

# FLORIDA STAMPLESS POSTAL HISTORY

1763 - 1861

FLORIDA  
POSTAL  
HISTORY  
SOCIETY



Halpatter-Micco "Billy Bowlegs"

APS Affiliate 227



**FLORIDA  
STAMPLESS  
POSTAL  
HISTORY  
1763-1861**

**THE STANDARD REFERENCE  
TEXT OF FLORIDA STAMPLESS  
POSTAL HISTORY**



# **FLORIDA STAMPLESS POSTAL HISTORY 1763 - 1861**

**THE FLORIDA POSTAL HISTORY SOCIETY  
APS Affiliate 227**

**Editor in Chief:** Deane R. Briggs, M.D.

**Associate Editors:** Herbert P. McNeal  
Niles F. Schuh  
Donald G. Thompson

**DAVID G. PHILLIPS Publishing Co., Inc.  
666 N.E. 128th St.  
P.O. Box 611388  
North Miami, Florida 33261-1388**

# **FLORIDA STAMPLESS POSTAL HISTORY 1763 - 1861**

**Dedicated to the members of The Florida Postal History Society  
without whose support and financial assistance this project  
would not have been completed and to The Florida Federation  
of Stamp Clubs for encouragement in this endeavor.**

**Library of Congress Catalog Card Number : 98-068739**

**ISBN 1-877998-00-2**

**Copyright © 1999  
by**

**David G. Phillips Publishing Co., Inc.**

**All Rights Reserved - Manufactured in the U.S.A.**

**The contents of this book are fully covered and protected by copy-right. Collectors,  
dealers, philatelic authors and others are hereby authorized to make use of the  
information contained in this book without securing specific permission from the  
publisher provided that due acknowledgment is made of the source,  
FLORIDA STAMPLESS POSTAL HISTORY 1763 - 1861, First Edition, 1999.**

**FIRST EDITION**

**Published in the United States  
by  
David G. Phillips Publishing Co., Inc.  
666 N.E. 128th Street  
P.O. Box 611388  
North Miami, Florida 33261-1388**

## TABLE OF CONTENTS

INTRODUCTION . . . . .	I
WEST FLORIDA PRE-TERRITORIAL POSTAL HISTORY . . . . .	5
1763 ALLEN MORRIS MAP OF EAST AND WEST FLORIDA . . . . .	12
THE REPUBLIC OF WEST FLORIDA . . . . .	13
MAP OF SPANISH WEST FLORIDA CIRCA 1810 . . . . .	16
THE PATRIOT REBELLION AND TERRITORY OF EAST FLORIDA . . . . .	17
EXPRESS MAIL OF 1836-1839 USAGES IN FLORIDA TERRITORY . . . . .	21
THE SEMINOLE INDIAN WARS . . . . .	30
FLORIDA MILITARY POSTS . . . . .	32
POSTAL ROUTES, SCHEDULE, BIDDERS, AMOUNTS & DECISION . . . . .	36
FLORIDA TERRITORY ABSTRACT OF BIDS, JUNE 4, 1838 . . . . .	36
AMOS KENDALL 1836 POD INSTRUCTION TO MURDOCK OCHILTREE . . . . .	40
POST OFFICE GUIDE OF 1851 LISTING OF POSTMASTERS & ROUTES . . . . .	41
POST OFFICE GUIDE OF 1851 TABLE OF MAIL SERVICE . . . . .	42
FLORIDA STATEHOOD ABSTRACT OF BIDS, JANUARY 15, 1851 . . . . .	43
ALPHABETICAL LISTING OF POST OFFICES BY COUNTY . . . . .	50
FLORIDA MAP CIRCA 1845 . . . . .	54
FLORIDA MAP CIRCA 1861 WITH TOWNS, FORTS, ROADS, & RAILROADS . . . . .	55
ALPHABETICAL LISTING OF POST OFFICES WITH POSTMASTER NAMES, COMPENSATION, POST OFFICE RECEIPTS, & POSTAL MARKINGS . . . . .	69
BIBLIOGRAPHY . . . . .	308
FLORIDA POSTAL HISTORY SOCIETY MEMBERSHIP APPLICATION . . . . .	311





## INTRODUCTION

In 1957 the Florida Federation of Stamp Clubs published the first handbook of Florida stampless covers, "Florida Postal History and Postal Markings of the Stampless Period". It was edited by the late Mrs. Harold Pickett, Kenneth L. Rice, and the late Henry M. Spelman, III. In the more than 40 years which have intervened, a revision and expansion of the stampless handbook has been discussed and planned, but the project is only now coming to fruition under the auspices of the Florida Postal History Society. This book will deal exclusively with Florida Stampless Postal History ending at the onset of the Civil War. This will encourage the publication of a future book on Florida Confederate Postal History which can document Florida stampless Confederate usages. The scope of this book is, therefore, the time period 1763-1861. Every post office established during this time frame is listed, including those with no known postal markings. In addition, all postmasters who served in these towns during this time period are listed with their compensation. Postal receipts from 1841-1861 are also recorded for each post office. Postal route numbers are listed for towns with known stops as well as the actual mail contractor and his compensation and route schedule as published in the United States Post-Office Guide.

In publishing a work of this magnitude, the editors acknowledge with appreciation the foundation established by the first handbook, as well as that of pioneers in the field of postal markings, especially Harry M. Konwiser, Dr. Carroll Chase, E. N. Sampson, and most recently David G. Phillips, publisher of The American Stampless Cover Catalog. Kenneth L. Rice made available his extensive correspondence with the national archives concerning Florida post offices, as well as pages of original notes and cover listings which contribute to the census data in this book. Additionally, the editors have referred to hundreds of auction catalogs as well as photocopies of covers submitted from several collections of Florida postal history in order to make the census of known markings in this work as complete as possible. Nearly one hundred examples of new listings of manuscript postmarks and earliest or latest date usages were photocopied by the editors during visits to the Florida State Archives in Tallahassee. Many of these archival examples are reproduced for documentation in this book.

Florida's history may be divided into the pre-Spanish period, up to 1513, the First Spanish Period, 1513-1763, the British Period, 1763-1784, the Second Spanish Period, 1784-1819, the American Government (pre-territorial) Period, July 10, 1821, to March 29, 1822, the Territorial Period, March 30, 1822, to March 2, 1845, and the Statehood Period from March 3, 1845, to the present. While Florida did become an independent state with Secession on January 10, 1861, and was one of the Confederate States from February 4, 1861, to May 1865, this period of Florida postal history is outside the scope of this work and should be covered in a separate text.

Very little postal history has come to light from the periods prior to 1821, and the major portion of this book is therefore devoted to the territorial and statehood periods. Brief historical summaries of events pertinent to the development of "pre-territorial" postal history in West Florida, the Republic of West Florida, and the Patriot Rebellion and Territory of East Florida are included in an effort to cover these time periods. A future text may well wish to expand upon these areas of Florida postal history, especially if relative Spanish archival material ever becomes

available. To date, the earliest example of Florida postal history is a 1763 letter from the British Period, datelined Pensacola. Some, but not all, examples of interesting British and Second Spanish Period Florida usage are recorded for documentation. A true census of these covers is difficult to obtain due to the lack of actual postmarks. Only the dateline or docketing is useful for noting the cover's town of origin and date of usage. All known Military Government Period (1821-1822) usages, however, are recorded including minor variations in some straight line Pensacola postmarks.

The Act of March 3, 1855, required that from and after January 1, 1856, all United States mail have postage stamps fixed by the writer or by the postmaster to reflect the pre-payment of postage. This date of January 1, 1856, marks the "official philatelic" end of U. S. "stampless" postal history. Due to a lack of stamps at many post offices, however, many Florida stampless markings are known well after this cut off date and are included for completeness in this book. In addition, stampless markings from as late as 1870, for ship covers from Key West are recorded, as are a few early post Civil War reconstruction period stampless covers using hand stamped rates (before U.S. stamps were again available).

Dozens of named forts and camps were established in Florida (particularly during the Second Seminole War), but most of these were not designated as U.S. post offices. Mail from these camps and forts was usually carried to the nearest post office, and much of such mail bears the postmarks of Jacksonville, St. Augustine, Tallahassee, Tampa, and Savannah, Ga. A listing of known Florida Seminole War period forts, including the period of use and known post offices is tabulated for reference. Forts which were not post offices are not usually included as towns in this book. A few apparent "fort" postmarks are shown for documentation despite the absence of an established post office at that location. It is noted that some forts which were post offices during the war were discontinued after troops were withdrawn, and some which were not post offices were established as such after the war. For example, the Fort King post office was discontinued after an office was established at Ocala a few miles distant. Forts Basinger, Drum, Green, Lauderdale, Meade and Pierce are some examples of those which became post offices after the war.

A listing of Florida postal mail routes is reproduced from "The United States Post Office Guide" by Eli Brown (1851) as is other source material to reflect actual postal routes, mileage, schedule, and postal agents, with the actual bids and acceptance. This data includes routes from both the territorial period (1838) and statehood period (1851-1852). It is important to note that some route stops were never actual post offices and some post office names were misspelled. Routes handled by steamboat, sail boat, row boat and railroad are specifically noted as is the use of horses, coach, carriage, stage, sulky, wagon, etc.

A map from 1845, (reflecting territorial towns at the time of statehood), and a larger, multi-page map from 1861, (reflecting statehood towns and roads at the onset of the Civil War) are reproduced in an effort to aid in the location of smaller towns, forts, and postal roads.

The listing of postmasters from each town is the result of reviewing the microfilm "Records of the Post Office Department - Record of Appointment of Postmasters", October 1789-1832

Microcopy No. M-1131 Rolls No. 1-4: 1832-September 30, 1971 Microcopy No. M-841 Florida Alachua - Hendry Counties Roll No. 19, Hernando - Okeechobee Counties Roll No. 20, Orange - Washington Counties Roll No. 21. These microfilm rolls are available from the National Archives Trust Fund, P.O. Box 100793, Atlanta, Ga. 30384-0001, at a cost of \$23.00 per roll. It should be noted that names of postmasters may be misspelled due to the poor quality of reproduction on some of the microfilms and the use of quill pen handwriting which in some cases is nearly indecipherable. The dates of establishment and discontinuation of post offices and the dates of postmaster commission are felt to be accurate. Several changes may be noted from the listings in the original handbook, however the present data is felt to be correct. In the register of appointments of postmasters, many Florida post offices were classified as "Discontinued 29 March 1867". A large number of these post offices are known to have operated continuously through that date, but many others discontinued earlier during or immediately after the war. It appears that this March 29, 1867, date was simply a clerical transaction to clear the books of post offices which had operated during the Confederate period. In some cases it was 5-10 years before a United States post office was re-opened.

The columns following the postmaster date of commission is a record of data compiled from copies of "Register of all Officers and Agents, Civil, Military, and Naval, in the Service of the United States" reflecting the **postmaster compensation** (column 4) and **net proceeds** (column 5). This data is as complete as possible and can help collectors determine the relative volume of mail from the various offices. Before 1841, only the postmaster compensation is available, except in a few instances when data from another source reflected postage accrual at the post office.

It should be noted that all postmarks and rate markings and auxiliary markings are reproduced in actual size. No attempt to measure such markings in mm. is attempted, as that only leads to confusion when markings are over-inked or stuttered. Full cover illustrations throughout this text are reduced from actual size and in some cases are "touched up" to remove stains and to clarify markings. **Roman numerals** are used to denote various postmarks, **capital letters** to denote hand stamped rate markings, and **lower case letters** to denote PAID, FREE, SHIP, and other ancillary markings. Manuscript postmarks have been listed as accurately as possible with significant differences individually recorded. Earliest and latest usage of **archival postmarks** is noted by an asterisk (\*), but no attempt is made to gather a complete census of all known Florida archival stampless covers.

Estimates of scarcity are indicated by either the actual numbers of examples known and reported or a consensus estimate of the editors. Values may be assumed from these, but it should be remembered that some postmarks with ten or more known examples, such as those from Seminole Agency, may be valued considerably higher than an example with only one or two known. A new find from a hitherto scarce office might result in a large number of examples suddenly appearing on the market, with an expected decrease in value. Very finely struck examples of a relatively common marking may also command a higher price than a poorly struck or faulty example of a scarce postmark.

In any work such as this, errors and omissions are likely to occur. Reports of errors, corrections,



additional examples of listed markings, and new markings may be sent to any of the editors or the Florida Postal History Society, and will be appreciated. These records will be kept for a future update or eventual second edition of this book.

The editors would like to acknowledge the contributions made by Theodore Light who meticulously recorded the known Florida manuscript postmarks. His work reviewed hundreds of auction catalogs housed in the Chicago Collector's Club and reflects the most accurate census of this material. The "Express Mail of 1836-1839 Usages in Florida Territory" section by James W. Milgram, M.D. is a comprehensive review of this topic and appreciated by the editors. The editors are also grateful for the help of William H. Johnson, D.D.S. and David C. Lingard in the layout of this book. We also thank the members of the Florida Postal History Society and other collectors who responded to the editors request for examples of Florida postal history. The generous financial contributions by members of the Florida Postal History Society have made this book possible.

As this book was going to press, Florida Postal History Society member, Yamil H. Kouri, Jr., M.D., informed the editor that he had just received photocopies of over 600 pages of documents from Spanish Florida covering the years 1784 to 1803. Hopefully, these and other documents will be published in the near future. It is documented that a post office at San Agustin in the Florida Province, was established in 1784 with Manuel Fernandez-Bendicho the first postmaster. A handstamp reading SAN AGUSTIN was purchased for 56 silver reales on September 19, 1784. Fernandez-Bendicho was still postmaster in 1803. The volume of mail was light and most went through Havana, although later there was direct communication by Spanish ships with several east coast U.S. cities.

Panzacola opened its post office in 1787 with Juan Miguel Lozada as postmaster. In 1800 Pedro de Alba became postmaster and remained as such in 1805. Mail from Panzacola was directly dependent on New Orleans. The volume of mail from Spanish Panzacola was minimal and there were times in which no correspondence was sent nor received for periods of months. There is no receipt for a Panzacola postmarking handstamp.

Anyone wishing information on the Florida Postal History Society or an application for membership is encouraged to write to The Florida Postal History Society, 160 E. Lake Howard Drive, Winter Haven, FL 33881 or reply by e-mail to drb@gte.net. A photocopy of the application at the end of this book may also be used.

April, 1999

Deane R. Briggs, M.D.  
Herbert P. McNeal  
Niles F. Schuh  
Donald G. Thompson

## WEST FLORIDA PRE-TERRITORIAL POSTAL HISTORY

While history tells us that Ponce de Leon discovered Florida in 1513, it is known that John and Sebastian Cabot explored the lower Atlantic coast in 1497 and 1498. At least three different maps from before 1513 all represent the Florida peninsula including a 1502 map by Alberto Campo based on reports of the Cabot voyages. It is also recorded that during his 1513 expedition to Florida, de Leon encountered hostile Indians who spoke some "Spanish" words. This leads one to support the hypothesis of an earlier Spanish - native Florida Indian encounter, possibly with the Spanish Caribbean slave traders. De Leon's second voyage to Florida was in February, 1521, and was an attempt to colonize Florida. He brought 2 ships, 200 colonists, 50 horses, livestock, and farming supplies. This expedition reached West Florida at Charlotte Harbor, but during the construction of houses there, an Indian attack wounded de Leon and killed several settlers. As a result of these hostilities, de Leon evacuated to Cuba where he eventually died of his wound.

The next attempt to colonize West Florida and hopefully find gold was by Panfilo de Narvaez, who had in 1520 spent time with Cortez in Mexico City and observed much gold and wealth. He arrived at Tampa Bay on April 4, 1528, with 400 men, but this expedition was also ill-fated despite apparently friendly local Indians. Led by a belief that gold lay in the Tallahassee area of West Florida, Narvaez never settled, but pushed westward into Texas in search of wealth, only to find death. Only four of Narvaez' original voyagers eventually arrived at Mexico City 8 years later (June 24, 1536).

The discovery of the Bay of Ochuse (Pensacola Bay) is reported to have been made in October of 1539 during Hernando de Soto's search for gold in the "Apalachee" area of North Central Florida. The Spanish explorers of early Florida apparently misinterpreted the Timucuan Indian word Apalache for gold. The failure of De Soto and other earlier Spanish explorers (De Leon and Narvaez) to find gold led to a decline in exploration and attempts to colonize the area of West Florida.

The first real attempt to form a settlement in Pensacola was led by Tristan de Luna y Arellano in 1559. Leaving Mexico on June 11th with 13 ships, 500 soldiers, 1000 civilians and servants, 240 horses, and supplies to establish and maintain a colony in Florida, de Luna arrived at Pensacola on August 14, 1559. The settlement at Pensacola lasted less than two years, as a September 19, 1559, hurricane destroyed most of the ships and caused considerable loss of life and supplies. During this time, no wealth or large Indian village had been found. In April, 1561, Angel de Villafone replaced de Luna in Pensacola to evacuate the settlement to Cuba. For the next 125 years, settlements in Florida would be confined to the Franciscan and Jesuit missions in the area of St. Augustine and the Apalache area of North Florida. Pensacola would be forgotten.

During the 17th Century, Spain solidified its control of East Florida by Christianizing 13,152 Indians and effectively repelling British efforts to enter the area. The French, in the meantime, had explored the St. Lawrence River and Mississippi River and established a foothold in the Gulf of Mexico. The king of Spain responded on June 13, 1694, with an order to occupy Pensacola Bay, which was considered by both the French and Spanish as the best location for settlement in West

Florida. Pensacola was finally settled by Juan Jordan on November 6, 1698. Fort San Carlos de Austria was constructed hastily and useful only against the Indians. Since it was built only of wood, it soon rotted. Pensacola never really flourished as a settlement as crops didn't grow well on the light and dry soil, sheep and cattle couldn't graze well, and the Indians periodically burned attempted plantations. An early map of 1711 by Edward Crisp clearly documents the settlement of Pensacola (with 150 men) and the location of a Spanish fort.

The French later captured and briefly occupied Fort San Carlos (1718-1722) and hurricanes of 1752 and 1760 destroyed most structures in Pensacola. When Pensacola's new Spanish Governor, Don Diego Ortez Parilla, arrived on October 21, 1761, he reported that the settlement was in shambles. Indian hostilities forced the roughly 100 civilians to remain under the protection of the troops. It is little wonder that no postal history is recorded during the First Spanish Period (1513-1763).

The Seven Years' War was the final phase of a century-long, world-wide French and British struggle for colonial and commercial supremacy. Florida didn't figure in that war, but became a pawn of international politics during the peace Treaty of Paris of 1763. England took control of Canada from France, Spain received France's trans-Mississippi land (Louisiana), and Spain exchanged Florida (lands east of the Mississippi River) for Havana, which had been captured recently by the British. This begins the British Period of Florida rule (1763-1783). A map by Allen Morris, dating from 1763 and the onset of British control, clearly shows towns at Pensacola, St. Marks, Aspalaga, and also other smaller settlements in north Florida.

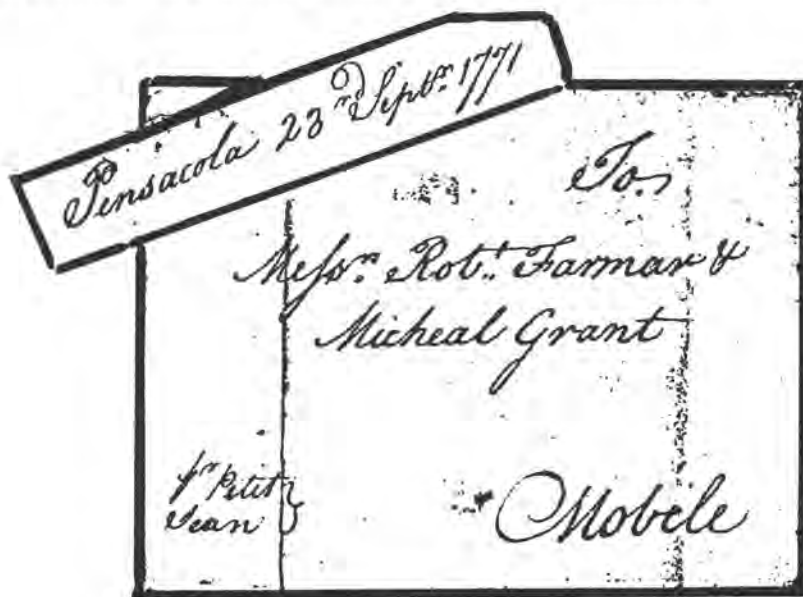
Lieutenant Augustin Prevost assumed British control at Pensacola on August 6, 1763, and found about 100 huts, a dilapidated fort with only huts for barracks, and of the less than 800 population, only 100 were civilians and an equal number were convicts. The first recorded postal history during this British period is aptly datelined "Exiled Pensacola Sepr 5th 1763". It was written by Robert Campbell to the Earl of London with no postal markings but docketing for receipt on "Jan 13th 1764, London". Campbell ardently begs a transfer from the place. The complete text of Campbell's letter is reproduced in the David G. Phillips Co. auction catalogue of the Charles F. Meroni Florida Collection, January 25, 1985. It is worthy of reading and excerpts are as follows: "The Country, from the insufferable Laziness of the Spaniards remains still uncultivated, although the Place has been Possessed above a Hundred Years. The woods are close to the Village, and a few paltry Garden's of Pumpkins and Indian Corn show the only improvements . . . . Stock they've none, being entirely supplied from the Mobile which is pretty well cultivated, and produces sufficient for export. . . . The only use of Pensacola to the Spaniards was, in supplying their West Indies with masts and Timber for Shipping, the Wood being large and Good; also for a place of Banishment of their Mexican Felons. . . . The Indians are numerous here; We have had within these few Days, above two Hundred of their different nations to Visit us; as usual, they paid us many Compliments got their Kegs fill'd with Rum and went off, promising to see us again soon."

Apparently the British didn't intend to develop Pensacola, as a subsequent letter from Campbell dated "Pensacola, 10 Dec 1763" relates to the military battalion being reduced. The British did rule and govern their new possession and reorganized Florida into an East Florida and West Florida for the first time by proclamation dated October 7, 1763, with the Chattahoochee and Apalachicola Rivers being the dividing line. While East Florida under Governor James Grant



flourished (mainly because St. Augustine was an established city with a population of over 3000), West Florida under Governor George Johnstone was not so fortunate. Attempts to pacify the Creek Indians in 1765 failed. Johnstone was replaced by Lieutenant Governor Montfort Browne, who proceeded to mismanage his position by supplying his family and slaves from stores set aside for the Indians. His replacement, Governor John Eliot arrived April 2, 1769, to investigate Browne's accounts but committed suicide on May 2nd. Browne and his role as governor continued to be controversial when he almost killed a rival in a duel. He was finally replaced by Governor Peter Chester on August 10, 1770. The British did attempt to develop settlement in their new colony. They brought Clergy to the area and established a government subsidy for a schoolmaster and for the culture of silk, wines and other tropical products. Land grants were authorized and 45 were issued by Chester for West Florida. These totaled 350,000 acres, but only one half of these were actually settled. The Council for West Florida (November 1764) voided all Spanish land titles and planned for the orderly settlement of towns. Surveyor Elias Durnford plotted the town of Pensacola, with sections for public buildings, as well as 80 x 160 foot building lots with a garden area. Towns were also platted for Mobile, Campbell Town near Pensacola, and Manchac on the Iberville River. Development of West Florida seemed to be confined to the above towns with British trading companies handling the commerce. The Panton Leslie and Company, which operated throughout the Floridas, had its headquarters in Pensacola. Most trade dealt with hides and furs, as few farm products were produced. Timber, with pine and oak for ships and masts, were the major export. The Indian trade accounted for the largest volume of commerce with the majority handled at Manchac.

An interesting letter datelined "Pensacola 23rd Sept. 1771" is quite possibly the earliest surviving letter carried within British West Florida. While the British did not establish a postal system, mail was handled and carried by courtesy of the ship captain. The letter was addressed to Messrs Robt Farnar & Micheal Grant at Mobile, and bears no postal rate but is docketed "fr (favor) Petit Jean". The contents are noteworthy in that they relate directly to the active trade with the Indians and commerce between the isolated towns of Mobile and Pensacola.



David Ross letter datelined Pensacola 23rd Sept. 1771

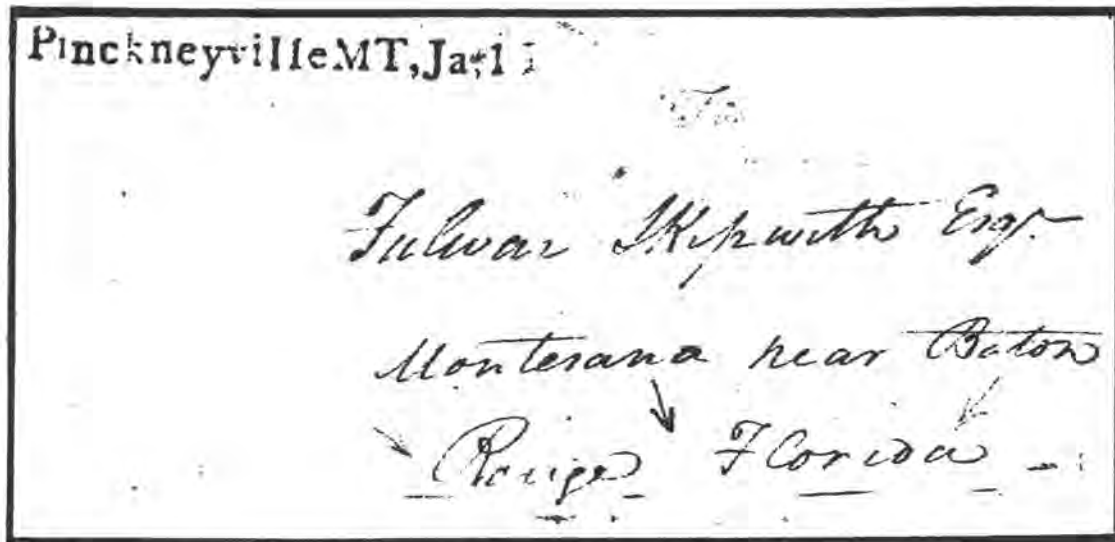
The letter reads: "Your esteemed letter of the 6th Inst. by Mr. Origston, I received and could wish you would be as expeditious as possible in forwarding the cattle fit for slaughter here as in fifteen days the Indians will be down to the Congress. I spoke to mr Blackwell to see if he would purchase any of them or not, but he has not as yet given me any positive answer. I would have wrote your before now but has been much indisposed for this week past - I remain Gentlemen / Your most obedient servant David Ross"

The only other postal markings or letters recorded from Pensacola during the British period are three examples of the famous 56x6 mm. **PENSACOLA** straightline back stamp transit markings with known American Stampless Cover Catalogue recorded usage from July 1, 1772 to 1774. It has been recorded in brown and black ink. A letter from St. Vincent, B.W.I. to St. Augustine, East Florida datelined December 14, 1772 is reproduced at the end of this article. It clearly shows the problems with mail routes in early British Florida. This letter was docketed to enter Carolina or Georgia, but apparently was routed to Pensacola where it received the **PENSACOLA** backstamp. It then went to South Carolina where it did receive a **CHARLES / TOWN** back stamp before being delivered to St. Augustine.

Spain, taking advantage of the British vulnerability as a result of her Revolutionary War effort against the Americans, declared war against England on June 21, 1779. Spain under Bernardo de Galvez, Governor of Louisiana, quickly took Mobile and by May 8, 1781, had captured Pensacola. This ended the British rule of West Florida, although the British did hold control of East Florida until the conclusion of the American Revolution. The Treaty of Paris of 1783, returned all Florida to Spain. The Spanish, in their wisdom, recognized that the English trading firms had close ties with the Indians and therefore continued to allow Panton Leslie and Company an exclusive monopoly on trade in West Florida. They hoped this would prevent American commercial interests in Florida. When Panton died in 1791, the firm became John Forbes & Co. Despite its Indian trade, Pensacola remained small and isolated, with Mobile and St. Marks the nearest settlements. In 1783, the town measured only a mile wide along the bayfront and a quarter mile inland. The civilian population of Pensacola in 1783, numbered less than 300, mostly Canary Islanders or French Creoles, and a military garrison numbered 460. The only non-wooden house was that of Panton. By 1810, the population had reached 1000 and two sawmills and a brickyard were established, but there was still no church (except one in a warehouse) and no school. Pensacola had none of the affluence nor population of St. Augustine, Florida's only other town of note.

West Florida postal history during the time of the Second Spanish Period encompasses the extensive Bradford letters and other correspondences to the United States. Although no postal routes were established in Spanish Florida, mail was handled by nearby United States post offices. Mail was often picked up from or delivered to persons in Spanish West Florida by couriers for the "Way" fee. The United States post offices in Fort Adams, Natchez and Pinckneyville in the Mississippi Territory and New Orleans handled most of the West Florida mail. In one West Florida letter from David Bradford datelined "Bayou Sara July 6, 1802" he describes the unofficial postal system of Spanish West Florida quite vividly: "The post is the only conveyance of certainty. Address me at Natchez or Bayou Sara - the post master at Natchez knows where I live and all letters will be forwarded."





**Pinckneyville MT, Ja,11 (1812) postmark on letter to West Florida**

As roads connecting Pensacola with other towns were primitive at best, mail to or from Pensacola during this period must have been handled by a ship captain, and posted at a U.S. port post office with postage due plus a ship fee. Only the dateline would prove its origin. An example of mail handled by ship captain from the small West Florida settlement at St. Marks is reproduced in the St. Marks section of this book. It is datelined "St. Marc (sic) August 1st 1795" and sent to Newbury Port, Mass. with manuscript "Sh 26" rate (350-450 miles per act of Feb 20, 1792) with a Franklin receiving mark of "17/SE" applied at the port where it entered the mails (possibly Philadelphia). The letter relates to the trade of rum from the West Indies.

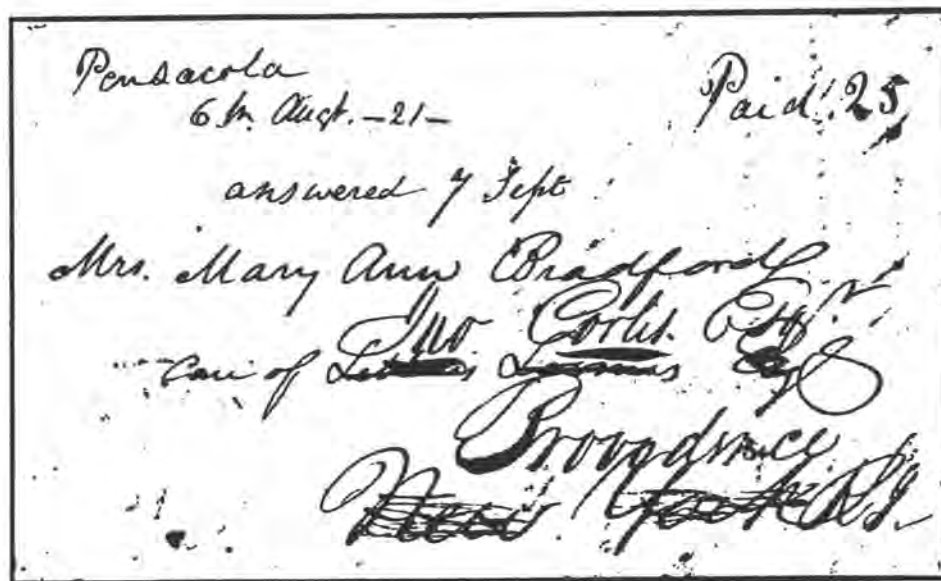
Despite Pensacola being the largest settlement in West Florida during the Second Spanish Period, only a few examples of letters from Pensacola are recorded. One that was written in French, was datelined "Pansacolla Feb 10, 1816" and sent to New Orleans "A Fav'r" presumably by ship captain without any postal rate collected on arrival. A manuscript "+" at the top of the letter which was duplicated on each page was a request for divine assistance in letting the letter have a safe passage.

During the early 19th Century, Spain's power declined both in Europe and in the Americas. The independence movement in Spain's wealthy American colonies taxed her resources and left Florida open for United States acquisition. Spain welcomed the transfer of Louisiana back to France in 1800, only to see it transferred to the United States with the Louisiana Purchase in 1803. It would be only a matter of time before West Florida would be lost. On September 23, 1810, John Rhea and a band of 80 Americans attacked and easily took Baton Rouge and declared West Florida free

and independent and asked for annexation to the United States. This "Republic of West Florida" was never recognized by President Monroe, most likely because he did not want to honor monetary and land grants for Rhea's men which accompanied the annexation request. Instead, Monroe proclaimed West Florida from the Perdido River to be part of the Louisiana Purchase and completed the acquisition by taking over Mobile on April 15, 1813. East Florida and Pensacola would not be annexed so easily.

As a direct result of Spain's inability to govern and protect American interests in the remaining Spanish Florida, military intervention under the name of the First Seminole War came swiftly. Andrew Jackson, accompanied by 1200 men, and under President Monroe's authority, easily occupied Pensacola by May 24, 1818. Three days later the Spanish surrendered Fort Barrancas. The Treaty of Cession of all of Florida was signed at Washington on February 27, 1819, with the United States assuming the \$5,000,000 Spanish debt owed United States citizens. Due to Spanish delays in ratification of the treaty, formal transfer of West Florida was delayed until July 17, 1821, when, in Pensacola, Andrew Jackson became the provisional military Governor of Florida.

