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Military Assistant Surgeon's Fort Lauderdale, East Florida Letter

By Steve Kennedy

Authors Note: This is the first in a series of articles presenting letters originating from military forts during the Seminole Wars. I am looking for materials and additional authors to be part of the series. If you would like to write an article, I may be able to help you with research resources. Please remember that military forts may not have had a post office, so you need to look at the dateline or content to tell where a letter may have originated. Contact me at skycopatc@yahoo if you are interested in participating in this project.

Ellis Hughes was born in Baltimore on August 9, 1813. He was a gifted student and graduated from the University of Maryland with his medical degree in 1834. After graduation, his first job was Head of School at the Leon Academy in Tallahassee in 1835 and 1836. He then returned to his alma mater to teach anatomy in 1837. After only a year, he applied to General Joel Roberts Poinsett, the United States Secretary of War, for a commission in the U.S. Army.

In 1838, Dr. Hughes was appointed as an Assistant Surgeon by General Poinsett. After a brief period of duty in the North, he was assigned to Fort Heileman, a U.S. Army ordnance depot established at the confluence of the north and south forks of Black Creek in what is now Clay County. On January 19, 1839, Dr Hughes received

orders to report to Fort Lauderdale (Figure 1). He boarded the steamboat Santee and set off for an eventful journey to New River by way of St. Augustine and New Smyrna. He arrived at Fort Lauderdale on February 15, 1839, to join Company K, Third Artillery, commanded by Captain William B. Davidson.¹



Figure 1. 1856 map showing Fort Lauderdale. (Courtesy of the Fort Lauderdale Historical Society.)

Continued on page 3

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Dr. Hughes arrived in Florida around the middle of the Second Seminole War which lasted from December 1835 to August of 1842. The war started just after Christmas on December 28 when two companies of soldiers under the command of Major Francis Langhorne Dade were ambushed by Seminole Indians lead by Chief Micanopy during a march between Fort Brooke (present day Tampa) and Fort King (present day Ocala). The Seminoles were increasingly frustrated by the attempts of the U.S. Army to forcibly relocate them to a reservation in Oklahoma. Major Dade was the first to be shot and killed, and only three soldiers were reported to have survived.²

There were three forts named after Captain William Lauderdale who died in 1838 of a pulmonary disorder. He had been commissioned by Andrew Jackson to help remove the Seminoles from Florida. The first and second encampments, **Figures 2 and 3**, were essentially rows of tents surrounded by crude wooden fences, while the

third encampment, **Figure 4**, was a more permanent structure that lasted for three years from September of 1839 to August of 1842. Dr. Hughes spent time at both the second and third forts while he was assigned there.

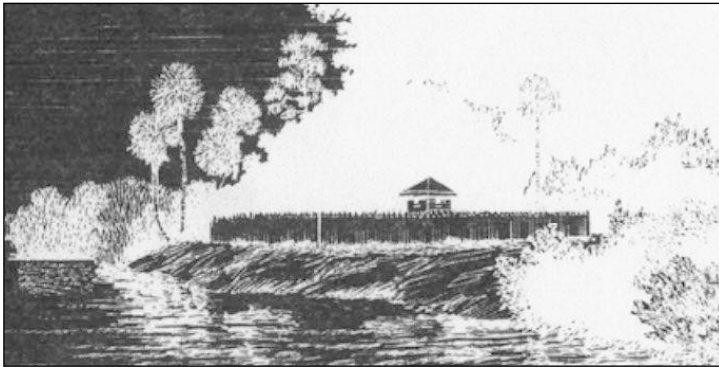


Figure 2. Artist's depiction of the first Fort Lauderdale located on the north bank of the forks of New River. (Courtesy of the Fort Lauderdale Historical Society.)

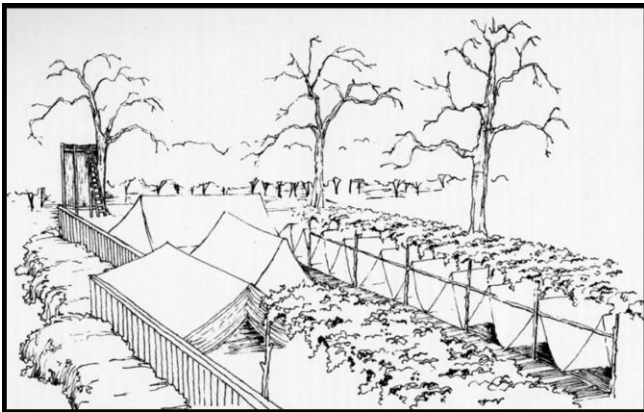


Figure 3. Drawing by Ellis Hughes of the second Fort Lauderdale. (Courtesy of the Broward County Historical Commission.)

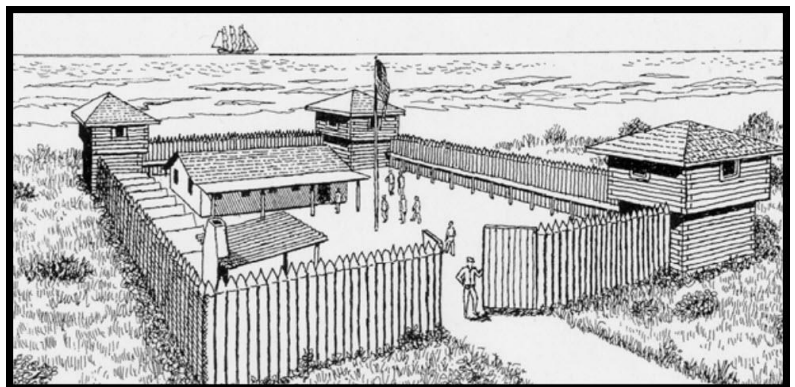


Figure 4. Artist's interpretation of the third fort. (Courtesy of the Fort Lauderdale Historical Society.)

The oldest known letter postmarked from Fort Lauderdale, East Florida was acquired at an auction by the Ft. Lauderdale Historical Society. It was written by a sutler named William Tucker to his brother George in Agawam, Massachusetts on March 22, 1838. The letter describes the 500-soldier pursuit of two renegade Miccosukee Indians, Wild Cat Alligator and Sam Jones. The cover is on display at the Ft. Lauderdale Historical Society Museum.

The letter shown in **Figure 5** is from the collection of Deane R. Briggs, M.D. It was written by acting commander Lieutenant George Taylor to General Roger Jones, U. S. Adjutant General in Washington, DC. The letter is dated April 2, 1839 and was postmarked one month later on May 2, 1839 in St. Augustine.

