

# FLORIDA WATERWAY AGENTS AND RAILWAY POST OFFICE ROUTES

Thomas Lera

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## INTRODUCTION

While hardly applicable to all routes worked by waterway route agents, Henry Meyer's comments on steamboat route agents are colorful and should be mentioned as he wrote *Domestic Waterway Mail Markings* in 1951. According to Meyer, "A steamboat having a mail carrying contract enjoyed top distinction among boats. The words U.S. MAIL or MAIL LINE invariably were carried in its advertising in the newspapers, on handbills and letterheads, and were proudly painted on the paddle boxes. They were understood by the public to mean a staunchly-built boat, speedy as compared with other boats, and dependable in holding to its schedule, weather, stage of river and delays of navigation excepted.

"At first the contracts were held by individual boat owners, but when the annual subsidies ran high in the thousands of dollars, 'lines' or 'companies' were formed. These were rather loosely knit organizations or associations. Each owner operated his own boat and pocketed his own profits, but several owners in a 'company' co-operated in setting up schedules and fixing rates. The contracts were usually for a four-year period."

"These route agents were employees of the Post Office Department, not of the boats, sorted mail, accepted mail bags containing letters which had been mailed at post offices, put off mail for towns along the river, accepted letters mailed by passengers and people who appeared at a landing with a letter, sold stamps. and postmarked letters received outside the mail bags.

"From the 1850's to about 1875, the agents used postmarks of almost any style and in almost any wording which pleased them. One often can tell a steamboat route agent's mark from a railroad agent's mark by the presence of such words, abbreviations and expressions as: S.B., Steamer, River Mail, Riv. Rt., St. Bt., R.M., Mail Line, M.L., Mail Route, Riv. Agt., Route 7309, etc. Knowing what towns are on an easily navigable river also helps identify the water routes. Letters handled by route agents never cost, nor paid any extra fee, as the route agent's sorting room was a miniature U.S. Post Office." (*Source: Postal Markings of U.S. Waterway Routes 1839-1997*, by Fred

MacDonald, Mobile Post Office Society, 1997. Pages V-VI.)

The distinction between contract steamboats with route agents, and those with no route agents nor contract steamboats, is clearly pointed out in the *Act of March 3, 1855*:

“*Section 60* - made the prepayment for mail matter compulsory, except on letters from abroad and except matter entitled to the franking privilege. The public had for so long been accustomed to placing unpaid letters aboard steamboats, that the Postmaster General deemed it expedient, in *P.L. & R.*, for that year, to insert the following instructions.

“*Section 115* - All letters placed on a mail steamboat on which the mails are in charge of a Route-Agent, should go into the hands of such agent; and on those letters the master of the vessel is not entitled to receive any compensation. None but prepaid letters should be received on such steamboat, and these should be duly mailed. But should any chance to be unpaid, they should be deposited by the Route-Agent in the Post Office at or nearest the point at which they are received, and the postmaster should post up a list of them, with the unpaid letters dropped into his office, adding that they were put aboard the steamboat unpaid. If not attended to, such letters are to be sent monthly to the Dead Letter Office.

“*Section 116* - In like manner, when practicable, all letters should be prepaid which are received by steamboats or other vessels not in the mail service, or carrying the mail with no Route Agent on board. When prepaid, the master of the vessel, if under contract to carry the mail, may receive one cent ‘Way’, and if not under contract with the Department, two cents each from the postmaster at whose office he deposits them, and they should be delivered to their address without any charge beyond the amount prepaid. But if unpaid, they should be treated as Ship letters, and are chargeable as such with a postage of six cents, if delivered at the office at which the ship shall arrive, and with two cents in addition to the ordinary rate of postage if destined to be conveyed by post to another place. In the latter case, the master of the vessel is entitled to receive two cents a letter.” Source: The Principle Regulations of the Post Office Department as of July 1, 1855, Chapter XI: Ship and Steamboat Letters - [Regulations - Ship and Steamboat Letters](#)

Waterway postmark collecting is divided into two major periods: the route agent period, extending from about 1842 to 1882, and the railway post office period, extending from 1882 to 1977. Do not let the name “Railway Post Office” confuse you, as the service was performed on the water routes by clerks employed by the Post Office Department Division, created as the Railway Mail Service, hence only one name was used for the employee clerks whether they were working in a railroad car, or in the cabin of a steamboat.

The route agent period has already been thoroughly cataloged by the Mobile Post Office Society as part of its 1986 publication titled, “*U.S. Route and Station Agent Postmarks*” which gives route information, and catalogs all postmark information for 184 different route markings used on the waterways. A full explanation of waterway mail service and its development is given in pages XXXI to XXXVII of this volume, while postmarks are cataloged on pages 1 thru 244, with indices for waterway postmarks by state and by waterway, listed on pages 409 to 412.

It should be noted, postmarks applied by mail clerks on the various steamboats or motorboats carry the initials R.P.O. in the postmark, while boat markings applied by a ship's clerk or purser usually carry the name of boat, but do not include the R.P.O.

Route terminal listings followed by an asterisk (\*) designate waterway R.P.O. routes for which no R.P.O. postmarks have been reported, although in most cases they probably existed.

R.P.O. values are based on the following scale:

I- 50 ct. - \$5.00	II- \$5 to \$15
III- \$15 to \$25	IV- \$25 to \$50
V- \$50 to \$75	VI \$75 to \$125
VII \$125 to \$200	VIII- \$200 to 300
IX- \$300 to \$500	X- \$500 and over.

The *Daily Bulletin of Orders Affecting the Postal Service*, a publication of the Post Office Department (POD) and later the U.S. Postal Service (USPS), was researched and information regarding the Steamboat Service, Railway and R.P.O. Service and Mail Messenger Service are listed under Volume, Number and Date. This information can be found *The Digitized US Postal Bulletins and PL&Rs 1880 – 2013* found on the United States Stamp Society website under the “Research” tab, and is a fully searchable digitization of the *U.S. Postal Bulletin* from 1880 to 1971.

Detailed information on postal markings and route information can be found in Fred MacDonald’s 1997 *Postal Markings of U.S. Waterways Routes 1839 – 1997* published by the Mobile Post Office Society.

The information presented herein is from sources listed on the pages and references found in the selected bibliography.



## **DEFINITIONS**

**UNPOUCHED MAIL:** The term is used to distinguish individual pieces of mail handed to a route agent from that prepared and pouched by one post office for delivery to another. Mail handed to a route agent, as described by the Postal Laws and Regulations (P.L. & R.), sometimes entered the mails by the agent's handstamp, or taken to the nearest post office.

Unpouched mail delivered at boat-landings to non-contract inland or coastwise steamboats, or written by persons abroad, was marked STEAMBOAT at the post office. These letters were delivered by the steamboat personal, not route agents.

The town-mark of such point of entry of mails was also usually applied at a post office to mail received from an inland steamboat that had no contract to carry the mails, although it was permitted to carry letters under certain regulations.

**STEAM:** An abbreviation of Steamboat, this was used for all purposes for which the P.L.&R. specified a steamboat was to be used. The P.L. & R. contain no provision for payment to a non-contract carrier. If the contract route agent did not have a route handstamp, letters he picked up enroute and deposited in a post office would most likely have been marked WAY.

**WAY:** This was the official P.L. & R. designation applied at the receiving post office to mail handed to a contract carrier on his way between post offices. The distinction between WAY and UNPOUCHED is the mail was picked up and brought to the post office by a person or firm under contract of employment to carry mail. The carrier may have been a traveling contract route agent on a railroad or steamboat who did not have a special route handstamp to permit the item to directly enter the mails. Or, the carrier may have been a steamboat or railroad with a contract for carrying mail, but without a traveling route agent.

**RAILROAD ROUTE:** Railroad route markings apply only to mail brought directly to the train instead of having first been placed in a post office. Usually a circular marking containing the initials or names of the terminals of the route, or of corporate names of the railroad, these were applied by a railroad contract mail route agent to unpouched mail brought to him at station stops. Characteristically, no town-mark was usually applied, as the letters entered the mail when the route handstamp was applied. The closed mail pouches brought to the railroad from the post offices were not opened enroute and were distributed accordingly at their destination.

**INLAND WATERWAYS ROUTES:** These are like Railroad Route markings except the carrier was an inland or coastwise steamboat under contract to carry the mail over waters declared to be a post road. Usually they show the name or initials of the route terminals as well as such words as RIVER MAIL, S.B., etc.

**SHIP OR STEAMSHIP:** Mail brought to a U.S. port over a route not declared a post road for its entire length was, by law, taken to a post office at port of entry by ship's personnel, and there marked SHIP or STEAMSHIP, or combinations of these words with a town name, with or without a rate designation.

## FLORIDA WATERWAY AGENTS AND RAILWAY POST OFFICE ROUTES

**Palatka & Drayton Island, FL**, 40 miles, Steamboat, Saint John's River (1886 – 1899)

- I-13-a; PALATKA & DRAY. ISLAND R.P.O., 28, black, 1892, V
- I-13-a1; PALATKA & DRAY ISLAND R.P.O., 28, black, 1892, V. (no period after Dray)
- I-13-b; PALATKA & DRAY. ISLAND R.P.O., 27, magenta, 1887, VI



I-13-a1



I-13-a



I-13-b

Courtesy of Deane R. Briggs, M. D.



I-13-b



From the *Daily Bulletins*:

Vol. VII, No. 1864, 4/17/1886

R.P.O. Established: PALATKA AND DRAYTON ISLAND, FLA. – R.P.O. service has been established on the line of steamers between Palatka and Drayton Island Fla, 40 miles. The line will be known as **PALATKA & DRAYTON ISLAND R.P.O.**

Vol. XX, No. 5812, 3/22/1899

R.P.O. Discontinued: **PALATKA & DRAYTON ISLAND R.P.O.** (Steamboat service) 40 miles was discontinued.

**St. Johns River Steamboat**, Water Route 21, WRA (Waterway Route Agent), **Jacksonville-Enterprise, FL**, 207 miles (12/18/1874 – 8/1/1882)

- I-9-a; JACK. & ENTERP. AGT., 25, blue-Banknote, magenta-Eighties, III



I-9-a



Courtesy of Deane R. Briggs, M. D.

I-9-a Steamboat on St. Johns, then steamship to England (red - paid Liverpool 30 Sep 1877)

- I-9-a1; JACK. & ENTERP. AGT., 25, black, Banknote, III
- I-9-a2; JACK. & ENTERP. AGT., 25, blue, III with Route Agent's Name DALE in circle. (William. E. Dale)



I-9-a1

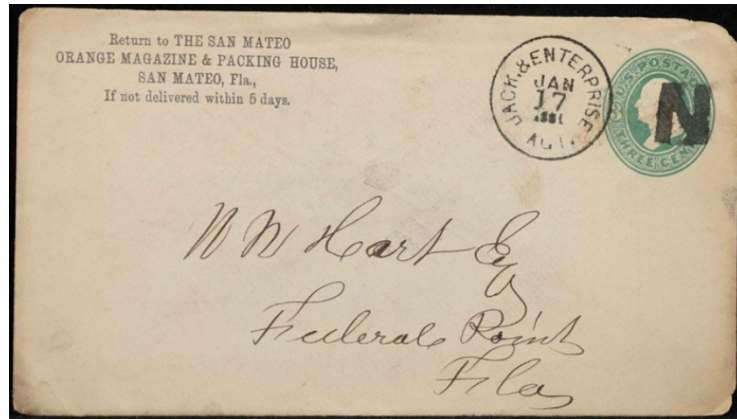
Courtesy of Deane R. Briggs, M. D



I-9-a2

Courtesy of Deane R. Briggs, M. D

- I-9-b; JACK. & ENTERPRISE AGT., 27, black, 1881, 83, 'N' killer, III
- I-9-b2; JACK. & ENTERPRISE AGT., 27, black, 1882, no killer, III. On I-9-b -the "N Killer" designated "Northbound Route."



I-9-b Courtesy of Ebay:Covercrazy2, Nov. 2016



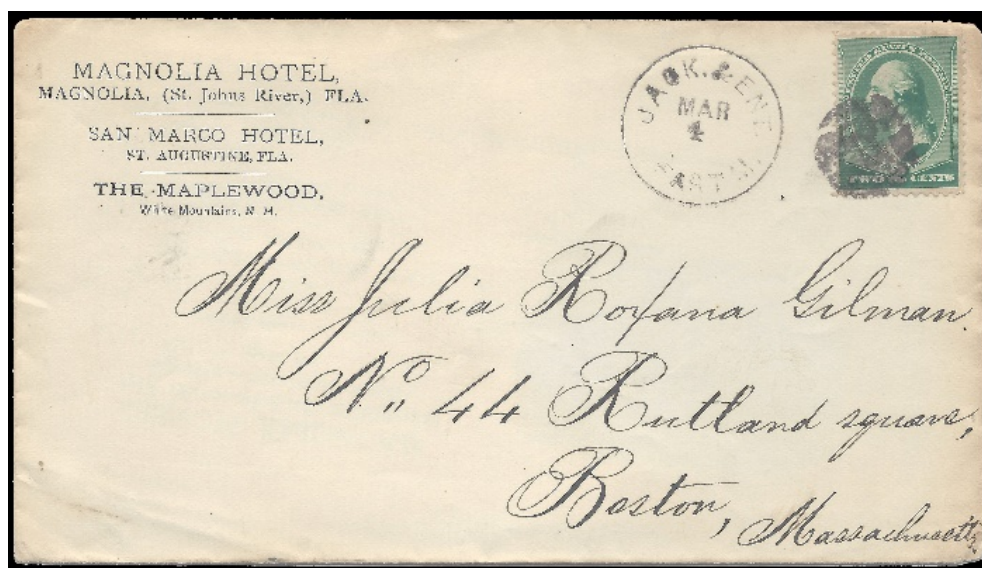
I-9-b2

Courtesy of Deane R. Briggs, M. D

- I-9-c; JACK. & ENT. FAST M., 27, black, 1880, 85, IV (Fast Mail)



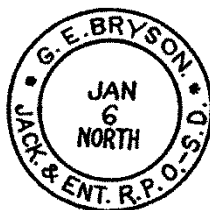
I-9-c



I-9-c Courtesy of Deane R. Briggs, M. D.

**Jacksonville & Enterprise, Fla., 207 miles, Steamboat, Saint Johns River (1882-1886)**

- 1-9-e; **JACK. & ENT. R.P.O. - S.D. \* G.E. BRYSON. \*** - 30.5 x 21.5, blue, 1880's, Direction, Clerks name, V. Southern Division - Palatka – Enterprise



I-9-e

From the *Daily Bulletins*:  
Vol. III, No. 839, 12/5/1882

Route 16097; JACKSONVILLE – ENTERPRISE, 11/12/1882 to 3/31/1883. Increase service to 6 times a week from Jacksonville by Green Cover Springs, Toco, Palatka, San Mateo, Welaka, Georgetown, Volusia, Astor Landing (New Office), De Land Landing (New Office), Orange City and Sanford to Enterprise. 206 miles and back.