The earliest recorded postal history from this period (Pre-Territorial Military Government Period) is a letter from Pensacola's postmaster Pro-tem, Charles Bradford, datelined "Pensacola, 2d August 1821". The content is noteworthy: ". . . . As no vessel has sailed for an Eastern port since my arrival and this is the first mail since the Government has been changed is my reason for not writing you more frequently . . . . I will know in a few days what my final determination will be, whether to pursue business as a merchant or take a small farm, or remain in the office I now occupy as Post Master pro tem."



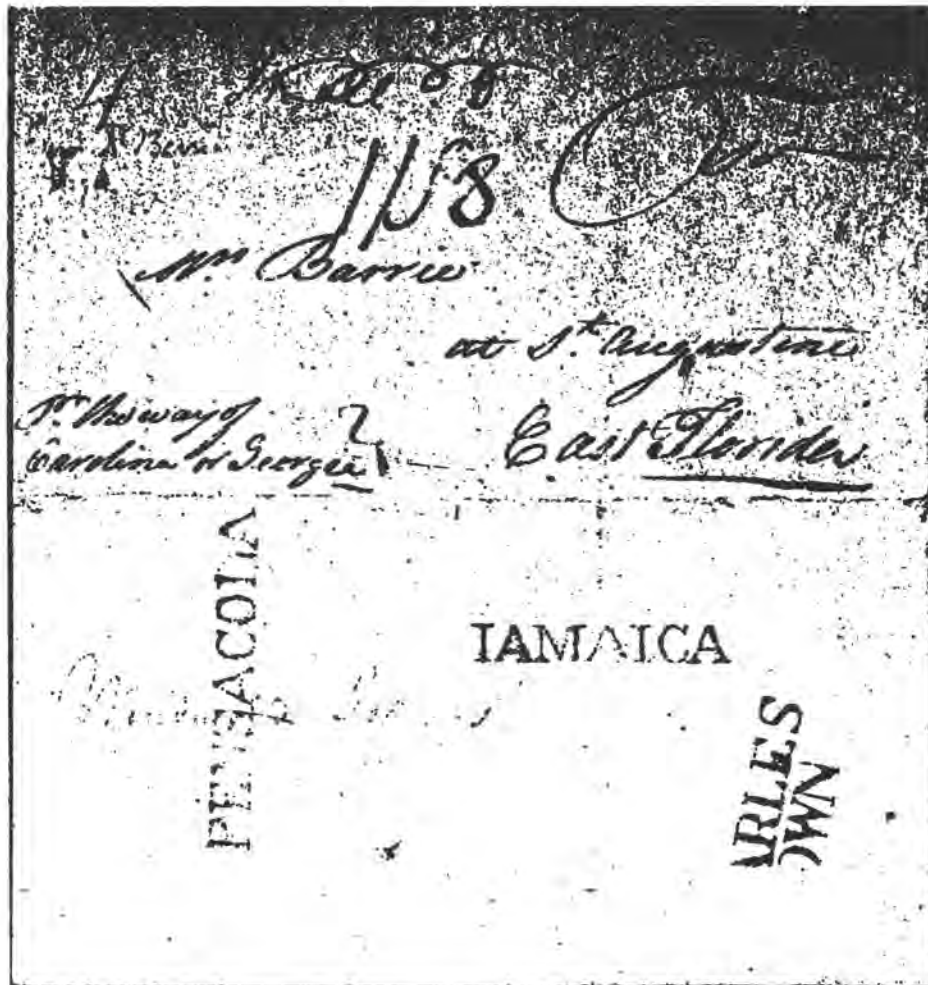
#### Pensacola's first letter from the Military Government Period

This letter is by its contents, therefore, the first known letter from Pensacola bearing postal markings and rate. The fact that it was "pre-paid" reflects the authority that the United States

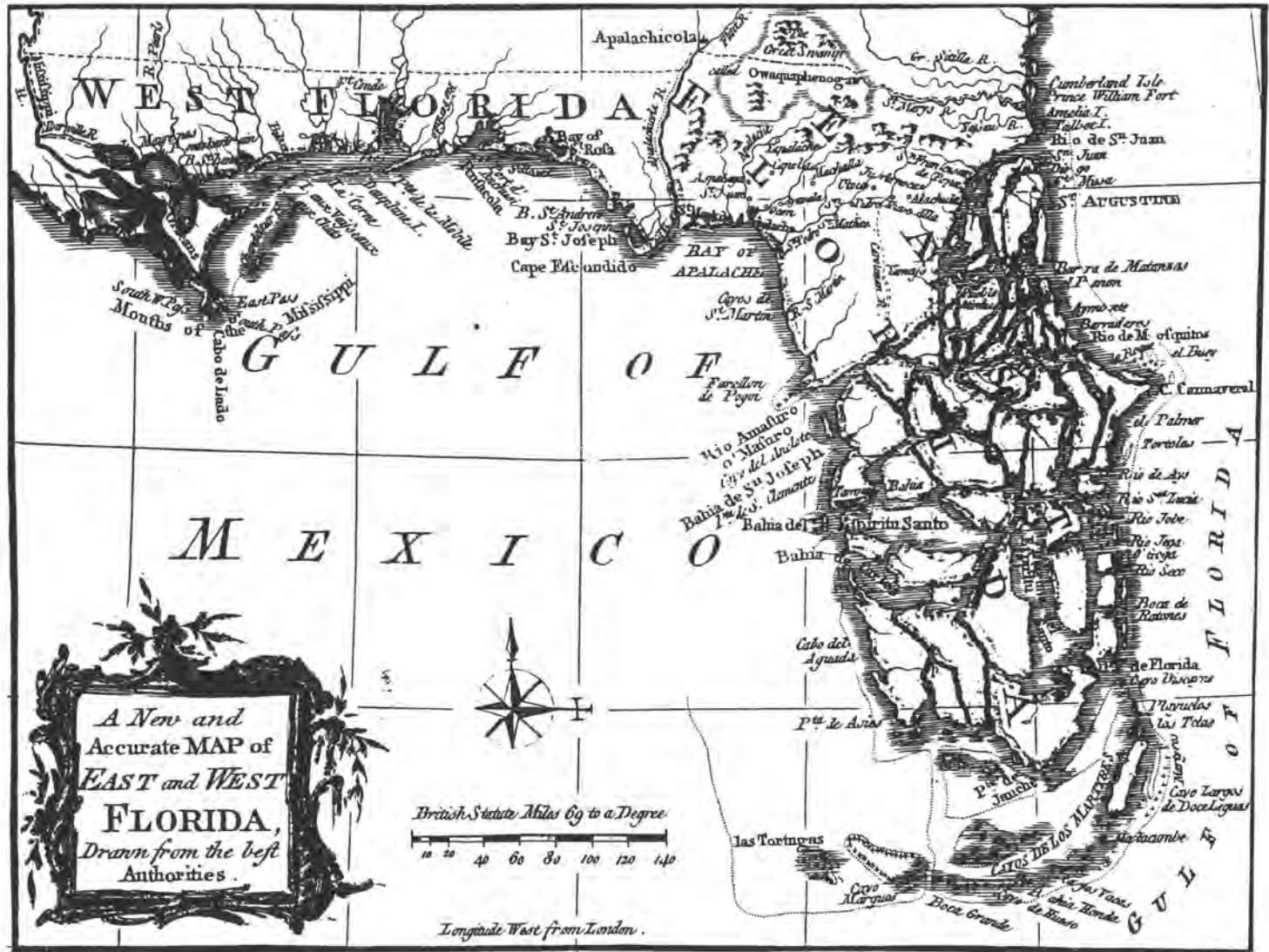
government gave to this new military government to collect postal receipts. Bradford must never have been commissioned as postmaster at Pensacola as the official P.O.D. Record of Appointment of Postmasters lists Robert Mitchell as the first postmaster with commission on May 28, 1823. Pickett, Rice and Spelman record Carey Nicholas as the first postmaster, but only list an 1821 date. Yet another source even lists a Spaniard, Don Pedro de Alva, as Pensacola's first postmaster with a date of May 21, 1821, which would place him during the 2nd Spanish Period. The ASCC quotes a British Period letter of January 31, 1775, to the postmaster general of Savannah that "It is further stated that a Mr. Blackwell was postmaster at Pensacola, succeeded at his death in 1777, by Mr. John Stephenson." There is obviously no consensus on this matter.

The postal history of the Pre-Territorial West Florida Military Government Period is limited to its only town, Pensacola, but many examples are recorded. Three distinctly different straightline handstamp postmarks are known: one with a comma after Pensacola, one with a period after Pensacola, and a third without any marking after Pensacola.

Andrew Jackson was never happy at Pensacola and disliked the Spanish who remained six months to settle their affairs. His political and judicial conflicts with the Spanish are well documented. By October 5, 1821, Jackson notified President Monroe that he considered his mission accomplished and on March 30, 1822, Congress created the Florida Territory with William P. Duval as governor.



ALLEN MORRIS Map of East and West Florida 1763





## THE REPUBLIC OF WEST FLORIDA

It is easy to assume that the Florida boundary has always been as it is now. However, in Spanish (and later English) times, Florida extended from the Atlantic Ocean to the Mississippi River. During the British period of 1763 to 1784, it was divided into East Florida and West Florida on October 7, 1763, by the proclamation of George III. The thinly populated West Florida area had small population centers at Pensacola, Mobile, Campbell Town, Baton Rouge and a scattered population called "the County of Feliciana" (named after the Spanish governor's wife), presently called the "Florida Parishes". This area was a highly desirable location with excellent soil and water conditions. The principal town was St. Francisville, located high on a bluff above the Mississippi River. A mile or so to the west at the river level was the port town of Bayou Sara, inhabited mostly by stevedores, saloon owners and cotton brokers. The population of Feliciana was a mixture of Spanish, French, and English, with an increasing number of Americans coming down from the North, fleeing the American Revolution and settling in this new open country. They eventually dominated the area and controlled it with strong ties to America.

It should be noted that New Orleans is located on the southwest side of the river and was historically a French territory. It strategically controlled the mouth of the Mississippi River. A good distance north of New Orleans, Feliciana and Baton Rouge are on the northeast side of the Mississippi, with the river running in an almost east and west direction at that point. For letter communication, to or from Feliciana, New Orleans was, of course, the most important post office, but a small amount of mail went up river to be postmarked at Natchez, Fort Adams, and Pinckneyville in the Mississippi territory. Covers with these post marks are scarce and very desirable.

France had ceded control of Florida to Britain in 1763, at the end of the French-Indian Wars. The British then ceded Florida to Spain in 1779, after the Spanish had taken West Florida by force. Contrary to popular opinion, the Louisiana Purchase in 1803, by the United States from France, did not include the whole state of present day Louisiana. West Florida remained in Spanish control.

The population of Feliciana, being mostly of Anglo-Saxon descent and accustomed to Anglican ways and religion, became increasingly unhappy with their situation. They did not want to accept domination by another monarch, a Catholic one at that, and did not want to swear allegiance to this monarch in order to keep their land. The local Spanish rule was also corrupt and had lax law enforcement, which was one-sided (pro Spanish) and harsh. Of additional importance, Napoleon had captured and imprisoned Spain's Catholic Majesty Ferdinand VIII, and rumors of plans by Napoleon to retake Louisiana scared the local population considerably.

Secret meetings were begun in Feliciana in early 1810, and again in May of that year at the "Troy" plantation owned by John Hunter Johnson. He became the principal mover in the upcoming Feliciana Rebellion against Spanish rule. These meetings were followed by a general call to a "people's convention" at the "Egypt" plantation (now "Rosale") near St. Francisville. Territory of Orleans (Louisiana Purchase) Governor Claiborne consulted with President Madison and wrote back to his friend Judge Wikoff in Orleans (on the American side) to emphasize to his friends on

the Spanish side (West Florida) that there was "a friendly disposition of the American government", and that a popular convention would be looked upon with favor. At the same time, some of the French people in the area who wanted to take over the district in the name of France, agitated for an uprising against Governor Don Carlos de Lassus. Governor de Lassus became aware of this plot and banished them. The Cura (local priest in charge) and the local commandant of the Feliciana district, Tomaso Estevan, were not invited to any of these meetings. They were very unpopular because of the policies they had to impose. John H. Johnson and a close friend physically invaded Estevan's bedroom and demanded that he sign, as commandant, a summons for all to come to a convention "to discuss measures to restore public tranquillity". Estevan signed in fear for his life. The convention was to be held June 23, 1810, in St. Francisville.

The convention voted 500 to 11 to elect a governor and officers to take charge of the district since the Spanish King Ferdinand was not available. There was considerable discussion regarding disfavor with the Spanish rule (or lack thereof) and with its tyranny and injustice. The Baton Rouge district also joined the convention since their French population had been banished. All were very concerned about self-preservation and a possible return of the French since Spain appeared weak and was thought to be losing its colonies in Venezuela and Mexico. Even more foreboding was the possibility of a takeover of the area by Spain's ally, England. The fearful Governor de Lassus endorsed meetings in Baton Rouge and in the other jurisdictions over which he held domain.

A second convention was called for July 25, 1810, in advance of which a trial declaration of independence was circulated on July 17. This was not adopted by the Convention, but it started the planning for an uprising. The more moderate Convention itself resolved to take over the duties of government following the consent of Governor de Lassus. On July 26-27, the Convention produced a listing of 16 or so grievances concerning immigration, justice, road, taxation without representation, land, slaves, weight and measures, etc. and resolved that it should take over the handling of such matters as long as the mother country was unable to do so. The members took an oath of allegiance to Ferdinand VII and adjourned until August 14. The Governor accepted the resolutions but stated that his approval had to be confirmed by higher authority. Governor Holmes of the Mississippi Territory advised President Madison of the events in the Convention and also advised him that Florida could be had with a minimum of expense or loss of life. There was no official response from Madison.

The third Convention lasted but 3 uneventful days and addressed a "demand" communication to Governor de Lassus for immediate action toward better administration of justice "to save our country from the dreadful scenes of anarchy and tumult". The Convention adjourned until August 22. Estevan continually beseeched the Governor for help, assuring him that an uprising was coming soon, and that the Governor's officers were in a state of near mutiny. At this time bold broadsides were found posted in the Feliciana countryside of a seditious nature. On August 21, the day before the fourth Convention, de Lassus called a meeting (junta) of all his officers and staff, and informed them that he had heard nothing concerning his repeated requests for troops and supplies. He felt that his apparent agreement to the Convention demands was all that he could do and pointed out that at least the delegates maintained an appearance of loyalty to Ferdinand. Most agreed with him.

On August 22, the Convention approved a thorough and long (24 page) ordinance, emphasizing once more the need for a decent system of justice and public safety. The delegates then adjourned until November 1, after stripping Governor de Lassus of everything but a \$3000 salary.

The Convention members subsequently met from time to time and appointed officers for the militia. Three people were selected for the Superior court: Lt. Robert Percy of the "Beech Woods" plantation in Feliciana, Judge Fulwar Skipwith, ex-Consul General to France, and Philemon Thomas. The Governor approved two of the selections but not that of Skipwith, because he had not been a citizen long enough. Previously, however, de Lassus had denied him the proper documentation necessary to become a citizen! Suspicions and counter suspicions, intrigues, rumors (many of which were quite true), eventually led to a demand on September 20 that Commandant Estevan leave Feliciana with his entourage and go to Baton Rouge. The ineffective and scared Estevan did so the following morning.

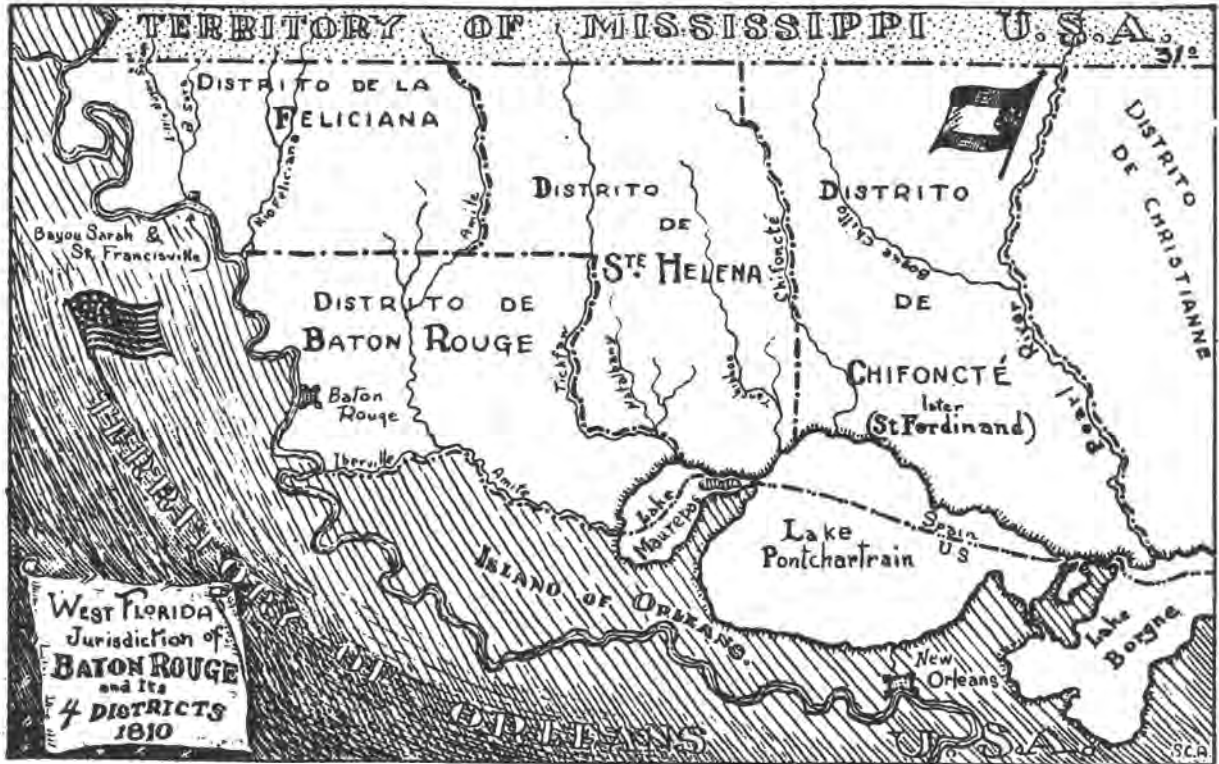
On September 20, one of Superior Court member Philemon Thomas's friends intercepted a letter in which Governor de Lassus urged his superior, Pensacola Governor Folch, for help in defeating an insurrection of his majesty's subjects. This letter followed an earlier dinner meeting during which de Lassus expressed protestations of friendship and support. The true feelings of de Lassus became known and an immediate and frenzied preparation occurred among the patriot forces. John Rhea and about 80 armed men descended on the fort at Baton Rouge on the night of September 22, 1810, and at four a.m. the following morning sneaked into the fort by a back entrance and took it over, killing 2 and wounding four of the garrison. The patriots had no casualties. Governor de Lassus was jailed and the Spanish flag was taken down and a flag with the large white star of independent West Florida was unfurled and raised. This was 31 years to the day since the Spanish had taken Florida from the English. So started the 74 day period of the **Republic of West Florida**.

A Declaration of Independence, which resembled the United States Declaration of Independence, was drawn up on September 26, 1810. Subsequent fears of a rumored large force coming from Pensacola and led by Governor Folch brought in a flood of local militia supporters as well as others from the Mississippi Territory. Folch held meetings (or juntas) before concluding that military action in West Florida was useless and that the area could not be held by Spain.

The Convention convened once more and the Orleans and Mississippi governors notified Washington that all was in order for an annexation by the United States. This information was forwarded to President Madison, as were similar conclusions from the President's own secret agents in the territory. There was no response from President Madison until October 27, when a high-handed and peremptory proclamation was received. It did not mention the Republic of West Florida nor the events of the past months, but stated that the area had always belonged to the United States under the terms of the Louisiana Purchase of 1803, and that the patriots should stop meddling in the property and affairs of the United States! Seven years of dilly-dallying greatly exasperated the patriots and this treatment by the President greatly vexed them. Judge Skipwith felt that a takeover from an independent republic would have provided a much cleaner title to the area. After belligerent words were expressed, calmer heads prevailed and the territory was turned over to the United States on December 10, 1810.



MAP OF SPANISH WEST FLORIDA CIRCA 1810



Map showing District of Feliciana and towns of Bayou Sara and St. Francisville



## THE PATRIOT REBELLION AND TERRITORY OF EAST FLORIDA

A combination of Native Americans, Spanish, French, and British shaped most of early Florida history. Postal history is not recorded before 1763. This date coincides with the temporary exit of Spain, as they ceded Florida to Great Britain in exchange for Havana, which the British had captured in 1762.

By proclamation in 1763, George III established an East and West Florida, stating further: "That the several nations or Tribes of Indians...should not be molested or disturbed in the possession of such parts of our Dominion and territories as, not having been ceded to, or purchased by Us are reserved to them... as their hunting grounds". This proclamation made settlement of Florida difficult and led to the Seminole Wars and eventual litigation over land ownership which continues to the present.

The first recorded Florida letter dates from September 5, 1763, and is from Pensacola (West Florida), and describes an indolent Spanish occupation. With little development, the area was being used primarily as a source of timber for ship masts and other building materials and as a place of banishment for felons.

The first recorded letter from East Florida is datelined St. Augustine, 20 April 1767, (during the British Colonial Period). It is a folded letter with a manuscript Sh 6 (4d + 2d ship fee) and PHILA / DELPHIA transit handstamp on the reverse, and then forwarded to Charleston (S. C) with a manuscript Chas. Town Ship 2 d sterl. postmark and rate for delivery to the addressee in Northfolk (now Norfolk) Virginia. The cover documents the difficulty in postal routing of the time and represents one of the few British period covers extant. It is the earliest known postally used Florida cover and the American Stampless Cover Catalog Chas. Town listing. There is another early letter datelined St. Augustine Sept. 14 1770, without postal markings, which describes a "very disagreeable part of the world". Many of the surviving letters from this period bear no postal markings.

There is a letter datelined Mt. Oswald Plantation 11 July 1773 (40 miles southwest of St. Augustine) which carries a two line CHARLES / TOWN handstamp with accompanying bishop mark. As with other letters of this time, it may well have been carried by an employee of the colonial post office named Mackenfuss who rode monthly between St. Augustine and Charleston. As in the West Florida area, the Spanish looked upon East Florida as a supply point for their ships and built fortifications to protect them. The British, to the contrary, developed and colonized extensive plantations throughout Florida which specialized in indigo, cotton, and all manner of other crops, including the harvesting of timber. East Florida remained loyal to Great Britain during the American Revolution and proved to be a haven for Loyalists fleeing from the North.

A 21 September 1774 letter perhaps bears the first actual East Florida postmark: "St. Augustine" in manuscript and "To Pay In" (Inland), addressed to London. It also has the two line CHARLES/TOWN handstamp, bishop mark, and "Inld. & Pact / Postage".

With the Revolutionary War breaking out, Spain sided with the Americans and recaptured

Pensacola. Also at this time, the then "United Colonies" plotted and conducted various forays into the area below the St. Marys River. These culminated in a battle at Alligator Bridge. As a result of the strong opposition by Continental General Robert Howe and the divided command between Howe and the Georgia Militia, this Patriot Army was soundly beaten by the British. This ended for a time any aspirations toward East Florida or legal claims which the patriots might have had.

The Treaty of Paris of 1783, ceded Florida back to Spain, causing many of the Loyalists to flee to the West Indies rather than accept an offer of Spanish citizenship. The Spanish Government in the Americas was weak and could only try to control with declarations and threats. The result was a steady increase in many clearly illegal self-serving interests and schemes, particularly from settlers north of the St. Marys River (Georgia). President Jefferson's 1807 embargo against further importation of slaves produced a surge in shipping on Amelia Island with its fine deep water port at Fernandina. The easy access to the Georgia side of the St. Marys River made the smuggling of slaves and contraband comparatively easy and added to the activity of this thriving port.

The following quotation from a Charleston ship owner's letter addressed to his agent on Amelia Island, is appropriate for the times: "I am sorry I cannot yet order you into this port (i.e. Charleston) as the non-importation act being still in force". It is dated December 2, 1811, and is historically interesting since it is an early letter addressed to Amelia Island. It carries a circular Charln. handstamp and a 17c rate, presumably to the transfer point at St. Marys. The letter is a prelude to the Embargo Act imposed against importation of all British goods, which was due to continuing provocations against this new country. This in turn led to the War of 1812. A newly found cover is datelined Amelia, Christmas Day, 1811, and bears a St. Marys, Georgia postmark. It is addressed to Philadelphia with a 25c rate and is then forwarded back down to Charleston with an additional 25c due. The writer is apparently a local agent who noted that there are plenty of ships there, but that the ship in question (the "Franklin") "might get a freight from this place to H.M.'s dock yards with a cargo of timber". This demonstrates the thriving Florida trade at Amelia Island at this time. Another similar letter datelined New York 4 April 1812, illustrates the Embargo situation even more clearly: "An embargo is certainly laid at Washington. We expect it here tomorrow morning... I will therefore recommend your going to Amelia... but you must take care to keep out of the waters of the United Sates."

Since East Florida was settled principally by Americans, and since the political, social, and economic situation at Amelia was almost chaotic due to the continuing lack of a firm Spanish hand in governance, the United States Congress secretly authorized President Madison in January, 1811, to acquire Florida by negotiation or by force. He was authorized an expenditure up to \$100,000, a considerable sum at that time. Revolutionary War General George Mathews was appointed special agent, since he was frequently in the area and had been governor of Georgia. He was charged to open negotiations with Spanish Governor Folch in Pensacola to effect cession of Florida to the United States, which proposal the governor adamantly turned down in March, 1811. Mathews then journeyed to East Florida in hopes he would have better luck with the East Florida governor, Enrique White, but he was advised locally that Governor White was even more opposed to the idea of cession. Furthermore, Mathews was informed that he might be thrown in jail should he appear in East Florida. He therefore proceeded to St. Marys,

Georgia to recruit an army, having only modest success. Many Georgians were getting quite wealthy in the smuggling trade and were not interested having Amelia as a part of the United States. Mathews only recruited about 100 militia men, but he expected more men, arms, and equipment from the U. S. Government. Mathews' appointee, John Houston McIntosh, marched into Florida. However, not only did no United States help arrive, but the local representatives of the government, Major Laval and U. S. Naval Commodore Campbell, refused assistance and stated that Mathews had exceeded the authority given him. McIntosh's plan was to take Fernandina with a small force and then move onto St. Augustine. Some Georgia troops did appear under the command of Lt. Col. Thomas A. Smith and Fernandina was captured, but the expedition to St. Augustine stalled, and the army had to withdraw due to lack of support. Orders finally came from Washington instructing Smith's men to withdraw altogether from Florida, leaving the Patriots high and dry. The Patriots on Amelia Island, however, declared it "**The Territory of East Florida**" and elected John Houston McIntosh as its director. But, the usually ineffectual Spanish Government sent trained troops and Indians friendly toward Spain, to put down this insurrection. By May, 1813, due in part to the Spanish presence and the withdrawal of all United States troops, the Patriots were left disheartened, and McIntosh was left bankrupt (he had spent his own money with expectation of remuneration by the U.S. Government). McIntosh wrote a letter to the Collector of Customs at St. Marys (hand carried) on 9 September, 1813, in which he complained bitterly that a United States duty was being imposed upon his cotton coming from East Florida "while the United States held possession of East Florida" and further stated that he had been ruined by the very government which he had supported (Archives at Duke Univ). Eventually, Mathews died and was replaced by Major General Thomas Pinkney. When McIntosh left East Florida after three months to fight with General Jackson in West Florida, the Patriot Rebellion languished.

There is an interesting letter from an ex-Patriot soldier to his brother in Philadelphia. It is datelined Robertville, Black Swamp, SC, November 3, 1812, in which he described his incarceration in the fort at St. Augustine for 5 months as a POW of the Spanish. He complained of the lack of support from Washington and noted his anonymous release after he passed Masonic tokens to the (Catholic) Spanish governor. The governor must have been a "closet" Mason, in an effort to gain acceptance by the local American majority.

The Amelia / Fernandina saga continued with the arrival of an unsavory adventurer, Gregory McGregor, in June of 1817. He had planned to take Fernandina, from there to take East Florida, and then to sell it to the United States! With great difficulty he raised a small force of 150 or so, with which he bluffed the Spanish Governor out of Fernandina. He encouraged all kinds of money-making schemes, such as selling land, imposing a 16 1/2% duty on pirates "loot", and issuing privateer commissions to harass Spanish ships. He soon moved on St. Augustine, but delayed an actual attack. McGregor's extreme foraging parties alienated the local citizens, as his men had become looters and lawless plunderers without direction. This eroded all local support for McGregor's cause, and he had to leave Fernandina on September 4, 1817.

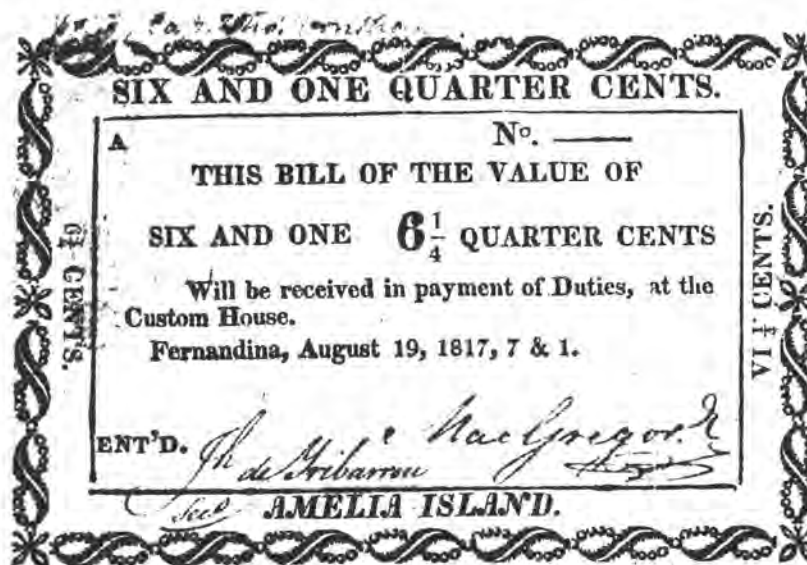
The last chapter in East Florida history before U. S. possession came when the pirate and thug, Louis Aury, arrived from Vera Cruz, Mexico, from whence he had been driven. He proceeded to take the almost defenseless Amelia Island and claim it for Mexico. This was a subterfuge of legitimacy which permitted him and his cutthroats to open Amelia and the good deep water port



of Fernandina to fellow pirates, and therefore to the slave and other trade in Georgia.

Secretary of State John Quincy Adams felt that since the Spanish could no longer adequately govern Florida, nor protect the many American settlers residing there, the United States must step in. General Andrew Jackson was sent to take Pensacola and West Florida and then move east across Florida. Troops under Major James Bankhead and the U. S. Navy were dispatched in late November, 1817, to occupy Amelia "without bloodshed if possible." This action was taken under the terms of a secret Congressional Resolution of January 15, 1811, which had permitted intervention should there be a threat to Florida by a foreign power. There is a fascinating set of letters from Commodore J. D. Henly aboard the U. S. Ship John Adams, in Fernandina harbor, to Commodore John Rodgers in Washington starting on January 3, 1818, and culminating on February 20, 1818. Henly reported on the condition of his ship, the capture of a British slave smuggling ship, and of an unsatisfactory correspondence with the pirate Aury. After many excuses and procrastinations by Aury, Henly concluded the correspondence with a very strong letter and threat directed toward Aury. Aury left and a detachment of U. S. troops took over the island and restored order.

The treaty of cession with Spain was signed at Washington on February 22, 1819. One provision of this treaty called for the United States to assume all of the debts of the Spanish Government towards United States citizens (five million dollars). This represented the only "recompense" to Spain for all of Florida. Because of problems with ratification, the actual implementation of the Adams-Onis Treaty of Cession was delayed until February 22, 1821, with actual possession of St. Augustine on July 10, 1821, and Pensacola on July 17, 1821.



A unique 6 1/4 c. note from Fernandina, Amelia Island, dated August 19, 1817, and signed by MacGregor

## **Express Mail of 1836-1839 Usages in Florida Territory**

James W. Milgram, M.D.

### **Origins of the Express Mail**

The Express Mail of 1836-1839 was a postal service of the federal government under the supervision of the Post Office Department. In that respect it is quite similar to the Express Mail service of the Post Office today which is a special service that costs more than the regular mails to deliver certain light weight letters and packages much faster than the ordinary mails. Like the present Express Mail service which came about because of competition with private express companies such as United Parcel Service and Federal Express, so too did the earlier Express Mail of 1836-1839 try to meet the needs of largely commercial firms to obtain information ahead of the regular mails and to meet competition from private newspaper expresses.

It is difficult for us today to realize that in 1836 it might take two weeks for a letter to travel between New York and New Orleans, then an important hub of commerce. Mail was carried in stagecoaches by private contractors who had agreed with the Post Office Department to be responsible for the transport of mail over a certain defined route. Thus, it was like a relay system for a letter to go from New York to New Orleans with different contractors moving it forth slowly between different post offices. And there were no telegraph, no telephone, no television or radio, and even no railroad tracks in much of the country at that time. In fact, it was the extension of the railroad lines which eventually made the Express Mail of 1836-1839 outmoded and too expensive.