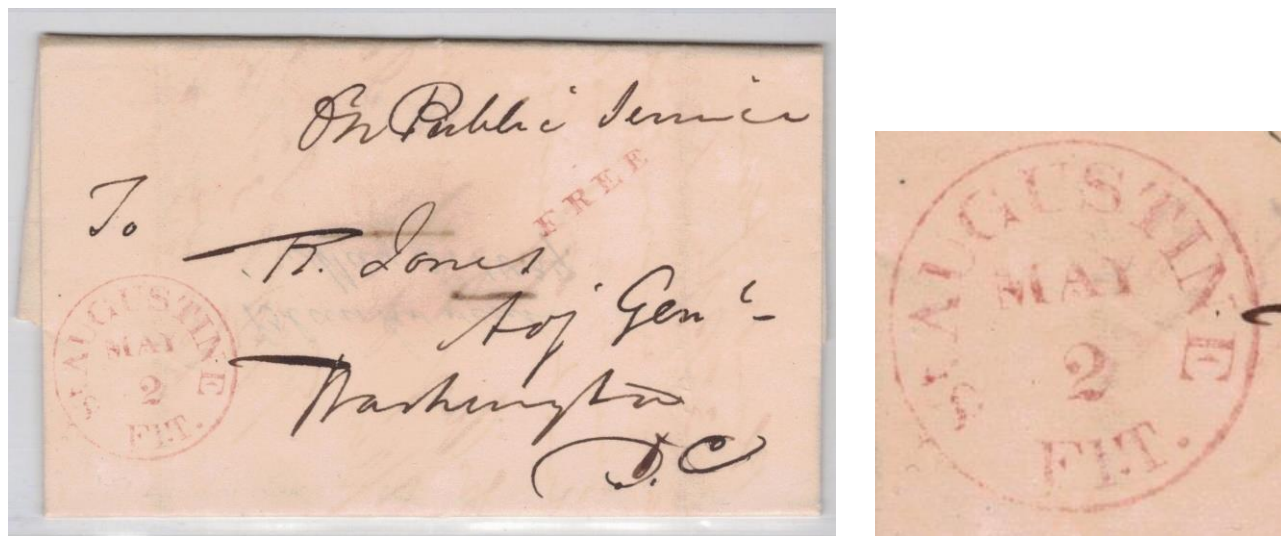


Figure 5. May 2, 1839 St. Augustine territory postmark.

Note the red Fl.T. territory postmark applied to the letter. At the time of this mailing, Florida was still a territory. It did not become a state until 1845. St. Augustine used this postmark from 1835-1862. There were only seven towns that used territory abbreviations in their postmarks during the territorial period from 1822 to 1845.³

Dr. Ellis Hughes wrote the letter shown in *Figure 6* to his cousin and his sister Hannah Ann Hughes on February 28, 1840. I would like to thank Vernon Morris, M.D. for the use of this letter and his expertise to help me develop a presentation on it for the 2020 Sarasota Stamp Show. It piqued my curiosity and stimulated an interest in this project. There are the only three letters known remaining that were datelined at Fort Lauderdale, East Florida during the Second Seminole War.



Figure 6. March 1840 St. Augustine territory postmark.

The rate for Dr. Hughes letter was 25 cents since it was to be delivered to Annapolis, MD, which was over 400 miles from St. Augustine. As with the **Figure 5** mailing, note the red FL.T territory circular date stamp applied to the letter.

In the letter, **Figures 7** and **8**, and his journal, Dr. Hughes mentioned that a steamboat was coming in from the Keys at the end of February. On March 2, he gave the letter to Captain Josiah Poinsett for the 300-mile journey to the St. Augustine post office to enter the mails. Captain Poinsett piloted the steamboat William Gaston regularly on trips up and down the coast for a U.S. Army contract from Savannah to the Keys.⁴

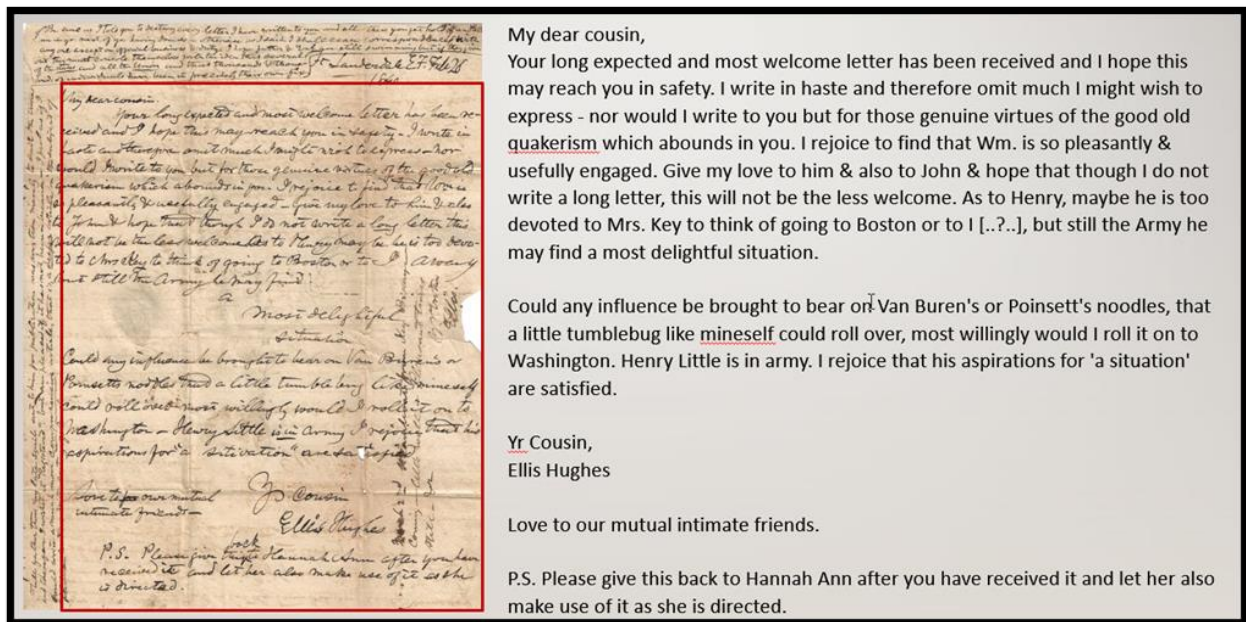


Figure 7. Page 1, Dr. Ellis Hughes letter.