Vol. V, No. 1470, 12/30/1884

R.P.O. Established: JACKSONVILLE AND ENTERPRISE, FLA. – R.P.O. service established Jan.1, 1885 on the line of the Jacksonville, Tampa and Key West Rwy., and St. John’s River Steamers between Jacksonville and Enterprise Fla., 182.3 miles. Rail between Jacksonville and Palatka, Steamboat between Palatka and Enterprise. To be known as **JACKSONVILLE & ENTERPRISE R.P.O.**

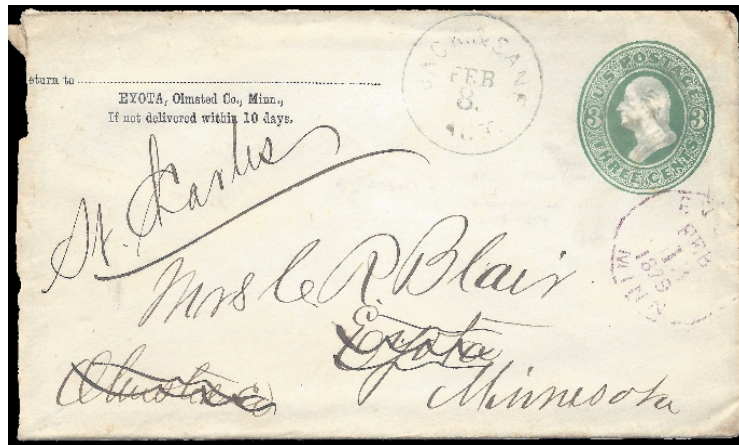
Vol. VII, No. 1854, 4/6/1886

JACKSONVILLE AND ENTERPRISE, FLA.— Railroad postal clerks extend run to end at Titusville, Fla., making total distance 160.91 miles, effective April 16. 1886. This change taking up and discontinuing service on day line of steamers between Palatka and Enterprise, Fla. making all rail service between Jacksonville and Titusville. The line to be known as the **JACKSONVILLE & TITUSVILLE R. P. O.**



**St. Johns River Steamboat, Water Route 22, WRA, Jacksonville-Sanford, FL, 146 miles**

- I-9-d; JACK. & SANF. AGT., 25.5, blue, black, 1877, 78, 79, IV



I-9-d Courtesy of Deane R. Briggs, M. D

**Key West, Fl. & Havana, Cuba, 90 miles, Atlantic Ocean, Peninsular & Occidental Steamship Co. (1912-1921)**

- I-26-a; KEY WEST & HAVANA R.P.O., 29.5, black, 1914, Direction, III
- I-26-b; KEY WEST & HAVANA R.P.O., 30, black, 1915,16, Direction, III



I-26-a



I-26-b



I-26-b

From the *Daily Bulletin*:

Vol. XXXIII, No. 9856a, 6/22/1912

Steamboat R.P.O. service was authorized via the lines of the Peninsular & Occidental Steamship Co., between Key West, Fla. and Havana, Cuba, 90 miles, which became known as the **KEY WEST & HAVANA R.P.O.**

**Port Tampa & Ellenton, Fla., 36 miles. Steamboat, Tampa Bay (1890-1902)**

- J-7-a; PORT TAMPA & ELLENTON R.P.O., 27.5, black, 1898, V
- J-7-b; PT. TAMPA & ELLENTON R.P.O., 29, black, 1901, V



J-7-a



J-7-a Courtesy of Deane R. Briggs, M. D J-7-b

From the *Daily Bulletins*:

Vol. XI, No. 3157, 7/10/1890

TAMPA AND ELLENTON, FLA. – Railroad postal clerk curtailments run to begin at Port Tampa, Fla., decreasing distance 10 miles, making the total distance 36 miles. The line became known as **PORT TAMPA & ELLENTON R.P.O.**

Vol. XXIII, No. 6915, 11/7/1902

The Port Tampa & Ellenton R.P.O. was curtailed to end in Braidentown Fla., decreasing the distance by 5.13 miles, became known as **PORT TAMPA & BRAIDENTOWN R.P.O.**

**Port Tampa, Fl. & Havana, Cuba, 315 miles, Peninsular & Occidental Steamship Co. (1898-1912)**

- J-2-a; PT. TAMPA & HAVANA R.P.O., 28.5, black, 1899, IV
- J-2-b; PT TAMPA & HAVANNA R.P.O., 28.5, black, 1899, 1906, 1908, Misspelling, IV
- J-2-b1; PT TAMPA & HAVANNA R.P.O., 28, black, 1906 with RMS Killer, Misspelling, IV



J-2-b



J-2-a



J-2-b

Courtesy of Deane R. Briggs, M. D



J-2-b1

From the *Daily Bulletins*:

Vol. XIX, No. 5668, 9/30/1898

R.P.O. service established between Port Tampa and Havana, Cuba, 337 miles. The line was to be known as **PORT TAMPA & HAVANA R.P.O.**

Vol. XXXIII, No. 9744, 2/10/1912

R.P.O. service discontinued; **PORT TAMPA & HAVANA R.P.O.** (Steamboat Service) 315 mile is discontinued. (Route 23090)

**Port Tampa & Key West, Fla., 146 miles, Steamboat, Plant Investment Co. (1898-?)**

- J-2-c; PORT TAMPA & KEY WEST R.P.O., 29.5, black, Month, Day and 1898, IV
- J-2-c1; PORT TAMPA & KEY WEST R.P.O., 28.5, black, No Month and day, 1898, IV partial



J-2-c



J-2-c1 Courtesy of Deane R. Briggs, M. D

**Titusville & Melbourne Fla.**, Steamboat, Indian River Steamboat Co. 43 miles.

- I-20-1: TIT(US)VILLE & MEL. (R.)P.O., 27.5, black, 1889, Partial, V



I-20-a

From the *Daily Bulletin*:

Vol. VIII, No. 2265, 8/9/1887

R.P.O. Established: TITUSVILLE AND MELBOURNE, FLA – R.P.O. service was established on the line of steamers between Titusville and Melbourne Fla, a distance of 43 miles. The line was known as **TITUSVILLE & MELBOURNE R.P.O.**

Additional information needed (Charles L. Towle, *Waterway Railroad Post Offices of the United States*):

Route Designation	Terminals (Period and Waterway)	Distance (miles)
I 9	<b>JACKSONVILLE - PALATKA, FL. *</b> 1885 St. John's River	80 (2 boats, 2 clerks)
I 21	<b>MELBOURNE - JUPITER, FL.*</b> 1887-1893 Indian River	91
I 13	<b>PALATKA - ENTERPRISE, FL.*</b> 1885-1886 St. Johns River	151
I 20	<b>ROCK LEDGE - MELBOURNE, FL.*</b> 1893 Indian River	23

From the *Daily Bulletin*:

Vol. XIV, No. 4052, 6/17/1893

R.P.O. service change, TITUSVILLE AND MELBOURNE, FLA. – Railroad postal clerk (Steamboat service) curtail run to begin at Rock Ledge, Fla., a decrease in distance of 23.50 miles. The line was known as the **ROCK LEDGE & MELBOURNE R.P.O.**

I 21            **SEBASTIAN - JUPITER, FL. \***            70  
1893-1894 Indian River

I 20            **TITUSVILLE - LAKE WORTH, FL. \***    160  
1883-1884    Indian River, Atlantic Coast

From the *Daily Bulletins*:

Vol. III, No. 715, 7/12/1882    SSC – Route 16078, Titusville – Lake Worth, from Titusville by City Point, Rock Ledge, Georgiana, Eau Gallie, Melbourne, Chissco (N.O.), Newhaven, Saint Lucie, Eden (N.O.), and Waveland to Lake Worth.

Vol. IV, No. 973, 5/16/1883    **Steamboat P.O. Service Established** – Titusville and Lake Worth, Fla. R.P. Clerk has been appointed for service on the established steamboat line between Titusville and Lake Worth, Fla. Distance 160 miles.

Vol. V, No. 1328, 7/14/1884    Steamboat P.O. Service Discontinued – Titusville and Lake Worth, Fla.

Vol. V, No. 1221, 3/8/1884    R.P.O. Established: TITUSVILLE to LAKE WORTH, FLA. (Steamboat). Ostrander Line Indian River Steamers. R.P.O. service on steamboat line 146.75 miles to be known as **TITUSVILLE & LAKE WORTH R.P.O.**

I20            **TITUSVILLE - MELBOURNE, FL.\***       43  
1887-1893    Indian River

J7             **PORT TAMPA – BRADENTON, FL.\***       40  
1902-1903    Tampa Bay

J16            **RIVER JUNCTION – APALACHICOLA, FL.\*** 130  
1902-1907    Apalachicola River                    Charles Buffum 1905

River Junction & Apalachicola, Fl., R.P.O., 79 miles - Nov 2, 1907 to Apr 22, 1909; Jun 22, 1912 to Mar 16, 1928. Note: this was a steamboat operation from 1902 to Nov 2, 1907 prior to becoming an R.P.O.

- 390-B-1; RIVER JCT. & APALACH. R.P.O., 30.5, black, 1909, T.N., II
- 390-C-1; RIVER JUNC. & APALA. R.P.O., 29.5, black, 1913, 28, 31, T.N., II



390-B-1

390-C-1

From the *Daily Bulletins*:

Vol. XXIII, No. 6864, 9/8/1902 R. P. O.(STEAMBOAT) SERVICE ESTABLISHED.

R. P. O. (steamboat) service was established on the Apalachicola River between River Junction and Apalachicola, Fla, 130 miles. The line was known as the **RIVER JUNCTION & APALACHICOLA R. P. O.**

Vol. XXVIII, No. 8449, 11/14/1907 RIVER JUNCTION AND APALACHICOLA, FLA.— Effective Nov. 2, 1907, transfer R. P. O. service on Route 28096 between River Junction and Apalachicola, Fla. (steamboat service), 80 miles, to the line of the Apalachicola & Northern Railroad (Route 123062) between same points, 79.55 miles. No change in designation of R. P. O.

## MAIL MESSENGER SERVICE AND RAILWAY MAIL SERVICE CLERK

The Postal Service employed messengers to take the mail to and from the steamboats. The St. John's River Steamboat Landings served are recorded in the *Daily Bulletin*. (1884-1889 are reviewed)

Vol. V, No. 1385, 9/19/1884 **Route 78032** – Mail Messenger Service (MMS), established; Seville - Steamboat Landing on Lake George,  $\frac{3}{4}$  mile.

Vol. VI, No, 1483, 1/15/1885 **Route 78032** – MMS discontinued, Seville - Steamboat Landing

Vol. VI, No, 1508, 2/13/1885 **Route 78035** – MMS, discontinued; De Land - Steamboat Landing

Vol. VI, No. 1538, 3/24/1885 **Route 78046** – MMS established; De Land to De Land and St. John's River R.R. for all services required

Vol. VI, No. 1554, 4/11/1885 **Route 78047** – MMS established; Spring Grove – Steamboat Landing

Vol. VII, No. 1889, 5/17/1886 **Route 78047** – MMS discontinued; Spring Grove to Steamboat Landing

Vol. VI, No. 1605, 6/11/1885 **Route 78001** – MMS changed from Beresford – Steamboat Landing, change base of supply to De Land, adding a distance of 4 miles

Vol. VI, No. 1649, 8/3/1885 **Route 78024** – MMS changed Orange Park, Clay County, from Steamboat Landing to Jackson, Tampa & Key West Railway Route 16018

Vol. V, No. 1238, 3/28/1884 **Route 78009** – MMS changed Green Springs Cove from Steamboat Landing to Jackson, Tampa & Key West Railway Route 16018, by  $\frac{1}{2}$  mile

Vol. VI, No. 1770, 12/26/1885 **Route 78009** – Green Cove Springs to Jackson, Tampa & Key West Railway Route 16018; Steamboat Landing terminated service

Vol. X, No. 2968, 11/25/1889 **Route 16098** – MMS established; Switzerland from Steamboat Landing, 132 rods

Vol. X, No. 2904, 9/11/1889 **Route 78039** – MMS established; Courtenay – Steamboat Landing, Route 16095, 480 yards

Vol. IV, No. 973, 5/16/1883 **Route 78023** – MMS established; Orange City – Steamboat Landing, 2 miles

Vol. VI, No. 1433, 1/15/1885 **Route 78023** – MMS discontinued

Vol. VIII, No. 218, 5/7/1887 **Route 78023** – MMS discontinued; Orange City from Jacksonville, Tampa & Key West Rwy. Route 16018

Vol. V, No. 1348, 8/6/1884 **Route 78036** – MMS established; Sanford – Steamboat Landing, 90 rods

Vol. VII, No. 1879, 5/5/1886 **Route 78036** – MMS discontinued; Sanford – Steamboat Landing

- Vol. X, No. 2788, 4/25/1889 **Route 78005** – MMS discontinued; Drayton Island – Steamboat Landing from Route 16089
- Vol. VII, No. 1892, 5/20/1886 **Route 78018** – MMS established; Mount Royal – Steamboat Landing, 1 mile  
 Vol. VII, No. 2005, 10/1/1886 **Route 78018** – MMS discontinued; Mount Royal – Steamboat Landing
- Vol. VI, No. 1654, 8/10/1885 **Route 78020** – MMS changed Norwalk from Steamboat Landing Morgan’s Wharf to Steamboat Landing Tufts Wharf, 3 miles
- Vol. IX, No. 2613, 8/27/1888 **Route 78020** – Norwalk from Steamboat Landing 3 miles to Central Norwalk Wharf, 2 ¼ miles
- Vol. IX, N. 2692, 12/31/1888 **Route 78005** – MMS established; Yellow Bluff – Orange Belt Railway Route 16029 133 rods
- Vol. X, No. 2703, 1/14/1889 **Route 78023** – MMS established; Verona – Jacksonville, Mayport, Pablo Rwy. & Navigation Co. Route 16036, ½ mile
- Vol. X, No. 2757, 3/20/1889 **Route 78026** – MMS established; Hudnai – Steamboat Landing Route 16089, 188 rods
- Vol. X, No. 2783, 3/19/1889 **Route 78036** – MMS established; Fort George – Mayport, 2miles

*The Official Register of the United States, containing a list of Officers and Employees in the Civil, Military, and Naval Service, Vol. II, The Post Office and The Postal Service* lists, with compensation, the route agents, railway service employees, mail messengers, mail contractors, and steamboat service by state, among the many categories. Over the decades, the listing has changed in format.

Steamboat Service first appear in 1879. Railroad companies merged, route numbers expanded from four to five, then six digits. There are 1000s of pages to review. This is only an introduction to the data available in the *Official Register of the United States*.

On page 311, Mail Messenger Service – Florida, *Official Register of the United States, containing a List of Officers and Employees in the Civil, Military, and Naval Service on the First of July 1885, Vol. II, The Post Office and The Postal Service*, Washington DC Government Printing Service, 1885, the mail messengers of Florida are listed.