The Express Mail was the brainchild of Amos Kendall, the Postmaster General, who had been appointed by Andrew Jackson in recognition of considerable personal service for the general's election. Actually Kendall's predecessor, Postmaster General John McLean had discussed fast mail routes in 1825. The concept of an express mail was to select certain light weight letters and to transport them in a bag or bags that a single horseback rider could carry over a defined distance that could be covered by a horse and rider travelling at a very fast rate. A system of stations to provide the rider with new horses at relays along his path was just like the famous Pony Express of 1860-1861. In fact, this was the first pony express in the United States. Using the Express Mail would shorten the time to carry a letter from New York to New Orleans by almost 50%. Certainly the bulk of existing covers today show that most express mail letters travelled between Mobile and New Orleans and eastern centers of commerce such as Boston, New York, and Philadelphia, although smaller numbers of letters travelled over sections of the routes as far west as St. Louis.

### **Regulations for the Express Mail**

1. No letters will be sent by this mail, except such as have written upon them the words "Express Mail".
2. No free letters, nor letters containing money, nor letters exceeding half an ounce in weight, except public despatches, nor any newspapers or pamphlets, will be sent by this mail.
3. If letters bearing a frank, or containing money, or weighing more than half an ounce, be put into post offices marked "Express Mail", the postmasters will erase those words, and send them by the ordinary mail.
4. All letters and public despatches sent by this mail will be charged with triple the usual rates of postage.

5. Letters marked "Express Mail", and put into post offices not on the line of the express, will be sent by that line when they reach it, and will be charged, where put in, with triple postage for the whole distance.

6. Editors of newspapers have a right to receive free by this mail slips from all newspapers which they may now receive free by the ordinary mail, but cannot receive the slips and the newspapers both. If both come to them, the postmasters will charge the newspapers with postage.

7. Slips from newspapers are small parts of newspapers cut out, or strips specially printed by newspaper publishers, to convey the latest news, foreign and domestic. But one slip can be received from the same newspaper, and in no case must it exceed in size two columns of such newspaper.

8. Newspaper slips must show on their face from which newspapers they come, and be put into the post office open, with the name of the editor or newspaper for whom designed distinctly written upon them.

9. Postmasters will put all slips for the same place into a packet directed to that place.

In addition to this printed list of regulations, first published in the Washington Globe, October 24, 1836, a detailed list of the express routes was described. On page 50 of my book, The Express Mail of 1836-1839 (published by Collectors Club of Chicago, 1977) is a map showing the routes. The northern origin was New York with stops along the Great Mail route through Virginia, North Carolina, South Carolina, Georgia, Alabama to Mobile with an sea trip by boat to New Orleans. A southwestern route from Montgomery north through Tennessee and Kentucky connected with Dayton, Ohio where a further branch travelled east/west to Washington. There were two branch routes, one between Charleston and Columbia, S.C. (which was on the main route) and a second between St. Louis and Dayton, this latter route only lasting six months as an express route.

Of course, no Florida post offices were on the routes. But mails could be carried up to Columbus, Macon or Milledgeville as connections, or letters could be carried by sea to Savannah or Charleston and then be put into post offices which would carry the mail up to an office on the express route. No Florida usages going into New Orleans by the express have been recorded. It is important to realize that the exact destination did not have to be on an express route either. The express would carry the letter to a post office on the express route, and then the regular mails would carry the letter the rest of the way.

An important additional regulation was that as of November 1, 1837 all express mail letters had to prepay the postage. It had already been ordered that there was no free mail over the express. But recipients of express mail letters were complaining because express mail letters were very expensive, typically 75 cents, so the express mail postage was required to be prepaid, the first required prepayment of postage in the history of the Post Office Department.

In 1836 postage was charged according to the number of sheets of paper in a letter and the distance that the letter was carried by post. Because of the weight limit on express letters, there were four possible combinations; single, double, triple, or quadruple rates for each distance. Over 400 miles was the usual distance with single ordinary postage as 25 cents so triple rate would be 75 cents. A lessor distance would require a lower rate; these are called short rate covers. None are known from Florida. A letter from Florida to New York would be over 400 miles, so the single express rate was \$.75, double would be \$1.50, etc. The highest express rate was a quadruple letter over 400 miles (origin to destination, not just the distance over an express route) which would require postage of \$3.00. All express mail covers have "Express Mail" written on their face. A cover rated 75 cents in 1837 without such a notation is just a triple rate ordinary letter, not an express mail letter. While there are a handful of covers known with handstamped "Express Mail" markings, none are to or from Florida Territory.



## A Census of Express Mail Covers from and to Florida

**APALACHICOLA** There are two express mail covers from this town, and both are in different ink colors. The earlier cover is shown in Figure 1, and is in black. The cancellation reads APALACHICOLA / F.Ty. JAN 26 (1837) with ms. "pr Express Mail" and "75", both in the handwriting of the postmaster, not the sender. The distance is over 400 miles, so the 75 cent rate applies for a single letter. It could be sent unpaid or due at this early date. This cover appears to be the earliest known Florida Express Mail cover.

The second cover bears a red postmark according to my records, so it qualifies as a separate listing. The postal markings (Figure 2) are APALACHICOLA / F.Ty. DEC 16 (1838), PAID, and ms. "75". In this case the "Express Mail" notation appears to be in the handwriting of the sender, who also wrote "chg Box 2 JPM". Express Mail notations by senders were frequently used by the postmasters as the notation of record. The other notation instructs the postmaster to charge the postage to Box Account 2 and is initialed as authorization. It is possible that this letter was dropped off at the post office by someone other than the writer of the letter. This cover was sent during the period of required prepayment, so the postage had to be prepaid, in this case charged to a post office box account.

**PENSACOLA** There are two known express mail covers from Pensacola. Figure 3 is the earlier example, a well-known cover because it has once been used to illustrate the dust jacket of an earlier edition of The Stampless Cover Catalog. This cover has postal markings PENZA / F. FEB 1, ms. "Express Mail" and "75" to Bedford, Pa. in 1837. The unpaid usage indicates a date in 1837 even if the contents were absent. There was no express in February, 1836, and by February 1838 or 1839, postage had to be prepaid. The address is a small town not on the express mail routes in the western portion of Pennsylvania. Thus, this cover may have gone to Washington where it was transferred to the Express Mail going west, travelled to Cumberland, Maryland where it entered the regular mails to go north to Bedford. As such, it is the only Florida postmarked express mail cover showing usage over the western route. I term the Washington-Cincinnati route as the western route and the Dayton-St. Louis route as the far western route or branch. The Cincinnati-Montgomery route is the southwestern route, and the Great Mail route is the southern route. Confusing? One really has to use a map in any discussion of the Express Mail.

The second cover is also an interesting usage but for different reasons. Shown in Figure 4, it bears black PENZA / F. OCT 3, PAID, and ms. "75" with address to Postmaster General Amos Kendall, Washington, D.C. Here we have a cover to the Postmaster General, but it had to pay postage even though Kendall had the free franking privilege. As was stated in the regulations, no express mail covers could be sent free. I have seen a "FREE" handstamp only once on an express mail cover (Fig. 152 in my book) which was another letter addressed to Kendall from Baltimore. In that case the "FREE" was crossed out and the postage of 30 cents, a rare short rate, added. Thus Kendall's office had to pay postage. In the example of the Florida cover to Kendall, the postage prepayment was optional; it was not until November 1, 1838 that prepayment was compulsory.

A third cover from Pensacola is very interesting for an understanding of the express mail even though the letter went by regular mail. In Figure 5 is a cover with PENZA / F. AUG 3 (1838) postmark, PAID and "75" rerated to "18 3/4" with destination New Orleans. The cover is marked "Express Mail" but that marking is crossed out. If this cover had gone by express, it should have paid the short rate of  $3 \times 18 \frac{3}{4} = 56 \frac{3}{4}$ . Probably the sender did not feel there was enough of an advantage in time saved to be worth the increased expenditure of an express fee.

A fourth usage of express mail from Pensacola (Figure 6) bears a black PENZA / F. SEP postmark with red pen rating "75" and manuscript "Express Mail" and "Single" to Brooklyn, N.York. A handstamped PAID is deleted reflecting that this cover was sent unpaid. The letter is an interesting one mentioning prior letters by express mail. It is headed "U.S. Ship Constellation Pensacola Sept 24th 1837", during the period when express mail could be sent either unpaid or paid.

**ST. AUGUSTINE** In Figure 7 is the only cover I have recorded from St. Augustine. The postmark is in black St. AUGUSTINE / FL.T. OCT 12 (1837) with an unpaid "75". Note that the cover was originally rated "25". There is an "Express Mail" notation by the sender (lower left) and a second one by the postmaster at top. Perhaps the postmaster did not catch the sender's intent at first, so he rated the cover to go by ordinary mail. The destination of this cover in Massachusetts meant the cover went by express to New York, then probably by railroad to Boston, and then to East Harwich. Actually the Philadelphia-New York leg of the express route was contracted over a railroad.

I have a listing of an express mail cover addressed to St. Augustine, but no further information. South-North usages are more common, but many North-South usages are not rare.

**ST. MARKS** No Express Mail covers are known from St. Marks. However, there is a cover (Figure 8) with NEW-YORK OCT 18 in red with PAID and "Express Mail", "75" addressed to St. Marks. This cover was evidently forwarded because there is an ms. "6" to indicated a due fee. Note the OCT 30 forwarding date which implies up to a 12 day transit time for this express mail cover (comparable to regular mail).

**TALLAHASSEE** The oval postmarking device used at Tallahassee is a unique one for postmarking express mail covers. It is the only non-circular postmarking device used on any express mail cover. Also the year date is unique too. The only other fancy type postmark is the rimless circle from Monticello, MS.

The earlier Express Mail cover is actually one of a pair of covers that beautifully illustrates the difference between express and regular mail usage. Figure 9 shows a black oval TALLAHASSEE / FLOA. SEPT 25 1838, PAID, and ms. "Express Mail" and "75". This shows required prepayment in 1838 with usage to New York City. It concerns a business opportunity. However, it is one of a pair of covers, the other cover mailed only four days earlier (Figure 10) with the same postmark but no prepayment and postage rating of "25", the single rate for a distance of over 400 miles. These covers probably went north by regular mail to Montgomery. From there the express cover went by express to New York, while the other went by regular mail. Unfortunately, there are no dates of receipt indicated, so we do not know how much time was saved.

In Figure 11 is the second cover, also to New York. This cover is the latest known Express Mail usage from a Florida post office. It bears a postmark TALLAHASSEE / FLOA. FEB 1 1839, PAID, "75" and "Pr Express Mail" with additional "Due 75" rating. Such due ratings are seen occasionally on express mail covers. They indicate that some other postmaster found contents requiring a higher rate (such as an enclosure), but this is the only one seen on a Florida express mail cover.

**TAMPA** This listing is taken from The American Stampless Cover Catalog where there is a listing for a 75 cents rated express mail cover postmarked June 5, 1837.

### **Non-Florida Postmarked Express Mail Covers with Florida Origin**

There really is no census listing of these covers, but they are seen from time to time and probably constitute a significant fraction of Florida letters sent by the Express Mail. Because Florida is surrounded by water, and during this period of poor land transportation of letters, sending letters by ships to some distant port for mailing was probably a common practice. In Figure 12 is a cover with CHARLESTON / S.C. NOV 15 (1837), PAID, ms. "By Express Mail" and "75" to North Chatham, Massachusetts. The dateline of the letter is "St. Augustine East Florida 10th November 1837". This cover shows a special feature of some express mail covers from Charleston, a small crayon "1d" under the PAID. I have seen enough Charleston express mail covers to know that this is a system at that post office to check the number of sheets of a letter. This is a single sheet, so the rate is a single rate. Note the date is November 15, just after the requirement of prepayment of express postage. There are many unpaid covers from this period where prepayment was not made, so letters intended for the express were rerated as ordinary mail. Obviously, whoever sent this by ship gave the captain money to prepay the postage.



In Figure 13 is a cover with SAVANNAH / GEO. OCT 7 and PAID in red with ms. "Express Mail" and "75" rating to Washington. This cover from St. Augustine in 1837 also bears an interesting military marking "Head Quarters Army of the South".

In Figure 14 is a similar cover with red SAVANNAH / GEO. JUL 14, PAID and ms. "Express Mail P.S." and "75" to Washington. The "P.S." meant "Public Service". The dateline is "Garey's Ferry, Florida July 10, 1838" with a second letter from "Fort Heileman East Florida July 9, 1838". However, this cover shows another pair of red postmarks NEW-YORK JUL 20 and MISSENT in red box. Naturally that type of usage will slow up the receipt of any letter; this one is docketed July 23, two weeks after the July 9 dating. It is the only handstamped MISSENT usage I have noted on an express mail cover.

### Military Express Usages

During the period of the Express Mail, there were military actions in Florida against hostile Indians. It was common practice for military units to send letters to each other by military or even private couriers. Some such letters are endorsed "By Express" or "Express". Rarely a letter is found with the endorsement "Express Mail" which is an uncommon terminology for such military express letters. Most of the known examples of Florida Military Express covers are from Fort Foster to Lt. Morgan at Fort Dade in 1838, a period when the Express Mail was operating in Florida.

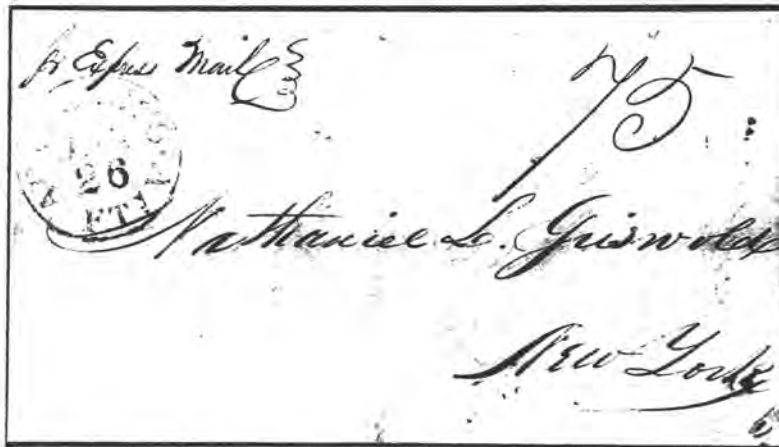


Fig. 1 APALACHICOLA / F.Ty. JAN 26 (1837) "75" (due) rate



Fig. 2 APALACHICOLA / F.Ty. DEC 16 (1838) PAID "75"

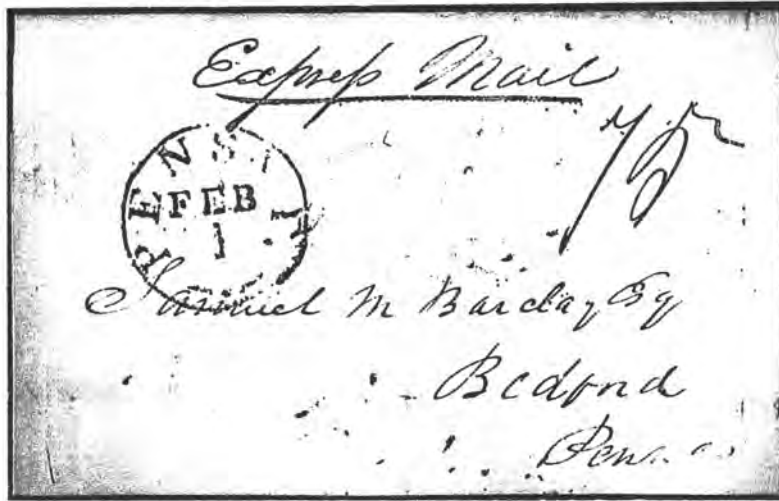


Fig. 3 Pensa / F. FEB (1837) "75" (due) rate



Fig. 4 Pensa / F. OCT 3 (1837) PAID "75" to PMG Kendall



Fig. 5 Pensa / F. AUG 3 (1838) "75" rerated to "18 3/4"

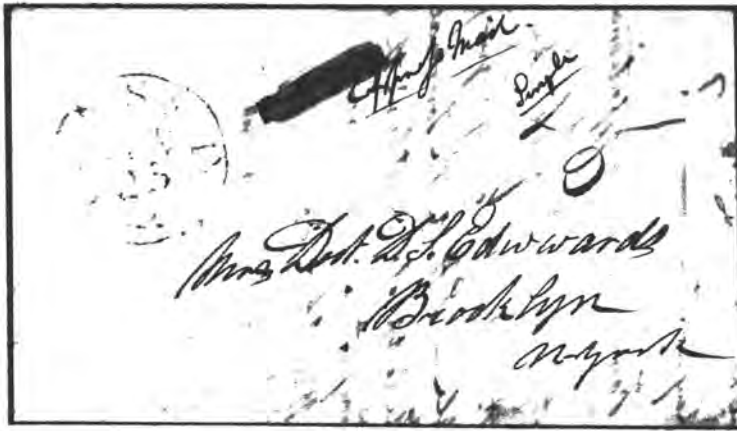


Fig. 6 PENZA / F. SEP 25 (1837) PAID deleted (due) "75"



Fig. 7 St. AUGUSTINE / FLT. OCT 12 (1837) "25" rerated "75"

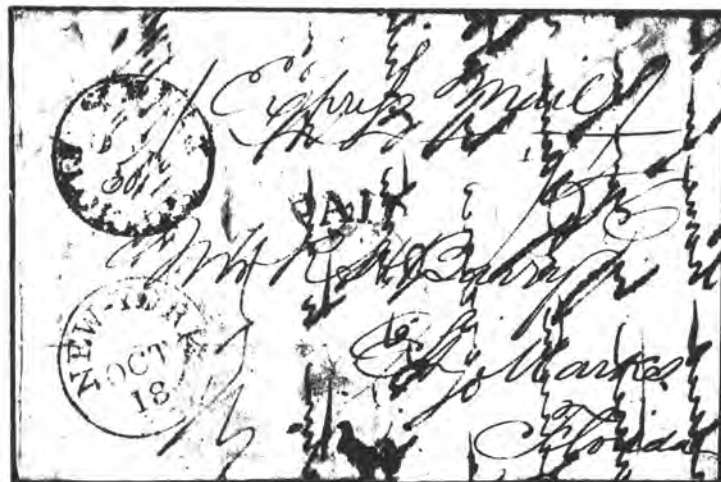


Fig. 8 ST MARK / FLORIDA OCT 30 (1838) "6" forwarding rate

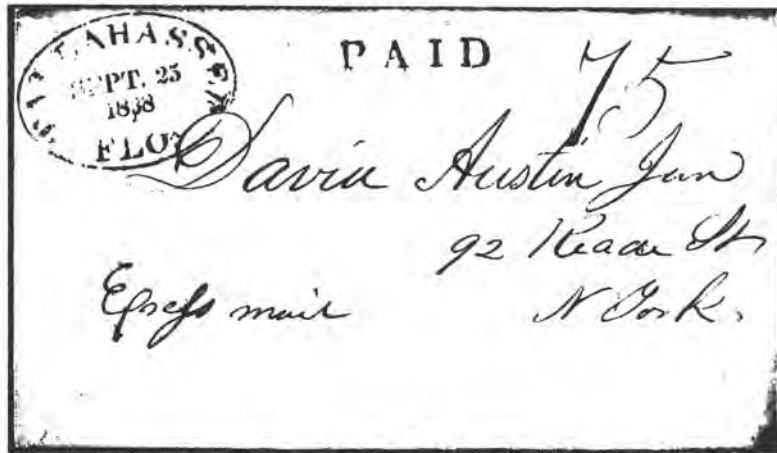


Fig. 9 TALLAHASSEE / FLOA SEPT 25 1838 PAID "75"



Fig. 10 TALLAHASSEE / FLOA SEPT 21 1838 "25" (due) rate



Fig. 11 TALLAHASSEE / FLOA FEB 1 1839 PAID "75" and "75" (due) rates



Fig. 12 CHARLESTON / S.C. NOV 15 (1837) PAID "75" dateline St. Augustine

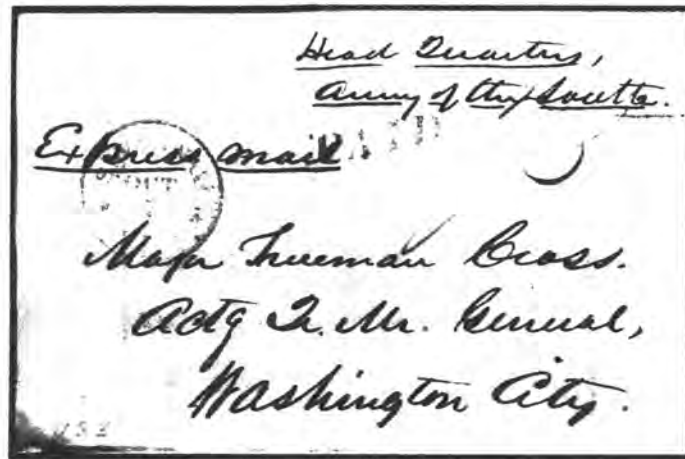


Fig. 13 SAVANNAH / GEO. OCT 7 (1837) PAID "75" dateline St. Augustine

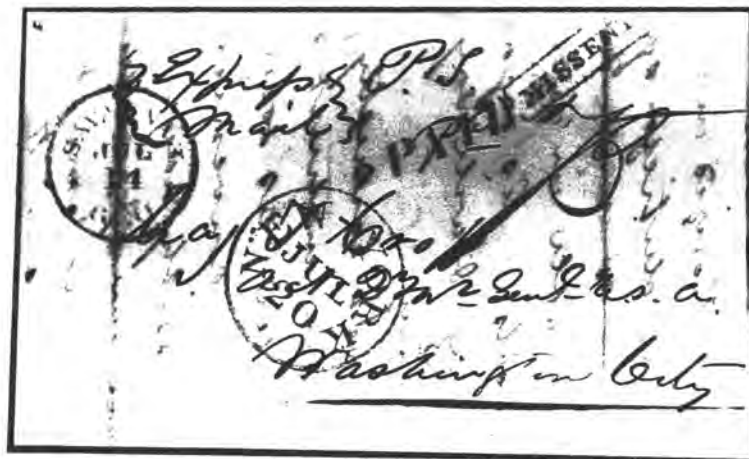


Fig. 14 SAVANNAH / GEO. JUL 14 (1838) PAID "75" with MISSENT NEW YORK JUL 20 forwarding mark, dateline Fort Heileman & Garey's Ferry



## THE SEMINOLE INDIAN WARS

The Seminole Indian Wars are of interest to postal historians because of the many forts involved that either had post offices or, as in most cases, whose datelined letters were postmarked at an existing town post office. There were three Seminole Wars in Florida:

First Seminole War	1818
Second Seminole War	1835 to 1842
Third Seminole War	1855 to 1858

The First Seminole War is the name given to Andrew Jackson's excursion into Spanish Florida in 1818. The depredations of the Indians along the Florida-Georgia border and the sanctuary the Florida Indians offered escaped slaves showed the lack of control the Spanish had in their Florida territory. This situation prompted Jackson's "invasion". There are few existing covers from this period. St. Augustine and Pensacola were the only towns of any significance and the only other places from which mail may have originated were a few forts such as Fort Gadsden on the Apalachicola River and the fort at St. Marks at the mouth of the St. Marks River.

The Second Seminole War, started in December 1835 with the killing of an Indian Agent and an Army Lieutenant outside Fort King and the massacre of Major Dade and his command near Bushnell. The war was declared over in 1842 when most of the Indians had been removed to the West but hundreds of Indians still remained in Florida. It was the longest and most expensive Indian war fought in this country, costing the lives of 1500 soldiers and many settlers and Indians and costing the government an estimated \$40 million dollars. Of the over 100 forts listed elsewhere in this book, 96 were built during the Second Seminole War. Almost all were temporary forts, built of pine logs, and meant to last for only a few months or a few years at most.

There are a number of covers from the Second Seminole War period, many residing in state and national archives but also many others available to collectors. Most of these covers can only be identified as originating at a fort from their dateline. The postal markings on these covers vary depending on what post office was closest or most convenient or what the destination of the next courier leaving the fort was. An 1841 cover datelined at Fort Frank Brooke on the Steinhatchee River was postmarked at St. Marks, over 100 miles away. This fort was supplied from the Army depot at St. Marks by a coastal steamboat. There were no real roads along the coast between the two places. An 1843 cover datelined at Fort Wacasassa was postmarked in Pilatka, now Palatka. In contrast, the fort at St. Augustine was adjacent to the town and letters could be postmarked there the same day they were written.

The Third Seminole War was a final effort by the government to remove the rest of the Indians from Florida to the West during the period 1855-1858. About 16 of the forts on the list were built during the 1850s, Fort Myers being one of the more important ones. An 1856 advertisement in the Florida Peninsular, a Tampa newspaper, illustrates the fears the whites had even after most of the Indians had been removed from the State.

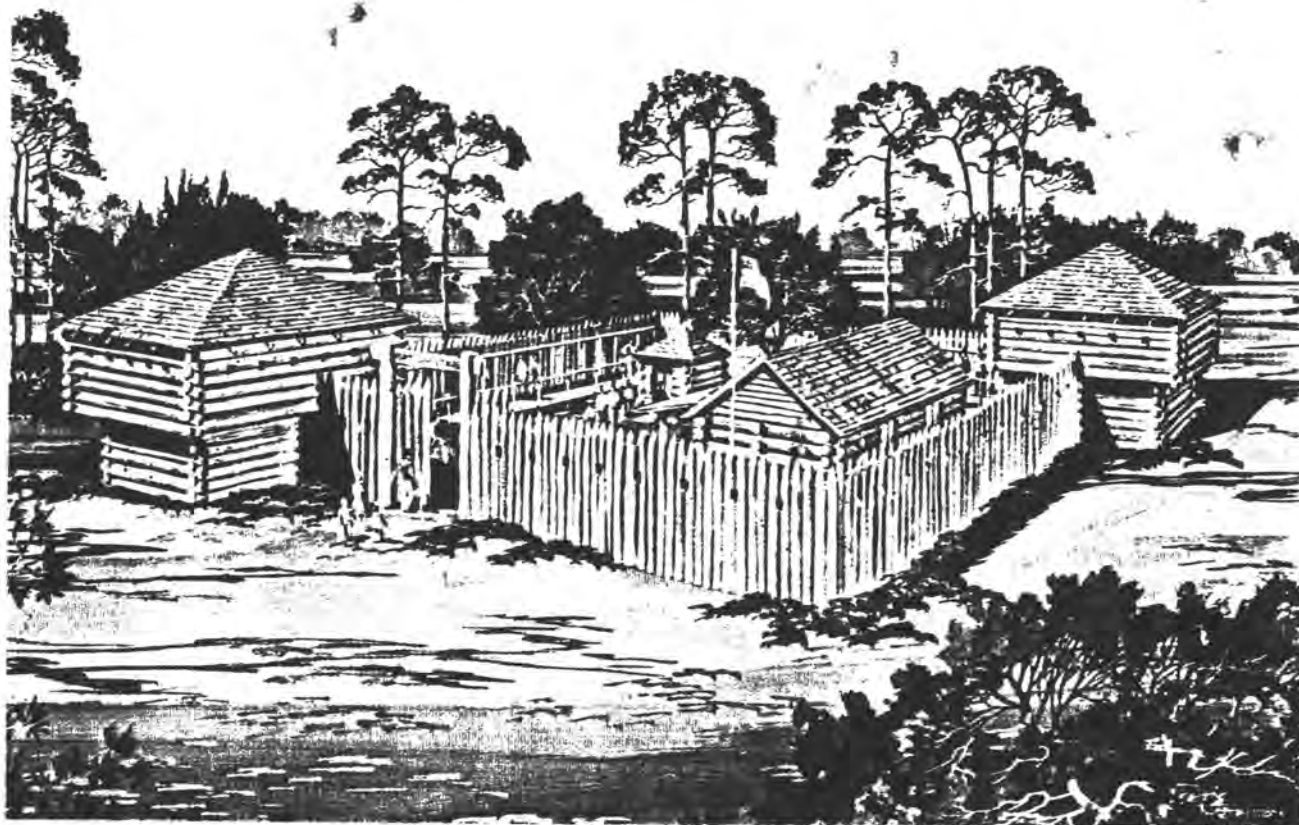
Safe traveling assured --- U.S. Mail Palatka to Tampa, via Orange Springs, Ocala, Augusta, Pierceville, etc., by stage. Leave Palatka and Tampa on Mondays and

Thursdays; arrive in Tampa and Palatka on Wednesdays and Saturdays. A good and efficient guard has been furnished by the state for the protection of the mails and passengers from Tampa as far as is needed, and stands are provided at convenient places, so that the public can rely on being carried through with comparative comfort and safety. H. L. Hart, proprietor.

Conflict between the Indians and the whites continued at some level even between the wars and forts were built to protect settlers and transportation routes. Several of the important and more or less permanent forts were built during these "peaceful" times. Fort Brooke (different from Fort Frank Brooke) was built on Tampa bay at the mouth of the Hillsboro River in 1821. The Spanish Castillo de San Marcos in St. Augustine became Fort Marion under the Americans. Fort King, now Ocala was built in 1827 at a location that was important for two reasons. It was midway on the military road between St. Augustine and Tampa Bay, with their Forts Marion and Brooke. It was also at the head of the Oklawaha River, which fed into the St. Johns River, affording steamboat transport in a large part of the Territory. An 1828 cover datelined at Fort King was postmarked at Wantons, which is now Micanopy.

Seminole War forts were named for people in most cases. Many were named for the officer commanding the troops that built the fort. Some were named for officers who had been killed in battles, such as Frank Brooke, killed at the Christmas day battle at Lake Okeechobee. Fort Meade, on the Peace River, was named for Lieutenant George Meade, who later became the victorious General at Gettysburg. Others were named for national heroes, such as Thomas Jefferson and Francis Marion. Settlements grew up around many of the forts and some of these towns grew into the cities of today, such as Forts Lauderdale, Pierce, and Myers.

## FLORIDA MILITARY POSTS



Fort Christmas built December 25-27, 1837

This partial listing of forts and military outposts, most of which were established in the period of the Second Seminole War 1836-42, is limited to those which have reasonably accurate dates. It is also limited to the period when stampless covers have been seen or can be expected to turn up. A more thorough description can be found in Vol. II, American Stampless Cover Catalog (page 167) or introduction to Robert W. Frazer's "Forts of the West. . ."; Univ. of Oklahoma Press, 1965. The column "P.O. Used" is based on known examples, or in many cases, on proximity or probable routing of the mail.

FORT NAME	COUNTY	PERIOD OF USE	P.O. USED
Fort T.B. Adams	Lee	Temporary	Tampa /St.Augustine
Fort Alabama	Hillsborough	c.1836-43	Tampa ?
Fort Andrews	Taylor	Est. March 2, 1839	Magnolia /Port Leon ?
Fort Ann	Brevard	Est. Nov 30, 1837	New Smyrna /St.Augustine
Fort Annuteeliga	Hernando	Est. Nov. 30, 1840	Tampa ?
Fort Arbuckle	Polk	Est. Jan. 23, 1850	Tampa
Fort Armistead	--	Est. Nov. 30, 1840	Tampa ?



Fort Armstrong	Sumter	Est. 1836	Micanopy ?
Fort Atkinson	Taylor	Est. Jan 18, 1839	Magnolia /Port Leon ?
Fort Bailliee	--	1837	Savannah
Fort Barbour	Gadsden	Est. May 16, 1841	Aspalaga
Fort Barker	Lafayette	Est. Feb. 1, 1840	--
Fort Barrancas	Escambia	Est. 1820	Pensacola 1821-29
(Fort San Carlos de Barrancas)			Warrington 1850-
Fort Basinger	DeSoto	Est. Dec., 1837	--
Fort Braden	Leon	Est. Dec. 31, 1839	Magnolia /Port Leon ?
Fort Brooke	Hillsborough	Est. 1821- 82	Tampa 1831- & St. Marks
Cantonment Brooke	Hillsborough	--	Seminole Agency
Fort Frank Brooke	Taylor	Temporary	St. Marks /Weelaunee ?
Fort Brooks	Putnam	Temporary	--
Fort Brown	St. Johns	Est. Feb. 24, 1840	St. Augustine
Fort Buckeye	Lafayette	c. 1836-43	
Fort Butler	Volusia	Est. Nov. 5, 1838	Jacksonville ?
Fort Call	Volusia	Est. Dec. 10, 1836	Jacksonville
Fort Capron	Brevard	Est. March, 1850	Indian River /St. Augustine
Fort Carroll	Polk	c. 1836-43	Tampa ?
Fort Casey	Manatee	Est. June 3, 1850	Tampa ?
Fort Center	DeSoto	Est. June 25, 1856	--
Chattahoochee Arsenal	Gadsden	c. 1836-43	Chattahoochee
Fort Chipola	Calhoun	Est. Nov. 9, 1841	Apalachicola
Fort Chokonikla	DeSoto	Est. Oct. 26, 1849	Tampa ?
Fort Christmas	Orange	Temporary	New Smyrna ?
Fort Clark	Alachua	1854	Newnansville
Fort Clarke	Jefferson	Temporary	Dells ?
Camp Clinch	--	1823-34	Pensacola
Fort Clinch (#1)	Polk	Est. 1850	--
Fort Clinch (#2)	Nassua	Est. 1847	St. Marys Ga/Fernandina
Fort Clinch	Levy	Est. Oct. 22, 1836	--
Fort Cooper	Citrus	Temporary	Micanopy ?
Fort Crabbe	--	c. 1836-43	Whitesville
Fort Crane	Alachua	Temporary	Micanopy
Fort Crawford	Manatee	Temporary	Manatee / Tampa
Fort Cross	Hernando	Est. Dec. 25, 1838	Tampa ?
Fort Cummings	Polk	Est. Jan. 22, 1839	Tampa ?
Fort Dade	Pasco	Est. Jan. 1837	Tampa
Fort Dallas	Dade	Est. Jan. 1838	St. Augustine /Miami
Fort Davenport	Polk	Est. June 9, 1839	Tampa ?
Fort Dawson	Leon	1838	Tallahassee
Fort Denaud	Lee	--	Tampa ?
Fort Doane	Lee	Temporary	Tampa ?
Fort Downing	Lafayette	Est. Jan. 30, 1840	Micanopy
Fort Drane	Marion	Est. Dec. 1835	Jacksonville
Fort Drum, Simon	Lee	Est Mar. 11, 1855	Tampa
Fort Drum	Brevard	--	--
Fort Dulany(Delany)	Lee	Est. Nov. 23, 1837	Tampa
Fort Econfina	Taylor	Est. March 10, 1840	--
Fort Fanning	Levy	Est. Nov. 30, 1838	Savannah Ga/Tallahassee
Fort Foster	Hillsborough	Est. Sept. 23, 1849	Tampa
Fort Fowle	Marion	Temporary	Micanopy ?
Fort Frazer	Polk	Est. Dec., 1837	Tampa
Fort Fulton	St Johns	Est. Feb. 21, 1840	--
Fort Gadsden	Calhoun	1817-21	Coweta, Ga.