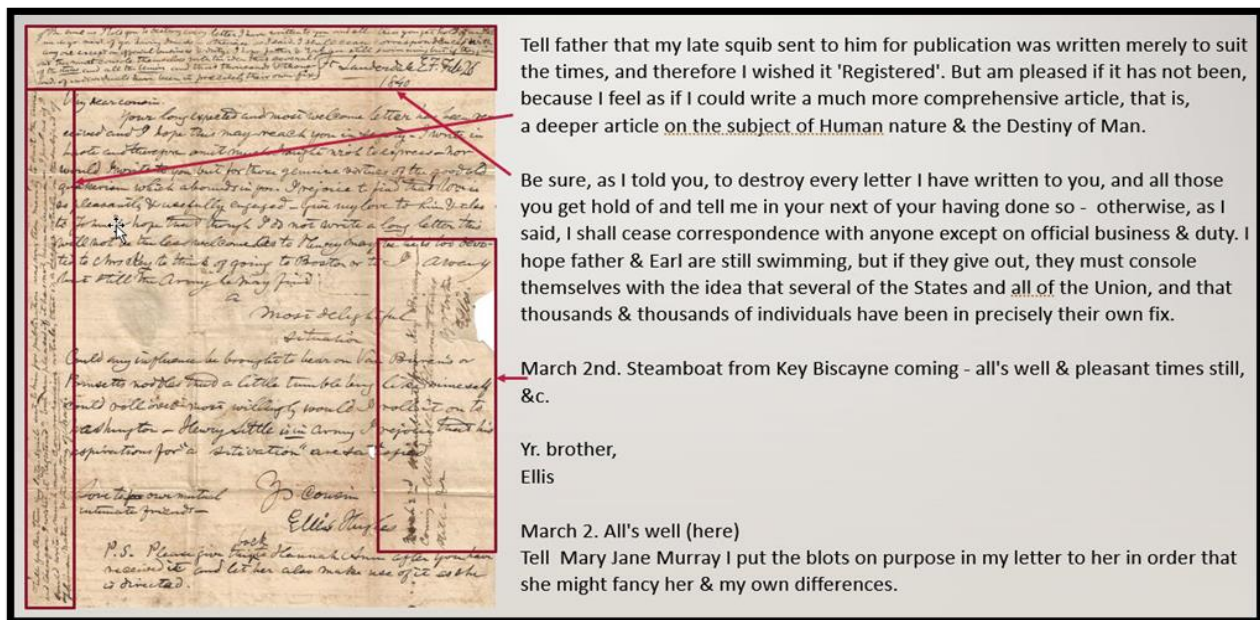
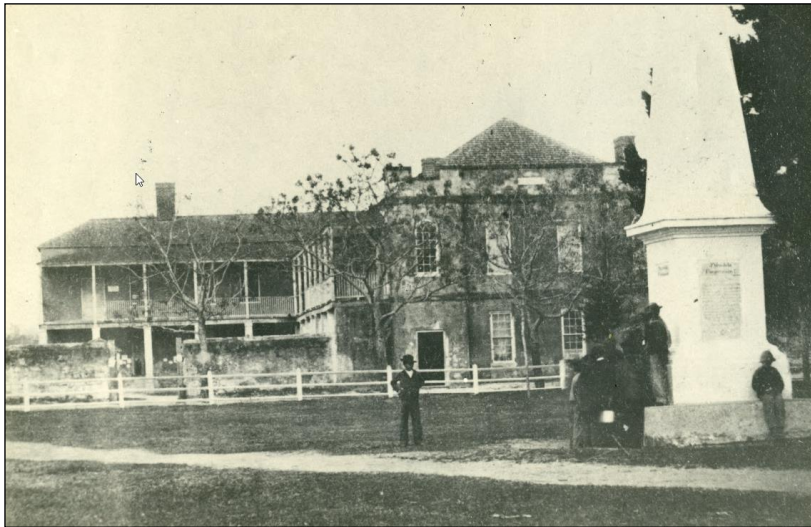


Figure 8. Page 2, Dr. Ellis Hughes letter.

The St. Augustine post office, **Figure 9**, built around 1598, was located in the Government House at 48 King Street. It became the Governor's official residence during the First Spanish Period. The Government House has been declared an historical landmark and is still standing today. It is officially called the Governor's House Cultural Center and Museum.⁵



Elias Wallen was the postmaster of the St. Augustine post office from 1835 to 1843 along with being the Tax Collector and Treasurer for the city.⁶

Figure 9. St. Augustine post office.

The letter was probably taken ashore to the post office to be cancelled, and then returned to the steamboat for the continued journey north to Savannah and on to Annapolis. However, it is possible that the letter went overland on Route 2452 which went twice a week to

Jacksonville and points beyond. At some point, the overland route was rescinded as insecure since there were multiple accounts of Seminole attacks on the mail carriers between St. Augustine and Jacksonville.⁷

By 1840, Dr. Hughes found himself facing multiple charges in a court martial filed by Captain Davidson. He had resorted to drink and bickering to relieve his boredom and deteriorating morale. The charges against him included "Drunkenness on Duty," "Conduct Unbecoming an Officer and Gentleman," "Disobedience of Orders," and a slew of others. He resigned his commission rather than face the court martial.

Hughes returned to Baltimore to work with his father, Jeremiah Hughes, as a journalist on the *Niles Weekly Register*. In 1849, he moved to Georgetown in the District of Columbia and worked for the bureaus of War and Interior Departments before becoming the Editor of *The Georgetown Advocate*. He died on October 5, 1868, in Georgetown, District of Columbia.⁸

Endnotes

¹ Broward Legacy, Vol. 2, March 1978.

² A Short History of The Seminole Wars, Seminole Wars Foundation, Inc. Vol.1, No. 2.

³ Florida Postal History Journal, Vol. 2, Number. 3, January 1995.

⁴ The Florida Historical Quarterly, Vol. LXIV, Number 4, April 1986; University of South Florida Digital Collections, Ellis Hughes Diary, H38-00002, h38.2.

⁵ St Augustine Historical Society, Government House image.

⁶ The Florida Herald, St Augustine, June 5, 1834; Florida Postal History, 1763-1861, Florida Postal History Society.

⁷ Florida Postal History, 1763-1861, Florida Postal History Society.

⁸ Broward Legacy, Vol. 2, March 1978; The New Orleans Medical and Surgical Journal 19:714-718, 1866-67.

Articles of Distinction Awards

At the Society's January 23, 2021 Annual Business Meeting, Articles of Distinction winners were announced. Congratulations are extended to the following members for their "best of the best" articles in the 2020 issues of the Florida Postal History Journal.

First Place: Christine C. Sanders and Paul Huber
Opa-Locka, Florida Played a Pivotal Role in the Short History of the U.S. Airship Macon, September 2020, Vol. 27, No 3.

Second Place: Mike Farrell
Bogus Stamps of the Confederacy – Florida Express, January 2020, Vol 27. No 1.

Third Place: Deane R. Briggs, M.D.
Southern Express Company, September 2020, Vol. 27, No 3.

Opa-locka, Florida Played a Pivotal Role in the Short History of the U.S. Airship Macon

By Christine C. Sanders and Paul Huber

This article concerns the trip of the *USS Macon* to Opa-locka, Florida for her participation in the U.S. Navy's Fleet Maneuvers in the Caribbean in 1934. This trip was memorialized in numerous covers prepared by philatelists and Navy enthusiasts, and selected ones will be used to illustrate this important event in naval history.



The Macon, Figure 1, was Navy's first scouting platform.



USS Macon (ZRS-5), the first airship in the U.S. designed to use as a craft carrier.

Figure 1. E. Henry Stine from his home in Sunnyvale, CA, airmail cover by flight of the Macon from Moffett Field in 1933.

She was 785 feet long and 155 feet high across the fins, Figure 2, and approximately the same size as the aircraft carrier *USS Enterprise*. Commissioned in June of 1933, just two months after the fatal crash of sister airship *USS Akron*, the *Macon* carried a crew of 60 and five fighter planes that could be launched and recovered in flight. Her home station was Moffett Field in Sunnyvale, CA near San Francisco.



Bogus Stamps of the Confederacy – Florida Express

By Mike Farrell

Editor's Note: Exhibited in the Court of Honor at the October, 2019 American Philatelic Society's Civil War Symposium and Exhibition, Mike Farrell's Bogus Stamps of the Confederacy showcased the history and identification of three well-known and prolific Confederate bogues: Buck's Richmond Express, Blockade Postage and Florida Express. Below is an article crafted from that exhibit highlighting the Florida Express stamps.