<u>Mail Messenger Service</u>	<u>Post Office</u>	<u>Annual Compensation</u>
W. J. Grigers	Beresford	200.00
C. O. Chunn	Blackwater	98.00
J. N. Harrell	Bristol	120.00
J. A. Milligan	Chaffin	84.00
W. M. Brown	Chattahoochee	104.00
Albert H. Frey	Drayton Island	144.00
Andrew Seaman	De Land	140.00
E. A. Kinney	Escambia	170.00
Frank Haffner	Fort White	52.00
Joseph S. Wright	Green Cove Springs	165.00
Thaddeus Foster	Gainesville	250.00
J. C. Brown	Hawthorn	170.00
John M. McCormick	Jacksonville	1,000.00
Horace Prior	Lake Como	193.99

<u>Mail Messenger Service</u>	<u>Post Office</u>	<u>Annual Compensation</u>
Daniel F. Pollock	Mount Royal	96.00
Thomas McLeary	Madison	200.00
James P. Coker	Marianna	139.00
Charles Lewis	Milton	300.00
Spencer Curtis	Monticello	180.00
Hiram F. Flanders	Nashua	78.00
E. Pearce & Son	Newmansville	120.00
S. J. Corning	Norwalk	197.00
John Walker	Orange	270.00
E. N. Holt	Orange Park	200.00
James N. Strobhoe	Ocala	250.00
A. S. Maynard	Orange City	300.00
Joseph Hornby	Orlando	150.00
W. D. Greene	Plant City	175.00
J. T. Danforth	Pomona	194.00
Filo de La Rua	Pensacola	168.00
D. H. Wilson	Quincy	250.00
T. H. Jackson	Rock Bluff	200.00
B. F. Goodwin	San Mates	208.00
L. Francis Sauble	Sauble	72.00
Rudolphe Müller	Sanford	400.00
John E. Wilbur	South Lake Weir	312.00
Benjamin Decoursey	Tallahassee	295.00
O. P. Fannin	West Wynntown	275.00
W. V. Newson	Whitesville	200.00



Also found in the 1885 *Official Register*, p. 357, 380-81 are the R.P.O. Employee / Railway Mail Service Clerk

<u>Employee / RMS Clerk</u>	<u>Route</u>	<u>Compensation</u>
G. F. Lemmon	Jacksonville to Orange Dale, Fla.	60.00
T. H. Scanlon	Jacksonville to Orange Dale, Fla.	720.00
R. H. Hall	Jacksonville to Orange Dale, Fla.	720.00
George L. Fox	Jacksonville To Enterprise, Fla	1000.00
D. S. Tingley	Jacksonville To Enterprise, Fla	1000.00
William E. Dale	Jacksonville To Enterprise, Fla	1000.00
Joseph Raines	Jacksonville To Pensacola, Fla	1000.00
A.C. Lightbourne	Jacksonville To Pensacola, Fla	1000.00
J. A. Mitchell	Jacksonville To Pensacola, Fla	1000.00
J. D. Pous	Jacksonville To Pensacola, Fla	1000.00
W. A. Tippin	Jacksonville To Pensacola, Fla	1000.00
R. A. Shine Jr.	Jacksonville To Pensacola, Fla	800.00
Jules Griner	Dupont, Ga., to Gainesville, Fla.	1000.00
James Tomlinson	Dupont, Ga., to Gainesville, Fla.	800.00
John L. Taylor	Fernandina to Taveras, Fla.	1000.00
Reuben S. Mitchell	Fernandina to Taveras, Fla.	1000.00
G. W. Ford	Fernandina to Taveras, Fla.	600.00
H. M. Mills	Fernandina to Taveras, Fla.	800.00
R. C. Gonzales	Flomation, Ala., to Pensacola, Fla.	900.00
Elbert F. Griffin	Palatka to Leesburg, Fla.	1000.00
H. Gray	Palatka to Leesburg, Fla.	1000.00
W. R. White	Waldo to Cedar Keys, Fla.	800.00
D. B. Snelson	Way Cross, Ga., to Chattahoochee, Fla.	1000.00
H. R. Stewart	Way Cross, Ga., to Chattahoochee, Fla.	1000.00
Raleigh McMillan	Way Cross, Ga., to Chattahoochee, Fla.	800.00
H. B. Potter	Jacksonville to Tampa, Fla.	1000.00
J. P. Bennett	Jacksonville to Tampa, Fla.	800.00
A. L. Allen	Jacksonville to Tampa, Fla.	800.00
B. T. Luttrell	Jacksonville to Tampa, Fla.	800.00
Charles P. Craft	Charleston S.C., to Jacksonville, Fla.	1300.00
M. M. Davis	Charleston S.C., to Jacksonville, Fla.	1300.00
R. E. Mansfield	Charleston S.C., to Jacksonville, Fla.	1400.00
John A. Metts	Charleston S.C., to Jacksonville, Fla.	1300.00
Charles E. Shore	Charleston S.C., to Jacksonville, Fla.	1300.00
Charles H. Woltz	Charleston S.C., to Jacksonville, Fla.	1150.00
A. R. Meek, Jr.	Charleston S.C., to Jacksonville, Fla.	1150.00
W. J. Ballentine	Charleston S.C., to Jacksonville, Fla.	1150.00
W. L. Elfe	Charleston S.C., to Jacksonville, Fla.	1150.00
C. W. Hammond	Charleston S.C., to Jacksonville, Fla.	1000.00
C. R. Motsinger	Charleston S.C., to Jacksonville, Fla.	1000.00
A. H. Doty	Charleston S.C., to Jacksonville, Fla.	1000.00
Samuel Cordes	Charleston S.C., to Jacksonville, Fla.	800.00
E. W. Leman	Charleston S.C., to Jacksonville, Fla.	800.00
B. R. Johnson	Charleston S.C., to Jacksonville, Fla.	800.00
J. M. Faucett	Charleston S.C., to Jacksonville, Fla.	800.00
W. A. Scott	Charleston S.C., to Jacksonville, Fla.	800.00



## CONTRACT LISTING FROM THE *REPORTS OF THE POSTMASTER GENERAL*

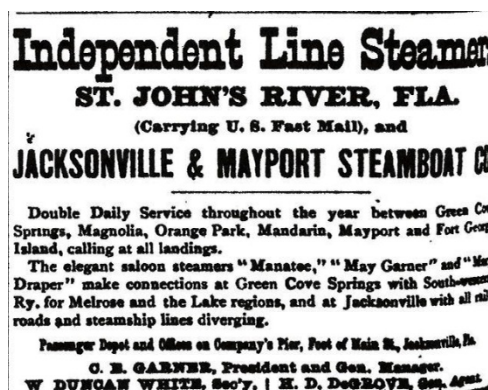
In his 1997 *Postal Markings of the U.S. Waterway Routes 1839-1997*, Fred MacDonald researched various reports of the Postmaster General including the *Daily Bulletin*, *Official Register of the United States*, and *Executive Documents of the U. S. House of Representatives*. He listed the waterway routes from 1839 – 1997 by year and included tracings of the postmarks, route numbers, mail contractors, railroad post offices associated with the waterway route, and more. Below are the listings for Florida found on pages 85 – 95. Contractors are in ( ) parentheses.

- H-31 1853 **Charleston, S.C. – Palatka, Fla.**, 300 miles, 2 trips, Route 3553  
1854 Route 3557  
1855 Route 6801  
1859 Route 6518  
1860 **Charleston, S.C. – Fernandina, Fla.**, 175 miles, 6 trips, Route 6501  
1861 Dropped
- I-4 1869 **Savannah, Ga. - Jacksonville, Fla.**, 333 miles, 1 trip, Route 6144  
1872 Dropped
- I-6 1879 **Brunswick, Ga. - Fernandina, Fla.**, 40 miles, 7 trips (Macon & Brunswick Railroad)  
1881 Dropped
- I-7 1869 **Fernandina, Fla. - Traders Hill, Ga.**, 96 miles, 1 trip, Route 6124  
1872 Route 6119  
1873 69 miles  
1875 once a week - St. Mary's, 57 miles, 6 times a week-Residue-12 miles  
1876 1 trip/40 miles, 6 trips/11 miles, Route 15266 (William Mangum)  
1877 2 trips/88 miles, 4 trips/10 miles, Route 16092 (Joseph Lee)  
1878 (H.L. Hart)  
1881 (Hart, Smith & Richardson)  
1882 **Fernandina, Fla. - Kings Ferry, Ga.**, 85 miles  
1883 52 miles  
1884 **Fernandina, Fla. - Oakwell, Ga.**, 42 miles, 6 trips, Route 16092  
1885 6 trips/16 miles, 2 trips/37 miles, Route 16087 (John Richardson)  
1886 6 trips/18 miles, 2 trips/35 miles  
1888 6 trips/15 miles, 2 trips/35 miles  
1890 **Fernandina, Fla. – Crandall, Ga.**, 22 miles, Route 16096(John Richardson)  
1894 20 miles, 6 trips/13 miles, 2 trips/8 miles  
1897 **Fernandina, Fla - St. Mary's, Ga.**, 12 miles, 2 trips, Route 23097 (Benjamin Cook)  
1899 6 trips  
1901 (John Richardson)  
1905 Route 23094
- I-9 1843 **Savannah, Ga - Palatka, Fla.**, 300 miles, 1 trip, Route 3258 (contract unexecuted)  
1846 345 miles  
1847 358 miles, 2 trips, Route 3251  
1855 Route 6307  
1856 379.5 miles

- 1858 3 trips
- 1859 332 miles, 2 trips, Route 6003
- 1861 Dropped
- 1866 **Savannah, Ga. – Palatka, Fla.**, 332 miles, 2 trips, Route 6419
- 1867 **Jacksonville - Palatka, Fla.**, 70 miles, 2 trips, Route 6414
- 1868 75 miles
- 1872 6 trips, Route 6420
- 1873 83 miles
- 1876 102 miles, 6 trips, Route 16023 (Jacob Brock)
- 1877 **Jacksonville - Sanford, Fla.**, 6 trips/102 miles, 3 trips/146\ miles, Route 16092 (Sherley & Hite)
- 1879 **Jacksonville - Enterprise, Fla.**, 229.5 miles
- 1880 207 miles, 6 trips (Frederick De Barry)
- 1884 206 miles, Route 16097
- 1885 **Jacksonville - Palatka, Fla.**, 80 miles, 6 trips, Route 16085 (De Barry - Baya Merchant's Line)



- 1886 **Jacksonville - Orangedale, Fla.**, 35.5 miles, Route 16085 (J. B. Colegrove)
- 1889 53 miles, Route 16098
- 1890 33 miles, 6 trips
- 1893 Route 23098
- 1894 30 miles



- 1897 34.5 miles, Route 23095 (Charles Garner)
- 1901 33 miles (E. M. Robinson)
- 1905 34 miles, Route 23092

Jacksonville & Palatka, Fla. Agt - Jan 12,1874 to Dec 18,1874  
 Jacksonville & Enterprise, Fla. Agt - Dec 18,1874 to Aug 1,1882  
 Jacksonville & Sanford, Fla. Agt -  
 Jacksonville & Enterprise, Fla. R.P.O. -  
     Day Line - Aug 1,1882 to Jan 1,1885  
     Night Line - Aug 1,1885 to Apr 16,1886  
 Jacksonville & Palatka, Fla. R.P.O. - Jan 1,1885 to Jul 1,1885  
 Jacksonville & Orangedale, Fla. R.P.O. - Jul 1,1885 to

- I-10 1880 **Jacksonville - Middleburgh, Fla.**, 55 miles, 2 trips, Route (H. M. Aiken)  
 1881 Dropped
- I-11 1892 **Jacksonville - New Berlin, Fla.**, 15 miles, 6 trips, Route 16081 (David Kemps)  
 1893 Route 23083 (Donald Kemps)  
 1894 (David Kemps)  
 1897 Route 23096 (M. J. Boyd)  
 1898 Dropped
- I-12 1877 **Jacksonville - Fort George, Fla.**, 30 miles, 3 trips, Route 16087 (J. M. Fitzgerald)  
 1879 28.5 miles, 3 trips 1880 6 trips  
 1881 26 miles (H. T. Baya)  
 1885 23.62 miles, Route 16097 (J. B. Colegrove)  
 1889 Dropped  
 1898 **Jacksonville - Fort George, Fla.**, 27 miles, 6 trips, Route 23081 (R. A. Lawson)  
 1901 **Jacksonville- Fulton, Fla.**, 20 miles, 6 trips, Route 23092 (I. Von Balsan)  
 1902 (S. B. Somers- through 1904)  
 1905 **Jacksonville - Fort George, Fla.**, 26 miles, 6 trips, Route 23093 (John Daniels)
- I-13 1845 **Palatka - Enterprise, Fla.**, 125 miles, 1 trip, Route 3531  
 1847 **Palatka - Mellonville, Fla.**, 125 miles, 1 trip, Route 3507  
 1849 130 miles  
 1850 Route 3509  
 1855 Route 6805  
 1856 125 miles  
 1859 124 miles, 1 trip, Route 6524 (Jacob Brock)  
 1861 Dropped  
 1866 **Palatka - Mellonville, Fla.**, 124 miles, 1 trip, Route 6420  
 1867 Route 6416  
 1872 125 miles, 2 trips, Route 6421  
 1873 141 miles  
 1875 **Palatka - Sanford, Fla.**, 3 trips/6 months, 2 trips/6 months  
 1876 143 miles, 2 trips, Route 16024 (Jacob Brock)  
 1877 Dropped  
 1885 **Palatka - Enterprise, Fla.**, 126.7 miles, 6 trips, Route 16090 (De Barry - Baya Merchant's Line)  
 1886 **Palatka - Drayton Island, Fla.**, 40 miles, 6 trips, Route 16080 (Beach & Miller)

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# THE BEACH AND MILLER LINE

ST. JOHN'S RIVER, FLORIDA.

Established 1879.

U. S. MAIL.

DAILY SERVICE BETWEEN

Jacksonville, Palatka, Crescent City, Georgetown, Lake George and Drayton Island.

Steamers "GOV. SAFFORD" and "CRESCENT" leave Jacksonville daily, except Saturday, 8 30 a.m., for Green Cove Springs, Palatka, Crescent City and principal way landings. Steamer "STAR" leaves Palatka daily, except Sunday, 3 00 p.m., for Welaka, Georgetown, Drayton Island and intermediate landings.

J. W. MILLER, President.

J. F. RHOADS, Traffic Manager.

G. U. BEACH, Gen. Manager.

H. G. KENT, Gen. Pas'senger Agt.

Office and Wharf—Foot of Laura Street, Jacksonville, Fla.