Fort Gamble	Jefferson	Est. Aug. 24, 1839	Tallahassee
Fort Gardner(Gardiner)	Osceola	Est. Dec., 1837	Tampa
Fort Garey's Ferry	Duval	Est. 1837	--
Fort Gates	Putnam	Temporary	Jacksonville ?
Fort Gatlin	Orange	Est. Nov. 9, 1838	--
Fort George Is.	Duval	1851	Mayport Mills
Fort Green	DeSoto	Temporary	Tampa
Fort Griffin	Lafayette	Est. Jan. 30, 1840	Apalachicola ?
Fort Hamer	Manatee	Est. Nov. 1849	Tampa
Fort Hamilton	--	c. 1836-43	Hickstown /Mad. CH
Fort Hanson	St. Johns	c. 1836-43	St. Augustine
Fort Harlee	Bradford	Est. March 1837	Mineral Springs ?
Fort Harrell	Lee	Temporary	--
Fort Hariett	Leon	Est. March 13, 1840	St. Marks
Fort Harrison	Hillsborough	Est. April 2, 1841	Tampa
Fort Harvie	Lee	Est. 1841	Tampa
Fort Heileman(Heilman)	Duval	Est May 5, 1836	Charleston SC/Jax
Fort Henry	Dade	Temporary	St. Augustine ?
Fort Holmes	Putnam	Est. Feb. 9, 1840	Jacksonville ?
Fort Hook	Marion	Temporary	Apalachicola ?
Camp Hope	--	12-16-1822	Pensacola
Fort Hulbert	Taylor	Est. Feb. 2, 1840	St. Marks
Fort Hunter	Putnam	c. 1836-43	St. Augustine ?
Camp Izard	Alachua/Marion	c. 1836-1885	Seminole Agency
Fort Jackson	Madison	Est. Nov. 11, 1838	St. Marks
Fort Jennings	Levy	c. 1836-43	Micanopy ?
Fort Jones	Taylor	Temporary	St. Marks ?
Camp Jupiter	Dade	March 30, 1838	St. Augustine
Fort Jupiter	Dade	Est. Feb. 21, 1855	St. Augustine ?
Fort Kate	--	c. 1836-43	--
Fort Keais	--	c. 1836-43	Tampa ?
Key West Barracks	Monroe	1831	Key West
Garrison Key West	Monroe	1835	Apalachicola
Fort King	Marion	1827-43	Wanton's /Sem. Agency
			Tampa /Jacksonville
Fort Kingsbury	Volusia	Temporary	St. Augustine ?
Fort Kissimmee	DeSoto	Est. March 23, 1852	Tampa ?
Fort Lang Syne	--	March 20, 1834	Savannah
Fort Lane	Orange	Temporary	Savannah /St. Augustine
Fort Lauderdale	Dade	Est. Feb. 14, 1839	St. Augustine
Fort Lawson	Putnam	c. 1836-43	St. Marks
Fort Lloyd (Loyd)	Brevard	Temporary	St. Augustine
Fort MacKay	--	c. 1836-43	St. Marys ?
Fort Maccomb #1	Lafayette	Est. April 16, 1839	Weelaunee ?
Fort Maccomb #2	Leon	Temporary	St. Marks ?
Fort McClellan	--	c. 1836-43	--
Fort McClure	Sumter	Temporary	Tampa ?
Fort McCrabb	Lafayette	Est. Jan. 31, 1840	Mineral Springs ?
Fort McNeill	Orange	Temporary	St. Augustine ?
Fort McRae #1	Dade	Est. 1838	St. Augustine ?
Fort McRae #2 (McRee)	--	1836-61	Pensacola
Fort Maitland	Orange	c. 1836-43	St. Augustine ?
Fort Many	Wakulla	Est. Aug. 8, 1841	Tallahassee
Fort Marion	St. Johns	1826,1828	St. Augustine
Fort Mason	Orange	Temporary	St. Augustine ?

Fort Meade	Polk	Est. Dec. 9, 1849-57	Tampa
Fort Mellon	Orange	Est. Jan., 1837	St. Augustine ?
Fort Micanopy	Alachua	Est. April 30, 1837	Micanopy
Fort Mitchell	Taylor	Est. Feb. 2, 1840	--
Fort Moniac	Baker	Est. July 24, 1838	--
Cantonment Morgan	--	1842	Port Leon
Fort Myakka	Manatee	Est. Nov. 16, 1849	Tampa ?
Fort Myers (Ft. Harvie)	Lee	Est. Feb. 20, 1850	Tampa /Key West
Fort New Smyrna	Volusia	Est. Nov, 1838-1852	--
Fort Noel	Madison	Temporary	Tallahassee ?
Fort Ocilla	Jefferson	Est. July, 1843	St. Marks /Tallahassee
Fort Ogden	DeSoto	--	--
Fort Peyton	St. Johns	Est. July 17, 1837	St. Augustine
Fort Pickens	Escambia	1834-67	Pensacola/Warrington
Fort Pierce	Brevard	Est. Jan., 1838	St. Augustine
Fort Pleasant	Madison	Est. Nov. 12, 1838	Tallahassee
Fort Poinsett	Monroe	Est. Oct. 16, 1839	Key West ?
Fort Preston	Gadsden	Temporary	Apalachicola
Fort Russell	Marion	1841	Savannah/ Tampa
Post of St. Augustine (St. Francis Barracks)	St. Johns	1821-52	St. Augustine
Fort St. Marks	Wakulla	1823	Creek Agcy, Ga./St. Marks
Fort San Carlos de Barrancas	--	1823,1827	Pensacola
Fort Sanderson	Duval	Est. July 12, 1840	Jacksonville
Fort Schackelford	Lee	Temporary	Tampa ?
Fort Searle	St. Johns	Est. Dec. 28, 1839	St. Augustine ?
Fort Shannon	Putnam	Est. May 1838	St. Augustine
Fort Simmons	Lee	Est. Nov. 5, 1841	Tampa /St. Augustine
Fort Simon Drum	Lee	Est. March 11, 1855	Tampa /Key West ?
Fort Stansbury	Leon	Est. March 15, 1839	Tallahassee /St. Marks
Fort Starke	Manatee	Est. Nov. 25, 1840	Tampa
Fort Sullivan	Hillsborough	Est Jan. 20, 1839	Tampa
Fort T.B. Adams	Lee	Temporary	Tampa /St. Augustine
Fort Taylor	--	C. 1836-43	Tampa ?
Fort Taylor	See Key West Barracks		
Fort Thompson	Lee	Est. Nov. 23, 1854	Tampa /St. Augustine ?
Camp Thontasassa	--	1837	Jacksonville
Ft. Van Courtland	Clay	c. 1836-43	Jax /St. Augustine
Ft. Van Swearngen	Brevard	Temporary	St. Augustine ?
Fort Vinton	Brevard	Est. April 7, 1839	St. Augustine ?
Fort Vose	Taylor	Est. Nov. 5, 1841	Tallahassee ?
Fort Wacahoota	Levy	Est. May, 1840	Micanopy
Fort Wacasassa	Levy	Est. March 17, 1839	Savannah /Micanopy
Fort Wacissa	--	c. 1836-43	Pilatka
Fort Walker	Alachua	Temporary	St. Marks/ Tallahassee
Camp Wandell	--	April 27, 1842	Micanopy
Fort Ward	Bradford	Temporary	--
Fort Wekiwa	Levy	Temporary	Alligator ?
Fort Westcott	Monroe	Temporary	Tampa /St. Augustine
Fort Wheelock	Marion	Temporary	Tampa /St. Augustine
Fort White	Alachua	Est July 7, 1840	Micanopy
Fort Wool	Lafayette	Est. Jan, 1838	Alligator /Jacksonville ?
		Temporary	Micanopy /St. Marks

## Abstract of bids under advertisement of June 4, 1838

Route, distance, service, and schedule, as advertised.	Bidders	Amounts, according to the terms of advertisement, except where otherwise stated.	Decision
<p>No. 2451. -- From Jacksonville, by Frink's and Nassau C.H., to St. Mary's, Ga., 60 miles and back, twice a week.                      Leave Jacksonville every Sunday and Thursday at 4 p.m.; arrive at St. Mary's next days by 9 p.m.                      Leave St. Mary's every Monday and Thursday at 11 a.m.; arrive at Jacksonville next days by 4 p.m.</p>	James B. Mason	\$2,200 - - - - -	Too high. Readvertised, with a change.
	Peter Felaney C. Taylor	\$2,500 \$2,000 for this, and 2452 and 2453, as now carried, viz; from St. Mary's, by Fernandina and San Pablo, to St. Augustine, once a week, in boats and stages; and a cross-mail once a week, from San Pablo to Jacksonville; \$2,000 additional for this, and 2452 and 2454, as now carried, viz; from St. Mary's, by Nassau C.H., Haddocks, and Jacksonville, to St. Augustine, once a week, in stages; and a cross-mail to Mandarin. \$2,800	
<p>No. 2452. -- From Jacksonville to St. Augustine, 33 miles and back, twice a week.                      Proposals to carry in stages will be considered.                      Leave Jacksonville every Wednesday and Saturday at 5 a.m.; arrive at St. Augustine same days by 3 p.m.                      Leave St. Augustine every Thursday and Sunday at 3 a.m.; arrive at Jacksonville same days by 3 p.m.</p>	James B. Mason (2451) James H. Gardiner Peter Felaney	\$1,800; or, \$2,500, in stages. \$1,600 \$1,200; or, \$2,000, stages; or \$1,600, alternately - on horse and in stage.	Readvertised, with a change. 1838, Sept. 19. Accepted at \$1,600 1838, Sept. 21. Acceptance rescinded, it being represented that this road is wholly insecure.
	C. Taylor Jacob Gutterson (received September 13).	(See 2451) \$2,000; or, \$2,400, stages.	
<p>No. 2453. -- From Jacksonville to Pablo, 20 miles and back, once a week.                      Leave Jacksonville every Wednesday at 5 a.m.; arrive at Pablo same day by 11 a.m.                      Leave Pablo every Wednesday at 1 p.m.; arrive at Jacksonville same day by 7 p.m.</p>	C. Taylor Jacob Gutterson (received September 13, 1838).	(See 2451). \$500, in a row-boat.	Readvertised, with a change.
	C. Taylor Jacob Gutterson (received September 13, 1838).	(See 2451). \$350 - - - - -	
<p>No. 2454. -- From Jacksonville to Mandarin, 15 miles and back, once a week.                      Leave Jacksonville every Wednesday at 6 a.m.; arrive at Mandarin same day by 11 a.m.                      Leave Mandarin every Wednesday at 1 p.m.; arrive at Jacksonville same day by 6 p.m.</p>	C. Taylor Jacob Gutterson (received September 13, 1838).	(See 2451). \$350 - - - - -	Too high. Readvertised, under 2453.
	C. Taylor Jacob Gutterson (received September 13).	(See 2451). \$350 - - - - -	
<p>No. 2455. -- From Jacksonville, by Alligator, San Pedro, West Hill, Weelaunee, and Lipona, to Tallahassee, 190 miles and back, once a week.                      Proposals to carry in stages, or in 4-horse post-coaches, will be considered.                      Leave Jacksonville every Wednesday at 6 a.m.; arrive at San Pedro every Sunday by 5 p.m., and at Tallahassee next day by 5 p.m.                      Leave Tallahassee every Thursday at 6 a.m.; arrive at San Pedro same day by 6 p.m., and at Jacksonville every Tuesday by 5 p.m.</p>	Jacob Gutterson (received September 13). Livingston & Langford (received September 20). Lewis Mattair (received September 15). Lewis Mattair (by Hon. C. Downing, Nov. 26).	\$8,000; or, \$12,000, stages \$4,000; \$8,000, stages; \$15,000, 4-horse post-coaches. \$5,840; or, \$11,850, 4-horse post-coaches \$10 per mile, from Jacksonville to Tallahassee	Too high.  1838, Nov. 29. Accepted at \$10 per mile, and ascertain distance.
	Jacob Gutterson (received September 13).	\$8,000; or, \$12,000, stages	
<p>No. 2456. -- From Jacksonville, by Whitesville, to Newnansville, 77 miles and back, once a week.                      Leave Jacksonville every Saturday at 6 a.m.; arrive at Newnansville next day by 6 p.m.                      Leave Newnansville every Thursday at 10 a.m.; arrive at Jacksonville next day by 10 p.m.</p>	James B. Mason (2451) Archibald McNeill Jacob Gutterson (received September 13).	\$1,300. \$1,200 - - - - - \$1,800.	1839, June 13. Accepted.
	Jacob Gutterson (received September 13).	\$250, in a row-boat - - - - -	
<p>No. 2457. -- From Fernandina to St. Mary's, Ga., 9 miles and back, once in two weeks.                      Leave Fernandina every other Thursday at 6 a.m.; arrive at St. Mary's same day by 9 a.m.                      Leave St. Mary's every other Thursday at 11 a.m.; arrive at Fernandina same day by 2 p.m.</p>	Jacob Gutterson (received September 13).	\$250, in a row-boat - - - - -	Too high.

<p>No. 2458. -- From St. Augustine to New Smyrna, 75 miles and back, once in two weeks.  Leave St. Augustine every other Sunday at 6 a.m.; arrive at New Smyrna next day by 6 p.m.  Leave New Smyrna every other Tuesday at 6 a.m., arrive at St. Augustine next day by 6 p.m.</p>	<p>Jacob Gutterson (received September 13, 1838).</p>	<p>\$1,250 - - - - -</p>	<p>Too high.</p>
<p>No. 2459. -- From Alligator, by Newnansville, Spring Grove, and Micanopy, to Seminole Agency, 90 miles and back, once in two weeks.  Leave Alligator every other Monday at 4 a.m.; arrive at Seminole Agency next day by 10 p.m.  Leave Seminole Agency every other Wednesday at 4 a.m.; arrive at Alligator next day by 10 p.m.</p>	<p>Archibald McNeill  Jacob Gutterson (received September 13, 1838).</p>	<p>\$1,000 - - - - -  \$2,500.</p>	<p>Too high.</p>
<p>No. 2460. -- From Alligator, by Swift Creek, Mineral Springs, and Rosseter's Ferry, to Cherry Lake, 70 miles and back, once in two weeks.  Leave Alligator every other Wednesday at 6 a.m.; arrive at Cherry Lake next day by 5 p.m.  Leave Cherry Lake every other Monday at 6 a.m.; arrive at Alligator next day by 5 p.m.</p>	<p>Wm. M. Reed  John B. Stewart (2470)  Jacob Gutterson (received 13th Sept., 1838.)  Livingston &amp; Lankford (2455) (received 20th September.)</p>	<p>\$1,200, schedule changed - - - - -  \$2,000.  \$2,000.  \$1,200.</p>	<p>Too high.  Readvertised.</p>
<p>No. 2461. -- From Tallahassee, by Salubria, Quincy, and Pleasant Grove, to Bainbridge, Ga., 50 miles and back, 3 times a week, in stages.  Proposals to carry on horseback will be considered.  Leave Tallahassee every Monday, Wednesday, and Friday, at 5 a.m.; arrive at Bainbridge same days by 10 p.m.  Leave Bainbridge every Monday, Wednesday and Friday, at 3 a.m.; arrive at Tallahassee same days by 8 p.m.</p>	<p>Ira Sanborn - -  James M. Harris - -  Ruben Scott - -  Wm. H. Cassells  John B. Stewart -  W. T. Stockton &amp; Co.</p>	<p>\$1,900; \$2,800, 4-horse post-coaches; \$1,300, horse.  \$2,000, 4-horse post-coaches, omitting Pleasant Grove.  \$1,750; \$1,450, omitting Pleasant Grove; or \$3,200, 4-horse post-coaches; or \$2,950, 4-horse post-coaches, omitting Pleasant Grove; will, if his bid be accepted, supply Pleasant Grove 3 times a week, from some convenient point, to be designated by the department, for \$300; will run by Pleasant Grove at his lowest bid, when a good road is made.  \$899; or \$1,798, 4-horse post-coaches - -  \$1,820, horse  \$4,000; or \$2,000, if they get 2306, 2385, 2469, 2474, and 2475; agreeing, at the same time, to run every other day instead of 3 times a week, and in 4-horse post-coaches instead of 2-horse stages.</p>	<p>1838, Sept. 19.  Accepted at \$899, subject to be curtailed by stopping at Quincy at pro rata deduction. Route readvertised. Bidder declining acceptance.</p>
<p>No. 2462. -- From Tallahassee, by Magnolia, to St. Mark's, 24 miles and back, 3 times a week, in railroad cars.  Proposals to carry on horse will be considered.  Leave Tallahassee every Tuesday, Thursday, and Saturday, at 7 a.m.; arrive at St. Mark's same days by 10 a.m.  Leave St. Mark's every Tuesday, Thursday, and Saturday, at 4 p.m.; arrive at Tallahassee same days by 7 p.m.</p>	<p>R. K. Call - -  R. K. Call - -  William Childress (received after time).</p>	<p>\$1,200, daily in railroad cars, to omit Magnolia.  \$1,200, daily in railroad cars, omitting Magnolia -  \$900, tri-weekly, in a covered wagon, via Magnolia. -</p>	<p>Too high.  1839, Mar. 15.  Accepted.</p>
<p>No. 2463. -- From Tallahassee, by Bailey's Mills, Monticello, and Grooversville, to Sharp's Store, 70 miles and back, once a week.  Leave Tallahassee every Thursday at 6 a.m.; arrive at Sharp's Store next day by 6 p.m.  Leave Sharp's Store every Saturday at 4 p.m.; arrive at Tallahassee every Monday by 12 m.</p>	<p>Moses Beesley - -  Angus B. McKinnon -  Rob't. &amp; Edward A. Heir  Joshua Stafford - -  Richard T. Stanalan -  Archibald Graham -  John B. Stewart (2470)  Archibald Graham (received after time).</p>	<p>\$970.  \$1,250.  \$1,450.  \$1,000.  \$875.  \$850. - - - - -  \$2,000.  \$700, provided rest days be changed to Sharp's Store</p>	<p>Too high.  1838, Nov. 7.  Accepted.</p>
<p>No. 2464. -- From Tallahassee, by Bailey's Mills, Mickasukee, and Bunker Hill, to Monticello, 45 miles and back, once a week.  Leave Tallahassee every Tuesday at 6 a.m.; arrive at Monticello next day by 10 a.m.  Leave Monticello every Wednesday at 3 p.m.; arrive at Tallahassee next day by 7 p.m.</p>	<p>John B. Stewart (2461)  Rob't. &amp; Edward A. Heir (2463).  Joshua Stafford - -  Angus B. McKinnon -</p>	<p>\$800.  \$970.  \$600. - - - - -  \$1,250.</p>	<p>Readvertised.  Too high.</p>







<p>No. 2471. — From Marianna to St. Joseph's, 75 miles and back, once in two weeks. Proposals to carry in stages, and oftener, will be considered. Leave Marianna every other Saturday at 5 a.m.; arrive at St. Joseph's next day by 6 p.m. Leave St. Joseph's every other Monday at 5 a.m.; arrive at Marianna next day by 6 p.m.</p>	<p>James M. Harris (2461) John B. Stewart (2465) Joseph McCroskey -</p>	<p>\$2,000, embracing Iola, in stages to Iola, thence by railroad, twice a week. \$2,000. \$3,500, stages; \$4,000, once a week, stages; \$7,000, twice a week, stages; or, \$12,000 for this and 2473, 3 times a week, 4-horse post-coaches, from 1st November to 1st May, and twice a week from 1st May to 1st November, schedule changed; \$15,000 for this and 2473, 3 times a week, in 4-horse post-coaches, schedule changed. \$133 per mile, once a week, 2-horse coaches.</p>	<p>Readvertised, with a change.</p>
<p>No. 2472. — From Holmes's Valley, by Uchee Valley and Alachua, to Almirante, 70 miles and back, once in two weeks. Leave Holmes's Valley every other Tuesday at 5 a.m.; arrive at Almirante next day by 6 p.m. Leave Almirante every other Thursday at 5 a.m.; arrive at Holmes's Valley next day by 6 p.m.</p>	<p>Thomas Orman - Daniel Anderson - John M. Ford (received since 10th Sept. 1838). Peter K. McDonald (received after time). Daniel Anderson (rec'd 31st May, 1839).</p>	<p>\$700. - - - - - \$500. \$190 from Holmes's Valley to Uchee Valley, once a week. \$180, once a week, between Holmes's Valley and Uchee Valley.</p>	<p>Too High. 1839, May 18. Contract ordered. Too late.</p>
<p>No. 2473. — From St. Joseph's to Appalchicola, 25 miles and back, twice a week. Proposals to carry in stages will be considered. Leave St. Joseph's every Sunday and Wednesday at 7 a.m.; arrive at Appalchicola same days by 3 p.m. Leave Appalchicola every Monday, and Thursday at 5 a.m.; arrive at St. Joseph's same days by 1 p.m.</p>	<p>Jos. McCroskey (2471) William H. Roane - Thomas Orman -</p>	<p>\$12,000 for this and 2471, 3 times a week, 4-horse post-coaches, from 1st November to 1st May, and twice a week from 1st May to 1st November, schedule changed; \$15,000 for this and 2471, 3 times a week, 4-horse post-coaches, schedule changed; \$1,000, 2-horse stages, schedule changed, if his bid on 2471 is accepted. \$1,000. \$2,400, 2-horse coaches.</p>	<p>Suspended.</p>
<p>No. 2474. — From Pensacola to La Grange, 90 miles and back, 3 times a week, in steamboats. Proposals are invited to run daily, and extend to Mobile, with a view to the conveyance of the great New Orleans mail. Leave Pensacola every Tuesday, Thursday, and Saturday, at 7 a.m.; arrive at La Grange same days by 5 p.m. Leave La Grange every Tuesday, Thursday, and Saturday, at 4 a.m.; arrive at Pensacola same days by 2 p.m.</p>	<p>W. T. Stockton &amp; Co. -</p>	<p>\$15,000; or, \$12,000 if they obtain 2306, 2385, 2469, and 2475, agreeing to run every other day instead of 3 times a week.</p>	<p>Re-advertised.</p>
<p>No. 2475. — Leave Pensacola, by Blakely, to Mobile, 60 miles and back, 3 times a week, in stages. Proposals to run in 4-horse post-coaches; also, proposals to run in steamboats, omitting Blakely, 90 miles, will be considered. Leave Pensacola every Tuesday, Thursday, and Saturday, at 3 p.m.; arrive at Mobile next days by 6 a.m. Leave Mobile every Monday, Wednesday, and Friday, at 3 p.m.; arrive at Pensacola next days by 6 a.m.</p>	<p>Henry A. Nunes - W. T. Stockton &amp; Co. - J. C. Downey - - Ward Taylor - - -</p>	<p>\$4,750; \$9,000, daily, to run through in 13 hours. \$4,000; or, \$8,000 in steamboats; or, \$2,000 in stages, if they obtain 2306, 2385, 2469, and 2474; or, \$6,000, on same conditions, agreeing at the same time to carry in 4-horse post-coaches, and to run every other day instead of tri-weekly. \$5,000, 4-horse post-coaches, schedule changed; \$2,000, 2-horse stages. \$2,500, steamboats and stages - - - - -</p>	<p>1838, Sept. 19. Accepted at \$2,000; allowing 18 hours in stages and steamboats.</p>
<p>No. 2476. — From Pensacola, by Floridatown and Pettman's Ferry, to Campbellton, 120 miles and back, once in two weeks. Leave Pensacola every other Saturday at 6 a.m.; arrive at Campbellton next Tuesday by 12 m. Leave Campbellton every other Tuesday at 1 p.m.; arrive at Pensacola next Friday by 7 p.m. Service is to commence on the 1st of July, 1839.</p>	<p>Daniel Anderson - John B. Brown &amp; D. D. Beach. Henry A. Mines -</p>	<p>\$1,700. \$2,480. \$2,000; or \$3,000 once a week.</p>	<p>Too high.</p>
<p>No. 2477. — From Key West, by Indian Key, to Charleston, — miles and back, once a month, in boats or packets. Proposals to carry oftener will be considered. Leave Key West on the 1st, and Charleston on the 15th, of every month, and arrive at the port of destination with all practicable despatch.</p>	<p>O. O'Hara - - O. O'Hara - - Lord &amp; Stacker (received after time).</p>	<p>\$1,500; or, \$4,500 twice a month. \$1,500; or, \$4,500 twice a month. \$1,500.</p>	<p>1839, March 30. Accepted, at \$1,500. 1839, June 8. O'Hara having declined, ordered to rescind acceptance, and contract with Lord &amp; Stacker. 1838, Sept. 19. Accepted, at \$2,000.</p>
<p>No. 2478. — From St. Mark's, by Key West, to New York, —miles and back, twice a month, in packets. Leave St. Mark's on the 1st and 15th, and New York on the 8th and 24th of every month, and arrive at the port of destination with all practicable despatch.</p>	<p>William W. Pratt -</p>	<p>\$2,000; Or, \$1,500, if return mails from St. Mark's via Key West to New York, be omitted.</p>	<p>1839, March 30. Acceptance rescinded.</p>

POST OFFICE DEPARTMENT,

~~January 21,~~ 1896.

To *Hudson Obitier Esq.*  
Contractor on Mail Route No. 2479.

The Postmasters at

*Apalaga, Fort Gadsden, and  
Apalachicola, Fla. &c.*

*72.* are instructed to pay over to you or your order, on demand, after the end of the ~~quarter~~ <sup>last</sup> and each succeeding quarter, so long as you shall actually carry the mail on said route, or until they shall be otherwise directed, the whole amount due from them to the Department, for the quarter then just terminated, as shown by their several Accounts Current.

You are requested to make demand as soon as possible after the first day of the next quarter, and report to the Department every failure or refusal to pay, with the reasons therefor, whether given by the Postmasters, or otherwise known to you.

When you have received the balances due from all these Postmasters, or as many of them as can be collected, you will fill up, sign, and send to the Department the blank "ACKNOWLEDGEMENT" sent to you, of which a specimen is annexed, showing the name of each Postmaster, the name of his office, and the amount received from him; upon receipt of which a draft will be forwarded for any amount which may still be due to you; Provided, that in case you fail to collect any one of said balances, no part of the balance due will be paid you until the Department shall be satisfied that you have used due diligence to effect the collection, and that it could not be done.

Herewith you will also receive the proper number of orders and receipts, in blank, for collections on the above route,—that is, an original and duplicate for each office, which you are required to use in all your collections from the Postmasters. Similar blanks will be forwarded for each successive quarter. You will collect, at the end of each quarter, from those offices only which are named in the blanks sent to you for that quarter. If you apply for the money in person, the orders will be unnecessary, and you will fill up and hand to each Postmaster from whom you may receive payment, the original and duplicate receipts sent to you for his office; one for his own use, the other to be sent to the Department. If you send any other person to call for the money at an office, you will fill up, in his favor, and give him the two orders, (original and duplicate,) sent to you for that office, with the blank receipts annexed; and when he has received the money, he will fill up, and sign the annexed receipts, and leave both orders and both receipts with the Postmaster.

You are not authorized to sell, negotiate, or transfer any of these claims, and no payment will be recognized by the Department unless made directly to you or to the person named in your orders.

Every order and every receipt must bear the true date of its signature, in default of which it will not be considered a good voucher at the Department.

Very respectfully,

Your obedient servant,

*Henry Kenton*

## FLORIDA.

- Post-office. County. Postmaster. Route.**  
 Abrahamtown, *Marion*, Robert H. Williams, 3506.  
 Alaquá, *Walton*, James Evans, 3546, 3547.  
 Alligator c. h., *Columbia*, S. C. Barnes, 3505, 3907, 3515, 3516, 3517, 3531.  
 Almirante, *Walton*, James D. Clary, 3541.  
 Ancilla, *Jefferson*, P. R. Builder, 3514.  
 Apalachicola, *Franklin*, M. N. Scott, 3503, 3537, 3540, 3544.  
 Augusta, *Benton*, Albert Clark, 3525.  
 Barber's, *Columbia*, Moses Barber, 3505, 3512.  
 Bellville, *Hamilton*, James S. Bell, 3517.  
 Benhaden, *Wakulla*, I. A. Barco, 3540.  
 Blount's Ferry, *Columbia*, Solomon Rouse, 3284, 3516, 3518.  
 Blountstown, *Calhoun*, Shadrach Sutton, 3540.  
 Brown's Valley, *Montgomery*, James D. Stillwell, 4000.  
 Campbellton, *Jackson*, James P. Coker, 3541.  
 Camp Izard, *Marion*, John Bates, 3506.  
 Caroline, *Columbia*, Edgar Collins, 3513.  
 Cedar Key, *Levy*, E. H. Richards, 3503, 3513, 3522.  
 Centreville, *Leon*, John B. Elliott, 3533.  
 Cerro Gordo, *Holmes*, Henry Hewett.  
 Cheeseowiska, *Benton*, Arthur H. Morse.  
 Cherry Lake, *Madison*, John S. Fryche, 3293, 3517.  
 Chestnut Hill, *Walton*, Angus Campbell, 3542.  
 China Hill, *Gadsden*, George M. McDonalds, *special*.  
 Chocochatee, *Benton*, Columbus R. Alexander, 3409.  
 Clifton, *Madison*, Andrew I. Lea, 3517.  
 Columbus, *Columbia*, Andrew I. Miller, 3294, 3531.  
 Coon Hill, *Santa Rosa*, William L. Williams, 3545.  
 East River, *Walton*, Edward Bedsole, 3546.  
 Ellisville, *Columbia*, S. H. Ellis, 3507.  
 Enterprise, *Orange*, Wm. Campbell, 3508, 3509, 3510.  
 Flemington, *Marion*, A. I. Priest, 3514.  
 Fort Clark, *Alachua*, Samuel Gieger, 3514.  
 Fort Dade, *Benton*, William H. Hendrick, 3524.  
 Fort Fanning, *Levy*, Thomas E. Barrow, 3513, 3526.  
 Fort Harley, *Alachua*, John P. Weeks, 3504.  
 Garey's Ferry, *Duval*, John Haas, 3251.  
 Greenwood, *Jackson*, John B. Whitehurst.  
 Haddock's, *Nassau*, James A. Braddock, 3504.  
 Herring Store, *Leon*, George E. Dennis, 3518, 3532.  
 Hibernia, *Duval*, Lewis Fleming, 3251.  
 Home Spring, *Holmes*, Dempsey Fennell.  
 Holmes' Valley, *Washington*, N. A. Campbell, 3542, 3548.  
 Homasassa, *Benton*, Hardiman J. Harrell, 3506, 3522, 3523.  
 Ichepuckesassa, *Hillsboro'*, Jacob Summerlin, 3561.  
 Indian Key, *Dade*, William H. Hieland, 3563.  
 Indian River, *St. Lucia*, Wm. H. Holdren, 3569.  
 Jacksonville c. h., *Duval*, Mark Butts, 3251, 3501, 3504, 3505, 3531.  
 Jasper, *Hamilton*, Stephen S. Smith, 3289, 3517, 3518.  
 Jennings', *Hamilton*, George S. Jennings, 3517.  
 Jerrigan, *Orange*, Wright Patrick, 3561.  
 Key West c. h., *Monroe*, R. L. Hicks, 3503, 3550.  
 Lake Griffin, *Marion*, Spencer Thomas, 3536.  
 Little River, *Columbia*, George E. McClellan, 3531.  
 Long Swamp, *Marion*, Joshua L. McGahagin, 3521.  
 Madison c. h., *Madison*, John Townsend, 3531.  
 Madisonboro', *Alachua*, Arnold Thigpin, 3507, 3519.  
 Mandarin, *Duval*, Chandler S. Emery, 3251.  
 Mankeedah, *Jefferson*, C. S. Johnston, 3526, 3531, 3536.  
 Mannington, *Leon*, Richard Van Brunt, 3533.  
 Mariana c. h., *Jackson*, W. Chapman, 3541, 3542, 3543, 3544.  
 Mayport Mills, *Duval*, R. B. Gibbs, 3251.  
 Melendez c. h., *Benton*, William Hope, 3506.  
 Meltonville c. h., *Orange*, Elias Woodruff, 3508, 3509, 3537.  
 Miami, *Dade*, Robert Fletcher, 3559.  
 Micanopy, *Alachua*, John S. Livingston, 3512.  
 Millwood, *Jackson*, Joseph Irwin.  
 Milton, *Santa Rosa*, Lawrence N. Amos, 3541, 3545, 3546.  
 Mineral Springs, *Columbia*, D. T. Trezoant, 3531.  
 Monticello c. h., *Jefferson*, Darius Williams, 3291, 3292, 3517, 3532, 3536.  
 Moseley Hall, *Madison*, Louis M. Moseley, 3517.  
 Nassau c. h., *Nassau*, A. J. Braddock.  
 Newnansville c. h., *Alachua*, John K. Fitchet, 3507, 3513, 3514, 3519.  
 Newport, *Wakulla*, Andrew Denham, 3530, 3536.  
 New River, *Columbia*, William Henderson, 3512.  
 New Smyrna, *Orange*, James J. Marshall, 3510, 3511.  
 Newtown Stewart, *Orange*, I. W. Rice, *special*.  
 No. 2, *Marion*, William S. Fish.  
 Ochesee, *Calhoun*, Jason Gregory, 3540, 3543.  
 Ocala, *Marion*, Wm. Roberts, 3506, 3514, 3521.  
 Okahumka, *Marion*, James Gough, 3520, 3521.  
 Orange Hill, *Washington*, D. W. Home, 3542.  
 Orange Lake, *Marion*, William Connell, 3506.  
 Orange Springs, *Marion*, John W. Woods, 3506, 3519.  
 Pawtuxet, *Wakulla*, John Bland, 3546.  
 Pensacola c. h., *Escambia*, Hanson Kelly, 3503, 3541, 3549.  
 Perry, *Jefferson*, Perry Barrenton, 3517.  
 Picolata, *St. John's*, Alexander Watson, 3251, 3502.  
 Pilatka, *Putnam*, R. R. Reed, 3251, 3506, 3507, 3508, 3509.  
 Quincy, *Gadsden*, John T. Seegar, 3534, 3537, 3538, 3539.  
 Raulerson's Ferry, *Columbia*, John W. Price, 3518.  
 Rickves' Bluff, *Gadsden*, William McClelland, 3523.  
 Saint Andrews Bay, *Washington*, Wm. Cook, 3548.  
 Saint Augustine c. h., *St. John's*, J. L. Cambioz, 3501, 3502, 3503.  
 Saint Joseph, *Calhoun*, Nehemiah Hayden, 3503, *special*.  
 Saint Marks, *Wakulla*, R. M. Spencer, 3503, 3529.  
 Secluda, *Gadsden*, Wm. H. Ellis, 3538.—Name changed to Collins, *Columbia*.  
 Shell Point, *Wakulla*, Harvey H. Walker, 3535.  
 Sopchoppy, *Wakulla*, John Lowell, 3535.  
 Southerland, *Jefferson*, Wm. G. Moseley, 3518.  
 Steamboat Landing, *Gadsden*, G. Arnold, 3539, 3540, 3541.  
 Suwannee Shoals, *Columbia*, Jacob T. Goodbreads, 3516.  
 Tallahassee c. h., *Leon*, Thom. Hayward, 3529, 3530, 3531, 3532, 3533, 3534, 3535.  
 Talofa, *Madison*, John S. Broome, 3531.  
 Tampa, *Hillsborough*, H. T. Fisher, 3503, 3506, 3527, 3528.  
 Uchee Anna, *Walton*, Lauchlin D. McLean, 3542, 3546.  
 Volusia, *Marion*, William Shopard.  
 Wacahootie, *Marion*, Cotton Rawles, 3514.  
 Wakasassa, *Levy*, James B. Hagans, 3513.  
 Warrington, *Escambia*, Argus W. Nicholson, *special*.  
 White Springs, *Hamilton*, Pliny Sheffield, 3517.  
 Woodstock Mills, *Nassau*, Edwin R. Alberti, 3281.