TYPE I



TYPE II



TYPE III



TYPE IV



TYPE V

The Confederate States of America founded their Post Office Department in February 1861. However, postage stamps were not issued by the Confederacy until October of that year. During the eight months without government issued stamps, some Confederate postmasters printed and sold their own provisional stamps. These provisional stamps were only valid at the offices from which they were issued. Similar to the private local posts, Confederate provisional stamps were not distributed on a large scale and were often produced cheaply with simple designs. This made them ideal for forgers who could easily sell their fakes to collectors who had never seen the genuine examples.

Southern Express Company

By Deane R. Briggs, M.D.

In the Vol. 13, No. 1, February 2006 issue of the *Florida Postal History Journal*, I wrote an article on Florida Express Usages which discussed the cover in Figure 1 and the two other covers shown later in this article.¹ The black and white reproduction of this cover did not do justice to the cover. The orange Southern Express Company label and docketing on the cover needed color reproduction. I c "27," the circle around the Paid in pencil manuscript "Quincy 10 Paid," and express rate as being a two-bits (25 cents) paid express charge. This was i paid by the explanation of the "27. Express is knowledge.

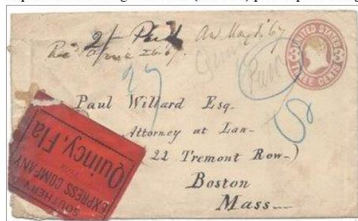


Figure 1. Quincy, Fla Southern Express Company orange label on 3-cent #U59 postal entire with "2/Paid" express rate on April 1867 cover to Boston.

The Southern Express Company was incorporated as an Augusta, Georgia company on May 1, 1861 with nine Southern stockholders and with Plant as president. Although Confederate President Jefferson Davis made Plant's company the agent for the Confederacy to collect tariffs and transfer funds, I am unaware of any Florida Confederate covers recorded with Southern Express Company labels or docketed notations.



Lindbergh Spends the Weekend at Flagler Beach

By Juan L. Riera

In November of 1931, Charles Lindbergh made a first flight combined with important meetings and topped it off with a weekend spent at Flagler Beach, Florida. This statement is factually correct but written with a certain tongue-in-cheek character, as you shall read.



The flight left the Miami Pan American Seaplane Base and Terminal on November 19, 1931. This was the first service flight for the Sikorsky S-40, *Figure 1*, from Miami to the Panama Canal Zone. The S-40 was designed and built specifically for Pan American Airways.

Stops were made in Cienfuegos, Cuba, Kingston, Jamaica, and Barranquilla, Colombia.

Figure 1. Pan American Airway's Sikorsky S-40, the American Clipper.

The flight carried mail for the Panama Canal Zone as well as 38 passengers, total capacity for the aircraft. Charles Lindbergh was the pilot, Basil Rowe was the co-pilot, and Igor Sikorsky was a passenger. Lindbergh was tasked with meeting with Sikorsky to discuss future plane design requirements and improved specifications that Pan American Airways wanted for new planes to be purchased.

Figure 2, courtesy of American Astro Philately, is a Pan American Airways corner card cover used to commemorate and document the American Clipper service from Miami to Cristobal, Canal Zone.

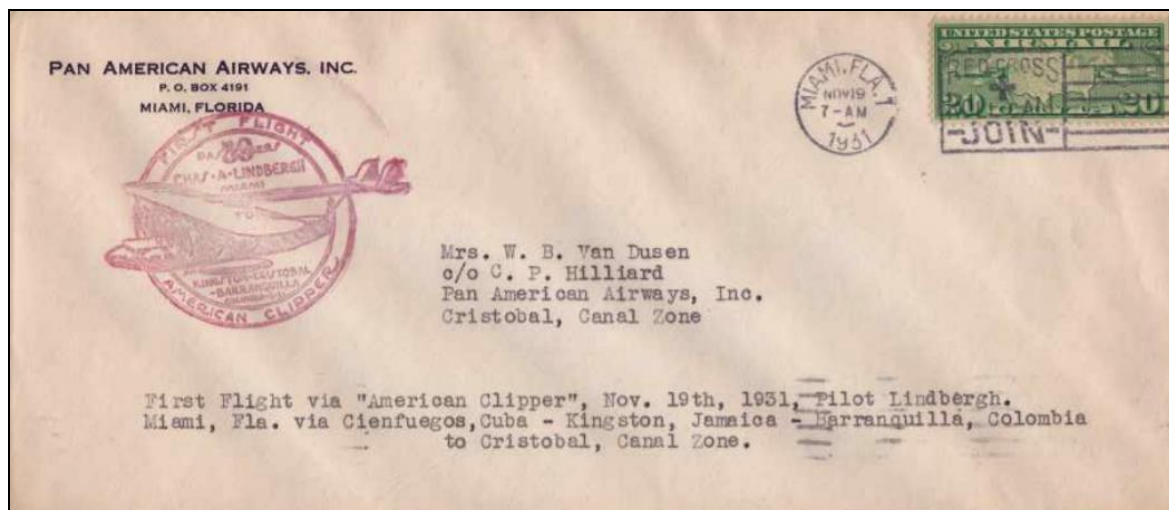


Figure 2. November 19, 1931 Pan American Airways corner card cover.

209 covers were posted from Cienfuegos, Cuba to Cristobal, Canal Zone, such as the *Figure 3* cover.



Figure 3. One of 209 covers posted from Cienfuegos, Cuba to Cristobal, Canal Zone.

Note the “Lindbergh 1928” overprint on the Cinco Centavos stamp. This overprint commemorated Lindbergh’s February 8, 1928 Havana – Key West flight as seen with the *Figure 4* cover.

Figure 4. February 8, 1928 cover commemorating Lindbergh’s Havana-Key West flight.

The *Figure 5* cover to Kingston, Jamaica commemorating Lindbergh’s November 13, 1931 flight also has the overprint on the Cinco Centavos Cuba issue.

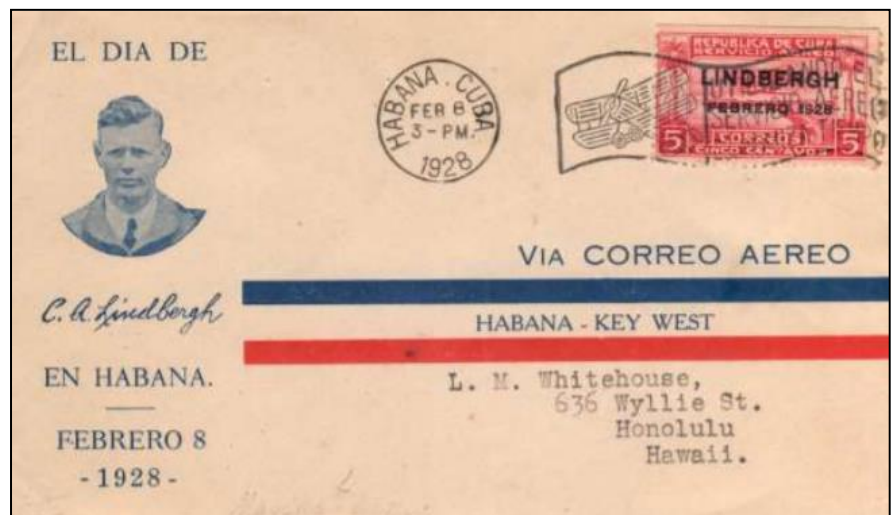


Figure 5. To Kingston, Jamaica, commemorating Lindbergh’s November 13, 1931 flight.