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1889 30 miles, 6 trips, Route 16089 (J. B. Colegrove)  
1890 39 miles  
1893 Route 23085  
1894 38.75 miles  
1897 42 miles, Route 23093 (J. F. Brown)  
1901 39.5 miles  
1902 (F. L. Gardner)  
1905 44.5 miles (Joseph Lucas)

Palatka & Enterprise, Fla., R.P.O. - Jan 1, 1885 to Apr 16, 1886

Palatka & Drayton Island, Fla., R.P.O. - Apr 17, 1886 to Mar 22, 1899

- I-14 1885 **Palatka - Enterprise, Fla.**, 126 miles, 7 trips, Route 16089 (Charles D. Owens)  
1886 Dropped
- I-15 1876 **Palatka - Haw Creek, Fla.**, 35 miles, 2 trips, Route 16017 (C. R. Gripping & Co.)  
1877 **Palatka - Crescent City, Fla.**, 30 miles, 2 trips, Route 16090  
1878 (John F. Rhoades)  
1880 6 trips /1 month, 3 trips/residues  
1881 31.25 miles, 6 trips/6 months, 3 trips/6 months (Beach & Miller)  
1885 29.5 miles, Route 16094 (John W. Miller)  
1886 Dropped
- I-16 1893 **Palatka - Picolata, Fla.**, 34.75 miles, 6 trips, Route 23084 (Norman Fitzhugh Jr.)  
1894 (James White)  
1897 33.5 miles, Route 23094 (Fannie Gardner)  
1901 **Palatka - Colee, Fla.**, 34.5 miles, 6 trips, Route 23094 (Fannie Gardner)  
1905 32.5 miles (Peter Cone)
- I-17 1890 **Leesburgh - Yallaha, Fla.**, 8.5 miles, 6 trips, Route 16095 (Florida Southern Railroad)  
1891 Dropped
- I-18 1876 **Palatka - Okahumpka, Fla.**, 257 miles, 2 trips/4 months, 1 trip/8 months, Route 16025  
1877 Route 16096  
1879 269 miles

1881 232 miles, 2 trips/4 months, 1 trip/8 months (H. L. Hart)  
1882 Dropped

I-19 1872 **Enterprise - St. Lucie, Fla.**, 143 miles, 1 trip, Route 6416  
1873 Dropped

I-20 1884 **Titusville - Lake Worth, Fla.**, 146.75 miles, 2 trips, Route 16078 (W. A. L. Ostrander)  
1885 Dropped  
1886 **Titusville - Melbourne**, 43 miles, 6 trips, Route 16073 (Indian River Steamboat Co.)  
1887 44 miles, Route 16095  
1893 **Rock Ledge - Melbourne**, 22.5 miles, 6 trips, Route 23095 (Mason & Culp)  
1894 Dropped

Titusville & Lake Worth, Fla. R.P.O. - May 16,1883 to Jun 30,1884

Titusville & Melbourne, Fla. R.P.O. - Aug 9,1887 to Jun 17,1893

Rock Ledge & Melbourne, Fla. R.P.O. - Jun 17,1893 to Aug 21,1893

I-21 1886 **Melbourne - Jupiter, Fla.**, 86 miles, 3 trips, Route 16074 (Indian River Steamboat Co.)  
1887 91.75 miles, Route 16094  
1893 90.75 miles, 6 trips/4 months, 3 trips/8 months, Route 23094 (J. B. Colegrove)  
1894 Dropped

Melbourne & Jupiter, Fla. R.P.O. - Jul 11,1887 to Dec 4,1893

Sebastian & Jupiter, Fla. R.P.O. - Dec 4,1893 to Jan 6,1894

I-22 1905 **Titusville - Artesia, Fla.**, 29 miles, 3 trips, Route 23088 (C. Fisher)

I-23 1897 **Eau Gallie - Nathan, Fla.**, 36.9 miles, 3 trips, Route 23085 (Walter Nesbitt)  
1899 35.8 miles  
1901 32.5 miles, Route 23083 (C. A. Potter)  
1904 28.9 miles, 3 trips  
1905 Dropped

I-24 1897 **West Palm Beach - Juno, Fla.**, 11.5 miles, 6 trips, Route 23087 (M. J. Boyd)  
1901 (William Sanders)  
1902 9.2 miles  
1904 **West Palm Beach – Munyon’s Island, Fla.**, 9.7 miles, 6 trips, Route 23086  
1905 Dropped

I-25 1870 **Key West - Biscayne, Fla.**, 175 miles, twice a month, Route 6467  
1872 Dropped  
1898 **Key West - Miami, Fla.**, 170.5 miles, 3 trips/4 months, 2 trips/8 mos. Route 23082  
(Florida East Coast Steamship Co.)  
1900 167.5 miles  
1901 151.4 miles, Route 23096  
1905 154.5 miles, Route 23081 (Peninsular & Occidental Steamship Co.)

- I-26 1899 **Miami, Fla., - Havana, Cuba**, 242 miles, 2 trips, Route 23080 (Florida East Coast Steamship Co.)  
 1905 Dropped

Key West, Fla. & Havana, Cuba R.P.O. - Jun 22,1912 to Dec 21,1921

- J-1 1853 **Key West, Fla. - New Orleans, La.**, 1000 miles, 2 trips a month, Route 3503  
 1854 Route 6852  
 1859 Route 6575 (Southern Steamboat Company)  
 1861 Dropped  
 1868 **Key West, Fla., - New Orleans, La.**, 1010 miles, 1 trip, Route 6433  
 1869 988 miles  
 1870 Route 6466  
 1871 888 miles, Route 6500  
 1872 Route 6413  
 1875 Dropped  
 1877 **Key West, Fla., - New Orleans, La.**, 752 miles, 1 trip, Route 16094 (New Orleans, Florida & Havana Steamship Co.)  
 1878 Dropped

New Orleans, La. & Key West, Fla., Agt – July, 1859 to May 27, 1861

- J-2 1875 **Key West - Cedar Keys, Fla.**, 400 miles, 1 trip, Route 6413  
 1876 470 miles, 1 trip, Route 16019 (James McKay)  
 1877 360 miles, Route 16091 (New Orleans, Florida & Havana Steamship Co.)  
 1879 290 miles, 2 trips  
 1880 (Miller & Henderson)  
 1881 29.5 miles, 2 trips (John Miller)  
 1884 Route 16091  
 1885 **Tampa - Key West, Fla.**, 246 miles, 2 trips (J. P. Emerson)  
 1886 240 miles  
 1887 **Tampa, Fla. - Havana, Cuba**, 366 miles, 3/2 trips Route 16083 (Henry B. Plant)  
 1888 6 trips/6 months, 2 trips/6 months  
 1889 Route 16091  
 1890 **Tampa, Fla. - Havana, Cuba**, 360 miles  
 1892 327 miles  
 1893 Route 23091  
 1894 361 miles  
 1897 337 miles, Route 23090  
 1899 3 trips  
 1901 315 miles (Plant Investment Co.)  
 1905 (Peninsular & Occidental Steamship Co.)

Port Tampa & Key West, Fl. R.P.O. - to Sep 30,1898

Port Tampa, Fl. & Havana, Cuba R.P.O. - Sep 30,1898 to Feb 10,1912

- J-3 1887 **Cleveland - Fort Myers, Fla.**, 76 miles, 3 trips, Route 16075 (Wellington White)  
 1888 80 miles

- 1889 **Punta Gorda - Fort Myers**, 66.75 miles, 3 trips (William H. Towles)  
 1890 Route 16093  
 1893 69 miles, 6 trips/4 months, 3 trips/8 months, Route 23093 (B. H. Colegrove)  
 1896 70.5 miles  
 1897 76 miles, Route 23089 (B. H. Colegrove)  
 1902 76 miles  
 1905 66 miles, Route 23084 (Kelly Harbor)
- J-4 1896 **Fort Myers - Thompson, Fla.**, 43 miles, 2 trips, Route 23076 (Conrad Menge)  
 1897 44 miles, 3 trips, Route 23088  
 1900 (M. J. Boyd)  
 1901 36.5 miles, 6 trips, Route 23087 (Menge & Menge)  
 1904 **Fort Myers - LaBelle, Fla.**, 33.75 miles  
 1905 36.5 miles, Route 23083
- J-5 1901 **Punta Gorda - Grove City, Fla.**, 29 miles, 6 trips, Route 23082  
 (Kelly Harvey Steamboat Punta Gorda to Miakka City)  
 1905 33 miles, Route 23085 (Charles Conolly)
- J-6 1860 **Clearwater - Lake City, Fla.**, 360 miles, 1 trip, Route 6543  
 1861 Dropped
- J-7 1889 **Tampa - Ellenton, Fla.**, 45.75 miles, 6 trips, Route 16088 (Plant Investment Co.)  
 1890 **Port Tampa - Ellenton, Fla.**, 48 miles, Route 16086 (Orange Belt R.R. Co.)  
 1891 34 miles (Henry B. Plant)  
 1892 40 miles  
 1894 37.6 miles, Route 23086 (Norman Fitzhugh Jr.)  
 1897 40.5 miles, Route 23091 (M. Woodville)  
 1901 42.4 miles (Plant Investment Co.)  
 1903 **Port Tampa - Manavista, Fla.**, 39 miles, 6 trips, Route 23091 (Plant Investment Co.)

<b>Independent Line Steamers</b>	
U. S. FAST MAIL.	
<b>ST. JOHN'S RIVER. MANATEE RIVER.</b>	
FAVORITE ROUTE FOR TOURISTS.	
Daylight Service Entire Year.	
SEASON 1902.	
<b>JACKSONVILLE DIVISION.</b>	<b>TAMPA DIVISION.</b>
ST. JOHN'S RIVER.	MANATEE RIVER AND TAMPA BAY.
Leaves Jacksonville daily at 2 30 p.m. for Mandarin, Orange Park, Magnolia Springs, Green Cove Springs and intermediate points.	Leaves Tampa daily at 7 00 a.m. for Palmetto, Ellenton, Bradenton and Manatee River points. Special service to Terra Ceia Bay.
C. E. GARNER, President and Gen. Manager, Jacksonville, Fla.	
H. D. DeGROVE, Supt. St. John's River Div.	
W. E. FULLER, Gen. Freight & Passenger Agent, Tampa, Fla.	
General Offices - Foot of Laura Street, Jacksonville, Fla.	
<i>February, 1902.</i>	

- 1904 **Port Tampa - Ellenton, Fla.**, 41.1 miles  
 1905 52.5 miles, Route 23086 (Independent Line)

Tampa & Ellenton, Fla. R.P.O. - Apr 18,1889 to Jul 10,1890  
 Port Tampa & Ellenton, Fla. R.P.O. - Jul 10,1890 to Nov 7,1902  
 Port Tampa & Bradenton, Fla. R.P.O. - Nov 7,1902 to Jun 24,1903

- J-8 1872 **Cedar Keys - Tampa, Fla.**, 225 miles, 1 trip, Route 6419  
1874 Dropped  
1877 **Cedar Keys - Tampa, Fla.**, 175 miles, 2 trips, Route 16100 (James McKay)  
1881 158 miles, 2 trips  
1882 Dropped
- J-9 1881 **Cedar Keys - Clearwater Harbor, Fla.**, 151 miles, 1 trip, Route 16081 (John Miller)  
1882 Dropped
- J-10 1846 **Casonville - Cedar Keys, Fla.**, 67 miles, 1 trip, Route 3536  
1847 Dropped
- J-11 1871 **New Troy – Tampa, Fla.**, 428 miles, 1 trip, Route 6471  
1872 **New Troy - Cedar Keys, Fla.**, 203 miles, Route 6412  
1875 165 miles  
1876 Dropped  
1880 **New Troy - Cedar Keys, Fla.**, 148 miles, 1 trip, Route 6412  
1881 131 miles, 1 trip (John Miller)  
1882 Dropped
- J-12 1886 **Saint Marks - Saint Teresa, Fla.**, 40 miles, 2 trips/4 months, Route 16078 (Slusser & Blackwell)  
1888 Dropped
- J-13 1893 **Carrabelle - Apalachicola, Fla.**, 30 miles, 3 trips, Route 23080 (Donald McKay)  
1894 Dropped
- J-14 1896 **Iola - Wewahitchka, Fla.**, 15 miles, 6 trips, Route 23077 (D. C. Scarborough – steamboat to Magnolia Landing)  
1897 Route 23098  
1901 17 miles, 6 trips (C. A. Potter)  
1905 Dropped
- J-15 1857 **Columbus, Ga - Bayport, Fla.**, 310 miles, \_\_\_ trips Route 6857  
1858 **Alligator, Ga - Bayport, Fla.**, 310 miles, \_\_\_ trips, Route 6857  
1859 360 miles, 1 trip, Route 6543  
1860 Dropped
- J-16 1843 **Chattahoochee - Apalachicola, Fla.**, 150 miles, 2 trips, Route 3517  
1847 Route 3523  
1850 2 trips/8 months, 1 trip/4 months, Route 3540  
1853 **Bainbridge, Ga - Apalachicola, Fla.**, 206 miles, 3 trips/8 months, 2 trips/4 months, Route 3540  
1855 Route 6842  
1859 206 miles, 3 trips, Route 6562 (W. J. McAllister)  
1861 Dropped  
1866 **Bainbridge, Ga. - Apalachicola, Fla.**, 201 miles, 2 trips, Route 6442



- 1867 Route 6435
- 1872 202 miles, 1 trip, Route 6414
- 1873 2 trips
- 1874 **Eufala, Al.- Apalachicola, Fla.**, 271 miles, Route 6414 - 2 trips to Chattahoochee, 1 trip balance
- 1876 **Eufala, Al. - Chattahoochee, Fla.**, 130 miles, 2 trips, Route 16021 (Samuel Whitesides)
- 1877 **Eufala, Al. - Apalachicola, Fla.**, 140 miles/2 trips, 151 miles/1 trip, Route 16098 (Samuel Whitesides)
- 1878 294 miles, 2 trips
- 1879 291 miles
- 1880 **Chattahoochee - Apalachicola, Fla.**, 151 miles, 2 trips, Route 16098 (S. J. Whitesides)
- 1881 136 miles
- 1885 144 miles, Route 16096 (S.P. Wreford)
- 1886 (C. D. Owens)
- 1889 **Thurman, Ga. - Apalachicola, Fla.**, 138 miles, 3 trips, Route 16099 (P. Burke)
- 1890 **Chattahoochee - Apalachicola, Fla.**, 140 miles
- 1893 147 miles, Route 23099 (E. Parr)
- 1896 **Chattahoochee – Blountstown, Fla.**, 147.5 miles
- 1898 **Chattahoochee – Apalachicola, Fla.**, 132.5 miles (Edward Shepherd)
- 1901 127 miles (Jno. T. Davis Jr.)
- 1902 **River Junction – Apalachicola, Fla.**, 125.5 miles, 3 trips
- 1905 144 miles, Route 23096 (Charles Buffum)

Eufala, Ala. & Apalachicola, Fla. Agt - Oct 7,1878 to  
 River Junction & Apalachicola, Fla. R.P.O. - Sep 8,1902 to Nov 2,1907 (changed to via  
 railroad)

- J-17 1897 **Saint Andrews Bay - Wetappo, Fla.**, 29.5 miles, 6 trips, Route 23083 (David Witherill)
- 1901 32 miles, Route 23088
- 1904 34.4 miles
- 1905 45.5 miles, Route 23097
  
- J-18 1897 **Bayhead - Saint Andrews Bay, Fla.**, 19.9 miles, 6 trips, Route 23084 (Frank Ware)
- 1901 Route 23085
- 1902 19.5 miles
- 1905 Route 23098
  
- J-19 1896 **Freeport - Port Washington, Fla.**, 12 miles, 6 trips, Route 23078 (William Wesley)
- 1897 Route 23100 (M. J. Boyd)
- 1901 14.5 miles (W. H. Wesley)
- 1902 12 trips
- 1905 Route 23099
  
- J-20 1877 **Milton - Warrington, Fla.**, 39 miles, 6 trips, Route 16098 (temporary carrier)
- 1878 (Samuel Rushing)
- 1879 37 miles, Route 16088


1881 34.5 miles (John Miller)  
1883 Dropped

J-21 1855 **Milton - Pensacola, Fla.**, 30 miles, 6 trips, Route 6853  
1859 Dropped  
1869 **Milton - Pensacola, Fla.**, 30 miles, 6 trips, Route 6444  
1870 Dropped  
1877 **Freeport - Pensacola, Fla.**, 100 miles, 2 trips, Route 16093 (J. McKinnon)  
1881 98 miles (temporary service)  
1882 102 miles (R. W. Ruter)  
1884 Dropped

J-22 1901 **Pensacola - Boggy, Fla.**, 65.3 miles, Route 23081 (J. T. Brooks)  
1905 66 miles, Route 23100 (David Witherall)

Jacksonville & Tampa, Fla. R.P.O. - Jan. 1, 1885 - Apr. 16, 1886 (all rail after April 16th)  
Steamboat from Palatka to Sanford  
384-x-x (no early markings recorded during steamboat operations)

**"Independent  
Line Steamers"  
St. John's River  
by daylight.  
Daily Service  
the year around  
Steamers carrying  
U. S. Fast Mail  
Leave  
Jacksonville, Fla.  
at 2:30 p. m. daily  
Except For Sunday  
Green Cove Springs,  
Magnolia Springs,  
And  
LOCAL POINTS.**



*Thanks to  
the  
love to*

Steamer May Garner, Captain Henry DeGrove.