MISCELLANEOUS ITEMS AND STATISTICS.

61

Table of Mail Service for the year 1850, as exhibited by the state of the arrangements at the close of the year.\*

States.	Length of routes.	Annual transportation and rate of cost.								Total annual transportation.	Total annual rate of cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.			
		Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.	Miles.	Dollars.		
Maine.....	4,252	1,759	10,943	2,362	23,824	.....	.....	135	12,254	1,369,680	47,021
New Hampshire..	2,042	751	5,075	1,061	6,706	30	100	200	17,139	736,736	29,030
Vermont.....	2,519	875	7,925	1,342	14,019	.....	.....	302	28,875	964,860	50,819
Massachusetts...	3,071	888	13,387	923	17,128	265	4,500	995	98,319	2,179,046	133,334
Rhode Island....	414	209	2,048	111	1,571	.....	.....	94	8,612	213,304	12,231
Connecticut.....	2,852	696	8,117	620	10,343	30	450	506	46,014	1,017,944	64,924
New York.....	13,397	5,414	48,036	5,803	85,937	969	60,297	1,191	123,920	6,148,258	318,190
New Jersey.....	2,336	967	7,234	1,125	13,467	28	300	217	37,622	1,003,662	68,623
Pennsylvania....	11,422	7,039	43,093	3,925	63,786	.....	.....	458	48,050	3,455,792	154,929
Delaware.....	483	278	2,851	210	5,856	.....	.....	.....	.....	167,754	8,707
Maryland.....	2,439	1,446	13,269	576	25,026	.....	.....	416	99,612	1,010,456	137,907
Virginia.....	11,923	9,122	60,581	1,895	32,758	610	26,094	296	51,107	2,574,900	170,540
North Carolina..	7,931	5,866	34,207	1,536	33,904	282	39,500	247	46,700	1,683,604	154,311
South Carolina..	5,464	3,666	32,111	671	18,586	890	18,160	247	41,862	1,170,624	110,719
Georgia.....	7,921	5,134	41,202	771	17,252	358	7,500	668	80,376	1,670,034	146,330
Florida.....	2,607	1,768	16,047	536	10,457	280	4,100	23	620	384,466	31,224
Ohio.....	12,266	8,024	43,973	3,544	76,842	439	11,560	280	19,730	3,421,535	152,106
Michigan.....	5,188	3,528	17,763	892	11,561	424	15,000	344	33,593	1,318,893	77,917
Indiana.....	7,262	6,212	34,313	946	23,172	.....	.....	104	4,029	1,458,772	61,514
Illinois.....	10,314	7,091	37,825	3,223	77,302	.....	.....	.....	.....	2,448,744	115,127
Wisconsin.....	4,572	3,896	22,531	676	8,470	.....	.....	.....	.....	767,664	31,001
Iowa.....	3,664	3,006	10,088	669	10,714	.....	.....	.....	.....	541,408	20,802
Missouri.....	9,902	6,969	30,858	1,277	20,834	1,456	19,360	.....	.....	1,818,249	61,042
Kentucky.....	8,745	5,897	36,713	1,091	30,098	1,767	938,534	.....	.....	2,489,666	106,345
Tennessee.....	7,371	5,564	24,552	1,807	39,067	.....	.....	.....	.....	1,441,968	63,619
Alabama.....	7,554	6,007	46,861	1,185	51,989	259	436,272	103	13,843	1,737,324	148,965
Mississippi.....	5,460	4,646	37,742	680	28,319	75	1,975	59	5,950	1,061,700	73,986
Arkansas.....	5,625	4,882	27,689	465	15,745	278	8,777	.....	.....	796,836	62,211
Louisiana.....	4,151	2,819	30,481	137	2,930	1,196	30,214	.....	.....	600,332	63,625
Texas.....	7,698	6,891	51,739	727	15,349	80	1,250	.....	.....	897,462	68,338
	178,672	121,283	799,254	40,776	793,002	9,725	313,943	6,886	818,227	46,541,423	2,724,426

\* The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.



## Postmaster General - Transmitting a report of mail contracts - Feb. 6, 1852

Route, distance, service, and schedule, as advertised.	Bidders.	Amounts, according to the terms of advertisement, except where otherwise stated.	Decision
No. 3251. -- From Savannah at 10 a.m. twice a week Tuesday and Saturday, by Darien, Brunswick, St. Mary's, Mayport Mills, Fla., Jacksonville, Mandarin, Hibernia, Gary's Ferry and Picolata, to Pilatka, by 12 m. next Monday and Thursday, 358 miles; and back between 4 p.m. Monday and Thursday and 12 night next Wednesday and Saturday.	J. W. Caldwell	\$7000, commence at Charleston on suitable steamers.	
	John F. Rodman	\$8,750, steamboats, first class; \$12,250, steamboats, first class, 3 times a week.	
	J. Cunningham Jr.	\$8,000, steamboats; \$12,000, steamboats, 3 times a week	
	Henry C. Crane	\$7,450, steamboats; - - - - - \$10,750, steamboats, 3 times a week.	Apr. 14, 1851 accepted \$7,450
No. 3284. -- From Waresboro at 6 a.m. once a week Wednesday, by Polk, to Blount's Ferry, Fla. by 5 p.m. next day, 72 miles and back between 6 a.m. Monday and 5 p.m. next day.	Wm. M. Nichols	\$240, stop at Polk, \$195, commence at Polk. - -	Apr. 14, 1851
	Wm. Frink	\$225, commence at Polk.	accepted \$195.
	Washington Dyal	\$399, commence at Polk.	
	E. Mattox	\$474.	
	D. J. Miller	\$474, schedule changed, or \$224, end at Polk.	
No. 3289. -- From Alapaha at 6 a.m., once a week, Friday, to Jasper, Fla., by 6 p.m., 45 miles; and back between 6 a.m. and 6 p.m. next day.	Elijah Mattox	\$389.	
	J. P. Miller	\$315.	Apr. 14, 1851
	Wm. J. Locke	\$250. - - - - -	accepted.
No. 3291. -- From Thomasville at 6 a.m., once a week, Wednesday by Boston, Grooverville, and Station, to Monticello, Fla., by 5 p.m., 33 miles; and back between 6 a.m. and 5 p.m. Tuesday.	E. W. Bozeman	\$197.50. - - - - -	Apr. 14, 1851
	J. P. Miller	\$235.	accepted.
	A. B. Lord	\$250.	
	Jesse Cone	\$294.	
	Wm. J. Woods	\$300.	
	J. G. Jordan	\$395.	
No. 3292. -- From Thomasville at 6 a.m. once a week, Wednesday, by Dekel's Store, to Monticello, Fla., by 12 m., 22 miles; and back between 1 p.m. and 8 p.m. (see 3291)	A. B. Lord	\$124. - - - - -	April 14, 1851, -
	C. B. DeCaussey	\$185.	suspended for
	J. G. Jordan	\$200.	intermediate offices to
			be established.
No. 3293. -- From Troupville at 6 a.m., once a week, Thursday by Mineral Spring, Piscola, and Cherry Lake, Fla., to Madison C.H. by 6 p.m., 37 miles; and back between 6 a.m. and 6 p.m. Wednesday.	Wm. G. Smith	\$350, schedule proposed.	
	D. G. Livingston	\$224. - - - - -	Apr. 14, 1851
	Robert McKinney	\$230.	accepted.
	J. P. Miller	\$260.	
	Wm. D. Griffin	\$280, schedule changed.	
No. 3294. -- From Troupville at 6 a.m., once a week, Monday, by Clyattsville, to Columbus, Fla., by 6 p.m., 37 miles; and back between 6 a.m. and 6 p.m. next day.	Wm. G. Smith	\$340.	
	J. P. Miller	\$260. - - - - -	Apr. 14, 1851
	Wm. D. Griffin	\$280.	accepted.
	Wm. W. Clyatt	\$300, end at Bellville and change schedule.	
No. 3409. -- From Fort Gaines at 1 p.m., twice a week, Wednesday and Saturday, by Blakely, and Olive Grove, to Chattahoochee, Fla., by 8 p.m. next days, 78 miles; and back between 6 a.m. Tuesday and Friday and 12 m. next days. Proposals for ending at Bainbridge, Ga., also for weekly service, are invited.	M. J. Harris	\$1,248.	
	McMillan & Campbell	\$1,500, 2-horse coach.	
	W. T. Stockton	\$940, withdrawn.	
	A. B. Powell	\$1,100.	
	Thomas D. Wilson	\$1089; or \$1,344, 2-horse coach. - - - - -	Apr. 14, 1851
	W. T. Stockton	\$1,240.	accepted \$1,089.
	T. D. Wilson	\$993, end at Bainbridge; \$1,200, 2-horse coach, end at Bainbridge.	
	John B. West	\$1,170, 1-horse buggy.	
	J. P. Miller	\$1,200, buggy; \$650, once a week, \$980, end at Bainbridge.	
No. 3501. -- From St. Augustine at 2 a.m. once a week, Wednesday by Jacksonville, and Kirkland, to St. Mary's, by 12 m. next day, 90 miles; and back between 1 p.m. Thursday and 11 p.m. next day.	Samuel Stevens	\$850. - - - - -	Unnecessary - see
	Elijah Mattox	\$1,489.	#3251.
	Samuel Stevens	\$1,600, twice a week.	
No. 3502. -- From St. Augustine at 2:30 p.m. twice a week, Monday and Thursday, to Picolata by 7:30 p.m. 18 miles; and back between arrival of Savannah mail, say 7 a.m. and 12 m.	Claudius Reyes	\$250, 2-horse coach. - - - - -	Apr. 14, 1851
	Nathaniel Henry	\$380.75, 4-horse coach.	accepted.
	E. Mattox	\$689, 2-horse coach.	
	Francis Bridier	\$700, 4-horse coach, or \$500, 2-horse coach.	
	Samuel Stevens	\$540, 2-horse coach.	

## Abstract of bids under advertisement of January 15, 1851

Route, distance, service, and schedule, as advertised.	Bidders	Amounts, according to the terms of advertisement, except where otherwise stated.	Decision
<p>No. 3503. — From St. Augustine, twice a month, in steamboats, by Smyrna, Indian River, San Lucia, Jupiter, Miami, Key Largo, Indian Key, Key West, Charlotte Harbor, Sarasota, Tampa, Cedar Keys, St. Mark's, Apalachicola, St. Joseph's, and St. Andrews to Pensacola, and back. Separate proposals for sections of the above route will be considered. Bids to specify a schedule of arrivals and departures.</p>	William C. Templeton Von Pfister & Clapp, rec'd Apr. 14, 1851	\$29,975, steamboats, from Key West to New Orleans. \$2,500, from Key West to Miami, in steamboats not less than 20 tons, in time regulated by department.	April 14, 1851 - Deemed extravagant
	Von Pfister & Clapp	\$4,500, from Key West to Tampa, in steamboats of capacity and speed sufficient (for) dept. schedule.	
<p>No. 3504. — From Jacksonville at 6 a.m. once a week. Monday, to Haddock's by 12 m., 20 miles; and back between 1 p.m. and 7 p.m.</p>	Samuel Stevens Lewis Ryals, rec'd Apr. 9, 1851	\$175. \$197.	April 14, 1851 - Extravagant
	John Westcoat Charles F. Fitchett Moses Barber Thomas D. Dexter George W. S. Waldron E. Mattox T. D. Dexter	\$1,192, 2-wheeler covered vehicle. \$1,295, 2-horse coach or buggy. \$1,399, 2-horse coach; or \$2,499, 4-horse coach. \$1,371, 2-horse coach; \$1,796, 4-horse coach. - - \$2,900, 2-horse coach. \$2,440, 2-horse coach; or \$1,789. \$2,596, 4-horse coach; \$1,496, 2-horse coach, or \$1,995, 4-horse wagon. \$1,800, or \$2,250, 4-horse coach \$1,200. \$3,900, 2-horse coach.	
<p>No. 3506. — From Pilatka at 1 p.m. twice a week, Monday and Thursday, by Orange Springs, Orange Lake, Ocala, Camp Icard, Homosassa and Spring Hill to Tampa by 10 p.m. next Wednesday and Saturday, 159 miles; and back between 2 a.m. Monday and Thursday and 10 p.m. next Wednesday and Saturday.</p>	Samuel Stevens T. D. Dexter F. P. Sawyer	\$2,500, buggy. \$3,600, 2-horse coach. \$3,300, 2-horse coach to Ocala, 1-horse buggy residue. \$4,000, 2-horse coach, omit Homosassa and embrace Melendez and supply Fort Dade, Spring Hill, Homosassa and Augusta once a week on horse, superseding Nos. 3524 & 3525. \$4,850, 2-horse coach. \$4,750, 4-horse coach to Ocala, residue 2-horse coach. \$7,680, 2-horse coach. \$3,500, hacks or stages - - - - - \$4,000, 2-horse coach. \$3,700, horse carriage, \$4,900, 2-horse coach, via Augusta & Melendez, instead of Homosassa and Spring Hill, \$3,800, 1-horse coach, \$5,000, 2-horse coach. \$4,850, 2-horse coach, \$2,500, 1-horse buggy. \$3,300, 2-horse coach to Ocala, 1-horse buggy residue.	Apr. 14, 1851 accepted as a 2-horse coach bid, and on that condition. If, by hacks or stages, 2-horse coaches are not intended, then Pearson's bid is to be accepted.
	M. Past John W. Pearson M. Past Jesse Carter		
<p>No. 3507. — From Pilatka at 5 a.m., twice a week, Sunday and Thursday by Madison Boro, Newnansville and Ellisville, to Alligator, by 9 p.m. next days, 90 miles; and back between 4 p.m. Monday and Thursday and 12 m. next Wednesday and Saturday. Separate proposals for each part of this route, dividing at Newnansville, are invited.</p>	M. Past Waterman & Payne Lee & Harris John Scott Jesse Carter A. G. Clark		Apr. 14, 1851 accepted.
	M. Past, rec'd Apr. 14, 1851 M. Past		
<p>No. 3507. — From Pilatka at 5 a.m., twice a week, Sunday and Thursday by Madison Boro, Newnansville and Ellisville, to Alligator, by 9 p.m. next days, 90 miles; and back between 4 p.m. Monday and Thursday and 12 m. next Wednesday and Saturday. Separate proposals for each part of this route, dividing at Newnansville, are invited.</p>	A. J. T. Wright R. Hogans Thomas J. Prevatt Samuel Stevens Charles F. Pitchett W. E. Howell	\$649, 1-horse vehicle. \$600, buggies, Newnansville to Alligator. \$1,120, end at Newnansville, schedule proposed. \$420, 1-horse buggy, Newnansville to Alligator. - - \$1,200, buggy. \$1,190, or \$792 to Newnansville, or \$845, 2-horse coach, Newnansville to Alligator. \$1,260, 2-horse coach. \$1,847. \$2,375, 2-horse coach. \$1,990. \$1,739, or \$1,789 buggy, or \$2,440, 2 or 4-horse coach, according as 3531 is let. \$1,050, hack or buggy, Newnansville to Alligator. \$1,549, buggy, Newnansville to Alligator. \$666, buggy, Newnansville to Alligator, schedule proposed. \$1,000, 2-horse coach, Newnansville to Alligator. \$1,889, buggy. \$1,539, 1-horse vehicle, once a week, schedule proposed. \$1,950. \$1,839, 1-horse vehicle, or \$1,200, 2-horse coach, schedule changed Alligator to Newnansville. \$1,200, buggy, to Newnansville, \$1,620, 1-horse buggy.	Apr. 14, 1851 accepted.
	Thomas J. Prevatt P. A. Stockton Dell & Wilson D. Wilkinson E. Mattox		
<p>No. 3507. — From Pilatka at 5 a.m., twice a week, Sunday and Thursday by Madison Boro, Newnansville and Ellisville, to Alligator, by 9 p.m. next days, 90 miles; and back between 4 p.m. Monday and Thursday and 12 m. next Wednesday and Saturday. Separate proposals for each part of this route, dividing at Newnansville, are invited.</p>	C. F. Pitchett G. W. S. Waldron A. A. Stewart		Apr. 14, 1851 accepted.
	J. J. Carter George W. S. Waldron A. J. T. Wright		
<p>No. 3507. — From Pilatka at 5 a.m., twice a week, Sunday and Thursday by Madison Boro, Newnansville and Ellisville, to Alligator, by 9 p.m. next days, 90 miles; and back between 4 p.m. Monday and Thursday and 12 m. next Wednesday and Saturday. Separate proposals for each part of this route, dividing at Newnansville, are invited.</p>	Swepton Whitehead A. J. T. Wright		Apr. 14, 1851 accepted.
	Samuel Stevens		





No. 3516. -- From Alligator at 5 a.m., once a week, Friday, by Suwannee Shoals, to Blount's Ferry, by 6 p.m., 36 miles; and back between 5 a.m. and 6 p.m. next day.

P. Cameron \$125, or \$180, carriage, certificate not signed by postmaster.  
 Simeon Herrod \$135. - - - - -  
 Wm. E. Howell \$221.  
 Samuel Stevens \$288.  
 E. Mattox \$189.  
 D. Wilkinson \$159.  
 T. H. Gooldsby \$167.  
 Charles F. Fitchett \$185.  
 A. J. T. Wright \$189.  
 John Davidson \$144.

Apr. 14, 1851 -  
 accepted.

No. 3517. -- From Alligator at 1 p.m. once a week, Wednesday, by White Springs, Jasper, Jennings, Belleville, Cherry Lake, Clifton and Aucilla, to Monticello, by 8 p.m. next Friday, 96 miles; and back between 5 a.m. Saturday and 12 m. next Monday.  
 Proposals to commence at Mineral Springs will be considered (see 3531).

Wm. P. Purviance \$620. - - - - -  
 E. Mattox \$939, 2-horse coach.  
 J. M. Stewart \$750, or \$550, commence at Mineral Springs.  
 John W. Low \$800.  
 E. Mattox \$1,439, 2-horse coach.  
 J. H. Mattox \$689.  
 Wm. Cone, Jr. \$675.  
 Wm. E. Howell \$805, or \$799 commence at Mineral Springs.  
 E. Mattox \$589, commence at Mineral Springs.  
 E. Green \$599.  
 John Robarts \$698.  
 J. H. Mattox \$689.  
 D. Wilkinson \$690.  
 A. J. T. Wright \$719.  
 Samuel Stevens \$696.  
 J. Brown \$700.  
 Charles F. Fitchett \$735, commence at White Springs.  
 E. Mattox \$774, or \$589, schedule proposed, commencing at Mineral Springs.

Apr. 14, 1851 -  
 accepted.

No. 3518. -- From Jasper at 6 a.m. once a week, Monday by Blount's Ferry and Raulerson's Ferry, to Centerville, Ga., by 6 p.m. next Wednesday, 89 miles; and back between 6 a.m. Thursday, and 6 p.m. next Saturday.  
 Proposals to commence at Blount's Ferry are invited.

Wm. Frink \$490. - - - - -  
 L. H. Bryan \$585.  
 E. Mattox \$589, or \$489 commence at Blount's Ferry.  
 D. C. Brown \$496, commence at Blount's Ferry.  
 Wm. Cone, Jr. \$580.  
 D. E. Waldron \$639.  
 John Robarts \$598.  
 Charles F. Fitchett \$580.

Service not necessary

No. 3519. -- From Orange Springs at 6 a.m. once a week, Wednesday by Madisonboro, to Newnansville, by 10 p.m., 46 miles; and back between 6 a.m. and 10 p.m. next day.

Jesse Carter If his bid on No. 3514 be accepted, will carry once a week by proposed schedule for nothing.  
 Wm. E. Howell \$408.  
 John W. Parsons \$275. - - - - -  
 Samuel Stevens \$360.  
 Thomas J. Prevatt \$449.

Apr. 14, 1851 -  
 accepted.

No. 3520. -- From Okahumpka at 3 p.m. once a week, Friday by Thomas's, to Volusia, by 7 p.m. next day, 50 miles; and back between 8 a.m. Thursday and 12 m. next day.

R. Robertson (rec'd Apr. 2, 1851) \$330. - - - - -

Apr. 14, 1851 -  
 accepted.

No. 3521. -- From Ocala at 6 a.m., once a week, Friday by Long Swamp and Okahumpka, to Abrahamtown by 8 p.m., 41 miles; and back between 6 a.m. and 8 p.m. next day.

J. H. Harden \$290. - - - - -  
 H. T. Mann \$360, or \$400, commence at Silver Spring, schedule proposed.  
 J. T. Thomas \$300, 1-horse coach.  
 R. W. Marston \$333.

Apr. 14, 1851 -  
 accepted.

No. 3522. -- From Homasassa at 2 p.m., once in 2 weeks, every other Wednesday, to Ceday Keys by 6 p.m., 40 miles; and back between 6 a.m. and 6 p.m. every other Tuesday.

No Bidders

No. 3523. -- From Homasassa at 2 p.m., once a week, Friday by Crystal River, Benton County, to Long Pond, Levy County, (Wacasassa) by 6 p.m. next day 53 miles; and back between 6 a.m. Thursday and 12 m. next day.  
 Proposals to extend to Fort Fanning are invited (see No. 3526).

Jesse Carter \$700, extend to Fort Fanning. - - - - -

Apr. 14, 1851 - wait  
 for intermediate offices  
 to be established.

No. 3524. -- From Spring Hill, Benton County, at 8 a.m. once a week, by Melendez to Fort Dade, by 5 p.m., 30 miles; and back between 8 a.m. and 5 p.m. Tuesday.

W. M. Moody \$164. - - - - -  
 E. L. Selph \$180.  
 J. A. Boyct \$189, schedule changed.  
 John G. Tyner \$200.  
 M. C. Peterson \$275, schedule proposed.  
 John Boyt \$159, schedule changed. (rec'd Apr. 2, 1851)

Apr. 14, 1851 -  
 accepted.

No. 3525. - From Melendez at 10 a.m., once a week, Wednesday, to Augusta, by 1 p.m., 9 miles; and back between 6 a.m. and 9 a.m. Wednesday.

E. L. Selph  
J. A. Boyct  
D. A. Allen  
J. L. Lockhart  
Wm. Baker

\$59. - - - - -  
\$67, schedule changed.  
\$104.50.  
\$85.  
\$94.40.

Apr. 14, 1851 -  
accepted.

No. 3526. - From Fanning, Levy County, (Fort Fanning) at 1 p.m. once a week, Wednesday, by Cook's Hammock, Warrior, Fenhalloway, Eaupeville, Madison County, and Rocky Ford, to Waukance, (Waukeena) Jefferson County, by 6 p.m. next Friday, 90 miles; and back between 6 a.m. Monday and 12 m. next Wednesday. Proposals to commence at Wacasassa are invited (see No. 3523).

John Westcutt  
J. H. Mattox  
Charles F. Fitchett  
Wm. C. Thomas  
Craft & Wheeler  
D. F. Martin  
D. G. Livingston

\$789, or \$894 commence at Wacasassa. - - -  
\$969.  
\$1,050, commence at Wacasassa.  
\$1,450.  
\$1,220.  
\$895.  
\$947, or \$970, extend to Wacasassa.

Apr. 14, 1851 - wait  
for intermediate offices  
to be established.

No. 3527. - From Tampa at 12 m., once a week, Sunday, by Ichepuchessassa and Jernigan to Mellonville, by 12 m. next Wednesday, 108 miles; and back between 2 p.m. Wednesday and 12 m. next Saturday.

H. E. Ostern  
Isaac Wineguard  
James T. Thomas  
Joseph Stephens  
Jesse Carter  
Samuel Stephens  
Andrew H. Henderson  
Aaron Jennigan  
M. Post  
David Raubesen  
M. Post

\$635. - - - - -  
\$640.  
\$650.  
\$790.  
\$900.  
\$1,080.  
\$900.  
\$995.  
\$800.  
\$788, rec'd. Apr. 2, 1851.  
\$800, rec'd. Apr. 19, 1851.

Apr. 14, 1851 -  
accepted.

No. 3528. - From Tampa at 6 a.m., once a week, Thursday, to Manatee, by 12 m. next day, 42 miles; and back between 8 a.m. Tuesday and 12 m. next day.

Samuel Bishop  
Ezekiel Gazier  
Jesse Carter

\$250, sailboat. - - - - -  
\$275, sailboat.  
\$500.

Apr. 14, 1851 -  
accepted.

No. 3529. - From Tallahassee at 7 a.m. Tri-weekly, Monday, Wednesday and Friday, to St. Marks by 12 m., 22 miles; and back between 2 p.m. and 7 p.m. Proposals to extend to Newport are invited.

P. A. Stockton  
  
R. K. Call, president,  
Tallahassee Railroad Co.

\$430. - - - - -  
  
\$600, railroad cars.

Apr. 14, 1851 -  
accepted, and extend to  
Newport pro rata.  
Apr. 24, 1851 - rescind  
so much of acceptance  
as embraces extension  
to Newport.

No. 3530. - From Tallahassee at 7 a.m., tri-weekly, Monday, Wednesday and Friday, to Newport, by 1 p.m., 19 miles; and back between 2 p.m. and 7 p.m.

A. Hall  
P. A. Stockton  
J. P. Carter

\$550, 2-horse coach. - - - - -  
\$570.  
\$600, 2-horse coach.

Unnecessary, see No.  
3529.

No. 3531. - From Tallahassee at 7 a.m. twice a week, Sunday and Wednesday, by Waukeenah, Perry, Stockton, Mosely Hall, Talofa, Madison C. H., Columbus, Mineral Springs, and Little River to Alligator, by 12 m. next days, 122 miles; and back between the arrival of Jacksonville mails say at 5 p.m. Monday and Thursday and 10 p.m. next days. Proposals to embrace White Springs in lieu of Little River will be considered; also, for supplying Little River in such case, once a week from White Springs.

D. C. Livingston  
P. A. Stockton  
  
F. P. Sawyer  
  
John Westcott  
E. Mattox  
John Roberts  
Jesse Carter

\$1,184, or \$700, end at Wacahootie, and \$468,  
commence at Wacahootie.  
\$1,530, or \$2,950, 2-horse coach, to Little River, -  
twice a week, supplying intermediate offices between  
Waukeena and Madison C.H. once a week and  
supplying Miccosukee and Southerland once a week,  
\$2,224, 2-horse coach provided bid to go via  
Monticello be not accepted, \$2,430, 2-horse coach.  
\$5,700, 2-horse coach, or \$5,800, via White Springs  
and supply Little River.  
\$2,295, 2-wheeled vehicle.  
\$2,840,  
\$690, Mineral Springs to Monticello.  
\$2,400, 2-horse coach, either via White Springs or  
Little River, and supply omitted offices once a week by  
horse.

Apr. 14, 1851 -  
accepted at \$2,950, on  
condition of embracing  
Monticello, and  
supplying Beasley,  
Stockton, Mosely Hall,  
and Talofa once a  
week, and Miccosukee  
and Southerland twice  
a week on horseback.  
Contractor being  
present, assents thereto.

No. 3532. - From Tallahassee at 6 a.m. twice a week, Monday and Friday, by Miccosukee, and Southerland, to Monticello, by 6 p.m., 36 miles; and back between 6 a.m. and 6 p.m. next day.

P. A. Stockton  
Andrew Miller  
William H. Andrews  
C. B. Decunsey  
William D. Moseley  
Miller & Brookham

\$440, 2-horse coach. - - - - -  
\$550.  
\$600, 2-horse coach.  
\$780, 2-horse coach.  
\$600, 2-horse coach.  
\$740, 2-horse hack. (rec'd. Apr. 14, 1851)

This service  
superseded by route  
No. 3531.

No. 3533. - From Tallahassee at 6 a.m. once a week, Tuesday by Centreville, Mannington and Duncansville, Ga., to Thomasville, Ga., by 7 p.m., 40 miles; and back between 6 a.m. and 7 p.m. Monday.

Robert Donaldson  
J. A. Braswell  
  
Charles F. Fitchett  
F. Conally  
  
Isaac G. Jourdan

\$349. - - - - -  
\$350, schedule changed, and conditioned on getting  
No. 3535.  
\$650.  
\$780 or \$780 twice a week, 2-horse hack, or \$1,000, 3  
times a week, 2-horse hack.  
\$400, buggy or sulkey.

Apr. 14, 1851 -  
accepted.

