continues to surprise as I explore them further. This particular envelope did not look terribly exciting [Figure 1], with a rather ratty opening on the right side and two very common 1¢ stamps from that era – but the enclosure was pure gold!



The letter dated December 22, 1913 tells of the destruction of a new cigar factory on the previous Friday night. A few minutes of searching the WWW resulted in the discovery of this report in what was the Punta Gorda Herald:

*"Punta Gorda suffered a serious loss last Friday night when the new cigar factory and all its contents were destroyed by fire. Total loss is something over \$10,000 --- half of which is covered by insurance."*

**Figure 1. Punta Gorda, December 1913.**

*"How the fire originated has not been determined, but it is believed it started from a lighted stump of a cigar carelessly tossed into some waste by a workman at the closing hour.*

*The fire occurred about 10 o'clock. When first discovered, flames were bursting through the roof. An alarm was promptly given. Many citizens hurried to the scene. However, the factory was beyond reach of the water system. Nothing could be done to save it.*

*The factory, which had only recently been erected, cost \$3,500; and there was over \$5,000 worth of tobacco on hand. Add to this nearly \$2,000 in furniture and other appurtenances. Besides this, there is a loss to the business houses of town the wages of the 20 workmen who have been laid off for a time.*

*We are glad to report that, at a meeting of the directors held Monday night, arrangements were made to continue the business in a few days.*

*The directors agreed that A. Symonette, the foreman, might resume the business in his own name, manufacturing the same brands as heretofore. Mr. Symonette has secured the lower floor of the Masonic building where he will resume the manufacture of cigars as soon as he can lay in a supply of tobacco."*<sup>1</sup>

The transcription of the enclosure [Figure 2] can be read below. The first part of the letter is not very interesting, but the postscript is!

**Desoto County Telephone Co., Punta Gorda, Fla.**  
12/22/1913

My Dear Lillie –

Sent you a coat set consisting of a collar and cuffs. No special way to put on cuffs. Hope you all have a Merry Xmas and get a heap of toys.

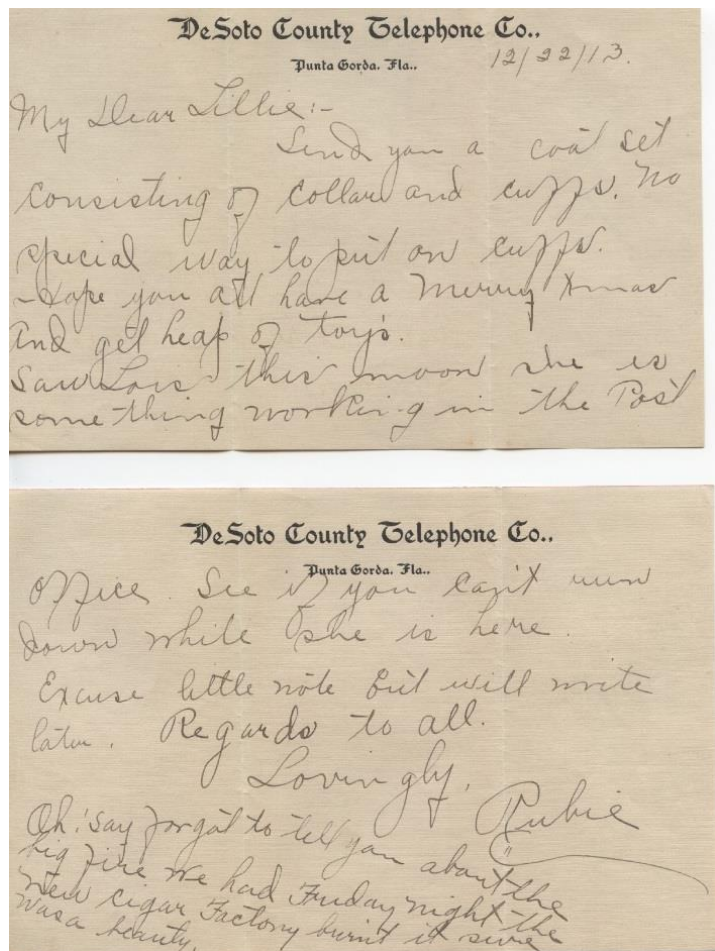
Saw Lois this noon she is something working in the Post Office. See if you can't run down while she is here.