The S-40 was not to Lindbergh’s liking as he nicknamed it the “Flying Forest” because of the extraordinary number of struts and other protrusions causing drag. This provoked Lindbergh to state that the plane was like flying a brick and was a monstrosity.



However, the three planes, based on design requests by Juan Trippe, entrepreneur and founder of Pan American World Airways, gained significant notoriety being considered the first true "Clipper" planes, and were named the American Clipper, Caribbean Clipper, and Southern Clipper.

On the scheduled day of departure from Barranquilla, Colombia (November 25, 1931), the plane's pontoons were damaged and departure was delayed until the next day. This delay, caused by the poor design of the S-40 in the eyes of Lindbergh, frustrated him greatly resulting in him handing off the command of the flight to Basil Rowe who ends up taking the passengers and airmail to the Panama Canal. Lindbergh secures another plane and takes off to Key West, Florida, although his job was done in respect to airplane discussions with Sikorsky.

Figure 6. Igor Sikorsky and Charles Lindbergh.

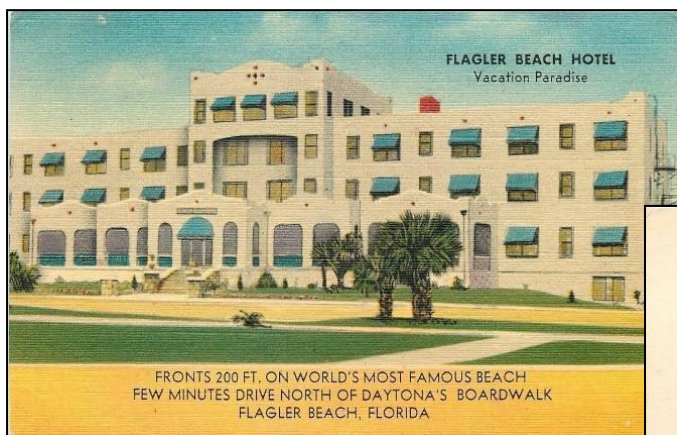


After presumably stopping in Key West and continuing to New York, on Saturday November 28, 1931, due to heavy fog, Lindbergh makes an emergency landing at the Flagler Beach Airport. The airport was situated adjacent to the Atlantic Ocean on the barrier island between the Intercoastal waterway and the ocean. It was in operation as a civil airport from about 1930 to about 1942, and a military airport from 1942 to 1946 when the airport closed.



Lindbergh was flying a 1931 U.S. Army model Curtiss Hawk. Initially, Lindbergh was quite friendly, as seen in the **Figure 7** photograph, chit-chatting with Clarence D. Toler - Boatswain's Mate First Class - and other people who came out to meet him. But Lindbergh became increasingly frustrated and irritated with all the attention as people started coming from as far away as Daytona Beach, St. Augustine, and Jacksonville, more than an hour away.

Figure 7. Lindbergh speaking with onlookers prior to takeoff in a 1931 U.S. Army model Curtiss Hawk.



By the end of the day, Lindbergh declined an invitation to visit with John D. Rockefeller at his winter home, known as The Casements, in Ormond Beach. Lindbergh stayed at the Flagler Beach Hotel, seen in the **Figure 8** postcard.



Figure 8. Flagler Beach Hotel postcard.

Lindbergh barely left his hotel room between Saturday evening and Monday morning. As he left the hotel promptly at 9:15 a.m. on November 30, 1931, he remarked that he hoped to have the opportunity to return in the future. This was seemingly a very gracious gesture disguising his frustrations during the prior week. Most certainly, the story of Lindbergh's visit is not used by the Flagler Beach tourism folks!

EDWARD R. JOYCE, JR.

Deane R. Briggs, M.D.



Edward R. Joyce, Jr. passed peacefully from this life on September 15, 2020 at the age of 92. He was born October 20, 1927 and raised in St. Augustine where he met and married his wife of 66 years, Leland. Together they had five children, 20 grandchildren and 2 great grandchildren.

Ed graduated from the University of Mississippi, served as an officer in the United States Navy and Naval Reserve, and had a career as a chemical engineer. He enjoyed history, especially that of the Civil War, and was a 50-year member of the Confederate Stamp Alliance (#0881). He received the title of Honorary General in 2009, and President's Trophy in 1995 for the best exhibit of CSA covers as a first-time exhibitor.

Ed was also interested in Florida Postal History, was a Charter member of the Florida Postal History Society and served as its President in 2005-7. He wrote several articles for the *Florida Postal History Journal (FPHJ)* and was excited to assist with an article written for the *Confederate Philatelist (CP)* and FPHJ on Bartow, Florida. There were actually two Bartow, Florida post offices functioning at the same time. Ed had one addressed to the Jackson County post office which was published in *Florida Postal History during the Civil War*.

His wife, Leland, recalls that he was most proud of organizing and hosting the November 10-12, 2006 CSA mid-year meeting in Jacksonville, Florida, which was enjoyed by all attendees. She says although during the last few years Ed's eyesight was failing and he required nursing home assistance, he enjoyed having her read the *CP* and *FPHJ* to him.

Ed will surely be missed by all who have been fortunate to know him.

Pre-Territorial and Territorial Straightline Postmarks

By Thomas Lera

INTRODUCTION

During Florida's Pre-Territorial and Territorial periods (1772-1845), postmarks were interesting because of the variety. Each postmaster in every town selected his own size, shape, and spelling for their postmark. Reported dimensions are problematic because strikes were often unclear due to many locally made devices. The few small towns in Florida that had post offices were far apart, communication was poor, and standardization would have been difficult.

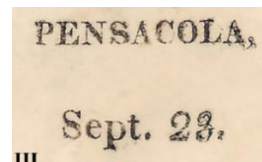
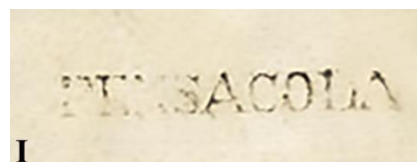
To limit the scope of this study, and because of the difficulty of determining spelling from handwritings, manuscript markings are not included. Sources of information are the “*American Stampless Cover Catalog*, *Florida Postal History and Postal Markings During the Stampless Period*, and *Florida Postal History 1763-1861*, 1997 and 2018 printings.” *The Florida Postal History 1763-1861*, 2018 printing, updates many of the listings in the *American Stampless Cover Catalog*.¹

Florida was ceded to the United States by Spain on February 19, 1819, became a Territory March 30, 1822, and finally a State of March 3, 1845. Only three post offices were open in 1812: Fernandina, Pensacola, and St. Augustine.²

Below are the single and double straightline postmarks from Florida post offices, some with manuscript dates (shown in parentheses in listing). Double-line postmarks have the town name above the date line. The Roman numerals in front of the images and tracings indicate the postmark type.