## OFFERS AND CONTRACTS FOR CARRYING THE MAILS

A valuable resource in researching postal history are *the Executive Documents of the U.S. House of Representatives*, a multivolume book covering all governmental departments – executive, legislative and judicial. There is no consistent numbering throughout the yearly printings.

Below is a selected listing from the 36<sup>th</sup> Congress, *Executive Document 86*, of a letter from the Postmaster General transmitting an abstract of offers for carrying the mails.

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### **Route 6501**

From **Fernandina to Charleston, S.C.**, 180 miles and back, six times a week, or daily if connecting routes so run.

Bidder: Florida Railroad Company by Ed N. Dickerson, vice-president. \$36,000 per year, through in 15 hours, accepted April 25, 1859.

Leave Fernandina daily, except Sunday at 2 a.m.; arrive in Charleston by 2 p.m.  
Leave Charleston daily except Sunday, at 9:30 a.m.; arrive Fernandina by 9:30 p.m.

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### **Route 6518**

From **Charleston to Pilatka, Fla.**, 300 miles and back, once a week.

Service performed by the Florida Steam Packet Company, once a week at \$70 per round trip.

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### **Route 6524**

From **Pilatka to Mellonville, Fla.**, 125 miles and back, once a week.

Bidder Jacob Brock, for \$1,800 per year using steamboats. Accepted April 25, 1859.

Leave Pilatka Monday at 6 a.m.; arrive at Mellonville by 10 p.m.  
Leave Mellonville Wednesday at 6 a.m.; arrive Pilatka by 8 p.m.

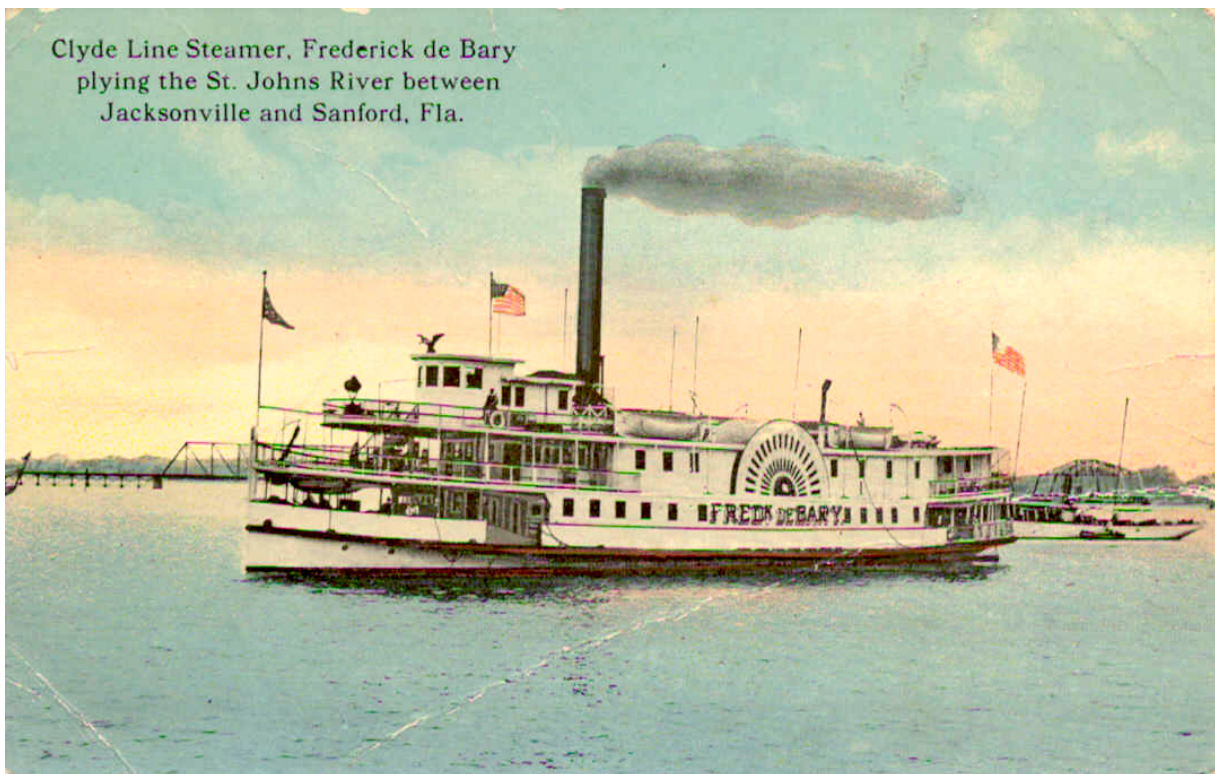
### Route 6575

From **New Orleans, La. to Key West, Fla.**, 1,000 miles and back twice a month, in first class sea steamers, of not less than 400 tons.

Bidder: Southern Steamship Company, accepted April 25, 1859 at \$59,000 per year, with extension of the semi-monthly service from Key West to Havana, Cuba for the United States sea and inland postage.

Leave New Orleans on the 15<sup>th</sup> and 29<sup>th</sup> of each month; arrive at Key West on the 22<sup>nd</sup> and 6<sup>th</sup>.  
Leave Key West on the 12<sup>th</sup> and 26<sup>th</sup> of each month; arrive at New Orleans on the 20<sup>th</sup> and 4<sup>th</sup>.

As you see the bid information includes additional notes on how the mails were carried, dates of service, and contract amount. The *Executive Documents of the U. S. House of Representatives* supplements Kay's detailed Florida listing found on pages 85-95.



## ANNUAL REPORT OF THE POSTMASTER GENERAL

Another valuable resource is the *USPOD Annual Reports of the Postmaster General*. Mike Ludeman summarized the annual reports stating: “These annual reports were published following the end of each fiscal year, and thus contained the operational record of the Post Office Department from July 1st through June 30th of the previous year. The contents of these reports varied considerably over time. For years prior to 1880, there was typically a single report prepared under the name of the Postmaster General, which summarized the activities of the Department.

“Beginning in 1880, the annual report volume was expanded considerably, and now included separate reports from the First, Second, and Third Assistant Postmaster Generals, the Superintendent of the Railway Mail System, the Auditor, and various other miscellaneous reports. The subject matter, and the level of detail presented, appears to be governed by what the current Postmaster General holding the office wanted to present, without regard to what information had been included by his predecessor. This irregularly makes it difficult to monitor certain types of activities over extended periods of time. (Ludeman, Michael. 2015. *Digital Resources on the Internet Useful for Researching the United States Post Office Department* (Preliminary Version). Courtesy of the Texas Postal History Society.

[www.texascovers.org](http://www.texascovers.org). 18 p.

Below are listed the Florida steamboat routes, miles covered by the route and annual compensation from 1866 – 1905, using *Table C - Steamboat Service as in Operation on the 30<sup>th</sup> day of June (Year)*. Starting in 1876 the contractor was listed and in 1882 the information was provided in Table D.  
*Table C - Steamboat Service as in Operation on the 30<sup>th</sup> day of June*

### 1866 Table C page 47 as of September 30<sup>th</sup> 1866

		Trips	Miles	Contract \$
6419	Pilatka to Savannah	2	332	5000
6416	Pilatka to Mellonville	1	124	2500
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	<u>201</u>	<u>15000</u>
			657	22500

### 1867 Table C page 67 as of September 30<sup>th</sup> 1867

6414	Pilatka to Jacksonville	2	75	1800
6416	Pilatka to Mellonville	1	124	2000
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	<u>201</u>	<u>7000</u>
			400	10800

### 1868 Table C page 60 as of September 30<sup>th</sup> 1868

6414	Pilatka to Jacksonville	2	75	1800
6416	Pilatka to Mellonville	1	125	2000
6433	New Orleans, La., to Key West, Fla	1	1010	67600
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	201	7000
6462	Baltimore, Md., to New Orleans, La.	1	<u>701</u>	<u>31200</u> Twice a month
			3112	109600

**1869** Table 12-C page 70-71 as of June 30<sup>th</sup> 1869

6414	Pilatka to Jacksonville	2	75	1800	
6416	Pilatka to Mellonville	1	125	2000	
6433	New Orleans, La., to Key West, Fla	1	988	67600	
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	201	7000	
6444	Pensacola to Milton	6	30	2000	
6462	Baltimore, Md., to New Orleans, La.	1	<u>701</u>	<u>31200</u>	Twice a month
			3120	111600	

**1870** Table 9-C page 77 as of June 30<sup>th</sup> 1870

6414	Pilatka to Jacksonville	2	75	1800	
6416	Pilatka to Mellonville	2	125	3500	
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	201	7000	
6462	Baltimore, Md., to New Orleans, La.	1	701	31200	Twice a month
6466	New Orleans, La., to Key West, Fla	1	988	67600	
6467	Key West to Biscayne	1	<u>75</u>	<u>1200</u>	Twice a month
			3265	112300	

**1871** Table C page 73 as of June 30<sup>th</sup> 1871

6414	Pilatka to Jacksonville	2	75	1800	
6416	Pilatka to Mellonville	2	125	3500	
6435	Bainbridge, Ga., to Apalachicola, Fla.	2	201	7000	
6462	Baltimore, Md., to New Orleans, La.	1	701	31000	Twice a month
6467	Key West to Biscayne	1	75	1200	Twice a month
6471	New Troy to Tampa	1	428	8000	
6478	New York to Key West	1	1258	26000	
6500	New Orleans, La., to Key West, Fla	1	<u>888</u>	<u>76000</u>	
			4851	154500	

**1872** Table C page 94 as of June 30<sup>th</sup> 1872

6410	New York to Key West	1	1589	31200	
6411	Baltimore, Md., to New Orleans, La.	1	700	31200	Twice a month
6412	New Troy to Cedar Keys	1	203	2500	
6513	New Orleans, La., to Key West, Fla	1	888	76000	
6414	Bainbridge, Ga., to Apalachicola, Fla.	1	202	5750	
6416	Enterprise to Saint Lucie	1	143	2200	
6419	Cedar Keys to Tampa	1	225	7448	
6420	Pilatka to Jacksonville	1	75	5700	
6421	Pilatka to Mellonville	2	<u>125</u>	<u>3500</u>	
			5150	165498	

**1873** Table C page 75 as of June 30<sup>th</sup> 1873

6411	Baltimore, Md., to New Orleans, La.	1	700	31200	Twice a month
6412	New Troy to Cedar Keys	1	203	2500	
6513	New Orleans, La., to Key West, Fla	1	888	76000	
6414	Bainbridge, Ga., to Apalachicola, Fla.	2	202	11500	
6419	Cedar Keys to Tampa	1	225	7448	
6420	Pilatka to Jacksonville	6	75	5700	

6421	Pilatka to Mellonville	2	141	3500	
6119	Trader's Hill, Ga., to Fernandina, Fla.	1	<u>69</u>	<u>1294</u>	
			3503	139142	

**1874** Table C page 103 as of June 30<sup>th</sup> 1874

6410	New York to Key West	1	1589	31200	
6411	Baltimore, Md., to New Orleans, La.	1	700	31200	Twice a month
6412	New Troy to Cedar Keys	1	203	2500	
6513	New Orleans, La., to Key West, Fla	1	888	76000	
6414	Eufaula, Ga., to Apalachicola, Fla.	*	291	11500	
6419	Cedar Keys to Tampa	1	225	7448	
6420	Pilatka to Jacksonville	6	83	5700	
6421	Pilatka to Mellonville	2	141	3500	
6514	Key West to Tampa	2	96	7475	Twice a month
6119	Trader's Hill, Ga., to Fernandina, Fla.	1	<u>69</u>	<u>1294</u>	
			5485	177817	

\* Twice a week to Chattahoochee, 140 miles; once a week, residue 151 miles

**1875** Table C page 79 as of June 30<sup>th</sup> 1875

6410	New York, N.Y., to Cedar Keys, Fla.	1	1589	5200	
6412	New Troy to Cedar Keys	1	165	2500	
6513	Cedar Keys to Key West, Fla.	1	400	18000	
6414	Eufaula, Ga., to Apalachicola, Fla.	*	291	11500	
6420	Pilatka to Jacksonville	6	83	5700	
6421	Pilatka to Sanford	**	141	4375	
6119	Trader's Hill, Ga., to Fernandina, Fla.	***	<u>69</u>	<u>2419</u>	
			2738	49694	

\* Twice a week to Chattahoochee, 140 miles; once a week, residue 151 miles

\*\*Three times a week from Oct. 1 to March 1, twice a week rest of year

\*\*\*Once a week to Saint Mary's 57 miles; six time a week, residue 12 miles

**1876** Table C page 85 as of June 30<sup>th</sup> 1876

16017	Palatka to Haw Creek	C. R. Griffing & Co.	2	35	500
16018	New York, N.Y., to Galveston, Tex.	C. H. Mallory & Co.	1	2036	10400
16019	Cedar Keys to Key West, Fla.	James McKay	1	470	18000
16021	Eufaula, Ga., to Chattahoochee, Fla.	Samuel J. Whitesides	2	130	5800
16022	Chattahoochee to Apalachicola, Fla.	Andrew Parlin	1	151	4900
16023	Pilatka to Jacksonville	Jacob Brock	6	102	8000
16024	Pilatka to Sanford	Jacob Brock	3	143	5916
16025	Pilatka to Okahumpka	S. J. Banknight	*	275	2400
15266	Trader's Hill, Ga., to Fernandina, Fla.	William Mangum	**	<u>51</u>	<u>1969</u>
				3393	57885