Excuse little note but will write later.

Regards to all,  
Lovingly,  
Rubie

Oh! Say forgot to tell you about the big fire we had Friday night – the new cigar Factory burnt it sure was a beauty.

Efforts to fill in some of the personal history of Lillian Durrance have yielded little. It is known that she married George Mann, but again that seems to be a dead end. In a rather odd turn of events, while doing searches, it has become painfully obvious that Lillian's



**Figure 2. Cover enclosure.**

last name of Durrance and her married name of Mann are common, yielding way too many hits to filter through. A search on the name "George Mann" in an effort to link back to Lillian, resulted in over 50,000 hits – again a dead end. The only piece of information uncovered was her birth month and year; October of 1899 thus she was 14 years old at the time of this letter. That age is consistent with the content of the letter.

Additional information on Lillian Durrance Mann must be hiding in some corner of the internet, but it will have to wait for a future time to be ferreted out.

### Endnote

<sup>1</sup> [http://www.lindseywilliams.org/index.htm?Articles/Cigar\\_Manufacturing\\_At\\_Punta\\_Gorda\\_Went\\_Up\\_In\\_Smoke.htm~mainFrame](http://www.lindseywilliams.org/index.htm?Articles/Cigar_Manufacturing_At_Punta_Gorda_Went_Up_In_Smoke.htm~mainFrame)

# Florida Hotel Advertising Covers – “Fireproof”

By Michael Wing and Steve Swain

Hotel covers provide an ideal medium for the establishments to flaunt their elegance and attractions. The lavish illustrations and descriptions are a large part of what makes collecting such covers so appealing. Overblown advertising claims may, however, clash with objective reality. Rarely has this been more clearly demonstrated than in 1946 in Atlanta.



On December 7 of that year, the Winecuff Hotel at Peachtree and Ellis Streets was filled to capacity with 280 guests occupying its 15 floors. A fire, already well advanced on several lower floors, was discovered at around 3:00 AM. By dawn, 119 people, including the hotel's owners, would be dead in the worst hotel fire in U.S. history. The fire, in all its horrid detail, has been the subject of numerous articles, reports and at least one book.

The tragedy made international headlines and an iconic photo [Figure 1] taken by a Georgia Tech student won the Pulitzer prize.<sup>1</sup>

← *Figure 1. Daisy McCumber was among 65 injured in the Winecuff fire. She survived the jump from the 11<sup>th</sup> floor with serious injuries and lived another 46 years.*

A cover from the Winecuff [Figure 2] is unremarkable in appearance, but noteworthy in that its sole advertising claim is the tragically ironic boast, “Absolutely Fireproof.”

The Winecuff's claim to be “Absolutely Fireproof,” was technically true, and the hotel met all fire safety standards of the day. The hotel, according to then current engineering standards, was fireproof in that its exterior construction, steel supports, floors and walls were of non-combustible material.



*Figure 2. “Absolutely Fireproof” Hotel Winecuff 1942 advertising cover.*

However, the Winecuff had wood doors and transoms, carpets, furniture and up to five layers of wallpaper - all combustible. With a single, central staircase, a situation was created in which the structure became a sort of chimney causing the fire to progress rapidly upward through the central shaft with increasing intensity. The absence of other safety features, that are now standard, also contributed to the high death toll.<sup>2</sup>

1946 had been a deadly year for hotel fires in the United States even before the Winecoff blaze. In June, hotel fires in Dubuque, Iowa and Chicago had killed eighty people. The Winecoff fire was the tipping point that resulted in the first national fire codes that have greatly reduced the frequency and deadliness of hotel fires that claimed so many lives in the first half of the twentieth century.<sup>3</sup>

The covers of a significant minority of hotels in many cities displayed the fireproof claim before the Winecoff blaze. It is assumed that most which did so indeed were fireproof by the standards of the day. Several Florida hotels were among the group that advertised “fireproof” buildings. Fortunately, none suffered the same fate as Atlanta’s Winecoff Hotel.