PRE-TERRITORIAL SINGLE AND DOUBLE STRAIGHTLINE POSTMARKS

Pensacola is in Escambia County on Pensacola Bay. Handstamps and straightline marks are known from the 1770s. The **PENSACOLA** Type I straightline backstamp transit marking in both brown and black is recorded in the *American Stampless Cover Catalog* used from July 1, 1772 to 1774. Cary Nicholas was postmaster from 08/21/1821 until 05/28/1823 when Robert Mitchell was appointed, and he remained postmaster until 03/16/1826. Both used the straightline postmarks shown in pre-territorial and territorial Pensacola.



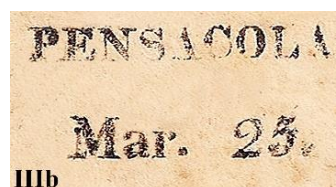
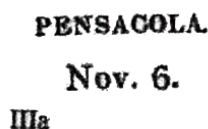
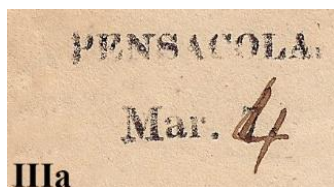
PENSACOLA

PENSACOLA,

I

III

Sept. 23.



PENSACOLA Type I, 56 x 6 mm, 07/01/1772 – 12/10/1774, 3 known.

PENSACOLA, / Sept. 23. Type III, 27 x 16 mm, 09/23/1821 – 10/30/1821, 10 known.

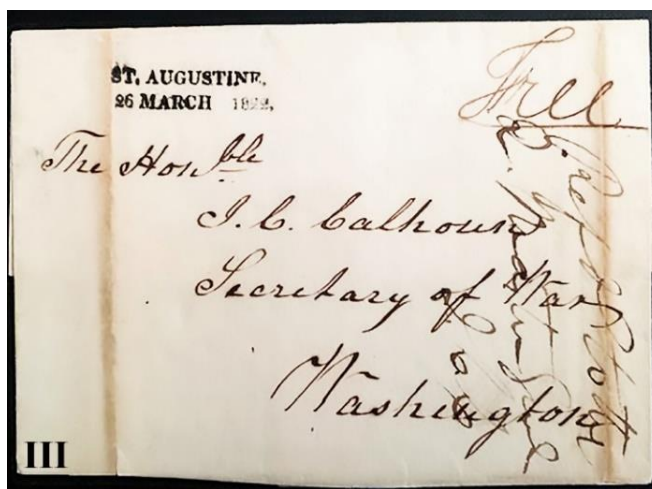
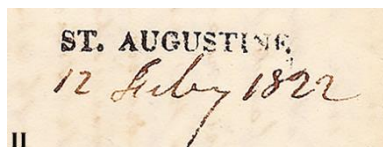
PENSACOLA, / Mar. 7. (4) Type III a, 27 x 12 mm, 11/06/1821 – 03/07/1822, 8 known.

PENSACOLA / Mar. 25. Type III b, 27 x 12 mm, 03/11/1822 – 03/25/1822, 3 known.

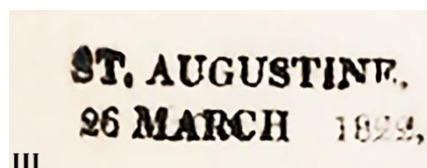
Note, the subtle differences in Type III are the comma after Pensacola wearing down to a period, then no longer visible, and the spacings variations between the town name and date. Type IIIa is dated Mar. 7, however there is a pen change to Mar. 4.

St. Augustine is located in St. Johns County on the Atlantic Coast and was founded 09/08/1565 by Spanish Admiral Pedro Menéndez de Avilés, Florida's first governor. Spain ceded Florida to the United States in 1819, and St. Augustine was designated the capital of the Florida Territory upon ratification of the Adams-Onís Treaty in 1821.³

The three postmasters who used these straightline postmarks in the St. Augustine pre-territorial and territorial periods were Jonathan S. Beers, appointed 07/20/1821, Thomas H. Penn 11/13/1821, and Squire Streeter 11/09/1824.



(courtesy of William H. Johnson, D.D.S.)

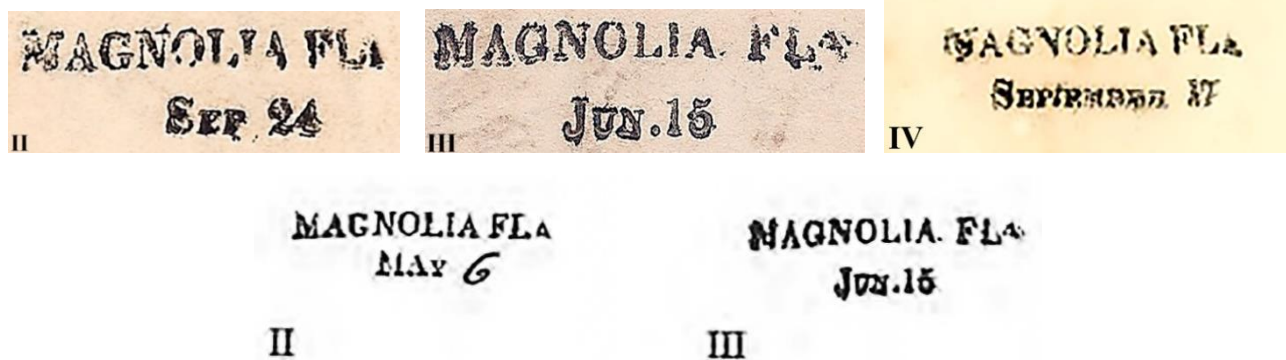


ST. AUGUSTINE / (12 Feby 1822) Type II, 28 x 3 mm, 01/08/1822 – 03/05/1822, 4 known.

ST. AUGUSTINE, / 26 March 1822 Type III, 26 x 7 mm, 03/26/1822, 1 known.

TERRITORIAL SINGLE AND DOUBLE STRAIGHTLINE POSTMARKS

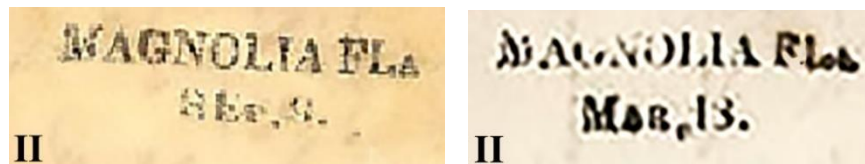
Magnolia, established in 1827, was located in Leon County, eight miles north of St. Marks on the St. Marks River. It was discontinued by a name change to Port Leon on 10/28/1840. Edward Seixas was appointed postmaster on 10/27/1828 and was replaced by Benjamin Boyd on 06/25/1836.



MAGNOLIA FLA / SEP 24 Type II (Low A), 29 x 3 mm, 05/07/1830 – 03/13/1836, 10-20 known.