\*Twice a week for four months, once a week for eight months

\*\*Once a week to Saint Mary's 57 miles; six time a week, residue 12 miles

**1877** Table C page 61 as of June 30<sup>th</sup> 1877

		Trips	Miles	Contract \$	
16087	Jacksonville to Fort George	J. M. Fitzgerald	3	30	600
16088	Milton to Warrington	Temporary carrier	6	39	2500
16089	New York, N.Y., to Galveston, Tex.	C. H. Mallory & Co.	1	2036	10400
16090	Palatka to Crescent City	C. R. Griffing & Co.	2	30	429
16091	Cedar Keys to Key West, Fla.	New Orleans, Florida and Havana Steamship Company	1	360	18000
16092	Fernandina, Fla. to Trader's Hill, Ga.	Joseph Lee	4/2	10/89	2768
16093	Pensacola to Freeport	J. L. McKinnon	2	100	1939
16094	New Orleans, La., to Key West Fla.	New Orleans, Florida and Havana Steamship Company	1	752	5200
16096	Pilatka to Okahumpka	S. J. Banknight	*	275	2400
16097	Jacksonville to Sanford	Z. M. Shirley & W. R. Hite	6/3	102/147	13633
16098	Eufaula, Ga., to Chattahoochee, Fla.	Samuel J. Whitesides	1/2	140/151	4000
16100	Cedar Keys to Tampa	James McKay	2	<u>175</u>	<u>13570</u>
				4436	75439

\*Twice a week for four months, once a week for eight months

**1878** Table C page 114 as of June 30<sup>th</sup> 1878

16087	Jacksonville to Fort George	J. M. Fitzgerald	3	30	600
16088	Milton to Warrington	Samuel Rushing	6	39	3200
16090	Palatka to Crescent City	John F. Rhodes	2	30	1000
16091	Cedar Keys to Key West, Fla.	New Orleans, Florida and Havana Steamship Company	3	360	52500
16092	Fernandina, Fla. to Trader's Hill, Ga.	H. L. Hart	4/2	10/89	2768
16093	Pensacola to Freeport	J. L. McKinnon	2	100	1939
16096	Pilatka to Okahumpka	Sidney J. Banknight	*	275	2400
16097	Jacksonville to Sanford	Z. M. Shirley & W. R. Hite	**	102/147/2	16979
16098	Eufaula, Ga., to Apalachicola, Fla.	Samuel J. Whitesides	2	291	5401
16100	Cedar Keys to Tampa	James McKay	2	<u>175</u>	<u>13570</u>
				1650	100357

\*Twice a week for four months; once a week for eight months

\*\*Six times a week to Palatka, 81 miles; six times a week for six months, and three times a week for the rest of the year to Sanford, with three times a week side supply to Spring Grove, 2 miles.

**1879** Table C page 103 as of June 30<sup>th</sup> 1879

16082	Fernandina to Brunswick, Ga.	Macon and Brunswick RR Co.	7	40	n/c
16083	New Orleans, La., to Havana, Cuba	John Miller	1	832	n/c
16087	Jacksonville to Fort George	J. M. Fitzgerald	3	29	600
16088	Milton to Warrington	Samuel Rushing	6	37	3200
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.	1	2036	10400
16090	Palatka to Crescent City	John F. Rhodes	2	30	1000
16091	Cedar Keys to Key West, Fla.	New Orleans, Florida and Havana Steamship Company	2	290	35000
16092	Fernandina, Fla. to Trader's Hill, Ga.	H. L. Hart	4/2	10/89	2768



16093	Pensacola to Freeport	J. L. McKinnon	2	100	1939
16096	Pilatka to Okahumpka	Sidney J. Banknight	*	269	2418
16097	Jacksonville to Enterprise	Z. M. Shirley & W. R. Hite	**	230	16979
16098	Eufaula, Ga., to Apalachicola, Fla.	Samuel J. Whitesides	2	291	5401
16100	Cedar Keys to Tampa	James McKay	2	<u>175</u>	<u>13570</u>
				4458	93275

\*Twice a week for four months; once a week for eight months

\*\*Six times a week to Palatka, 81 miles; six times a week six months, and three times a week for six months on 147 miles, with three times a week side supply to Spring Grove, 2 miles.

**1880** Table C page 138 as of June 30<sup>th</sup> 1880

16080	Jacksonville to Middleburgh	H. M. Aiken	2	56	1200
16082	Fernandina to Brunswick, Ga.	Macon & Brunswick RR Co.	7	40	2100
16083	New Orleans, La., to Havana, Cuba	John Miller	1	832	n/c
16087	Jacksonville to Fort George	J. M. Fitzgerald	6	29	200
16088	Milton to Warrington	Samuel Rushing	6	37	3200
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.	1	2036	10400
16090	Palatka to Crescent City	John F. Rhodes	*	30	1253
16091	Cedar Keys to Key West, Fla.	Miller & Henderson	2	290	32000
16092	Fernandina, Fla. to Trader's Hill, Ga.	H. L. Hart	4/2	10/89	2768
16093	Pensacola to Freeport	J. L. McKinnon	2	100	1939
16096	Pilatka to Okahumpka	Sidney J. Banknight	**	269	2418
16097	Jacksonville to Enterprise	Z. M. Shirley & W. R. Hite	***	81/146/2	16979
16098	Chattahoochee to Apalachicola, Fla.	Samuel J. Whitesides	2	151	2803
16099	Cedar Key to New Troy	W. B. Mellvaine	1	148	1400
16100	Cedar Keys to Tampa	James McKay	2	<u>175</u>	<u>13570</u>
				4521	93230

\*Six times a week for 27 days, three times a week for rest of year.

\*\*Twice a week for four months; once a week for eight months

\*\*\*Six times a week to Palatka, 81 miles; six times a week for six months, and three times a week for six months on 146 miles, with three times a week side supply to Spring Grove, 2 miles.

**1881** Table C page 156-157 as of June 30<sup>th</sup> 1881

16081	Cedar Keys to Clear Water Harbor	John Miller	1	151	3700
16083	New Orleans, La., to Havana, Cuba	C. A. Whitney & Co.	1	832	n/c
16087	Jacksonville to Fort George	H. A. Haya	6	26	1200
16088	Milton to Warrington	John Miller	6	35	3145
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.*	1	2075	10400
16090	Palatka to Crescent City	George W. Beach & J.W. Miller	**	30	1253
16091	Cedar Keys to Key West, Fla.	John Miller	2	294	31000
16092	Fernandina, Fla. to Trader's Hill, Ga.	Hart, Smith Richardson	6/2	10/88***	2768
16093	Pensacola to Freeport	no contractor	2	98	1900
16096	Pilatka to Okahumpka	H. L. Hart	****	232	2400
16097	Jacksonville to Enterprise	Frederick de Barry	6	207	18067

16098	Chattahoochee to Apalachicola, Fla.	Samuel J. Whitesides	2	136	2803
16099	Cedar Key to New Troy	John Miller	1	131	1400
16100	Cedar Keys to Tampa	John Miller	2	<u>158</u>	<u>9800</u>
				4503	89836

\*\$200 per round trip \*\*Three times a week for six months, six times a week for six months.

\*\*\*Six times a week to St. Mary's and two residual

\*\*\*\*Twice a week for four months; once a week for eight months

**1882** Table D page 127 as of June 30<sup>th</sup> 1882

16083	New Orleans, La., to Havana, Cuba	C. A. Whitney & Co.	1	832	n/c
16087	Jacksonville to Fort George	H. T. Haya	6	26	1200
16088	Milton to Warrington	John Miller	6	35	3145
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.	1	2075	10400
16090	Palatka to Crescent City	George W. Beach & J.W. Miller	*	31	2121
16091	Cedar Keys to Key West, Fla.	John Miller	2	299	31000
16092	Fernandina, Fla. to King's Ferry	Hart, Smith & Henderson	**	85	2108
16093	Pensacola to Freeport	R. W. Ruter	2	102	3000
16097	Jacksonville to Enterprise	Frederick de Barry	6	207	18067
16098	Chattahoochee to Apalachicola, Fla.	Samuel J. Whitesides	2	<u>136</u>	<u>4000</u>
				3828	75041

\*Three times a week for six months, six times a week for six months.

\*\*Six times a week to St. Mary's, two times the residue

**1883** Table D page 198 as of June 30<sup>th</sup> 1883

16087	Jacksonville to Fort George	H. T. Haya	6	26	1200
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.	1	2075	10400
16090	Palatka to Crescent City	George W. Beach & J.W. Miller	6	31	1000
16091	Cedar Keys to Key West, Fla.	John Miller	2	299	31000
16092	Fernandina, Fla. to King's Ferry	Hart, Smith & John Richardson	*	52	2108
16093	Pensacola to Freeport	R. W. Ruter	2	102	3000
16097	Jacksonville to Enterprise	Frederick de Barry	6	207	18067
16098	Chattahoochee to Apalachicola, Fla.	Samuel J. Whitesides	2	<u>136</u>	<u>4000</u>
				2928	70775

\*Distance of 12 miles to Saint Mary's, 40 miles the residue; six times a week to Saint. Mary's, two times the residue

**1884** Table D page 181 as of June 30<sup>th</sup> 1884

16078	Titusville to Lake Worth	W. A. L. Ostrander	2	147	2500
16087	Jacksonville to Fort George	H. T. Haya	6	26	1200
16089	New York, N. Y. to Galveston, Tex.	C. H. Mallory & Co.	1	2075	10400
16090	Palatka to Crescent City	J. W. Beach & J.W. Miller	6	31	1000
16091	Cedar Keys to Key West, Fla.	John Miller	2	299	31000

16092	Fernandina, Fla. to Oakwell, Ga.	Hubbard L. Hart, Jos. H. Smith & John Richardson	6	42	1830
16097	Jacksonville to Enterprise	Frederick de Barry	6	207	18067
16098	Chattahoochee to Apalachicola, Fla.	Samuel J. Whitesides	2	<u>136</u>	<u>4000</u>
				2963	69997

**1885** Table D page 331-332 as of June 30<sup>th</sup> 1885

16087	Fernandina, Fla. to Oakwell, Ga.	John Richardson	6/2	16/37	2000
16088	Jacksonville, Fla. to Palatka	De Bary- Baya Merchants' Line	6	80	8800
16088	Palatka to Enterprise	Charles D. Owens	7	126	14965
16090	Palatka to Enterprise	De Bary- Baya Merchants' Line	6	127	14400
16091	Tampa to Key West	J. D. Emerson	2	246	23600
16094	Palatka to Crescent City	John W. Miller	6	30	995
16096	Chattahoochee to Apalachicola, Fla.	S. P. Wreford	2	144	7475
16097	Jacksonville to Fort George	J. B. Colegrove	6	<u>24</u>	<u>1599</u>
				830	73834

**1886** Table D page 316-317 as of June 30<sup>th</sup> 1886

16078	Saint Mary's to Saint Teresa	Wm. P. Slusser & C.H. Blackwell	2	40	290
16080	Palatka to Drayton Island	George W. Beach & J.W. Miller	6	40	2000
16085	Jacksonville to Orange Dale	J. B. Colegrove	6	35	1650
16087	Fernandina, Fla. to Oakwell, Ga.	John Richardson	6/2	18/35	2000
16091	Tampa to Key West	J. D. Emerson	2	240	22566
16096	Chattahoochee to Apalachicola, Fla.	C. D. Owens	2	144	5500
16097	Jacksonville to Fort George	J. B. Colegrove	6	<u>24</u>	<u>1500</u>
				576	35605

**1887** Table D page 484 as of June 30<sup>th</sup> 1887

16075	Cleveland to Myers	Wellington M. White	3	76	1560
16080	Palatka to Drayton Island	George W. Beach & J.W. Miller	6	40	2000
16083	Tampa to Havana, Cuba	Henry B. Plant	3/2*	366	54600
16085	Jacksonville to Orange Dale	J. B. Colegrove	6	35	1650
16087	Fernandina, Fla. to Oakwell, Ga.	John Richardson	6/2	18/35	2000
16096	Chattahoochee to Apalachicola, Fla.	C. D. Owens	2	144	5500
16097	Jacksonville to Fort George	J. B. Colegrove	6	<u>24</u>	<u>1599</u>
				738	68909

\*For six months/for six months

**1888** Table D page 215-216 as of June 30<sup>th</sup> 1888

16073	Titusville to Melbourne	Indian River Steamboat Co.	6	43	2950
16074	Melbourne to Jupiter	Indian River Steamboat Co.	3	86	3800
16075	Cleveland to Myers	Wellington M. White	3	80	1500
16080	Palatka to Drayton Island	George W. Beach & J.W. Miller	6	40	2500
16083	Tampa to Havana, Cuba	Henry B. Plant	3/2*	366	58339
16085	Jacksonville to Orange Dale	J. B. Colegrove	6	35	1650
16087	Fernandina, Fla. to Oakwell, Ga.	John Richardson	6/2	15/35	1798
16096	Chattahoochee to Apalachicola, Fla.	C. D. Owens	2	144	5500

16097	Jacksonville to Fort George	J. B. Colegrove	6	<u>24</u>	<u>1599</u>
				868	79636

\*For six months/for six months

**1889** Table D page 345 as of June 30<sup>th</sup> 1889

16088	Tampa to Ellenton	Plant Investment Co.	6	46	4000
16089	Palatka to Drayton Island	James B. Colegrove	6	39	2690
16091	Tampa to Havana, Cuba	Henry B. Plant	3/2*	366	58500
16093	Punta Gorda to Meyers	William B. Towles	3	67	1383
16094	Melbourne to Jupiter	Indian River Steamboat Co.	3	92	4250
16095	Titusville to Melbourne	Indian River Steamboat Co.	6	44	3700
16096	Fernandina to Oakwell, Ga.	John Richardson	6/2**	50	1798
16098	Jacksonville to Orange Dale	James B. Colegrove	6	33	2500
16099	Thurman to Apalachicola	Peter Burke	3	<u>138</u>	<u>8131</u>
				875	86952

\* For six months each

\*\*Six times a week for 15 miles, two times a week for 35 miles

**1890** Table D page 371 as of June 30<sup>th</sup> 1890

16085	Leesburg to Yallah	Florida Southern Railway Co	6	9	199
16086	Port Tampa to Ellenton	Orange Belt Railway Co.	6	48	4000
16089	Palatka to Drayton Island	James B. Colegrove	6	39	2690
16091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2*	360	57579
16093	Punta Gorda to Meyers	William B. Towles	3	67	1383
16094	Melbourne to Jupiter	Indian River Steamboat Co.	3	92	4250
16095	Titusville to Melbourne	Indian River Steamboat Co.	6	44	3875
16096	Fernandina to Crandall	John Richardson	6/2**	22	1039
16098	Jacksonville to Orange Dale	James B. Colegrove	6	33	2500
16099	Chattahoochee to Apalachicola	Peter Burke	3	<u>140</u>	<u>8249</u>
				854	85764

\* For six months each

\*\*Six times a week for 12 miles, two times a week for 10 miles

**1891** Table D page 457 as of June 30<sup>th</sup> 1891

16086	Port Tampa to Ellenton	Henry B. Plant	6	34	4000
16089	Palatka to Drayton Island	James B. Colegrove	6	39	2690
16091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2*	327	57579
16093	Punta Gorda to Meyers	William B. Towles	3	67	1383
16094	Melbourne to Jupiter	Indian River Steamboat Co.	3	92	4250
16095	Titusville to Melbourne	Indian River Steamboat Co.	6	48	3959
16096	Fernandina to Crandall	John Richardson	6/2**	22	1634
16098	Jacksonville to Orange Dale	James B. Colegrove	6	33	2500
16099	Chattahoochee to Apalachicola	Peter Burke	3	<u>140</u>	<u>8249</u>
				802	86244