The Hotel Dixie Grande in Brandenton was a popular tourist destination in the 1920s and 30s. The once grand hotel fell into hard times as new hotels became more popular and was demolished in 1974 to make way for a bank.

**Figure 3** shows a February 27, 1939 mailing to Washington, D.C. using a “fireproof” Hotel Dixie Grande advertising cover. The fireproof claim is included under the image of the hotel with other hotel features and offerings: Every Room With a Bath, Steam Heat, and Coffee Shop. The hotel letterhead contents of the cover also displayed the fireproof claim (upper left).



**Figure 3. “Fireproof” Hotel Dixie Grande.**

Pensacola, Florida’s San Carlos Hotel used a “Positively Fire Proof” claim on their advertising covers, as seen on the **Figure 4** May 11, 1916 mailing.



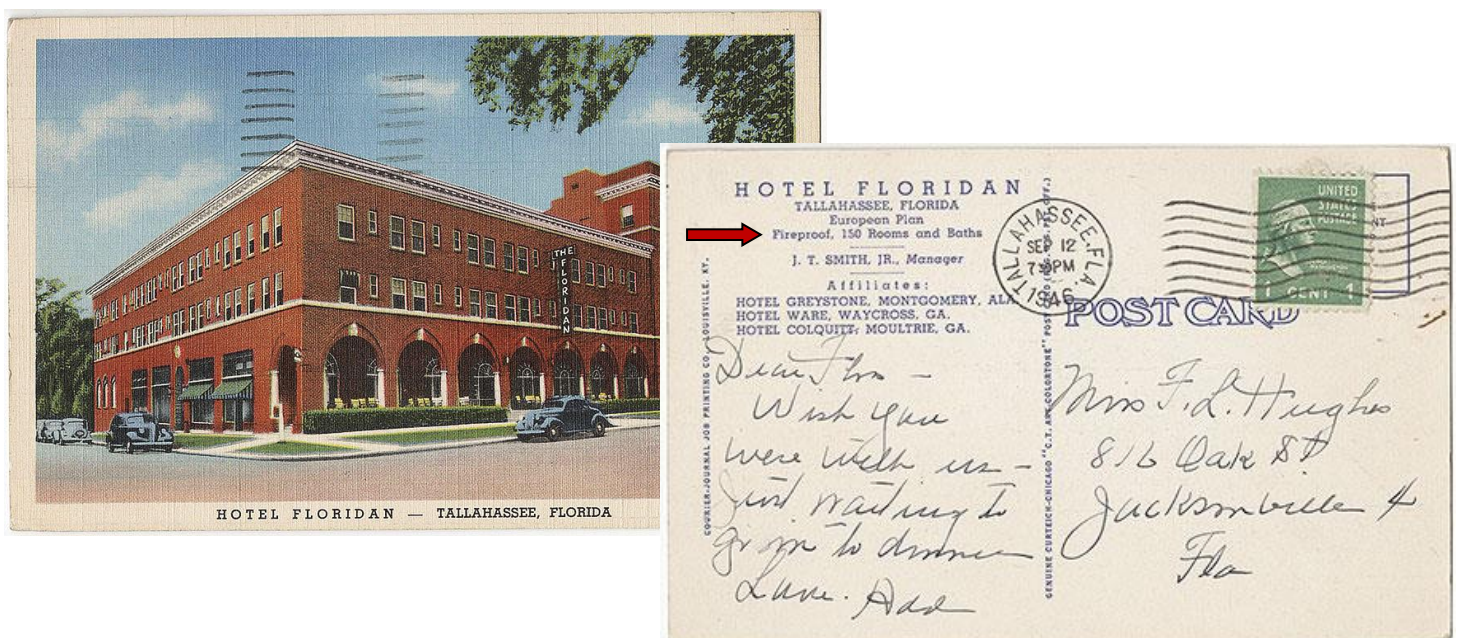
**Figure 4. “Positively Fire Proof” San Carlos Hotel**

Florida hotel advertising postcards also used the fireproof claim. **Figure 5** presents a unique multi-view art deco card for a March 27, 1945 mailing from the Jacksonville, Fla. Hotel Seminole.