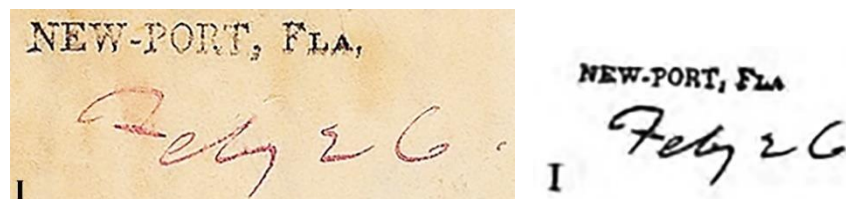
MAGNOLIA FLA / JUN. 15 Type III (High A), 30 x 3 mm, 06/15/1830, 1 known.

MAGNOLIA FLA / SEPTEMBER 17 Type IV (Low A), 29 x 3 mm, 09/17/1833, 1 known.



Magnolia FLA Type II variation in month text - SEP. 9. [1834] and period after month MAR. 13. [1834].

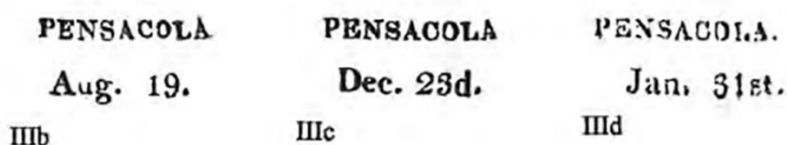
Newport, located on the St. Marks River in Wakulla County, was established as a name change from the post office at Port Leon. It was discontinued in 1955. Amos M. Alexander was appointed the first postmaster and served 01/18/1844 to 07/19/1845.



NEW-PORT, FLA. / (Feby 26) Type I, 23 x 2 mm, 02/26/1844 – 04/06/1844 2 known.



IIIb
(Courtesy of Todd A. Hirn)



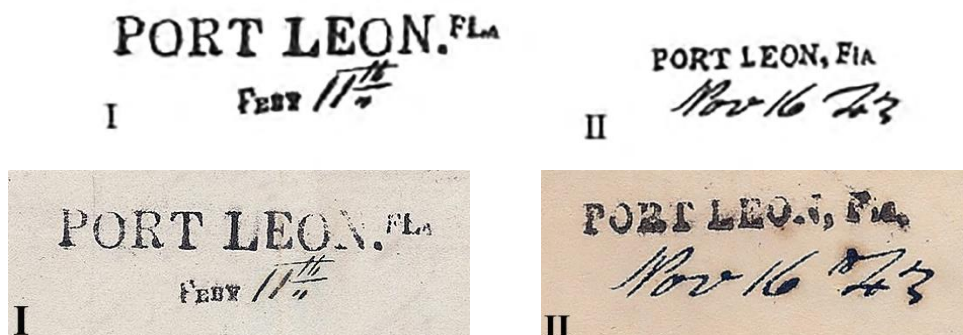
PENSACOLA / June 24. Type III b, 27 x 12 mm, 06/03/1822 – 08/19/1822, 5 known.

PENSACOLA / Dec. 23d. Type III c, 27 x 12 mm, 11/18/1822 – 12/23/1822, 3 known. (*also th)

PENSACOLA. / March 7th. Type III d, 27 x 12 mm, 01/31/1823 – 03/07/1823, 4 known. (*also st)

*Note the subtle differences in Type III with a period after Pensacola (Type IIId), and Type IIIc & IIId with the date ending in “d and st.”.

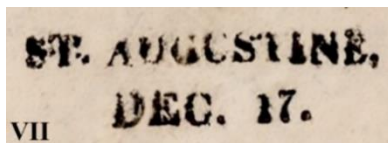
Port Leon, located near the mouth of the St. Marks River in Leon County, was the terminus of the 22-mile Tallahassee Railroad, successor to the Leon Rail-Way Company. The train was pulled by horses or mules. Of the four railway lines built during the territorial period, the Tallahassee Railroad was the only railroad in operation in 1845 when Florida was admitted into statehood. The post office was established as a site and name change from Magnolia on 10/28/1840. Nathaniel Hamlin was the first of four postmasters. It was discontinued 01/18/1844 as a name change to New Port.



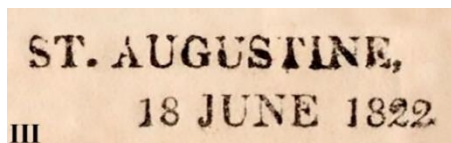
PORT LEON. FLA (FEBY 11th) Type I, 48 x 5 mm, 12/31/1840 – 04/06/1841, 5-10 known.

PORT LEON, FIA / (Nov 16th 43) Type II, 28 x 3 mm, 11/16/1843, 1 known.

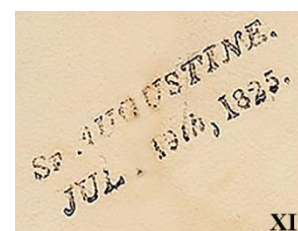
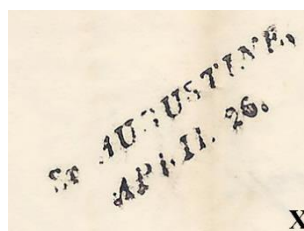
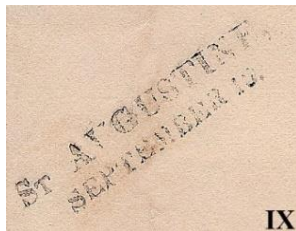
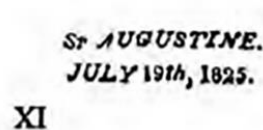
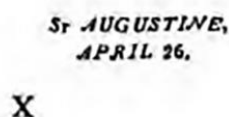
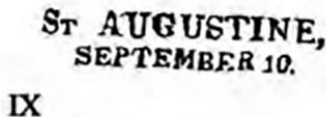
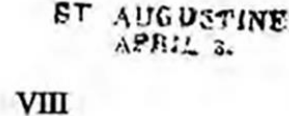
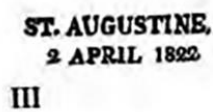
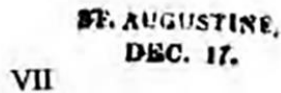
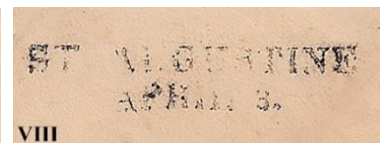
Note: In Type I “FLA” is high and Type II “FIA.” is in line with PORT LEON.



(Courtesy of Todd A. Hirn)



(Courtesy of Todd A. Hirn)



ST. AUGUSTINE, / 18 JUNE 1822. Type III, 28 x 7 mm, 04/02/1822 – 08/04/1825, 10 known.

ST. AUGUSTINE, / DEC. 17. Type VII, 28 x 7 mm, 04/08/1822 – 12/19/1822, 5 known.