\* For six months each

\*\*Six times a week for 12 miles, two times a week for 10 miles

**1892** Table D page 403 as of June 30<sup>th</sup> 1892

16081	Jacksonville to New Berlin	David Kemps	6	15	600
16086	Port Tampa to Ellenton	Henry B. Plant	6	40	4000
16089	Palatka to Drayton Island	James B. Colegrove	6	40	2724
16091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2*	327	57579
16093	Punta Gorda to Meyers	William B. Towles	3	67	1383
16094	Melbourne to Jupiter	Indian River Steamboat Co.**	3	92	4250
16095	Titusville to Melbourne	Indian River Steamboat Co.	6	48	3959
16096	Fernandina to Crandall	John Richardson	6/2***	22	1034
16098	Jacksonville to Orange Dale	James B. Colegrove	6	33	2500
16099	Chattahoochee to Apalachicola	Peter Burke	3	<u>140</u>	<u>8249</u>
				824	86278

\* For six months each

\*\*Robert H. Coleman, president

\*\*\*Six times a week for 12 miles, two times a week for 10 miles

**1893** Table D page 273-274 as of June 30<sup>th</sup> 1893

23080	Carrabelle to Apalachicola	Donald S. McKay	6	30	2500
23082	Fernandina to Crandell	John Richardson	6/2*	20	1033
23083	Jacksonville to New Berlin	David Kemps	6	15	900
23084	Palatka to Picolata	Norman R. Fitzhugh, Jr.	6	35	1250
23085	Palatka to Drayton Island	James B. Colegrove	6	39	2630
23086	Port Tampa to Ellenton	Henry B. Plant	6	38	3900
23091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2**	361	57579
23093	Punta Gorda to Meyers	J. B. Colegrove	3/6***	69	3709
23094	Melbourne to Jupiter	J. B. Colegrove	3/6***	91	4974
23095	Rock Ledge to Melbourne	J. K. Mason & J. F. Culp	6	22	1605
23098	Jacksonville to Orange Dale	James B. Colegrove	6	30	2498
23099	Chattahoochee to Apalachicola	E. Parr	3	<u>148</u>	<u>7890</u>
				898	90468

\* To Saint Mary's 12 mile, residue 8 miles

\*\* For six months each; \*\*\*8 months, 4 months

**1894** Table D page 307 as of June 30<sup>th</sup> 1894

23082	Fernandina to Crandell	John Richardson	6/2*	20	1033
23083	Jacksonville to New Berlin	David Kemps	6	15	900
23084	Palatka to Picolata	James M. White	6	35	1600
23085	Palatka to Drayton Island	James B. Colegrove	6	39	2630
23086	Port Tampa to Ellenton	Norman R. Fitzhugh, Jr.	6	38	3900
23091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2**	361	57579
23093	Punta Gorda to Meyers	J. B. Colegrove	3/6***	69	3709
23098	Jacksonville to Orange Dale	J. B. Colegrove	6	30	2498

23099	Chattahoochee to Apalachicola	E. Parr	3	<u>148</u>	<u>7890</u>
				755	81739

\* To Saint Mary's 12 mile, residue 8 miles

\*\* For six months each; \*\*\*8 months/4 months

**1895** Table D page 310 as of June 30<sup>th</sup> 1895

23082	Fernandina to Crandell	John Richardson	6/2*	20	1033
23083	Jacksonville to New Berlin	David Kemps	6	15	900
23084	Palatka to Picolata	James M. White	6	35	1600
23085	Palatka to Drayton Island	James B. Colegrove	6	39	2630
23086	Port Tampa to Ellenton	Norman R. Fitzhugh, Jr.	6	38	3900
23091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2**	361	57579
23093	Punta Gorda to Meyers	J. B. Colegrove	3/6***	71	3709
23098	Jacksonville to Orange Dale	J. B. Colegrove	6	30	2498
23099	Chattahoochee to Apalachicola	E. Parr	3	<u>148</u>	<u>7890</u>
				757	81739

\* To Saint Mary's 12 mile, residue 8 miles

\*\* For six months each; \*\*\*8 months/4 months

**1896** Table D page 364 as of June 30<sup>th</sup> 1896

23076	Myers to Thompson	Conrad Mongo	2	43	1000
23077	Iola to Wewahitchka	D. C. Searborough	6	15*	1500
23078	Freeport to Point Washington	William H. Wesley	6	12	750
23082	Fernandina to Crandell	John Richardson	6/2**	20	1033
23083	Jacksonville to New Berlin	David Kemps	6	15	900
23084	Palatka to Picolata	James M. White	6	35	1600
23085	Palatka to Drayton Island	James B. Colegrove	6	39	2630
23086	Port Tampa to Ellenton	Norman R. Fitzhugh, Jr.	6	38	3900
23091	Port Tampa to Havana, Cuba	Henry B. Plant	3/2***	361	57579
23093	Punta Gorda to Meyers	J. B. Colegrove	3/6	71****	3709
23098	Jacksonville to Orange Dale	J. B. Colegrove	6	30	2498
23099	Chattahoochee to Apalachicola	E. Parr	3	<u>148</u>	<u>7890</u>
				827	84989

\*In steamboats to Magnolia Landing (new office), 13 miles; and by land the residue

\*\* To Saint Mary's 12 mile, residue 8 miles

\*\*\* For six months each; \*\*\*\*8 months/4 months

**1897** Table D page 330 as of June 30<sup>th</sup> 1897

23083	St. Andrews Bay to Wetappo	David M. Witherill	6	30	1047
23084	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	1100
23085	Eau Gallie to Nathan	Walter J. Nesbitt	3	37	1285
23087	West Palm Beach to Juno	M. J. Boyd	6	12	840
23088	Myers to Thompson	M. J. Boyd	3	44	967
23089	Punta Gorda to Meyers	B. H. Colegrove	3/6*	76	3150
23090	Port Tampa to Havana, Cuba	Henry B. Plant	3/2**	337	55670

23091	Port Tampa to Ellenton	M. Woodville	6	41	2999
23093	Palatka to Drayton Island	J. F. Brown	6	42	2389
23094	Palatka to Picolata	Fannie L. Gardner	6	34	1542
23095	Jacksonville to Orangedale	Charles E. Garner	6	35	2475
23096	Jacksonville to New Berlin	M. J. Boyd	6	15	787
23097	Fernandina to St. Mary's, Ga.	Benjamin Cook	2	12	736
23098	Iola to Wewahitchka	M. J. Boyd	6	16	1330
23099	Chattahoochee to Apalachicola	Edward A. Shepherd	3	133	5970
23100	Freeport to Point Washington	M. J. Boyd	6	<u>12</u>	<u>677</u>
				896	82964

\*8 months/4 months; \*\*5 months/ 7 months

**1898** Table D page 474-475 as of June 30<sup>th</sup> 1898

23081	Jacksonville to Fort George	R. A. Lawson	6	27	1163
23082	Key West to Miami	Florida East Coast Steamship Co.*	2/3*	171	12100
23083	St. Andrews Bay to Wetappo	David M. Witherill	6	30	1047
23084	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	1100
23085	Eau Gallie to Nathan	Walter J. Nesbitt	3	37	1285
23087	West Palm Beach to Juno	M. J. Boyd	6	12	840
23088	Myers to Thompson	M. J. Boyd	3	44	967
23089	Punta Gorda to Meyers	B. H. Colegrove	3/6**	76	3150
23090	Port Tampa to Havana, Cuba	Henry B. Plant	3/2***	337	57004
23091	Port Tampa to Ellenton	M. Woodville	6	40	2982
23093	Palatka to Drayton Island	J. F. Brown	6	42	2389
23094	Palatka to Picolata	Fannie L. Gardner	6	34	1542
23095	Jacksonville to Orangedale	Charles E. Garner	6	35	2475
23097	Fernandina to St. Mary's, Ga.	Benjamin Cook	2	12	736
23098	Iola to Wewahitchka	M. J. Boyd	6	16	1330
23099	Chattahoochee to Apalachicola	Edward A. Shepherd	3	133	5970
23100	Freeport to Point Washington	M. J. Boyd	6	<u>12</u>	<u>677</u>
				1078	96757

\*H. M. Flagler, President; \* 8 months / 4 months, \$100 round trip

\*\*8 months/4 months; \*\*\*5 months/ 7 months

**1899** Table D page 439 as of June 30<sup>th</sup> 1899

23080	Miami to Havana, Cuba	Florida East Coast Steamship Co.*	2	242	24200
23081	Jacksonville to Fort George	R. A. Lawson	6	27	1163
23082	Key West to Miami	Florida East Coast Steamship Co.**	2**	171	12100
23083	St. Andrews Bay to Wetappo	David M. Witherill	6	30	1047
23084	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	1100
23085	Eau Gallie to Nathan	Walter J. Nesbitt	3	36	1262
23087	West Palm Beach to Juno	M. J. Boyd	6	12	840
23088	Myers to Thompson	M. J. Boyd	3	44	967
23089	Punta Gorda to Meyers	B. H. Colegrove	3/6***	76	3150
23090	Port Tampa to Havana, Cuba	Henry B. Plant	3	337	69108
23091	Port Tampa to Ellenton	M. Woodville	6	40	2982

23093	Palatka to Drayton Island	J. F. Brown	6	42	2389
23094	Palatka to Picolata	Fannie L. Gardner	6	33	1496
23095	Jacksonville to Orangedale	Charles E. Garner	6	35	2475
23097	Fernandina to St. Mary's, Ga.	Benjamin Cook	2	12	736
23098	Iola to Wewahitchka	M. J. Boyd	6	16	1330
23099	Chattahoochee to Apalachicola	Edward A. Shepherd	3	133	5970
23100	Freeport to Point Washington	M. J. Boyd	6	12	677
				<u>1318</u>	<u>132992</u>

\*J. R. Parrott, General Manager

\*\*H. M. Flagler, President. \*\* with an additional trip per week between 12/5 and 4/14

\*\*\*8 months/4 months

**1900** Table D page 397 as of June 30<sup>th</sup> 1900

23081	Jacksonville to Fort George	R. A. Lawson	6	27	1163
23082	Key West to Miami	Florida East Coast Steamship Co.*	2*	171	11887
23083	St. Andrews Bay to Wetappo	David M. Witherill	6	30	1047
23084	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	1100
23085	Eau Gallie to Nathan	Walter J. Nesbitt	3	36	1262
23087	West Palm Beach to Juno	M. J. Boyd	6	12	840
23088	Myers to Thompson	M. J. Boyd	3	44	967
23089	Punta Gorda to Meyers	B. H. Colegrove	3/6***	76	3150
23090	Port Tampa to Havana, Cuba	Henry B. Plant	3	337	69108
23091	Port Tampa to Ellenton	M. Woodville	6	40	2982
23093	Palatka to Drayton Island	J. F. Brown	6	42	2389
23094	Palatka to Picolata	Fannie L. Gardner	6	33	1473
23095	Jacksonville to Orangedale	Charles E. Garner	6	35	2475
23097	Fernandina to St. Mary's, Ga.	Benjamin Cook	2	12	736
23098	Iola to Wewahitchka	M. J. Boyd	6	16	1330
23099	Chattahoochee to Apalachicola	Edward A. Shepherd	3	133	5970
23100	Freeport to Point Washington	M. J. Boyd	6	12	677
				<u>1076</u>	<u>108556</u>

\*H. M. Flagler, President; \* with and additional trip per week between 12/5 and 4/14

\*\*\*8 months/4 months

**1901** Table D page 482-483 as of June 30<sup>th</sup> 1901

23081	Pensacola to Boggy	C. A. Potter	3	65	999
23082	Punta Gorda to Grove City*	Kelly B. Harvey	6	29	2373
23083	Eau Gallie to Nathan	C. A. Potter	3	33	1089
23085	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	930
23086	West Palm Beach to Juno	William H. Sanders	6	12	587
23087	Myers to Thompson	J. F. Menge & Conrad Menge	6/3**	36	1067
23088	St. Andrews Bay to Wetappo	David M. Witherill	6	32	1039
23089	Punta Gorda to Meyers	The Plant Investment Co.***	6	74	4725
23090	Port Tampa to Havana, Cuba	The Plant Investment Co.	3	315	69000
23091	Port Tampa to Ellenton	The Plant Investment Co.	6	43	2982
23092	Jacksonville to Fulton	I. Von Balsan	6	20	700



23093	Palatka to Drayton Island	Fannie L. Gardner	6	40****	1868
23094	Palatka to Colee	Fannie L. Gardner	6	35	1441
23095	Jacksonville to Orangedale	Charles E. Garner	6	33	1850
23096	Miami to Key West	Florida East Coast Steamship Co.*****	2/3	151	15000
23097	Fernandina to St. Mary's, Ga.	John Richardson	6	12	700
23098	Iola to Wewahitchka	C. A. Potter	6	17	1090
23099	Chattahoochee to Apalachicola	Jno. T. Davis, Jr.	3	133	4900
23100	Freeport to Point Washington	W. H. Wesley	6	<u>15</u>	<u>967</u>
				1115	113307

\*With a branch line between Miakka City Landing (new office) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (new office), the residue by land.

\*\* 4 months / 8 months

\*\*\*R. G. Erwin, President. \*\*\*\* Visiting Stokes Landing (New Office) 3 times a week

\*\*\*\*\* J. R. Parrott, General Manager; 8 months / 4 months

### 1902 Table D page 353-354 as of June 30<sup>th</sup> 1902

23081	Pensacola to Boggy	J. T. Brooks	3	65	999
23082	Punta Gorda to Grove City*	Kelly B. Harvey	6	29	2373
23083	Eau Gallie to Nathan	C. A. Potter	3	33	1089
23085	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	930
23086	West Palm Beach to Juno	William H. Sanders	6	9	481
23087	Fort Myers to Thompson	J. F. Menge & Conrad Menge	6/3**	36	1067
23088	St. Andrews Bay to Wetappo	David M. Witherill	6	32	1039
23089	Punta Gorda to Meyers	The Plant Investment Co.***	6	76	4853
23090	Port Tampa to Havana, Cuba	The Plant Investment Co.	3	315	69000
23091	Port Tampa to Ellenton	The Plant Investment Co.	6	42	2982
23092	Jacksonville to Fulton	S. B. Somers	6	20	800
23093	Palatka to Drayton Island	Fannie L. Gardner	6	40****	1868
23094	Palatka to Colee	Fannie L. Gardner	6	35	1441
23095	Jacksonville to Orangedale	E. M. Robinson	6	33	1850
23096	Miami to Key West	Florida East Coast Steamship Co.*****	2/3	151	15000
23097	Fernandina to St. Mary's, Ga.	John Richardson	6	12	700
23098	Iola to Wewahitchka	C. A. Potter	6	12*****	914
23099	Chattahoochee to Apalachicola	Jno. T. Davis, Jr.	3	128	4900
23100	Freeport to Point Washington	W. H. Wesley	6	<u>15</u>	<u>800</u>
				1103	113086

\*With a branch line between Miakka City Landing (new office) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (new office), the residue by land.