**Figure 5. Jacksonville Hotel Seminole Art Deco card**

A September 12, 1946 mailing [Figure 6] from the Tallahassee, Florida Hotel Floridian also uses the fireproof guarantee.



**Figure 6. Hotel Floridian, Tallahassee, Florida "Fireproof" card**

Note on this card the listing of "Affiliates" hotels: Hotel Greystone in Montgomery, ALA, Hotel Ware in Waycross, GA and Hotel Colquitt in Moultrie, GA.

Research did not reveal any “fireproof” claims on cards from the Hotel Greystone or the Hotel Colquitt. However, seen in **Figure 7**, the Hotel Ware in Waycross, Ga. proudly announces their fireproof building.



**Figure 7. Hotel Ware, Waycross, Ga. “Fireproof” card**

While improved fire safety codes were a direct result of Atlanta’s Winecoff fire, the tragedy also left an impression on postal history. The once common practice of asserting the fireproof claim on hotel covers was widely, if not universally, discontinued after the Winecoff tragedy.



**Figure 8. “Fireproof” Hotel Dixie Grande.**

However, there is a notable exception.

Extensive research revealed only one hotel advertising cover that continued to use the fireproof claim after the date of the Winecoff fire on December 7, 1946. This sole example is the Hotel Dixie Grande cover from February 17, 1947 shown in **Figure 8**. The cover is the same envelope stock as seen with the **Figure 3** cover. It is a rare exception to the near universal abandonment of the fireproof claim.

### Endnotes

- <sup>1</sup> *The Winecoff Fire-Our Nation’s Deadliest Hotel Fire*, Firehouse Magazine, November 26, 2002.
- <sup>2</sup> Ibid.
- <sup>3</sup> *How Regulation Came to Be: The Hotel Fires of 1946-Part II*, Daily Kos, November 1, 2009.
- <sup>4</sup> Jordan Smith, *The Terminal Hotel Fire-Atlanta, Georgia*, Cardboard America, May 16, 2017.

## Annual Business Meeting – Feb 2, 2019

The 2019 Annual Business Meeting of the Florida Postal History Society was held February 2<sup>nd</sup> at the Sarasota National Stamp Show and Exhibition. President Ferguson reminded everyone that this was to be his final meeting as President, but was staying involved as Past-President, Society Webmaster, and continuing the Newsletter.



With that, Dr. Deane Briggs presented to President Ferguson a Plymouth Rock award for his service to the Florida Postal History Society as President from 2015-2019. The Plymouth Rock is an antique citrus label from the 1930s used at the citrus packing house less than a mile from Ferguson's home. "He is a true Plymouth Rock for our Society," Dr. Briggs proclaimed.

Dr. Briggs also presented a token of appreciation to Dan Maddalino for his service as Society Secretary from 2015-2019.

The FPHS Research Award was presented by Dr. Briggs to Tom Lera for his extensive work in the study and preservation of Florida Postal History.

*Francis Ferguson receiving the Plymouth Rock award from Dr. Deane R. Briggs.*

Secretary Dan Maddalino presented official election results for Society Officers and Board of Trustees:

- **President** (Four-year term): Dr. Vernon Morris
- **Vice President** (Four-year term): Mr. Juan L. Riera
- **Secretary** (Four-year term): Mr. Todd Hause
- **Treasurer** (Four-year term): Dr. Deane R. Briggs
- **Director at Large** (Two-year term): Mr. Stephen L. Strobel
- **Board of Trustees:**
  - Mr. Francis Ferguson
  - Dr. Deane R. Briggs
  - Mr. Stephen Patrick

The next meeting of the Florida Postal History Society will take place December 14, 2019 at FLOREX in Kissimmee.