<p>No. 3534. - From Tallahassee at 3 a.m. tri-weekly. Monday, Wednesday, and Friday, by Salubrity and Quincy to Bainbridge, Ga. by 2 p.m., 46 miles; and back between 4 p.m. Tuesday, Thursday, and Saturday and 3 a.m. next days. Proposals for 3 additional weekly trips are invited.</p>	James M. Derdan	<p>\$1,149, 2-horse coach, or \$1,994, 2-horse coach, 6 times a week, or \$1,740, 4-horse coach, or \$2,950, 4-horse coach, 6 times a week, or \$2,000, 2-horse coach daily, or \$3,244, 4-horse coach daily. \$1,200, 4-horse coach, or \$1,600, 4-horse coach 6 times a week, as soon as railroad is opened to Oglethorpe.</p>	<p>Apr. 14, 1851 - accepted with privilege of ordering 6 times a week service at his bid of \$1,600.</p>
<p>No. 3535. - From Tallahassee at 6 a.m. once a week. Friday, by BenHaden, Shell Point and Pawtuxet, to Sophchoppy, by 8 p.m., 45 miles; and back between 6 a.m. and 6 p.m. Wednesday.</p>	<p>John Bland J. A. Braswell H. H. Walker</p>	<p>\$270, rest time at Pawtuxet. \$350, schedule changed, provided he gets No. 3533. \$250. - - - - -</p>	<p>Apr. 14, 1851 - condition inadmissible June 7, 1851 - contract ordered.</p>
<p>No. 3536. - From Newport at 6 a.m. once a week. Thursday, by Waukeenah, to Monticello by 6 p.m., 32 miles; and back between 6 a.m. and 6 p.m. Wednesday.</p>	<p>P. A. Stockton Jesse Cone A. B. Lord William J. Woods Charles B. Decunsey</p>	<p>\$240. - - - - - \$319. \$290. \$300. \$294.</p>	<p>Superseded.</p>
<p>No. 3537. - From Quincy at 4 p.m. or after arrival of mail from Bainbridge, Ga., once a week. Tuesday, to Apalachicola by 10 p.m. next days, 70 miles; and back between 4 a.m. Saturday and 9 a.m. next day.</p>	<p>Bennett &amp; Kerr William T. Stockton Robert J. Floyd</p>	<p>\$750, or \$1,400 twice a week, schedule changed. \$1,490, mail wagons. \$2,000, 2-horse coach.</p>	<p>Apr. 14, 1851 - accepted.</p>
<p>No. 3538. - From Quincy at 12 m. once a week. Wednesday, to Secludo, by 3 p.m., 9 miles; and back between 8 a.m. and 11 a.m.</p>	<p>William T. Stockton</p>	<p>\$80. - - - - -</p>	<p>Apr. 14, 1851 - letting suspended, there being no office at Secludo.</p>
<p>No. 3539. - From Quincy after arrival of mail from Bainbridge, Ga., say at 7 p.m., twice a week. Tuesday and Saturday, to Chattahoochee, by 12 m., 21 miles; and back between 2 a.m. and 7 a.m. Wednesday and 4 p.m. and 9 p.m. Sundays.</p>	<p>T. D. Wilson William T. Stockton McMillan &amp; Campbell R. C. Wooten</p>	<p>\$439, 2-horse coach, \$700, 4-horse coach. - - \$520, 2-horse coach. \$549, 2-horse coach. \$598, 2-horse coach, \$798, 4-horse coach.</p>	<p>Apr. 14, 1851 - accepted.</p>
<p>No. 3540. - From Chattahoochee at 5 a.m. twice a week. Sunday and Wednesday, from October 15th to June 15th of each year, and at 7 a.m. once a week. Sunday, from June 15th, to October 15th, by Ocheese, Blountstown, Rickoe's Bluff, Iola, and Fort Gadsden, to Apalachicola, by 11 a.m. Monday and Thursday, October 15th to June 15th and by 6 a.m. Tuesday residue of year, 150 miles; and back between 10 p.m. Monday and Thursday and 12 p.m., next days, October 15th to June 15th, and between 10 a.m. Wednesday and 12 m. Friday, residue of year. Proposals to commence at Bainbridge, Ga. are invited; also, for tri-weekly service, October 15th to June 15th.</p>	<p>R. J. Floyd D. &amp; C. D. Fry Henry Allen Bennett &amp; Kerr Henry Allen Bennett &amp; Kerr Henry Allen</p>	<p>\$600, steamboats. - - - - - \$1,300, steamboats. \$3,800, steamboats, twice a week Oct. 15th to June 15th, once a week residue. \$1,900, steamboats, 3 times a week from Oct. 15th to June 15th, once a week residue, \$2,090, steamboats 3 times a week from Oct. 15th to June 15th, twice a week residue. \$4,500, steamboats, 3 times a week from Oct. 15th to June 15th, once a week residue, \$6,000, steamboats, 3 times a week from Oct. 15th to June 15th, once a week residue, and commence at Bainbridge. \$2,490, steamboats, 3 times a week from Oct 15th to June 15th, twice a week residue, and commence at Bainbridge, \$2,250, steamboats 3 times a week from Oct 15th to June 15th, once a week residue, privilege of coach to Chattahoochee part of year. \$2,000, steamboats.</p>	<p>Apr. 14, 1851 - accepted.</p>
<p>No. 3541. - From Bainbridge, Ga. at 3 1/2 p.m. twice a week. Tuesday and Saturday by Chattahoochee, Marianna, Scurlock's Spring, Webbville, Campbellton, Geneva, Ala., Gentsville, Fla., Almirante, Milton, and Floridatown to Pensacola, by 4 a.m. Tuesday and Friday, 230 miles; and back between 8 a.m. Tuesday and Friday and 7 p.m. Thursday and Sunday. Proposals to run direct to Marianna via Brown's Ferry are invited.</p>	<p>Wm. T. Stockton Wm. E. Anderson Bennett &amp; Kerr McMillan &amp; Campbell George W. McCoy Tillinghast &amp; Bassett Wm. T. Stockton Wm. E. Anderson Wm. T. Stockton</p>	<p>\$300, supply Almirante and Campbellton if No. 3541 is changed. \$3,395, buggy, as now carried, commence at Chattahoochee. \$3,490, or \$4,490, 2-horse coach. \$5,600, 2-horse coach. \$5,850, 2-horse coach. \$6,395, 2-horse coach, \$9,365, 3 times a week via Brown's Ferry. \$2,050, 2-horse coach, Bainbridge to Marianna, and Milton to Pensacola. \$4,970, 2-horse coach to Marianna, residue buggy, \$3,890, 2-horse coach to Chattahoochee, residue buggy, \$6,190, 2-horse coach direct via Brown's Ferry, \$3,745, buggy or sulkey, direct via Brown's Ferry, Bainbridge to Marianna 2-horse coach, Marianna to Pensacola buggy, \$6,385, 2-horse coach, \$5990, 4-horse coach to Chattahoochee, 2-horse coach thence to Marianna, thence in buggies. \$5,390, 2-horse coach, or \$4,940, 2-horse coach, and mail wagon from Marianna to Milton, \$4240. - -</p>	<p>Apr. 14, 1851 - accepted at \$4,200.</p>



No. 3541. - (continued)	Simpson & Harrison	\$11,706, 2-horse coach, 3 times a week, \$1,395 additional, 2-horse coach, 4 additional weekly trips, Milton to Pensacola.	July 25, 1851 - accepted.
	Tillinghast & Bassett E. M. B. Sawyer	\$4,495, 1-horse wagon, or \$6,485 3 times a week. \$4,999, 2-horse coach to marianna, residue 1-horse wagon or sulkey, \$4,799, via Brown's Ferry in sulkey. \$4,400, 2-horse coach to Chattahoochee, buggy residue \$7,900, 2-horse coach, 3 times a week, in 60 hours.	
	Wm. E. Anderson George W. McCay		
No. 3542. - From Marianna at 6 a.m. once a week, Thursday, by Orange Hill, Holmes' Valley, and Chestnut Hill, to Uchee Anna by 5 p.m. next days, 64 miles; and back between 6 a.m. Tuesday and 7 p.m. next days.	Wm. E. Anderson A. D. McKimmon Wm. W. McCallum A. C. Douglass Alex. McCrummer Tillinghast & Bassett Wm. T. Stockton	\$415. - - - - - \$448. \$463.63. \$530. \$600. \$625. \$1,660, 2-horse coach, twice a week expedited, \$6,200, 2-horse coach, expedited, and extend over rt. 3546 and from Bainbridge to Marianna on No. 3541.	
No. 3543. - From Marianna at 9 a.m. once a week, Saturday to ochessee, by 6 p.m., 30 miles; and back between 12 m. and 8 p.m. Friday. Proposals for semi-weekly service to connect at Ochesssee with No. 3510 are invited.	Joseph B. Raulhac Alfred B. Powell	\$370, sulkey, connect with No. 3540, \$380, sulkey. \$800, buggy, 3 times a week.	Apr. 14, 1851 - suspended, bids being too high.
No. 3544. - From Marianna at 7 a.m. once a week, Tuesday by Calhoun C.H. to Apalachicola by 7 p.m. next days, 90 miles; and back between 7 a.m. Thursday and 7 p.m. next day. Proposals for semi-weekly, and also tri-weekly service will be considered.	Bennett & Kerr Wm. E. Anderson Tillinghast & Bassett Bennett & Kerr Wm. E. Anderson Tillinghast & Bassett	\$750. - - - - - \$785, or \$990, buggy, schedule changed. \$1,000, or \$3,500, 3 times a week, 2-horse coach. \$1,400, or \$2,000, 3 times a week. \$1,494, buggy, schedule changed. \$2,500, 2-horse coach, twice a week.	Apr. 14, 1851 - accepted.
No. 3545. - From Milton at 6 a.m. once a week, Wednesday, by Coon Hill and Nathansville, Ala., to Sparta, Ala., by 6 p.m. next days, 70 miles; and back between 6 a.m. Friday and 6 p.m. next days.	Fisher & Landrum M. & J. E. McMillan Daniel Williams Henry W. Allen C. Jernigan N. L. Anderson	\$424. - - - - - \$444. \$445, or \$365, schedule changed. \$449. \$498. \$450.	Apr. 14, 1851 - accepted.
No. 3546. - From Milton at 6 a.m. once a week, Wednesday, by East River and Alaqua, to Uchee Anna, by 10 p.m. next Friday, 89 miles; and back between 6 a.m. Saturday and 6 p.m. next Monday.	A. H. Brownell Fisher & Landrum N. L. Anderson WM & R.W. McCallum A. D. McKimmon Henry W. Allen A. C. Douglass Wm. T. Stockton	\$375. - - - - - \$424. \$450. \$463.63. \$468. \$560. \$650. \$2,440, 2-horse coach, twice a week, expedited schedule.	July 25, 1851 - accepted.
No. 3547. - From Alaqua at 5 a.m. once a week, Friday, to Geneva, Ala., by 6 p.m., 45 miles; and back between 6 a.m. and 6 p.m. next day.	M. Gillis N. L. Anderson WM & R.W. McCallum A. D. McKimmon Anthony H. Brownell	\$166, Uchee Anna to Geneva, via Cerro Gordo and Holmes' Springs. - - - - - \$180. \$197. \$197.75 \$175, Uchee Anna by Cerro Gordo and over No. 5628, says route from Alaqua is useless.	Unnecessary.
No. 3548. - From Holmes Valley at 6 a.m. once a week, Friday, to St. Andrew's Bay, by 8 p.m., 45 miles; and back between 6 a.m. and 8 p.m. next day.	Samuel Gaines Wm. E. Anderson Alex. McCrummen Wm. E. Anderson	\$365. - - - - - \$415. \$500. \$990, twice a week, embracing Orange Hill and Holmes' Valley on No. 3542, buggy twice a week, July 1 to Oct. 1, and once a week residue.	Apr. 14, 1851 - accepted.
No. 3549. - From Pensacola daily at 5 p.m. by Blakely, Ala., to Mobile, by 11 a.m. next days, 57 miles; and back between 12 m. and 7 a.m. next days.	Wm. T. Stockton F. P. Sawyer Joseph Quigles Wm. T. Stockton J Hall, W & Alex McVey	\$2,450, 2-horse coach, or \$3,100, 4-horse coach. - \$5,000, 2-horse coach \$4,550. \$3,100, 4-horse coach, or \$2,600, via The Village instead of Blakely. \$3,595.50, 4-horse coach, or \$2,695.50, 2-horse coach.	Apr. 14, 1851 - accepted at \$2,450.
No. 3550. - From Key West at 8 a.m. on the 5th of each month, by Key Vaccas and Indian Key, to Miami, by the 10th of the same month, 200 miles; and back between the 15th and 20th of each month. Bids to run by a different schedule connecting with the Havanna route at Key West and with eht New Smyrna route at Miami will be considered.	Von Pfister & Clapp	\$500, boats not less than 20 tons. - - - - -	Apr. 14, 1851 - accepted.

## ALPHABETICAL LISTING OF POST OFFICES BY COUNTY

The following list of post offices by county is an attempt to aid the postal historian with a location of every town listed in this book with the county in which it was located. Please note than many towns are listed in two or more different counties due to a change in county name or a change in county size. The date of establishment of each county is listed, and if the county name was discontinued, a date of discontinuation is noted.

<b>ALACHUA</b> (12-29-1824)	Olustee	Prescott's Store	<b>CITRUS</b> (6-2-1887)	Columbus
Alligator	<b>BAY</b> (4-24-1913)	Raulerson's Ferry	Cheesehowiska	Durham
Archer	Econfina	Sanderson's Station	Crystal River	Ellisville
Dells C.H.	Saint Andrews Bay	Santa Fe	Homosassa	Goolsby's
Fort Clark		St. Louis		Huntsville
Fort Crane		Starke		Ichetucknee
Fort Harlee	<b>BENTON</b> (2-24-1843 to 12-24-1850)	Trail Ridge	<b>CLAY</b> (12-31-1858)	Lake City
Fort King	Augusta	<b>BREVARD</b> (3-14-1844)	Fort Harlee	Little River
Gainesville	Cheesehowiska	Fort Jupiter	Hibernia	Mineral Springs
Madisonboro	Chocochatee	Indian River	Magnolia Mills	New River
Micanopy	Fort Dade	Sand Point	Middleburg	New Boston
Morrison's Mills	Fort Taylor		Palan	Newburgh
Newnansville	Homosassa	<b>CALHOUN</b> (1-26-1838)	Trail Ridge	Newnansville
Saludia	Melendez (C.H.)	Abe's Spring	Whitesville	Ocean Pond
Seminole Agency		Aspen Grove		Olustee
Spring Grove	<b>BRADFORD</b> (12-6-1861)	Blountstown	<b>COLUMBIA</b> (2-4-1832)	Palestine
Sugar Grove	Casonville	Fort Gadsden	Alligator	Prescott's Store
Tampa Bay	Cherry Hill	Iola	Barber's	Providence
Wacahootee	Collins	Long Cane	Benton	Raulerson's Ferry
Waldo	Durham	Ochesee	Blount's Ferry	Ross' Mineral Springs
Wanton's	Lake Butler (C.H.)	St. Joseph	Casonville	Sanderson's Station
	New River	West Wynton	Cason's Ford	Santa Fe
<b>BAKER</b> (2-8-1861)	Ocean Pond	Wynton	Cherry Hill	Spring Grove
Newburgh	Olustee		Collins	St. Louis
Ocean Pond				St. Helena
				Starke
				Suwannee

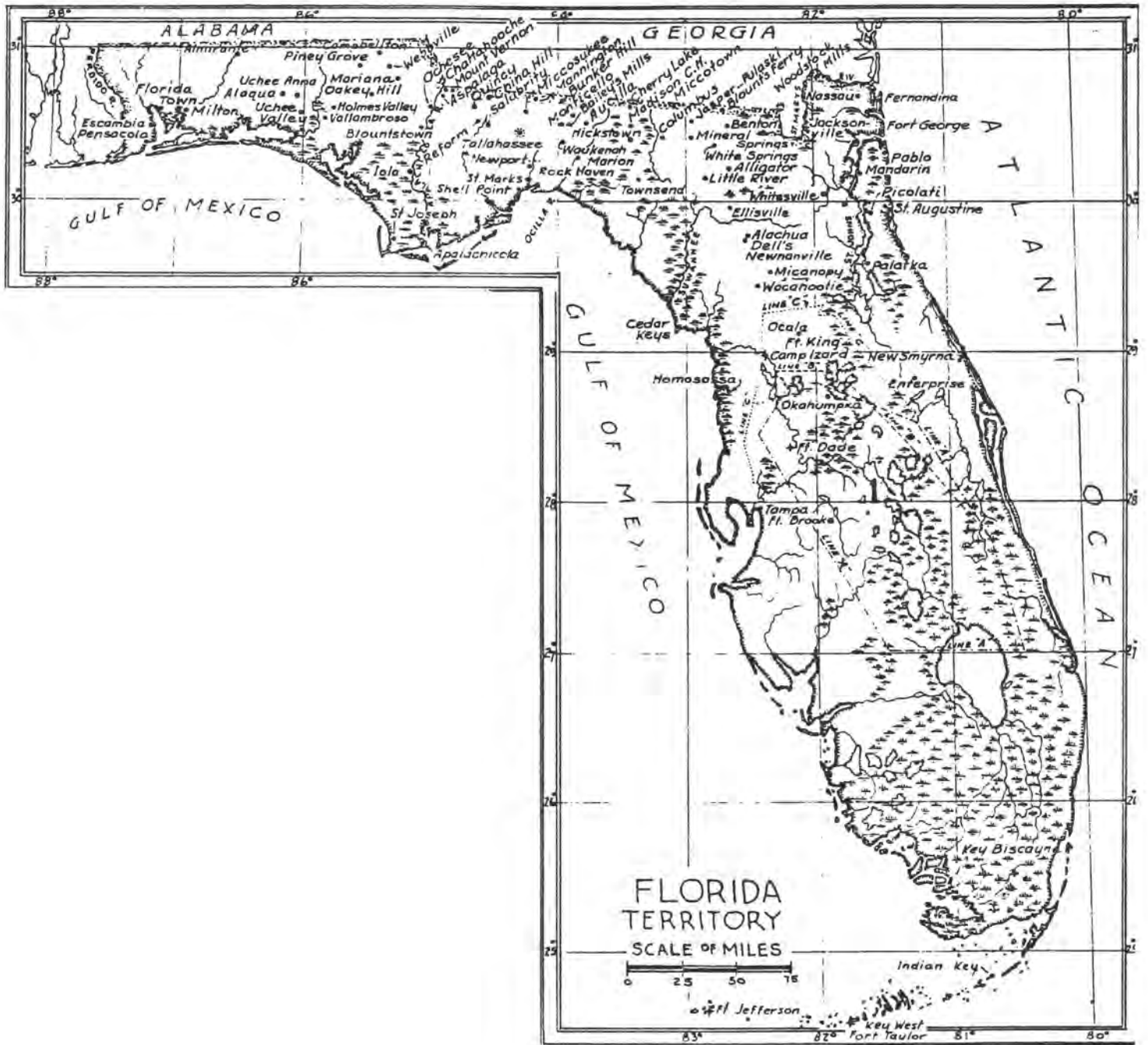
Trail Ridge	St. Augustine	Reform	Cedar Tree	<b>JACKSON</b> (8-12-1822)
Tustenuggee	Whitesville	Rickoe's Bluff	Crystal River	
	Yellow Bluff	Ridleysville	Fort Taylor	
<b>DADE</b> (2-4-1836)		Rockhaven	Fort Dade	Aspalaga
Key Biscayne	<b>ESCAMBIA</b> (7-21-1821)	Rocky Comfort	Melendez (C.H.)	Bellevue
Miami	Bluff Springs	Salubrity	Munroe's Ferry	Brownsville
	Escambia	Secluda	Pierceville	Brown's Ferry
<b>DIXIE</b> (4-25-1921)	Florida Town	<b>GULF</b> (6-6-1925)	Spring Hill	Campbellton
Fayetteville	Milton	Iola	<b>HILLSBORO</b> (1-25-1834)	Crowell
Old Town	Pensacola	St. Joseph	Alafia	Greenwood
	Warrington		Clear Water Harbor	Marianna (C.H.)
	Yellow Water	<b>HAMILTON</b> (12-26-1827)	Cork	Millwood
<b>DUVAL</b> (8-12-1822)	<b>FRANKLIN</b> (2-8-1832)	Bellville	Fort Meade	Oak Hill
Baldwin	St. Joseph	Bell's Store	Ichepucksassa	Ochesee
Batton Island	Apalachicola	Benton	Manatee	Orange Hill
Bayard		Hamilton (C.H.)	Tampa Bay	Ringgold
Chesawiska		Jasper	Tampa	Scurlock's Spring
Fort George Island	<b>GADSDEN</b> (6-24-1823)	Jennings	<b>HOLMES</b> (1-8-1848)	Stones Store
Garey's Ferry	Aspalaga	Law's Store	Anderson's Mills	Webbville
Hazard	Chapel Hill	Micco Town C.H.	Cane Brake	
Hibernia	Chattahoochee	Pulaski	Cerro Gordo	<b>JEFFERSON</b> (1-20-1827)
Jacksonville	China Hill	Rosseters Ferry	Holmes Spring	Aucilla
Magnolia Mills	Concord	Swift Creek	Ponce de Leon	Bailey's Mills
Mandarin	Economy	While Springs		Beazley
Mayport Mills	Midway	Woodland	<b>INDIAN RIVER</b> (5-30-1925)	Bunker Hill
Middleburg	Mount Pleasant	<b>HERNANDO</b> (12-24-1850)	Indian River	Jena
Pablo	Mount Vernon	Augusta		Lipona
Palan	Provision Bluff	Bay Port		Marion
Pilatka	Quincy			Monticello
St. John's Bluff				Ocello
				Perry
				Sandy Ford

Southerland	McNeils	Provision Bluff	<b>MARION</b> (3-13-1844)	<b>MOSQUITO</b> (12-29-1824 to 1-30-1845)
Walker's Mills	Miccosukie	Rickoe's Bluff		
Waukeelah	Monticello	Ridleysville	Abrahamtown	Enterprize
Weelaunee	Port Leon		Adamsville	Mellonville (C.H.)
	Robisons	<b>MADISON</b> (12-26-1827)	Camp Izard	New Smyrna
<b>LAFAYETTE</b> (12-23-1856)	Rockhaven		Cottage	Tomoka
	Shell Point	Cherry Lake	Emaltha	
Fayetteville	St. Marks	Church's	Flemington	
McIntosh	Tallahassee (C.H.)	Clifton	Fort McCoy	<b>NASSAU</b> (12-29-1824)
McQueen	Tuscawilla	Columbus	Fort King	
New Troy (C.H.)		Fenholloway	Lake Griffin	Beasant's
Ochesee	<b>LEVY</b> (3-10-1845)	Fort Hamilton	Long Swamp	Callahan
Old Town		Gum Swamp	Newton	Fernandina
	Atsena Otie	Hamburg	Number Two	Frink's
<b>LAKE</b> (5-27-1887)	Black Dirt	Hickstown	Ocala	Haddock's
	Bronson	Madison (C.H.)	Okahumka	Hart's Road
Okahumka	Cedar Key	Moseley Hall	Orange Springs	Kings Ferry
Thomas	Clay Landing	Overstreet's	Orange Lake	Kirkland's
Wekeiva	Fort Fanning	San Pedro	Pine Borough	Lewisville
	Long Pond	Sandy Ford	Seminole Agency	Mayport Mills
<b>LEON</b> (12-29-1824)	Old Town	Stillepica	Silver Spring	Nassau (C.H.)
	Rocky Hammock	Stockton	Souterville	Piney Grove
Almirante	Shoaltown	Talofa	Thomas	Woodstock Mills
Bailey's Mills	Sikesville	Townsend	Volusia	
Centerville	Wasasassa	Troy	Wacahootee	<b>NEW RIVER</b> (12-21-1858 to 12-6-1861)
Chaire's	Wekeiva	West Hill		
Hodgson's Distillery			<b>MONROE</b> (7-3-1823)	Ocean Pond
Jackson's Bluff	<b>LIBERTY</b> (12-15-1855)	<b>MANATEE</b> (1-9-1855)		Olustee
Jamonia			Indian Key	Sanderson's Station
Lake Laura	Blue Creek	Manatee	Key West	Starke
Magnolia	Bristol (C.H.)	Seminole		
Mannington	Broomsville			

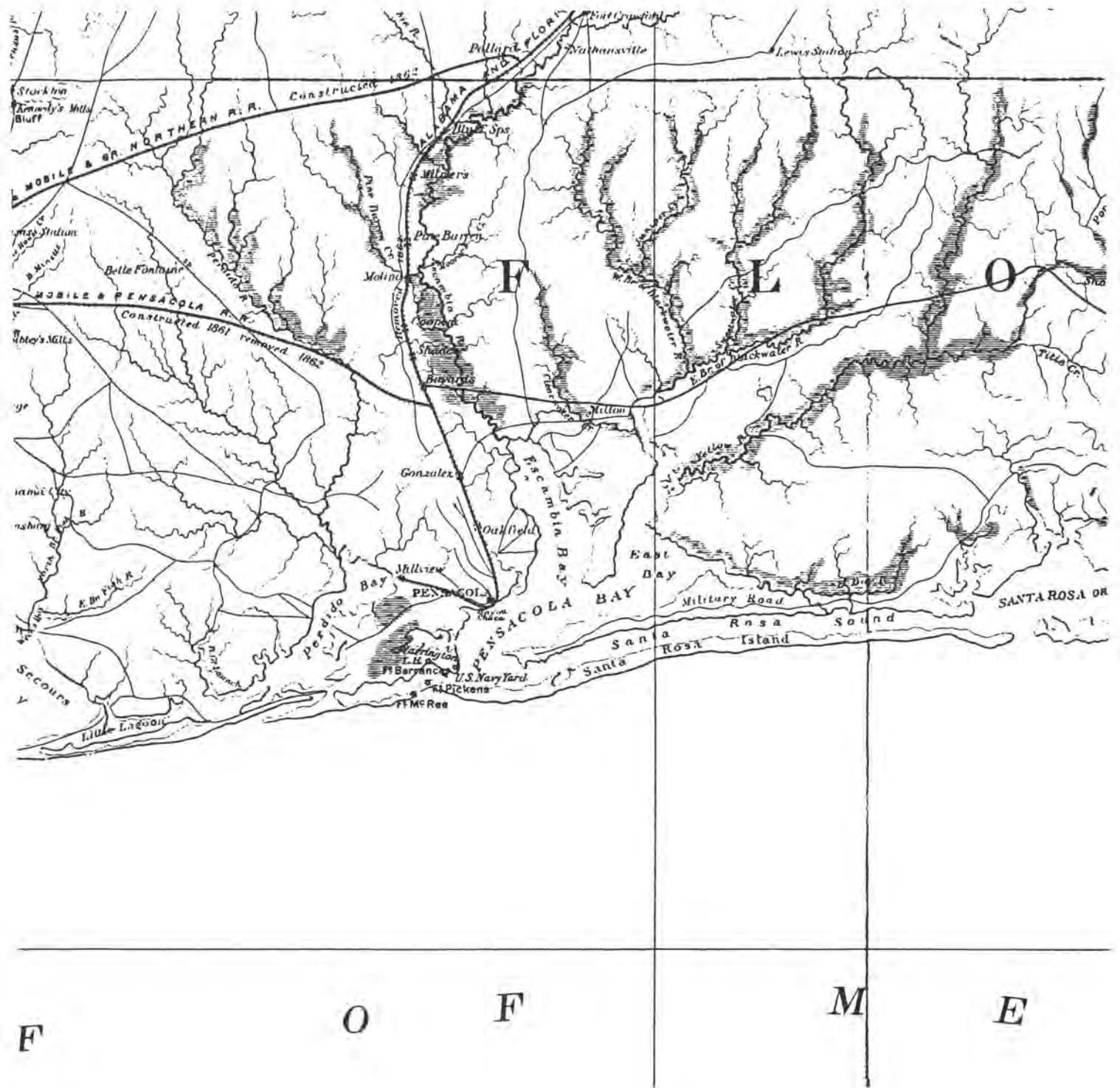


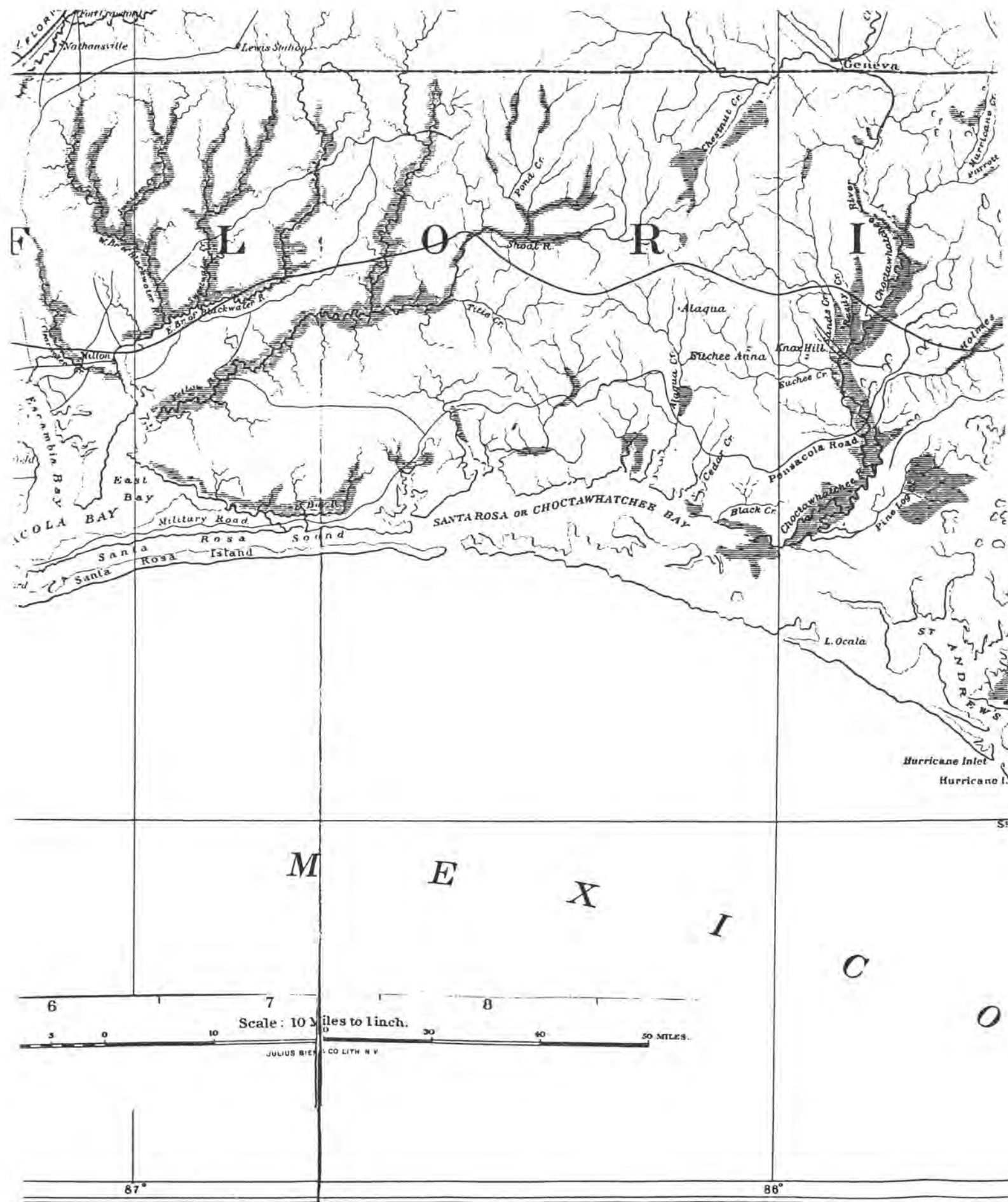
<b>ORANGE</b> (1-30-1845)	Etoniah	Orange Mills	<b>UNKNOWN</b>	Almirante
Enterprize	Fort Gates			Buena Vista
Fort Butler	George's Lake	<b>SUMTER</b> (1-8-1853)	Fort Lane	Chestnut Hill
Fort Lane	Lake George		Fort No. 6	Choctawhatchee
Fountain Place	Munsonville	Adamsville		Douglasville
Hawkinsville	Orange Mills	Lake Griffin	<b>VOLUSIA</b> (12-29-1854)	East River
Jernigan	Pilatka	Lake Harris		Eight Mile
Mellonville (C.H.)	Welaka	Mossy Grove	Enterprize	Ghentsville
New Smyrna		Palmyra	Fountain Place	Holmes Valley
Oakland	<b>SANTA ROSA</b> (2-18-1842)	Pine Level	New Smyrna	Knox Hill
Oceola	Austinville	Sumterville	Sand Point	La Grange
Orlando	Coon Hill		Tomoka	Pea River
Volusia	Fort Pickens	<b>SUWANNEE</b> (12-21-1858)	Volusia	Uchee Anna
	McClellanville	Houston		Uchee Valley
	Milton	Ichetucknee	<b>WAKULLA</b> (3-11-1843)	Wardville
<b>PASCO</b> (1-2-1887)		New Boston	Benhaden	Yellow Water
Cedar Tree	<b>SEMINOLE</b> (4-25-1913)	Ross' Mineral Springs	Magnolia	<b>WASHINGTON</b> (12-9-1825)
Fort Dade	Mellonville (C.H.)	Spring Grove	Newport	Apalachicola
			Oil Works	Econfina
<b>PINELLAS</b> (5-23-1911)	<b>ST. JOHNS</b> (7-21-1821)	<b>TAYLOR</b> (12-23-1856)	Pawtuxet	Oak Hill
Clear Water Harbor	Key West	Fenholloway	Port Leon	Orange Hill
	Picolata	Perry	Shell Point	Saint Andrews Bay
<b>POLK</b> (2-8-1861)	St. Augustine		Sopchoppy	Vallambrosa
Fort Meade	St. John's Bluff	<b>UNION</b> (5-20-1921)	St. Marks	Vernon
	Tocoi	Lake Butler (C.H.)	Walker	
	Magnolia Point	Providence	<b>WALTON</b> (12-29-1824)	
<b>PUTNAM</b> (1-13-1849)				
Danielsville			Alaqua	