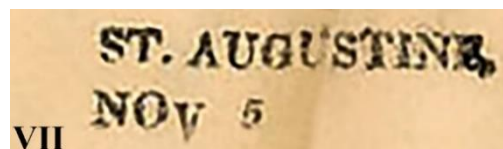
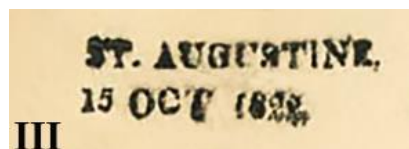
ST AUGUSTINE / APRIL 3. Type VIII, 33 x 7 mm, 04/03/1823, 1 known.

ST AUGUSTINE, / SEPTEMBER 10. Type IX, 39 x 8 mm, 06/10/1823 – 09/10/1825, 2 known.

ST AUGUSTINE, / APRIL 26. (Italics) Type X, 25 x 6 mm, 04/26/1825, 1 known.

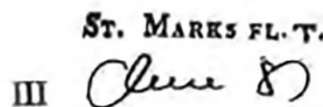
ST AUGUSTINE. / JUL. 19th, 1825. (Italics) Type XI, 28 x 7 mm, 07/19/1825, 1 known.

Note the subtle differences in Types with a comma or period after ST. AUGUSTINE, variations in the date formats, and/or “ST., ST or ST”.



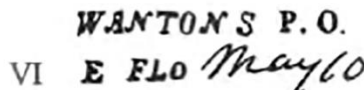
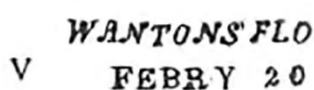
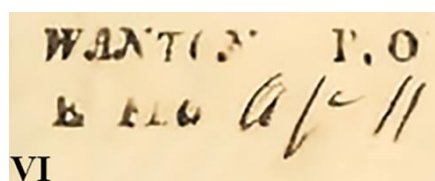
Type III has an abbreviated month, and Type VII has a month with a lower letter and an italic “5”.

St. Marks, established in Leon County on 03/28/1827, became the 17th post office in territorial Florida. It was Talahassee’s only seaport and a supply depot in support of the Second Seminole War 1835-1842. Turbut R. Betton was appointed postmaster 03/28/1827 and replaced by Ambrose Crane who was postmaster from 11/09/1837 – 05/29/1838.



ST. MARKS FL. T. / (June 8) Type III, 28 x 3 mm 06/08/1830 – 03/03/1831, 2 known.

Wantons post office, located in Alachua County at the present site of Micanopy, was established as the 9th post office in territorial Florida. Reuben Charles, appointed postmaster 03/06/1826, was the first of four postmasters. The post office was discontinued 03/03/1834 as a name change to Micanopy.



WANTONS' FLO / FEBRY 9 Type IV, 33 x 9 mm 02/09/1828 – 02/20/1828, 2 known.

WANTONS P.O. / E FLO (Apr 11) Type V, 36 x 10 mm, 04/11/1832 – 07/18/1832, 3 known.

SUMMARY

As evidenced by the two- to four-year usage (1821 – 1825) of the straightline handstamps by Pensacola and St. Augustine, markings made from printers' type face proved not to be durable. These handstamps were produced locally from printer's type face giving rise to variations in length, as the handstamps has loose letters, were worn out and replaced by those with different settings.⁴

They were replaced by the typical circle-date handstamps that came into widespread use by the late 1820s.

The images are courtesy of Deane R. Briggs, and where indicated, William H. Johnson, D.D.S. and Todd A. Hirn. My thanks and appreciation to Baasil Wilder, NPM Librarian, for providing Territorial Florida postal information.

APALACHICOLA FLORIDA TOMBSTONE STRAIGHTLINE

Is this Apalachicola Tombstone Postmark a bold, fancy, arched date stamp type of a straightline? Did the postmaster or printer design the tombstone because “APALACHICOLA, FLORIDA” was too long to be a straightline?



APALACHICOLA FLORIDA / May 11 Type II, 22 x 17 mm, 5/11/1833, 2 known.

Apalachicola, Florida/May 11. Bold fancy arched date stamp (Type II) on a 1833 folded letter sheet to Tallahassee, manuscript “37½” rate, ex-Meroni. (Rumsey Auctions, Sale 39, Lot 47).

This postmark was only used for a short time due to its fragile type setup making it susceptible to damage. The enlargement shows the misaligning of the “FLORIDA” type and the damage to some of the letters.

Endnotes

¹ AMERICAN STAMPLESS COVER CATALOG, Vol. 1 (1997) & Vol.2 (1987), David G. Phillips Publishing Co., Inc., North Miami Florida.; Pickett, Mrs. Harold Major, Kenneth Rice, and Henry M. Spelman III, (1957). FLORIDA POSTAL HISTORY AND POSTAL MARKINGS DURING THE STAMPLESS PERIOD, Palm Beach Stamp Club.; Deane R. Briggs, M.D.(Ed). (1999). FLORIDA STAMPLESS POSTAL HISTORY 1763 - 1861, David G. Phillips Publishing Co., Inc.; Briggs, M.D., Deane R., Thomas Lera, and Francis Ferguson (Eds.). (2018). FLORIDA STAMPLESS POSTAL HISTORY 1763 -1861, Florida Postal History Society.; Chase, Dr. Carroll, and Richard Cabeen. (1950). The First Hundred Years of United States Postmarks 1787-1887, The American Philatelic Society, Inc., State College, Pa. pp.79-85.

² Schuh, Niles, Territory Indications in Florida Postmarks, Florida Postal History Journal, Vol. 3(3), January 1995, pp. 16-18.

³ Crutchfield, James A., Moutlon, Candy, and Del Bene, Terry (Eds.). (2015). The Settlement of America: An Encyclopedia of Westward Expansion from Jamestown to the Closing of the Frontier. Routledge. p. 51.

⁴ Coles, Jr., William C. (1984). The Postal Markings of New Jersey Stampless Covers, Collectors Club of Chicago, pp. 198-99. Coles suggests these minor variations “are due probably to inaccurate resetting after the handstamp was dropped.”

Literature Competition Awards

Congratulations are extended to the following members for awards earned in recent literature competitions.

Sarasota National Stamp Exhibition, January 22-24, 2021

Grand Award

Vernon R. Morris, *The Birth of New Jersey's Post*, New Jersey Postal History Society.

Large Gold

Vernon R. Morris, *The Birth of New Jersey's Post*, New Jersey Postal History Society.

Gold

Thomas M. Lera, *Federal Postage Currency & Confederate Banknotes During the Civil War*,
The Confederate Philatelist.

Gold

Bill S. DiPaolo, *Rethinking the Ponce Provisional Adhesive*, Specialized Catalogue
of United States Stamps & Covers.

Bill S. DiPaolo, *Production Characteristics of the Prexie Coils*, Prexie Era Postal History
and Stamp Production.

Vermeil

Juan L. Riera, *E.G. Barnhill: Florida Photographer, Artist, and Promoter*,
Florida Postal History Journal.

Large Silver

Juan L. Riera, *Giant Magnolia on a Blue Velvet Cloth*, Florida Postal History Journal.

SESCAL, October 2-4, 2020

Silver Bronze

Juan L. Riera, *Remember the Maine! To Hell with Spain!*, Florida Postal
History Journal.

Bronze

Juan L. Riera, *Felix Varela: Social Reformer*, Florida Postal History Journal.

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