*Dr. Deane R. Briggs presenting an examination of Florida Confederate Railroads and mail handled along the routes.*

# Journal Writers Competition Awards

At the Society's Annual Business Meeting (Sarasota), Journal Writers Competition winners were announced. Congratulations are extended to the following members for their "best of the best" articles in the 2018 issues of the Florida Postal History Journal.

**First Place:** Christine C. Sanders

**"A Philatelic View of Englewood, Florida," January 2018, Vol. 25, No 1.**

**Second Place:** Phil Eschbach

**"Santa Fe Canal from Waldo to Melrose", May 2018, Vol 25. No 2.**

**Third Place:** Juan L. Riera

**"E.G. Barnhill: Florida Photographer, Artist and Promoter", May 2018, Vol. 25, No 2.**

## A Philatelic View of Englewood, Florida

By Christine C. Sanders

As a native Floridian, I am partial to anything concerning the early history of Florida. Thus, my eye was caught by an 1899 cover postmarked "Englewood, FLA" (Figure 1) at a recent stamp show. This town in southwest Florida lies on Lemon Bay (the intracoastal waterway) just a barrier island away from the Gulf of Mexico. Its location 14 miles from Interstate 75 has helped to keep it a secret from developers until recently. As of the this unincorporated town has a population of 4,863. But the number of souls who swell in the winter months from northern U.S. and Canada.

An examination of its contents revealed a treasure trove of information about the founding of Englewood by three brothers, Herbert N., Howard S. and Ira Nichols, who lived in Englewood, Illinois, a suburb of Chicago. They were introduced to this little-known area of Florida at the Columbian Exposition in Chicago in 1893. A booth at the Exposition extolled a newly develop-



Figure 1  
An 1899 cover from the Lemon Bay Company, developers of Englewood, Florida.

## Santa Fe Canal from Waldo to Melrose

By Phil Eschbach

The first settlers in the Waldo area were the Sparkman family who came in 1819, while Florida was still a Spanish territory. They were burned out by the Seminoles but rebuilt on the shores of Lake Melrose. The town became a U.S. Territory in 1822. A contract was made to build the Santa Fe Canal from St. Augustine to Tallahassee. The slaves used to build the canal were 20 feet wide with trees straddle them.

The town of Waldo was on the Bellamy Road close to the intersection with the Micanopy Trail, which was an old Indian trail from Georgia to Micanopy. The community was named Waldo by David Yulee who ran a railroad through the community.

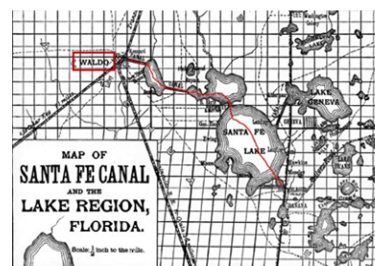


Figure 1  
Late 1800s map showing the Santa Fe Canal from Waldo to Melrose through Lake Alto.

## E.G. Barnhill: Florida Photographer, Artist and Promoter

By Juan L. Riera

Esmond Barnhill (1894-1987) was a professional photographer who brought an artistic twist to his profession and, in the process, became a promoter of Florida, even if he didn't realize it. Esmond was born in Saluda, South Carolina, the middle of five children. The family lived for a few years in Tallulah Gorge, Georgia, where Esmond learned about tourism since Tallulah Gorge was known as the "Niagara of the South." In his mid-teens, Esmond and an older brother became treasure hunters. After some success, Esmond bought a yawl, a sailboat with two masts, and sailed to the West Indies and Panama.

In about 1913, Barnhill arrived in the Tampa area. He travelled extensively throughout Florida and the West. During these travels, he met or was introduced to several prominent photographers, such as Richard Le Senne (1880-1946), William H. Gardiner (1861-1946), and Curtis (1866-1952). The last would have been especially important to Esmond since his mother was a photographer and she always encouraged him to explore and learn about Native American culture.