# FLORIDA MAP CIRCA 1845

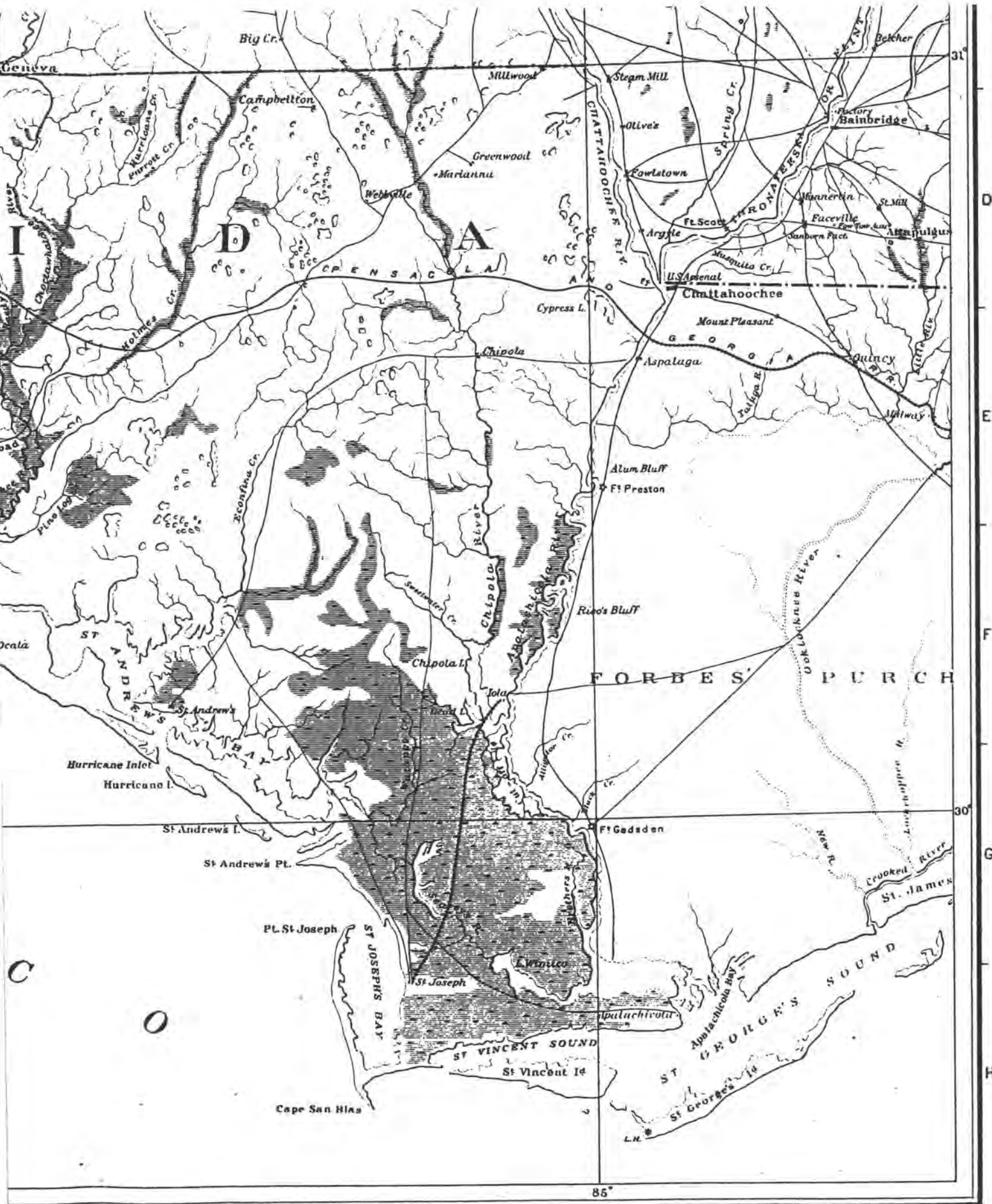


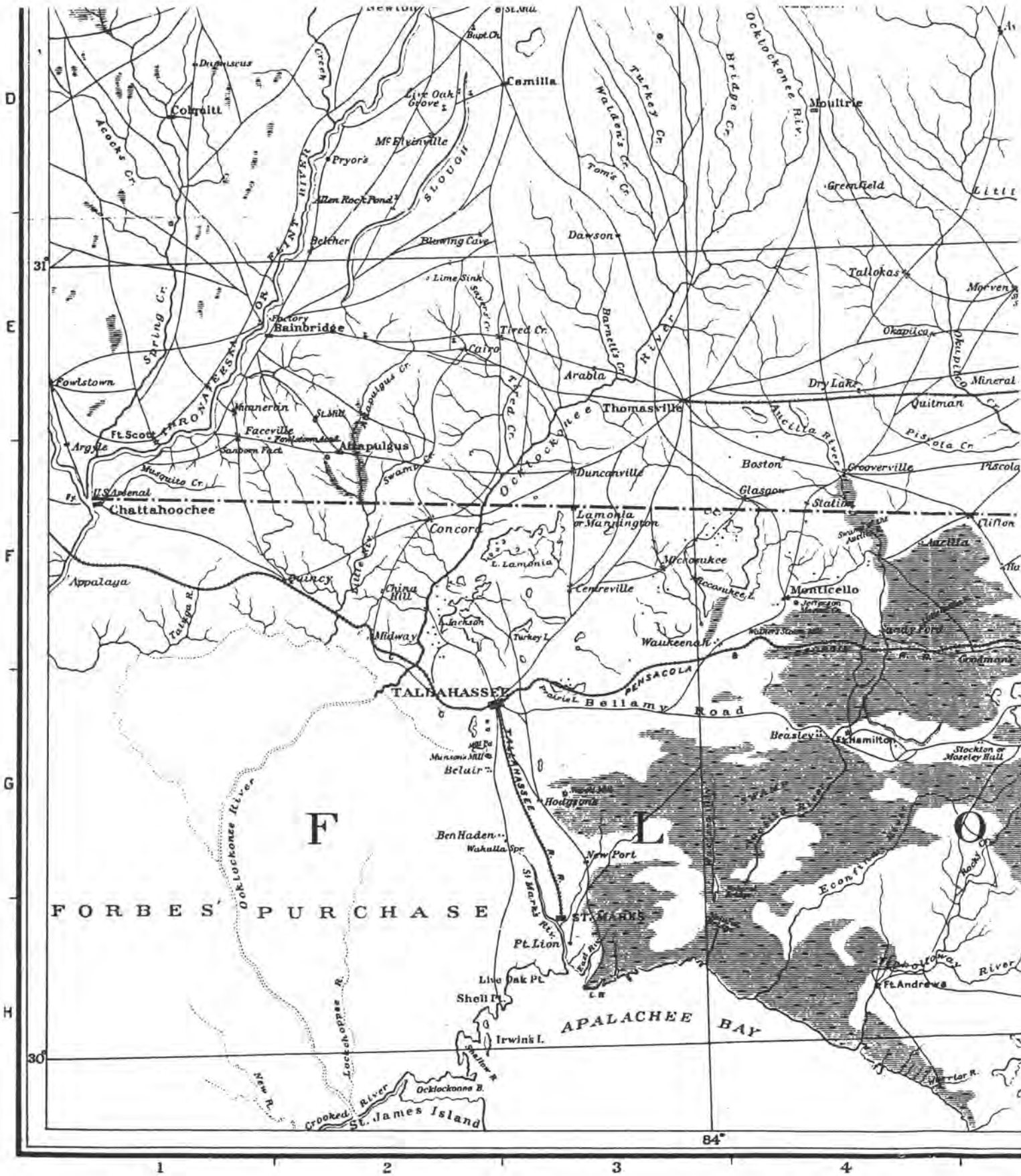
**FLORIDA MAP CIRCA 1861 WITH TOWNS,  
FORTS, ROADS, & RAILROADS**

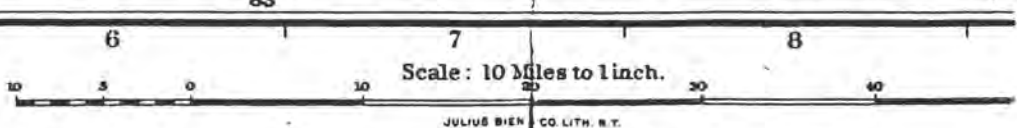
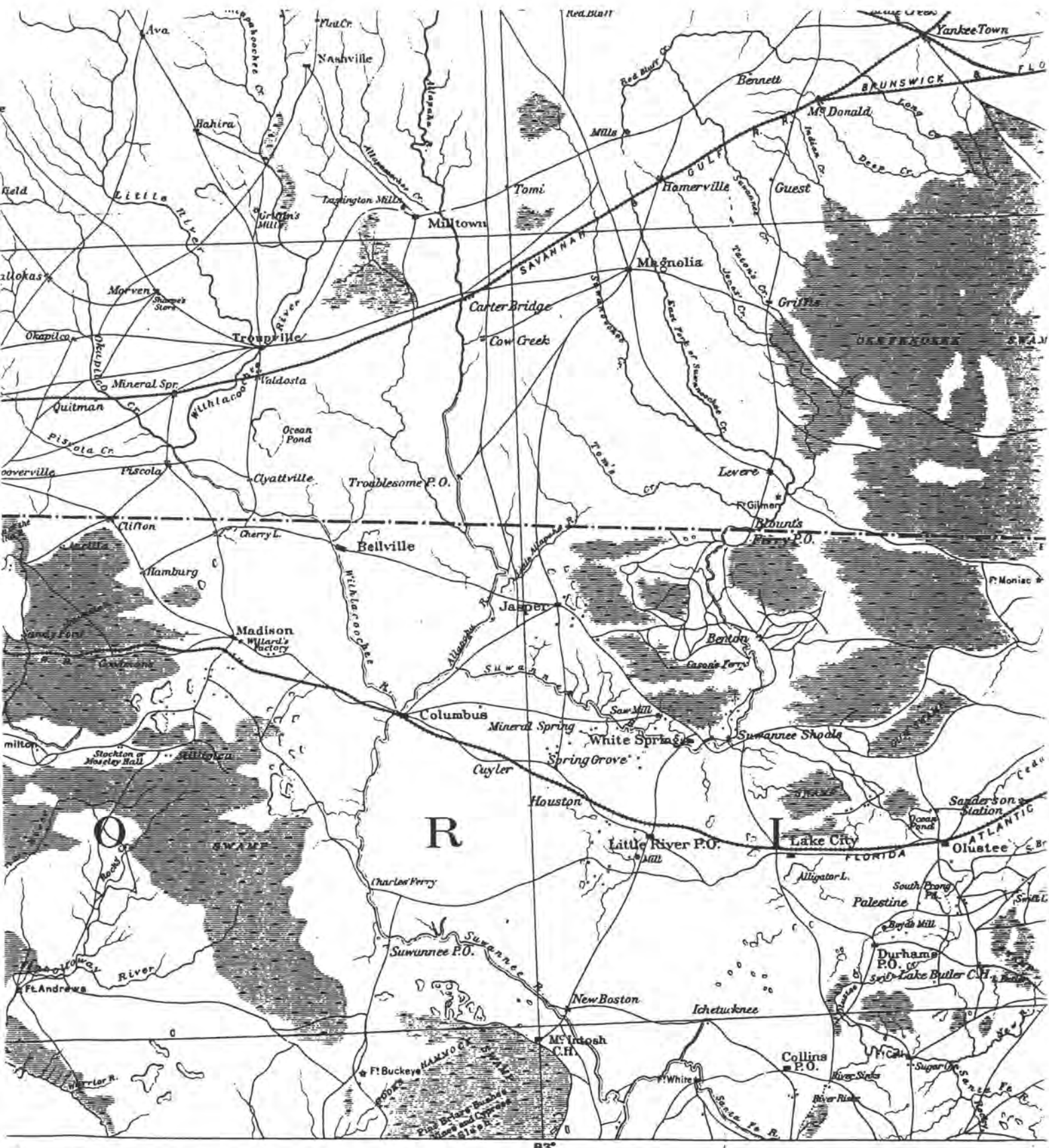




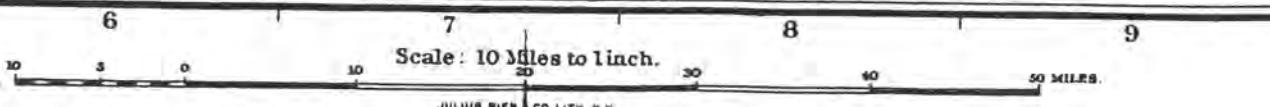












JULIUS BIEN CO. LITH. N.Y.

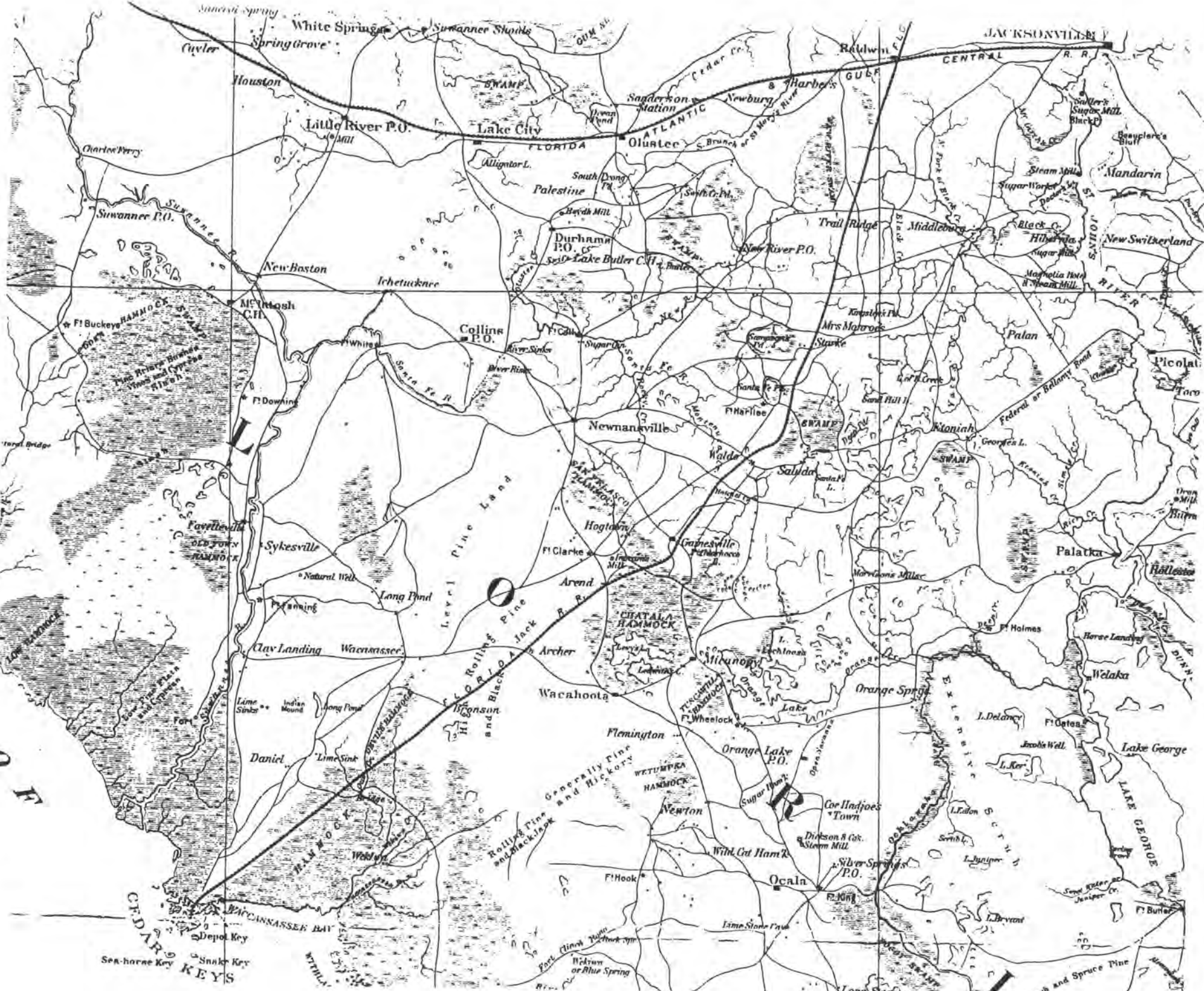


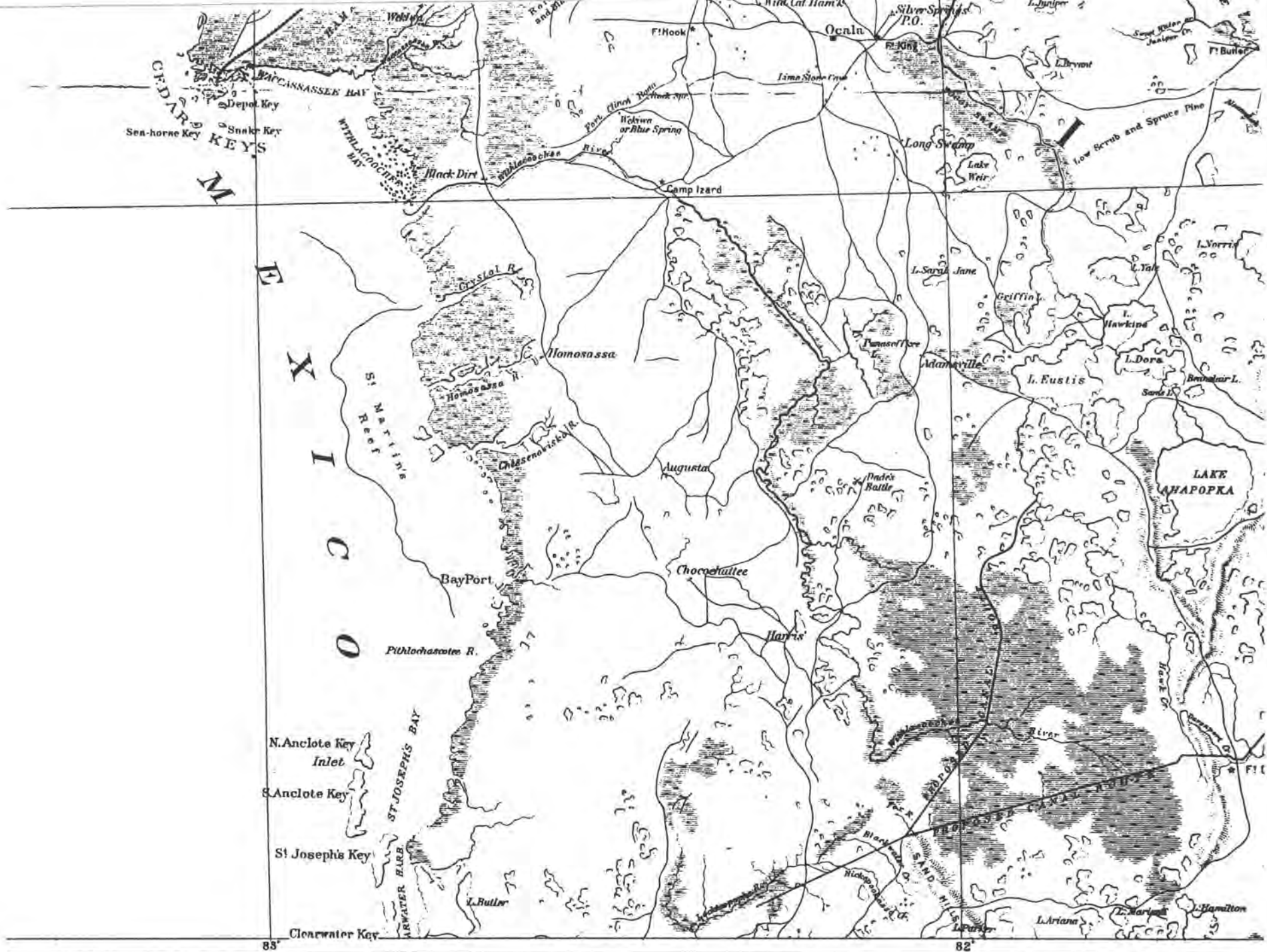


A T L A N T I C

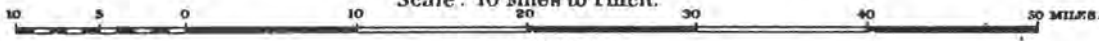
82° 9 10 11 12 81°

40 50 MILES



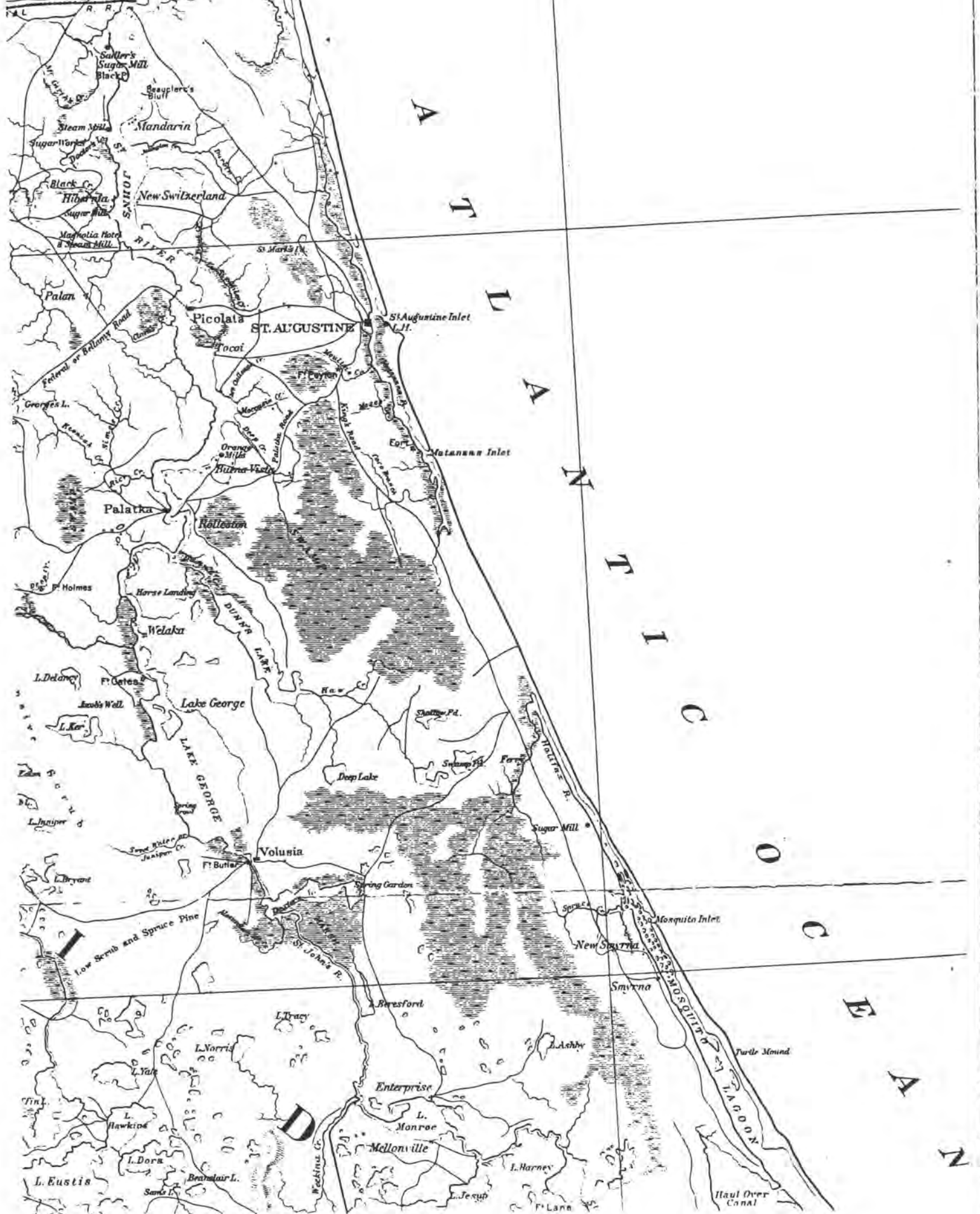


Scale: 10 Miles to 1 inch.

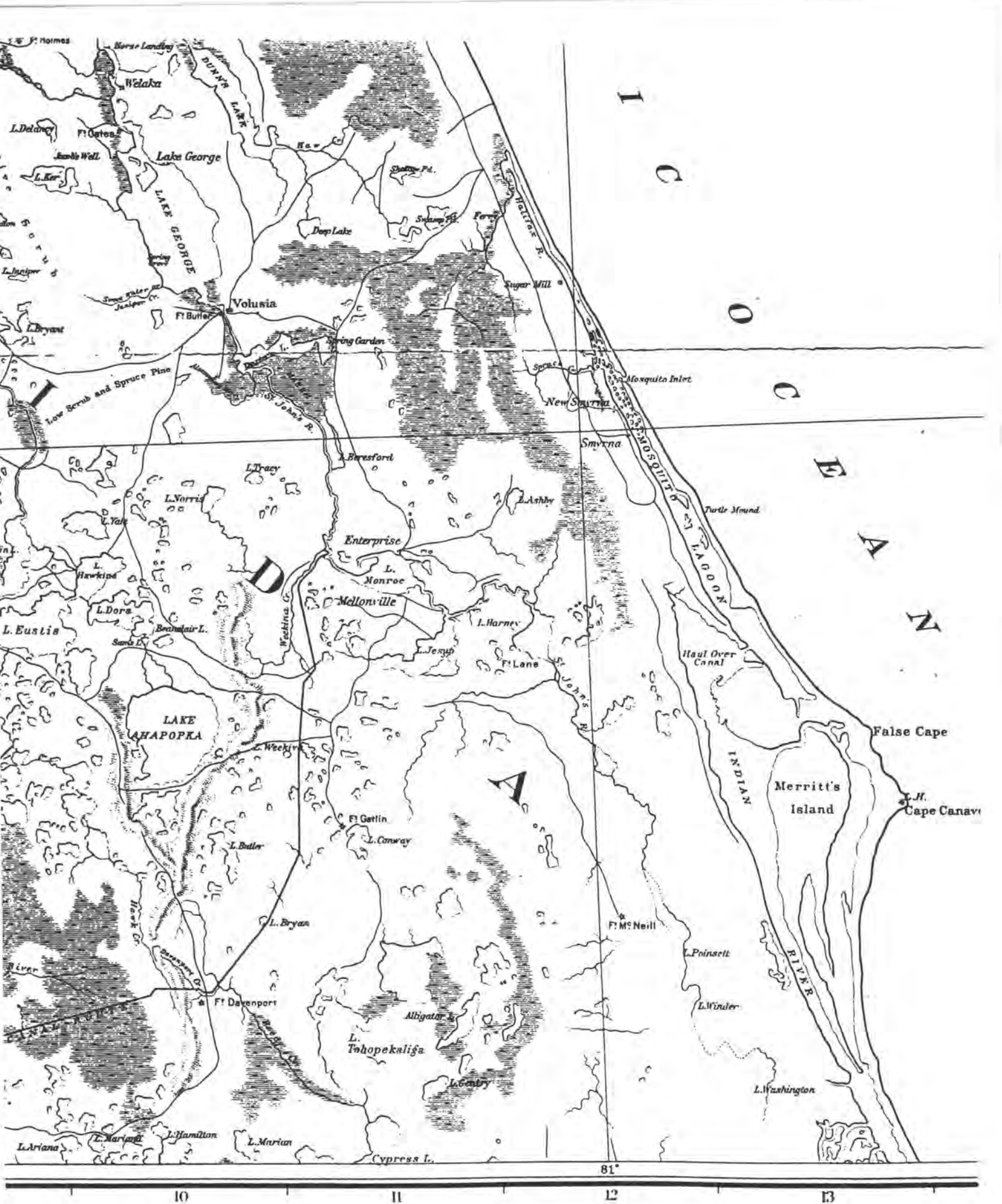


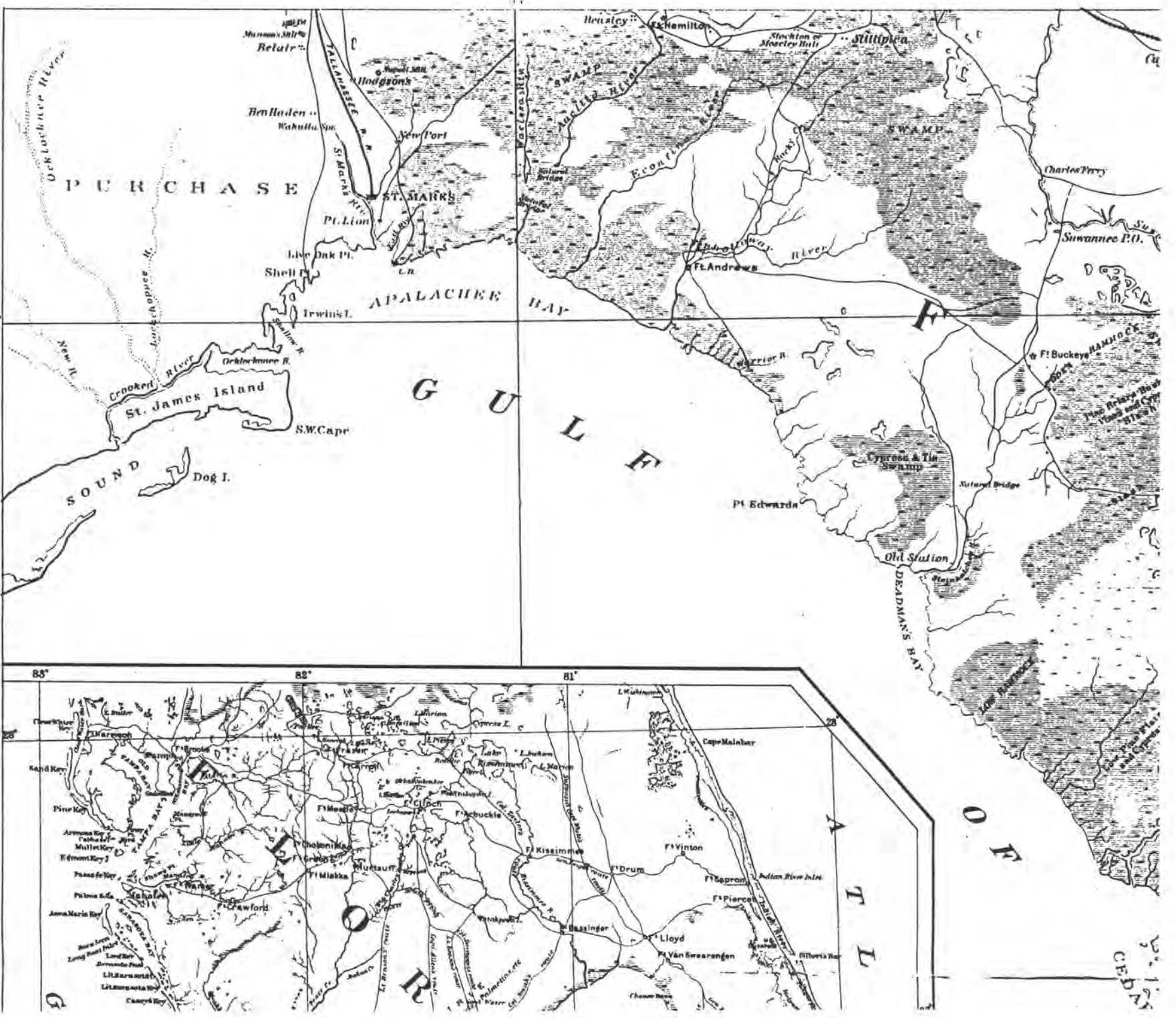
JULIUS BIEN & CO. LITH. N.Y.











A

B

C

D

30°

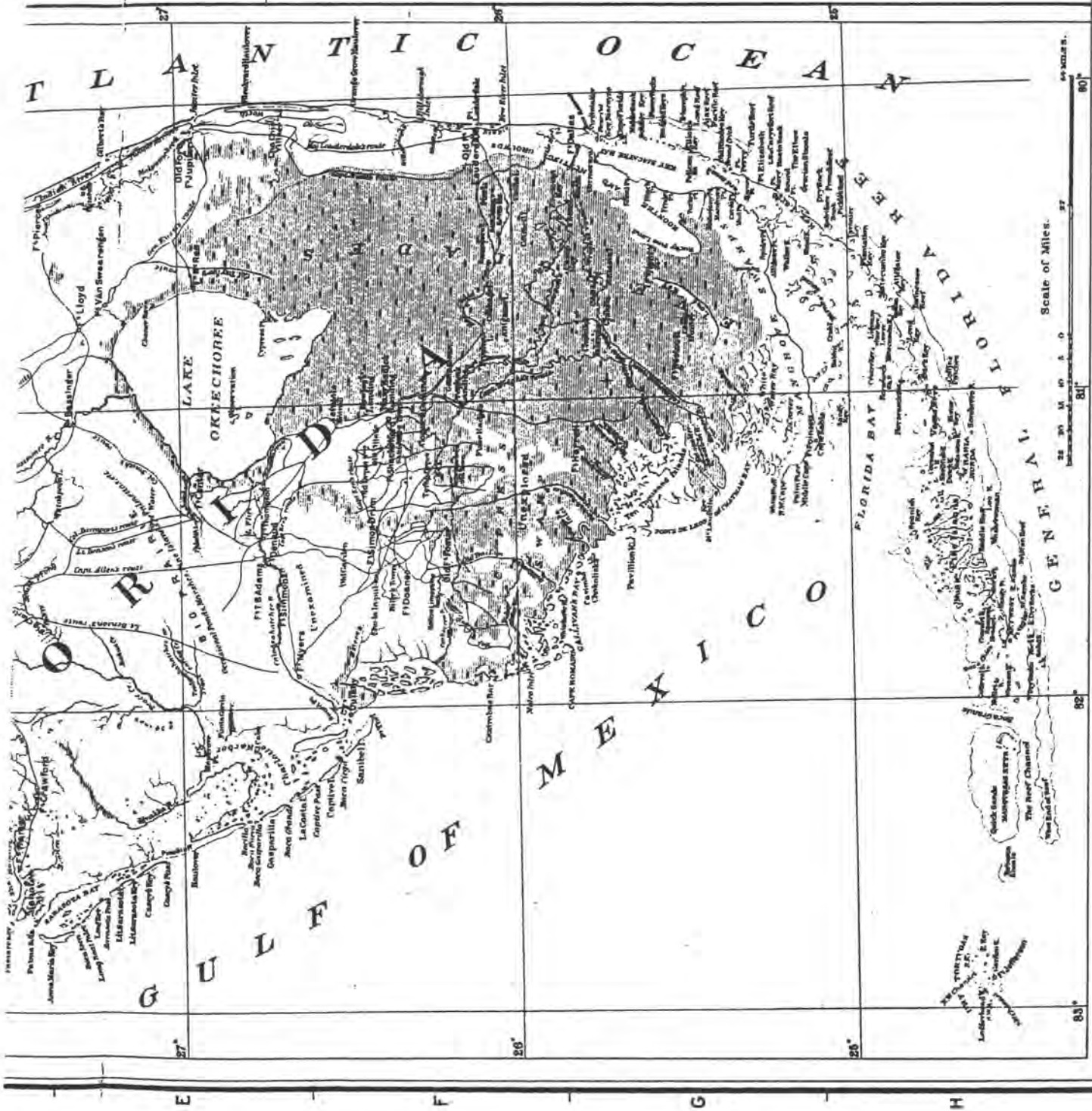
83°

82°

81°

99

CEGAR  
See how to K







## ALPHABETICAL LISTING OF FLORIDA POST OFFICES DURING THE STAMPLESS PERIOD

The following pages record all of the Florida towns that had a post office established during the period prior to the onset of the Civil War (1821 - 1861). A brief description of the town, its name derivation, location and known postal mail routes are noted. An attempt is made to reproduce a cover from all towns with known stampless postal history. These are all reduced from actual size. All postmasters who served during this time period are recorded with their dates of commission and compensation. The dates of each establishment and discontinuation of the post office is also recorded. Column 4 is the actual **postmaster compensation** followed in Column 5 by the **net post office receipts** (mainly for the time period after 1841). This data offers a comparison of mail volume handled at various post offices in Florida and can be used in determining scarcity of surviving postal history.