\*\* 4 months / 8 months

\*\*\*R. G. Erwin, President \*\*\*\* Visiting Stokes Landing (New Office) 3 times a week

\*\*\*\*\* J. R. Parrott, General Manager; 8 months / 4 months

\*\*\*\*\* 11 miles by steamboat, 1 mile by land

### 1903 Table D page 305 as of June 30<sup>th</sup> 1903

23081	Pensacola to Boggy	J. T. Brooks	3	65	1003
23082	Punta Gorda to Grove City*	Kelly B. Harvey	6	29	2373

23083	Eau Gallie to Nathan	C. A. Potter	3	29	968
23085	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	930
23086	West Palm Beach to Juno	William H. Sanders	6	10	507
23087	Fort Myers to Thompson	J. F. Menge & Conrad Menge	6	34	1490
23088	St. Andrews Bay to Wetappo	David M. Witherill	6	34	1108
23089	Punta Gorda to Fort Meyers	The Plant Investment Co.**	6	76	4853
23090	Port Tampa to Havana, Cuba	The Plant Investment Co.	3	315	69000
23091	Port Tampa to Manavista	The Plant Investment Co.	6	40	2762
23092	Jacksonville to Fulton	S. B. Somers	6	20	890
23093	Palatka to Drayton Island	Fannie L. Gardner	6	40***	1868
23094	Palatka to Colee	Fannie L. Gardner	6	35	1441
23095	Jacksonville to Orangedale	E. M. Robinson	6	33	1850
23096	Miami to Key West	Florida East Coast Steamship Co.****	2/4	151	15000
23097	Fernandina to St. Mary's, Ga.	John Richardson	6	12	700
23098	Iola to Wewahitchka	C. A. Potter	6	12*****	914
23099	River Junction Landing to Apalachicola	Jno. T. Davis, Jr.	3	126	4842
23100	Freeport to Point Washington	W. H. Wesley	6	<u>12</u>	<u>800</u>
				1093	113299

\*With a branch line between Miakka City Landing (new office) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (new office), the residue by land.

\*\*R. G. Erwin, President.

\*\*\*Visiting Stokes Landing (New Office) 3 times a week

\*\*\*\* J. R. Parrott, General Manager; 8 months/4 months

\*\*\*\*\* 11 miles by steamboat, 1 mile by land

#### 1904 Table D page 303 as of June 30<sup>th</sup> 1904

23081	Pensacola to Boggy	J. T. Brooks	3	65	1003
23082	Punta Gorda to Grove City*	Kelly B. Harvey	6	29	2373
23083	Eau Gallie to Nathan	C. A. Potter	3	29	968
23085	Bayhead to St. Andrews Bay	Frank H. Ware	6	20	930
23086	West Palm Beach to Juno	William H. Sanders	6	10	507
23087	Fort Myers to Thompson	J. F. Menge & Conrad Menge	6	34	1490
23088	St. Andrews Bay to Wetappo	David M. Witherill	6	34	1116
23089	Punta Gorda to Fort Meyers	The Plant Investment Co.**	6	76	4853
23090	Port Tampa to Havana, Cuba	The Plant Investment Co.	3	315	69000
23091	Port Tampa to Manavista	The Plant Investment Co.	6	41	2894
23092	Jacksonville to Fulton	Samuel. B. Somers	6	20	890
23093	Palatka to Drayton Island	Fannie L. Gardner	6	40***	1868
23094	Palatka to Colee	Fannie L. Gardner	6	35	1441
23095	Jacksonville to Orangedale	E. M. Robinson	6	33	1850
23096	Miami to Key West	Florida East Coast Steamship Co.****	2/3	151	15000
23097	Fernandina to St. Mary's, Ga.	John Richardson	6	12	700
23098	Iola to Wewahitchka	C. A. Potter	6	12*****	914
23099	River Junction Landing to Apalachicola	Jno. T. Davis, Jr.	3	126	4842
23100	Freeport to Point Washington	W. H. Wesley	6	<u>12</u>	<u>800</u>
				1094	113439

\*With a branch line between Miakka City Landing (new office) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (new office), the residue by land.

\*\*R. G. Erwin, President. \*\*\*Visiting Stokes Landing (New Office) 3 times a week

\*\*\*\* J. R. Parrott, General Manager; 8 months / 4 months

\*\*\*\*\* 11 miles by steamboat, 1 mile by land

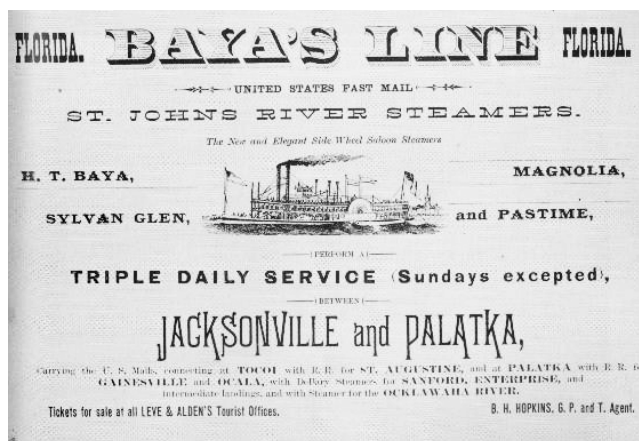
1905 Table D page 405 as of June 30<sup>th</sup> 1905

23081	Miami to Key West	Florida East Coast Steamship Co.*	2/3	151	15000
23083	Fort Myers to Thompson	J. F. Menge & Conrad Menge	6	37	1500
23084	Punta Gorda to Fort Meyers	Kelly B. Harvey	6	66	4800
23085	Punta Gorda to Grove City	Charles N. Conolly	6	33**	1845
23086	Tampa to Ellenton	Independent Line Steamers***	6	53	2924
23087	Port Tampa to Havana, Cuba	The Plant Investment Co.****	3	315	69000
23088	Titusville to Artesia	Christian F. Fisher	3	29	960
23090	Palatka to Drayton Island	Joseph E. Lucas	6	45***	1407
23091	Palatka to Colee	Peter Cone	6	33	1463
23092	Jacksonville to Orangedale	Charles E. Garner	6	34	2100
20393	Jacksonville to Fort George	John Daniels	6	26	1172
23094	Fernandina to St. Mary's, Ga.	John Richardson	6	12	700
23096	River Junction Landing to Apalachicola	Charles F. Buffum	3	140	5600
23097	St. Andrews to Wetappo	Frank A. Witherill	6	46	1474
23098	Bayhead to St. Andrews	Frank H. Ware	6	19	850
23099	Freeport to Point Washington	W. H. Wesley	6	12	798
23010	Pensacola to Boggy	David M. Witherill	3	66	947
				1117	112540

\* J. R. Parrott, General Manager; 8 months/4 months, with side supply of Planter from main line 3.5 miles; \*\*With a branch line between Miakka City Landing (new office) and Englewood. Steamboat service between Punta Gorda and Miakka City Landing (new office), the residue by land.

\*\*\*C. E. Garner, President; \*\*\*Visiting Stokes Landing (New Office) 3 times a week

Source: [Annual Reports of the Postmaster General](#)



## **SUPERVISOR OF OPERATIONS REPORT**

Letters handled by route agents never cost, nor paid any extra fee, as the route agent's sorting room was a miniature U.S. Post Office.”

“The office in which the route agent worked was about 10 x 12 feet in size. It contained a sorting desk with a bank of pigeon holes. The agent had a small supply of stamps of the denominations most frequently needed, ink pads, cancelling devices, and a supply of lock-pouches. There was a mail slot for letters that had missed the closing of the post office and or for passengers who wrote letters during their journey. This little office was actually a United States Post Office and could perform any act which a post office on a railroad car could perform.

The following list is from the *Report of the Postmaster - General, Supervisor of Operations*, Table B<sup>b</sup> Statement of Steamboat Mail Service with Postal Clerks in Operation regarding the details of Florida Steamboat Post Offices.

**1883**, Jacksonville and Enterprise, Fla., Route 16097, contractor Frederick de Bary, 206.94 miles, 129,544 annual miles. 6 roundtrips per week, six boats, Dimensions of mail apartments 8’-10’ long by 5’2” to 7’2” wide, six clerks appointed to the line, Connects at Jacksonville, Fla with Charleston and Jacksonville R.P.O., and Jacksonville & Pensacola R.P.O.; 1 clerk detailed as transfer clerk at Tocai, Fla. Pages 458-59.

**1884**, Jacksonville and Enterprise, Fla., Route 16097, contractor Frederick de Bary, 206.94 miles, 129,544 annual miles. 6 roundtrips per week, six boats, Dimensions of mail apartments 8’-10’ long by 5’2” to 7’2” wide, six clerks appointed to the line, Connects at Jacksonville, Fla with Charleston and Jacksonville R.P.O., and Jacksonville & Pensacola R.P.O.; at Sanford with Sanford & Tampa R.P.O.; 1 clerk detailed as transfer clerk at Tocai, Fla. Pages 406-407.

**1885**, Jacksonville and Palatka, Fla., Route 16099, contractor De Bary – Baya Merchant’s Line, 80 miles, 50,080 annual miles, 6 roundtrips per week, 2 boats, dimensions of mail apartment 9’-10’ long by 5’2” to 6’5” wide, two clerks appointed to the line. Connects at Jacksonville with Charleston & Jacksonville R.P.O. and Jacksonville & Pensacola R.P.O. the other connects at Palatka with Jacksonville & Enterprise R.P.O. and Jacksonville & Tampa R.P.O and Palatka and Leesburgh R.P.O. Pages 517-18.

**1886**, Melbourne & Jupiter Fla., Route 16074, contractor Indian River Steamboats Company, 86 miles, 27,064 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7’4” by 4’, one clerk appointed, connects at Melbourne with Titusville & Melbourne R.P.O. page. 478-479

**1886**, Palatka & Drayton Island, Route 16080, contractor George W. Beach and J. W. Miller, 40 miles, 25,120 annual miles, 6 roundtrips per week, 1 boat, 1 clerks assigned to line, Mails carried in the cabin. Pages 479-79.

**1886**, Titusville & Melbourne, Fla., Route 16073, contractor Indian River Steamboats Company, 43 miles, 27,004 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7’ x 6’9”, 1 clerk assigned to line, connects Titusville with Titus & Sanford R.P.O. Pages 480-81.

**1887**, Palatka & Drayton Island, Route 16080, contractor George W. Beach and J. W. Miller, 40 miles, 20040 annual miles, 6 roundtrips per week, 1 boat, 1 clerks assigned to line, Mails carried in the cabin. Connects at Palatka with Jackson & Tampa, R.P.O. Pages 500-501.

**1888**, Melbourne & Jupiter Fla., Route 16074, contractor Indian River Steamboats Company, 86 miles, 27,064 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7'4" by 4', one clerk appointed, connects at Melbourne with Titusville & Melbourne R.P.O. page. 478-479

**1888**, Palatka & Drayton Island, Route 16080, contractor George W. Beach and J. W. Miller, 40 miles, 25,120 annual miles, 6 roundtrips per week, 1 boat, 1 clerks assigned to line, Mails carried in the cabin. Pages 478-79.

**1888**, Titusville & Melbourne, Fla., Route 16073, contractor Indian River Steamboats Company, 43 miles, 27,004 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7' x 6'9", 1 clerk assigned to line, connects Titusville with Titus & Sanford R.P.O. Pages 480-81.

**1889**, Melbourne & Jupiter Fla., Route 16074, contractor Indian River Steamboats Company, 86 miles, 27,064 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7'4" by 4', one clerk appointed, connects at Melbourne with Titusville & Melbourne R.P.O. page. 626-27

**1889**, Palatka & Drayton Island, Route 16080, contractor George W. Beach and J. W. Miller, 40 miles, 25,120 annual miles, 6 roundtrips per week, 1 boat, 1 clerk assigned to line, Mails carried in the cabin. Pages 626-27.

**1889**, Tampa & Ellenton, Route 16086, contractor Plant Investment Company, 45 miles, 28,080 annual miles, 6 roundtrips per week, 1 boat, 1 clerk assigned to line, Mails carried in the cabin. Pages 626-27.

**1889**, Titusville & Melbourne, Fla., Route 16073, contractor Indian River Steamboats Company, 43 miles, 26,832 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7' x 6', 1 clerk assigned to line, Pages 482-83.

**1890**, Melbourne & Jupiter Fla., Route 16074, contractor Indian River Steamboats Company, 86 miles, 27,064 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7'9" by 4', one clerk appointed, pages 648-49

**1890**, Palatka & Drayton Island, Route 16094, contractor George W. Beach and J. W. Miller, 39.25 miles, 24,570 annual miles, 6 roundtrips per week, 1 boat, mail apartment 10' x 7', 1 clerk assigned to line, Pages 648-49.

**1890**, Tampa & Ellenton, Route 16088, contractor Plant Investment Company, 45 miles, 28,170 annual miles, 6 roundtrips per week, 1 boat, mail apartment 12' x 6', clerk assigned to line, Mails carried in the cabin. Pages 648-49.

**1890**, Titusville & Melbourne, Fla., Route 16073, contractor Indian River Steamboats Company, 42.50 miles, 26,605 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7' x 7', 1 clerk assigned to line, Pages 650-51.

**1891**, Melbourne & Jupiter Fla., Route 23094, contractor Indian River Steamboats Company, 86 miles, 27,004 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7'9" by 4', one clerk appointed, pages 741-42

**1891**, Palatka & Drayton Island, Route 23089, contractor George W. Beach and J. W. Miller, 39 miles, 24,492 annual miles, 6 roundtrips per week, 1 boat, mail apartment 10' x 7, 1 clerk assigned to line. Pages 741-42.

**1891**, Port Tampa & Ellenton, Route 23086, contractor Plant Investment Company, 36 miles, 22,536 annual miles, 6 roundtrips per week, 1 boat, mail apartment 12' x 6, clerk assigned to line, Mails carried in the cabin. Pages 741-42.

**1891**, Titusville & Melbourne, Fla., Route 23095, contractor Indian River Steamboats Company, 42.50 miles, 26,605 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7' x 7', 1 clerk assigned to line, Pages 741-42.

**1892**, Melbourne & Jupiter Fla., Route 23094, contractor Indian River Steamboats Company, 86 miles, 27,004 annual miles, 3 trips per week, 1 boat, mail apartment dimensions 7'9" by 4', one clerk appointed, pages 680-81

**1892**, Palatka & Drayton Island, Route 23089, contractor George W. Beach and J. W. Miller, 39 miles, 24,492 annual miles, 6 roundtrips per week, 1 boat, mail apartment 10' x 7, 1 clerk assigned to line. Pages 680-81.

**1892**, Port Tampa & Ellenton, Route 23086, contractor Plant Investment Company, 34 miles, 21,352 annual miles, 6 roundtrips per week, 1 boat, mail apartment 12' x 6, clerk assigned to line, Mails carried in the cabin. Pages 680-81.

**1892**, Titusville & Melbourne, Fla., Route 23095, contractor Indian River Steamboats Company, 42.50 miles, 26,605 annual miles, 6 roundtrips per week, 1 boat, mail apartment 7' x 7', 1 clerk assigned to line, Pages 680-81.



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