# Key West, Florida - Pioneering Center of Aviation Postal History: Part 2

By Juan L. Riera

## Editor's Note:

*In the January issue of the Florida Postal History Journal, the author described how in the early twentieth century, Key West, Florida gained notoriety as an important hub for international aviation. The postal history story associated with Key West in those early years has several intriguing chapters, one of which was the focus of his January article. Two young men of Cuban ancestry - Domingo Rosillo del Toro and Agustin Parla - would pursue their dream of aviation fame and be the subject of numerous postal commemorations. The following article continues the Key West story showcasing SCADTA and Pan American Airways.*

A Key West aviation event that was to have worldwide implications occurred on March 14<sup>th</sup>, 1927, with the founding of Pan American Airways. Later becoming Pan American World Airways, but commonly referred to as Pan Am, the airlines was founded primarily to serve as a counterbalance to the German owned Colombian carrier SCADTA, an abbreviation in Spanish of Colombian-German Air Transport Society.



The postal history associated with SCADTA is noteworthy. Colombia's early domestic airmail service was provided by private organizations. SCADTA began operations on October 19, 1920 and acquired an exclusive airmail contract by the end of the year. This exclusive contract lasted just over 11 years, running out on January 1, 1932. Under the contract, all mail carried by air required franking by airmail stamps, printed and sold by SCADTA [Figure 1]. SCADTA was permitted to own and operate its own post offices throughout Colombia. The SCADTA franking paid only the air part of the service within Colombia. Mail originating in Colombia also required franking

with Colombian National Government postage appropriate to the particular service. Mail originating elsewhere required proper postage to pay transit to Colombia and SCADTA franking for air service within Colombia.



Figure 1. SCADTA air mail stamps.

To encourage foreign airmail to Colombia, these stamps were also sold abroad at Colombian consular offices and trade missions overprinted with one- or two-letter abbreviations to show in which country they were sold. Examples of the overprints are: A = Germany, Austria, and Czechoslovakia, B=Belgium, Bo=Bolivia, Br=Brazil, C=Cuba, Ca=Canada, Ch=Chile, CR=Costa Rica, and D=Denmark [Figure 2].



Figure 2. SCADTA overprints.

Stamps sold in the United States were overprinted with the letters “E.U.” or “EU” [Figure 3]. These stamps are listed under both Colombia and the United States with the same catalog numbers.



Figure 3. SCADTA “EU” overprints sold in the US.

In addition to the overprinted stamps, in 1929 stamps for international airmail in two numeral designs in various colors were sold for their equivalent value in U.S. gold dollars. These are listed in the Scott U.S. specialized catalog after the “EU” overprinted stamps as airmail local stamps (Scott CLC68-CLC79). There is also a registered local airmail stamp (CLCF2).

By 1927, SCADTA was attempting to gain from the U.S. government mail route concessions for the Panama Canal Zone. At the same time, Pan Am was set up as a shell corporation and received an international mail contract for Key West-Havana and came to the realization that it would lose the contract if it did not acquire planes and start flying the mail route quickly. The Hoover administration resolved both situations by subsidizing Pan Am and forbade SCADTA from operating flights in the U.S. and Panama Canal Zone.



**Figure 4. Birthplace of Pan Am.**



**Figure 5. Juan Terry Trippe.**



**Figure 6. Cornelius Whitney.**

Eventually, corporate offices were moved to Miami as the airline expanded and geopolitics required Pan Am to be based out of Miami International Airport. Two of the major founders of the airline were Juan Trippe [Figure 5] and Cornelius Vanderbilt Whitney [Figure 6].

Juan Terry Trippe (June 27, 1899 – April 3, 1981) was instrumental in numerous revolutionary advances in airline history, including the development and production of the Boeing 314 Clipper [Figure 7 covers], which opened trans-Pacific airline travel, the Boeing Stratoliner which led to pioneer cabin pressurization, the Boeing 707



**Figure 7. Pan Am Clipper flight covers.**

which launched the Jet Age, and the Boeing 747 which introduced the era of jumbo jets (evolved from Air Force bombers, tanker and transport design, respectively). Trippe's signing of the 747 contract coincided with the 50<sup>th</sup> anniversary of Boeing, and he gave a speech where he explained his belief that these jets would be a force that would help bring about world peace.

Cornelius Vanderbilt Whitney (February 20, 1899 – December 13, 1992) was the son of wealthy and socially prominent Harry Payne Whitney and Gertrude Vanderbilt. Although economically and socially well off, he became well known for his sharp business sense and hard work. During World War I, he joined the army as an aviation cadet in the Signal Corps and became a military pilot, and served as a flight instructor in Texas. He Volunteered in WW II and reached the rank of Colonel and earned the Distinguished Service medal and Legion of Merit. After the war, he was Assistant Secretary of the Air Force (1947-1949) and undersecretary of Commerce (1949-1950). It seems obvious that he was patriotic which fits the idea of Pan Am as a counter balance to SCADTA.

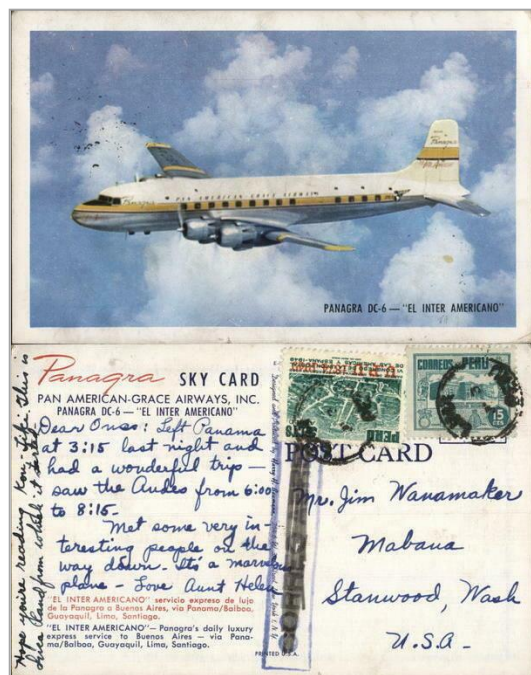


Figure 8. Panagra "Sky Card".

Pan Am eventually closed as well and the vast majority of its business records are now in the Special Collections Library at the University of Miami along with many of the records associated with Eastern Airlines.

The name of Pan Am was resurrected about a decade ago as a charter airline and I saw it fly into and out of Miami International airport a few times, but to the best of my knowledge, the revival was short lived. Recently in an *Historic*

The geographic network of SCADTA was severely limited by the founding of Pan American-Grace Airways (Panagra) in 1928 [Figure 8], as a joint venture with Grace Shipping Company, each owning 50% of the subsidiary company that lasted until 1967 when it merged with Braniff International Airways.

Pan Am was part or full owners of a number of subsidiary airlines throughout Latin America, such as Servicio Aereo de Honduras, S.A. (SASHA) founded on January 2<sup>nd</sup>, 1945. Pan American Airways owned 40%, the Honduran Government 40%, and 20% owned by private investors. In 1953 SASHA acquired rival airline TACA de Honduras and in 1970 Pan Am gave up its stake in the airline.

Prior to the start of World War II, the principal shareholder of SCADTA, from Austria, was forced to sell shares to Pan Am to avoid Nazi takeover of the airline. With the Japanese attack on Pearl Harbor, SCADTA was forced to cease operations and assets merged with SACO forming Colombian national carrier Avianca.



Figure 9. Panagra corner card.

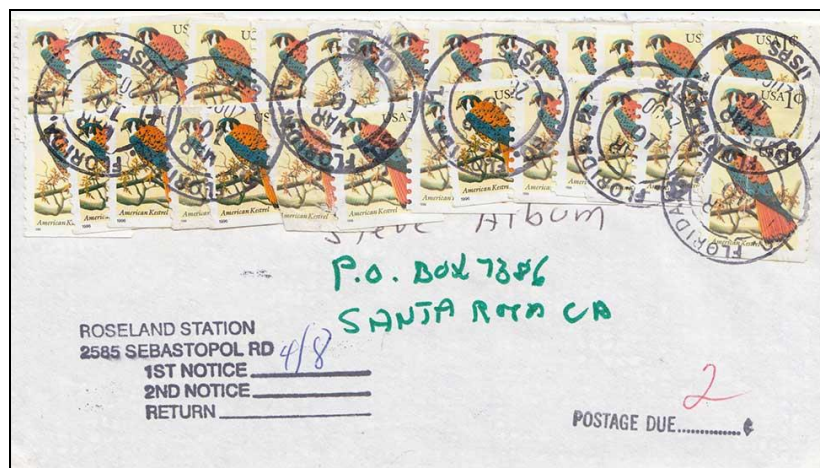
*Aviation* hobbyist magazine, there were two models of historic planes for sale. Both were Douglas DC-6B models, one with Pan American coloring and decals and the other with Eastern decals. There was also an Eastern Airlines Golden Falcon Cap and a CD of Golden Age Airlines of the 1940s to the 1960s. For additional history of Florida aviation, visit the Florida Aviation Historical Society at [www.floridaahs.org](http://www.floridaahs.org).

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.  
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## *Florida Auxiliary Markings*

Even though the auxiliary markings on the So. Florida, FL USPS to Santa Rosa, Calif. cover shown here are common postage due and notice markings, the mailing is intriguing. (Cover image courtesy of Jim Forte @ [www.postalhistory.com](http://www.postalhistory.com).)

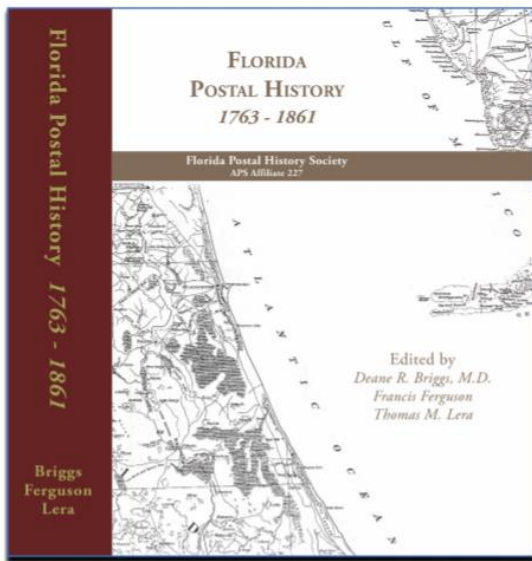


Note the number of 1-cent American Kestrel Flora and Fauna stamps affixed to the cover. Looks like 28 which, according to the auxiliary marking, is short paid by 2 cents. The stamps overlay each other in order for the sender to have sufficient room on the cover to affix the postage. Prompts you to wonder if there really are 2 additional 1-cent stamps somehow underneath the 28, thus satisfying the correct postage for the mailing!

## President's Message – May 2019

At the Sarasota National Show, “the gavel has been passed.” A new team was awarded the duty and challenge to keep viable and even grow the Florida Postal History Society (FPHS). Yes, grow the society. In a time of universal shrinkage of philatelic societies and clubs, the FPHS has great potential, and may even reverse the downward trends we see everywhere throughout society. Why? Let me count the ways.

- (1) FPHS paid **membership** on January 1<sup>st</sup> of the past four years has held steady at 105 to 106, unlike virtually all other societies and clubs.



- (2) FPHS **456-page book** *Florida Postal History 1763-1861* by Briggs, Ferguson, and Lera is close to being sold out. Decades of serious and comprehensive research professionally presented provides knowledge, nurtures confidence, and may well serve to attract potential collectors. (Please contact Dr. Deane R. Briggs to obtain a copy of the book.)
- (3) Florida Postal History Society **Journal** three times a year is in color, interesting, relevant, and informative.
- (4) Florida Postal History Society **Newsletter** three times a year keeps us all in touch.

- (5) Two **World Series of Philately** national shows every year.

- (6) FPHS **website** links us all together.

- (7) Annual dues of **\$15** may be as low as any other philatelic society offering all the above.

The FPHS has many goals and wants to attract more members, as I will review the next few times around. Please feel free to email me at [pres@fphsonline.com](mailto:pres@fphsonline.com)

**Vern Morris**



## FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2019

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.

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