Following the listing of postmasters is a chronologic listing of all known postal markings from each town with a separate listing of ink colors. These are **reproduced in actual size**. Manuscript postmarks are recorded with variations of spellings and state abbreviation, and all known manuscript examples are recorded. All postmarks are listed in **Roman numerals**. **Capital letters** denote hand stamped rate markings. Manuscript rate markings are not tabulated. **Lower case letters** denote ancillary markings such as PAID, FREE, or SHIP. The **asterisk (\*)** mark denotes an archival listing and is only shown as an earliest or latest use of a postmark or rate marking.

Scarcity is a relative determination, and no attempt is made to place a value on any markings. The actual number of known examples is recorded when possible. Other ranges of known examples is the consensus of the editors and is at best an estimate.



### ABE'S SPRING

30 October 1850 - 23 April 1894

Abe's Spring (also Abe Spring) was located in Calhoun county on the Chipola River. The post office was established 30 October 1850 with Thomas J. Land postmaster. The post office was discontinued in 1894 as a change to Blountstown. No stampless postal markings are known.

Thomas J. Land	30 October 1850	yr. end 6-30-51	no return	
Henry Clark	23 February 1852	yr. end 6-30-53	no return	
William M. Christian	12 April 1853	yr. end 6-30-53	no return	
		2 qtrs. end 6-30-55	1.74	1.17
P.O. Discontinued:	29 April 1856			
Robert J. Taylor	25 June 1856			
P.O. Discontinued:	10 December 1856			
Elizabeth Richards	5 December 1866			

### ABRAHAMTOWN

11 November 1850 - 7 December 1854

Abrahamtown was located about ten miles north of Fort Dade in Marion county. The town was originally settled by runaway slaves and Seminole Indians, headed by a negro interpreter named Abraham. He had been instrumental in getting a Seminole treaty signed at Payne's Landing in 1832. It was the end of postal route 3521, Ocala to Abrahamtown (41 miles). No postal markings are known.

Robert H. Williams	11 November 1850	yr. end 6-30-51	no return	
George R. Mobley	29 March 1852	yr. end 6-30-53	5.79	7.33
P.O. Discontinued:	7 December 1854			

---

Columns following the postmaster name denote the date of postmaster commission, period of reporting data, actual postmaster compensation, and actual post office receipts.

All handstamped and manuscript postmarks, rates and ancillary markings are reproduced in actual size throughout this book. Some may have been enhanced for better reproduction.

Most full cover reproductions, maps and other data are reduced from actual size and may be touched up or enhanced.

---

**ADAMSVILLE**  
18 March 1852 - 13 January 1875



Adamsville was established on 18 March 1852 as a name change from Okahumpka. It was located on a small lake south of Lake Harris in what was originally Marion county and since 1859 in Sumter county. It was located along postal route 3521 from Ocala to Abrahamtown. John Adams was the first postmaster and likely town founder.

John Adams	18 March 1852	yr. end 6-30-53	25.86	27.27
		3 qtrs. end 6-30-55	33.89	15.58
David G. Leigh	7 December 1855	2 qts. end 6-30-57	19.67	16.25
William W. Fussell	6 April 1857	1 qt. end 6-30-57	14.57	.52
Spencer T. Thomas	17 November 1857			
John Adams	26 December 1857	yr. end 6-30-59	45.06	61.04
		2 qts. end 6-30-61	13.54	9.68
David G. Leigh	11 January 1861			
Miss Sarah E. Cury	18 October 1866			

**Statehood Usage**

I	Adamsville Fla.	8-10-55	blk.	ms. rates	1 known
II	ADAMSVILLE / Fla.	1852 / 1856	blk.	ms., hs. rates	5-10
A		8-10-55 / 11-2-55	blk.	PAID / 3	3-5
B		4-15-53-1855	blk.	5	3-5



**ALAFIA**  
4-September 1855 - 30 November 1920

Alafia (designating a member of the Dogbane plant family, ie. Oleander and Periwinkle, found throughout Florida) was located in Hillsboro County on the postal route connecting Fort Meade and Tampa, previously a Seminole Indian trail. In 1920 the post office was changed to Durant. No stampless postal markings are known.

Antoine Wordehoff	4 September 1855	yr. ending 6-30-57	12.79	1.42
		yr. ending 6-30-59	26.40	6.24
		2 qts. to 12-31-60	12.85	11.74
P.O. Discontinued:	29 March 1867			



**ALAQUA (CH)**  
31 May 1826 - 30 November 1901



Alaquua (a corruption of the Seminole-Creek Indian "Hilukwa", meaning sweet gum, a tree found throughout Florida) was a small town located on Alaquua creek northwest of Euchee Anna and southeast of Almirante in Walton county. It was the tenth post office in Florida and was located on the post road connecting Marianna and Pensacola, serviced by postal routes No. 2472, 3546, and 3547. The post office was discontinued in 1901 as a change to Defuniak Springs.

Charles S. V. Jones	31 May 1826	yr. end 3-31-27	8.22	
P.O. Discontinued:	14 May 1827			
Charles S. V. Jones	5 November 1827	yr. end 3-31-29	5.82	
Cade Godbold	January 1830			
David Evans	15 February 1830	yr. end 3-31-31	19.82	
		yr. end 3-31-33	11.15	
H.G. Ramsay	1 March 1833	yr. end 3-31-35	6.32	
		yr. end 3-31-37	3.76	
P.O. Discontinued:	8 April 1837			
Joseph Ratcliff	5 February 1847	to 6-30-47	.56	.75
		yr. end 6-30-49	13.51	17.56
James Evans	24 December 1849	yr. end 6-30-51	5.96	8.21
		yr. end 6-30-53	3.46	3.96
		yr. end 6-30-55	6.87	4.84
		yr. end 6-30-57	4.90	---
		yr. end 6-30-59	3.84	.09
P.O. Discontinued:	15 November 1859			

**Territorial Usage**

I	Alaquua Fl.	10-6-26	blk.	ms. rates	1 known
II	Alaquua Fla.	10-6-30 / 5-17-34	blk.	ms. rates	3 known
III	Alaquua	8-4-28*	blk.	ms. rates	*
IV	Alaquua F	5-8-33*	blk.	ms. rates	*

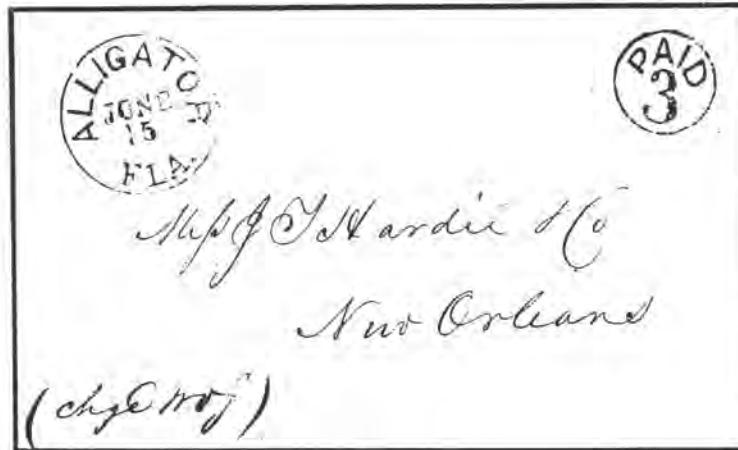
**Statehood Usage**

II	Alaquua Fla.	5-8-48	blk.	ms. rates	1 known
----	--------------	--------	------	-----------	---------

I      Alaquua Fla.  
6<sup>th</sup> Oct

II      Alaquua 21st 3  
May 4th 3

**ALLIGATOR**  
22 May 1830 - 11 March 1859



Alligator (also spelled Aligator) was settled by Georgians in 1820 on Lake Alligator at the site of an old Indian village headed by Halpata Tustenugee (Alligator warrior) in Alachua county, later Columbia county. Alligator was the terminus of postal route 3505 from Jacksonville, postal route 3507 from Pilatka, postal route 3517 to Monticello, and postal route 3531 from Tallahassee. Its central location made it a natural cross roads for postal routes and later railroads. It also serviced postal routes No. 2455, 2459, 2460, 3515, 3516, and 3544. On 11 March 1859 the name was changed to Lake City.

Abel G. Soper	22 May 1830			
John W. Roberts	28 February 1833	yr. end 3-31-35	4.78	
Simeon L. Sparkman	23 March 1835	1 qtr. end 3-31-37	2.50	
P.O. Discontinued:	12 October 1836			
Zachariah Roberts	24 October 1839			
John E. Tucker	14 July 1840			
Asa A. Stewart	1 January 1841	yr. end 6-30-41	12.81	25.36
		7-1-41 to 6-30-43	59.64	123.96
		7-1-44 to 10-25-44	17.30	34.40
		10-26-44 - 6-30-45	38.57	64.60
Washington M. Ives	4 October 1844			
Charles F. Fitchett	19 July 1845			
John Davidson	22 August 1845			
A. Y. Allen		yr. end 6-30-47	57.25	92.89
William B. Ross	28 January 1848	yr. end 6-30-49	83.61	78.26
S. C. Barnes	4 April 1849	yr. end 6-30-51	131.93	91.98
Edward R. Ives	22 August 1851	7-1-52 - 4-26-53	122.02	164.91
Donald Tompkins	12 April 1853	4-26-53 - 6-30-53	26.74	27.07
Edward R. Ives	11 July 1854	yr. end 6-30-55	237.16	184.12
		yr. end 6-30-57	283.08	239.44
		9 mo. to 3-24-59	262.16	229.93
P.O. Discontinued:	11 March 1859	as change to Lake City		

**Territorial Usage**

I	Alligator EF	11-13-33	blk.	ms. rates	1 known
II	Alligator Fla	9-17-34	blk.	ms. rate	*
III	Alligator Flo	10-10-42 / 11-16-43	blk.	ms. rates	*
IV	Alligator Fa	11-5-?	blk.	ms. rate	*
V	Alligator	2-11-?	blk.	ms. rate	*

Statehood Usage

II	Alligator Fla	8-21-46 / ?-?-55	blk.	ms. rates	8 known
III	Alligator Flo	8-30-48	blk.	ms. rates	1 known
VI	Alligator F	8-5-48	blk.	ms. rates	1 known
VI	Aligator F	8-26-48	blk.	ms. rate	1 known
VII	ALLIGATOR / FLA.	6-15-? / 11-21-52	blk.	ms., hs. rates	5-10
A		6-15-? / 12-26-?	blk.	PAID / 3	3-5
B		11-21-52	blk.	5	1 known

*Alligator Fla  
13<sup>th</sup> Nov 1833*

I

*Alligator Fla  
17<sup>th</sup> Sept 1834*

II

*Alligator Fla  
August 30 / 48*

III

*Alligator Fla  
5<sup>th</sup> Nov*

IV

*Alligator  
11 Feb*

V

*Alligator Fla  
August 21<sup>st</sup>*

VI



VII



A



B

**ALMIRANTE**  
5 May 1828 - 29 March 1867

1834

*Almirante Fla*  
*June 17th*

*To His Excellency The*  
*Governor of Florida*  
*at Tallahassee*

Almirante was a small town on the Yellow River a few miles from the Alabama state border. The post office was established in Leon County on 5 May 1828 as a name change from Yellow Water with Jeremiah Savell (sp. Savelle as Yellow Water P.M.) as postmaster. The county was later changed to Walton County. Almirante was the territory's 30th post office and was located on the main postal route between Marianna and Pensacola (postal routes 2472 and 3541).

Jeremiah Savell	5 May 1828	yr. end 3-31-31	9.64	
		yr. end 3-31-33	10.81	
		yr. end 3-31-35	2.13	
John McDavid	26 October 1835			
P.O. Discontinued:	21 July 1836			
John McDavid	27 July 1840	1 qtr. end 3-31-41	0.92	1.91
Daniel A. Wilkinson	11 January 1842	9-9-42 to 6-30-43, est.	21.18	27.68
		yr. end 6-30-45	14.10	22.12
		1 qt. to 1-8-47	3.11	3.11
P.O. Discontinued:	29 August 1846			
Eli Horne	25 November 1846	1-9-47 - 6-30-47	4.54	6.09
William Gaskins	26 November 1847	2 qtrs. end 12-31-48	6.14	8.63
James D. Clary	28 December 1848	2 qtrs. end 6-30-49	6.06	8.39
		yr. end 6-30-51	21.10	27.99
		2 qts. to 12-31-52	5.53	5.48
John B. Meigs	6 June 1853	2 qts. end 6-30-53	3.92	4.46
		yr. end 6-30-55	12.20	6.80
		2 qts. to 12-31-56	6.94	12.64
Norman A. Campbell	6 December 1856	yr. end 6-30-59	10.57	----
		3 qts. end 3-31-61	4.88	4.23
P.O. Discontinued:	29 March 1867			



### Territorial Usages

I	Almirante Fla	6-17-30	blk.	ms. rates	1 known
II	Almirante WF	5-4-43* / 5-15-43	blk.	ms. rates	1 known, +1*
III	Almiranti Flo	5-15-29 *	blk.	ms. rates	*

### Statehood Usages

IV	Almirante	7-10-45	blue	ms. rate	1 known
V	Almarante Fla	7-17-52 / 10-9-52	blk.	ms. rates	2 known

*Almirante Fla  
June 17<sup>th</sup>*

I

*Almirante W.F.  
May 4<sup>th</sup> 1843*

II

*Almirante  
July 10<sup>th</sup>*

IV

*Almarante Fla  
July 17<sup>th</sup>*

V

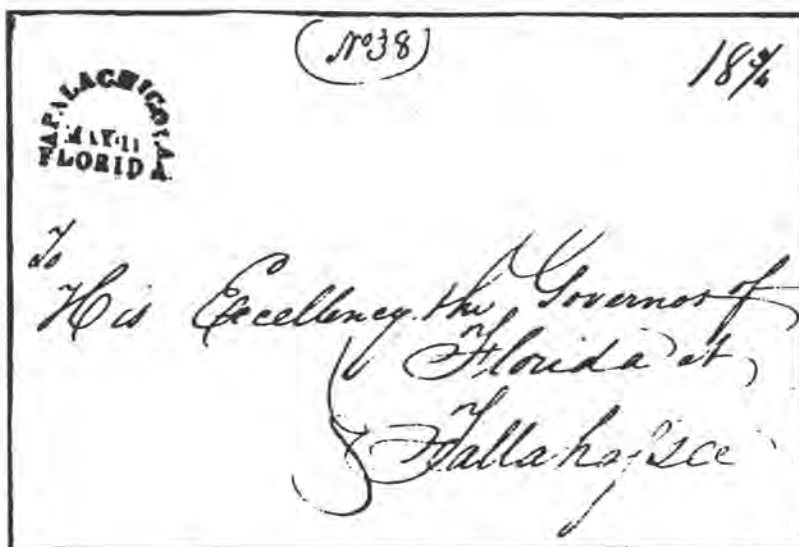
### ANDERSON'S MILLS

6 June 1854 - 19 June 1858

Anderson's Mills was located in the northwest corner of Holmes County, above Holmes Spring. No postal markings are known.

Angus L. Anderson	6 June 1854	7-12-54 to 6-30-55	7.63	2.89
		yr. end 6-30-55	8.00	3.00
James M. Townsend	7 December 1855	3 qtrs. to 6-30-57	4.36	.09
		7-1-58 to 7-16-58	.35	--
P.O. Discontinued:	19 June 1858			

APALACHICOLA  
7 February 1829 - Date



Apalachicola (named after the Apalachee Indian peoples which lived in a large area of present day north Florida, Georgia and Alabama and were noted on area maps dating to the 1700's) was settled as a village in Washington County in 1821, and later incorporated in 1827 as West Point. The name was changed to Apalachicola after its river by the time the post office was established. In 1832 it became the county seat of Franklin County and developed into one of the Gulf of Mexico's most important ports, despite having an inferior harbor to that of Pensacola. Cotton export was its major trade as the navigable river and its tributaries, the Flint and Chattahoochee rivers made it a major cotton center. Only New Orleans and Mobile boasted more trade and commerce than Apalachicola. A once or twice weekly postal route from Bainbridge, Ga., via Chattahoochee and Fort Gadsden to Apalachicola by steamboat was established in 1838 (route 2468) with James Y. Smith as contractor for \$6000 per annum. It was also the terminus of postal routes No. 2473, 3503, 3537, and 3540.

John P. Booth	7 February 1829	yr. end 3-31-29	no return	
P.O. Discontinued:	17 June 1831			
William D. Price	26 December 1832	yr. end 3-31-33	66.08	
		4-1-34 to 11-24-34	213.44	
John Gorrie	24 November 1834	11-24-34 to 3-31-35	131.21	
		yr. end 3-31-37	713.40	
George F. Baltzell	18 July 1838	yr. end 3-31-39	1406.12	
reappointed	23 June 1840	yr. end 6-30-41	962.32	2745.00
reappointed	20 August 1845	7-1-41 to 6-30-43	1753.77	5050.66
		yr. end 6-30-45	1002.37	2852.39
Joseph S. May	31 October 1845	yr. end 6-30-47	822.44	1376.46
		yr. end 6-30-49	856.45	1472.42
John Lucas	24 May 1849			
Milton N. Scott	12 January 1850	yr. end 6-30-51	1025.55	1755.53
		3 qtrs. end 3-31-53	441.36	809.97
Benjamin F. Simmons	12 May 1853	1 qtr. end 6-30-53	131.12	140.77
		yr. end 6-30-55	704.13	714.71
		yr. end 6-30-57	616.69	691.60
		yr. end 6-30-59	683.62	748.91
		3 qtrs. end 3-31-61	464.50	546.46
Eugene Keilmansegge	25 September 1865			

### Territorial Usage

I	Apalachicola Florida	1-23-40	blk.	ms. Way rate	1 known
II	APALACHICOLA/ FLORIDA (arc)	5-11-33 / 5-11-33	blk.	ms. rates	2 known
III	APALACHICOLA/F.Ty.	11-1-31 / 4-6-39	blk.	ms. rates	10-20
a			blk.	FREE	3-5
b		9-21-37	blk.	PAID	1 known
III	APALACHICOLA/F.Ty.	3-16-35 / 12-22-44	red	ms., hs. rates	common
A		3-5-43 / 1-2-44	red	18 3/4	5-10
B		1-20-43 / 12-22-44	red	25	10-20
b		3-16-35 / 3-5-43	red	PAID	5-10
c			red	SHIP	not confirmed

### Statehood Usage

III	APALACHICOLA/F.Ty.	4-6-45 / 5-5-51	red	ms., hs. rates	common
C		3-11-46 / 1852	red	2	5-10
D		4-24-48 / 5-5-51	red	3	10-20
E		3-15-46 / 5-2-47	red	5	10-20
F		3-15-46 / 11-19-47	red	10 (X)	10-20
G		12-16-47 / 5-22-51	red	10	common
A		5-4-45 / 5-5-45	red	18 3/4	3-5
H		3-25-46 / 5-19-51	red	20	3-5
B		4-6-45	red	25	3-5
b		12-7-45 / 4-21-51	red	PAID	5-10
IIIa	APALACHICOLA/F.Ty.	12-7-51	blue	hs. rates	1 known
d		12-7-51	blue	PAID	1 known
C		12-7-51	blue	2	1 known
IV	APALACHICOLA/FLA.	12-22-51 / 1-18-52	blue	hs. rates	10-20
C		12-22-51 / 3-8-52	blue	2	5-10
D			blue	3	not confirmed
I			blue	PAID/3	not confirmed
J		1-18-52	blue	5	3-5
K			blue	5 (V)	not confirmed
d		12-22-51 / 3-8-52	blue	PAID	5-10
IV	APALACHICOLA/FLA.	7-30-51 / 8-19-51	red	hs rates	3 known
E		7-30-51	red	5	1 known
V	APALACHICOLA. FLA/ PAID/3	12-16-52 / 12-5-53	blue	ms. rates	common
I		11-23-?	blue	PAID/3	1 known
e		12-16-52 / 4-25-53	blue	PAID	10-20
V	APALACHICOLA. FLA/ PAID/3		red		not confirmed
VI	APALACHICOLA. FLA/5	12-16-52 / 3-9-55	blue	ms rates	common
I		3-9-55	blue	PAID/3	1 known
e		12-16-52 / 3-28-53	blue	PAID	10-20
VII	APALACHICOLA / Fla.	4-8-57	blue	ms. (for'd. 3)	1 known
e	(no postmark on p/c)	1-31-57/ 4-14-60	blue	PAID	10-20



II



III



III a



IV



V



VI



VII

18<sup>3</sup>/<sub>4</sub>

A

25

B

2

C

3

D

5

E

VII

F

10

G

20

H



I

5

J

FREE

a

PAID

b

SHIP

c

PAID

d

PAID

e

### ARCHER

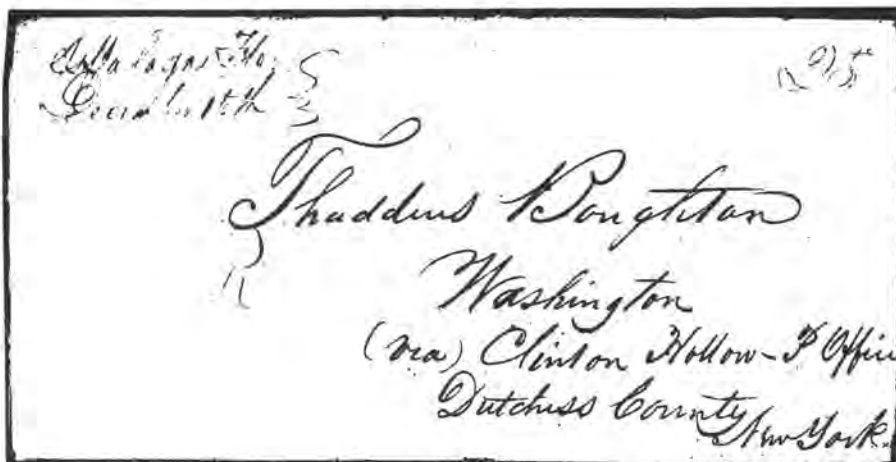
26 September 1859 - Date

Archer, named in honor of Gen. James J. Archer, an Indian war officer, was established in Alachua County on the crossroads of the Wacassassee to Wachahoota road and the Florida Rail Road. The town was previously named "Deer Hammock". Its location on the Florida Rail Road, between Gainesville and Bronson, made it an important town especially during the Civil War. No stampless postal markings are known.

George R. Clotfelter	26 September 1859	1 qtr. to 9-1-60	17.20	4.86
Donald R. McDonald	17 September 1860	2 qts. to 3-31-61	29.95	6.93
Mrs. E. Fitts	3 November 1865			



**ASPALAGA**  
22 March 1828 - 20 October 1898



Aspalaga was established in Jackson County on the eastern bank of the Apalachicola River a few miles south of Chattahoochee. It may have been an older site recorded as Appalaga on pre-territorial maps. In 1829 it changed to Gadsden County. A postal route from Chipola joins the main Chattahoochee to Apalachicola route at Aspalaga. In 1898 the post office was discontinued with mail handled by the Rock Bluff post office.

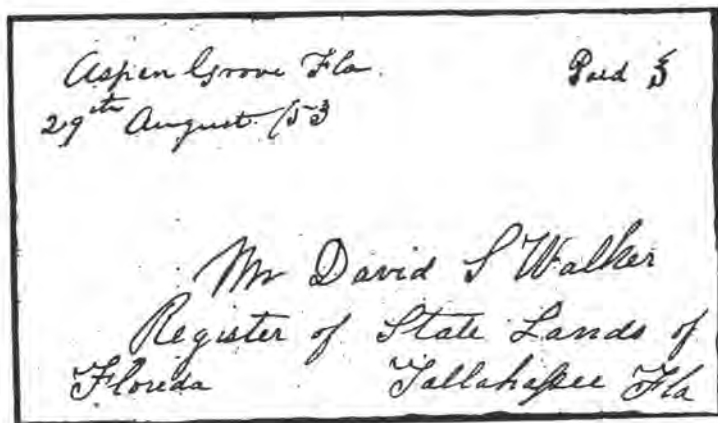
Fabian Armistead	22 March 1828				
David G. Rainey	28 July 1829	yr. end 3-31-29	20.37		
		yr. end 3-31-31	114.47		
		yr. end 3-31-33	127.51		
		yr. end 3-31-35	36.62		
Samuel B. Wilson	3 March 1836				
H. B. Perkins	30 November 1836	yr. end 3-31-37	10.15		
P.O. Discontinued:	13 July 1837				
Latimer. C. Armistead	21 September 1855	3 qtrs. end 3-31-57	11.26	9.06	
Janus P. Bracewell	9 March 1857	1 qtr. end 6-30-57	4.94	6.54	
		7-1-58 to 8-6-58	1.40	0.04	
Adolph Schwabe	2 April 1858				
P.O. Discontinued:	15 July 1858				
Ferdinand A. Fleishman	16 December 1858	2 qtrs. end 6-30-59	8.01	13.22	
Charles A. Byles	2 June 1859	1 qtr. end 1860	4.10	0.20	
W. A. Anderson	26 June 1866				

**Territorial Usage**

I	Aspalaga Flo	6-24-30 / 7-31-35	blk.	ms. rates	9 known
II	Aspalaga Fla	7-28-33	blk.	ms. rates	1 known

I  
*Aspalaga Flo*  
*7-28-33*

**ASPEN GROVE**  
28 July 1851 - 10 December 1856



Aspen Grove was a small town on the Chipola River in Calhoun County, below Abe Springs. Only a single stampless cover is recorded.

James H. Parker	28 July 1851	yr. end 6-30-53	5.34	5.75
Benjamin T. Barkley	21 November 1853			
Little B. McKinney	31 January 1854	2 qtrs. end 12-31-54	2.63	1.96
Henderson Sneed	21 December 1854	2 qtrs. end 6-30-55	3.91	2.04
Needham McKinney	10 November 1855			
P.O. Discontinued:	10 December 1856			

**Statehood Usage**

I	Aspen Grove Fla	8-29-53	blk.	ms. rate	I known
---	-----------------	---------	------	----------	---------

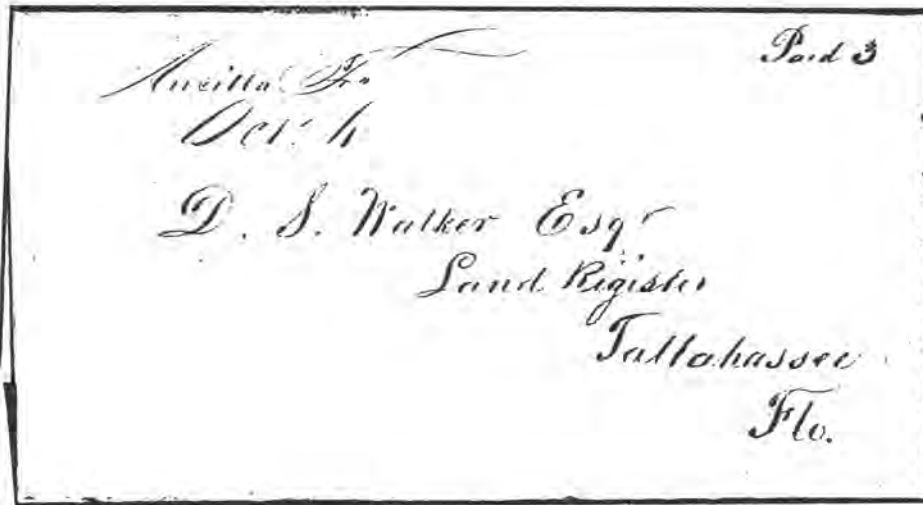


**ATSENA OTIE**  
29 March 1852 - 29 July 1884

Atsena Otie was a small town in Levy County established by name change from Cedar Key. It is the Creek Indian name for "Cedar Island". It was the terminus of the Florida Rail Road at the Gulf of Mexico. The name of the post office reverted back to Cedar Key in 1884. Handstamped adhesive pre-war covers are known as is a single stampless Confederate cover.

Augustus Steele	29 March 1852	yr. end 6-30-53	16.73	28.10
		yr. end 6-30-55	27.23	24.67
		yr. end 6-30-57	35.12	36.46
William P. Pigman	7 June 1858	yr. end 6-30-59	72.21	64.96
Charles W. Blanchard	25 September 1860	yr. end 6-30-61	no return	
Thomas B. Faitout	20 June 1866	change to Cedar Keys		

**AUCILLA**  
11 May 1842 - 31 July 1955



Aucilla (an Indian name of confused origin) is a small town in Jefferson County located east of Monticello on a post road connecting Clifton with Monticello. Mail was handled by postal route 3517 (once weekly). The town exists today but since 1955 mail is handled at Monticello.

Ayles B. Shehee	11 May 1842	6-1-42 to 6-30-43	25.43	51.81
		yr. end 6-30-45	37.27	73.79
		yr. end 6-30-47	39.84	55.00
William I Bailey	23 December 1847			
P.O. Discontinued:	16 August 1848			
Peter K. Baillie	1 November 1850	12-7-50 to 6-30-51	16.97	22.91
John H. Mattox	28 January 1852			
Peter K. Baillie	25 May 1852	yr. end 6-30-53	20.04	21.16
P.O. Discontinued:	7 December 1854			
Willie Thomas	10 September 1860	2 qtrs. end 3-31-61	8.02	4.78
P.O. Discontinued:	29 March 1867			

**Territorial Usage**

I	Aucilla Fla	2-7-43	blue	ms. rate	1 known
---	-------------	--------	------	----------	---------

**Statehood Usage**

II	Aucilla F	10-6-52	blk.	ms. rate	1 known
----	-----------	---------	------	----------	---------

*Aucilla Fla*  
*7 Feby -*

I

*Aucilla Fla*  
*Oct 6*

II

**AUGUSTA**  
31 January 1845 - 17 October 1860

*Augusta Fla*  
*April 24<sup>th</sup>*

*5 cts*  
*1 way*  
*6..*

*Major John Beard*  
*Register #6*  
*Tallahassee*  
*Florida*

Augusta was established in Benton County, later changed to Hernando County. It was located on a post road connecting Homosassa with Chocochatee. It lies to the northeast of Bay Port. Postal route 3525 was awarded to E. L. Selph on 4-14-51 for once weekly service between Melendez and Augusta (a distance of only 9 miles) for \$59 per annum. Postal routes No. 3506 and 3524 also service Augusta. Augusta is one of only a few Florida post offices with known "Way" (in manuscript) usages.

Albert Clark	31 January 1845	2-28-45 to 6-30-45	2.97	5.40
		yr. end 6-30-47	30.32	33.81
		yr. end 6-30-49	26.22	28.51
		yr. end 6-30-51	29.01	28.81
		yr. end 6-30-53	13.97	7.99
		yr. end 6-30-55	13.93	2.89
		yr. end 6-30-57	7.72	5.27
		yr. end 6-30-59	4.18	0.89
		1 qtr. end 10-1-60	0.96	0.43
P.O. Discontinued:	17 October 1860			

**Statehood Usages**

I	Augusta Fla	3-20-47 / 9-25-51	blk.	ms. rates	14 known
II	Augusta EF	5-30-?*	blk.	ms. rate	*
III	Augusta Fa	10-10-?*	blk.	ms. rate	*

*Augusta Fla*  
*May 29*

I

*Augusta EF*  
*May 30*

II

*Augusta Fa*  
*Oct 10*

III

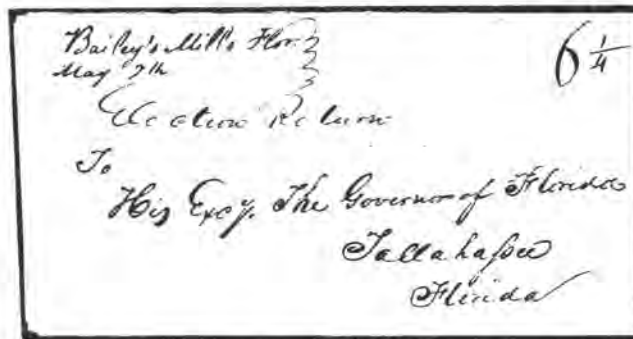


**AUSTINVILLE**  
19 July 1855 - 29 March 1867

Austinville was established in Santa Rosa County. Its exact location is unclear. A Confederate stampless cover is recorded as is a manuscript postmarked pre-war #U-9 entire.

Austin Nichols	19 July 1855	3 qtrs. end 6-30-57	2.12	1.13
Sweet W. Powell	24 May 1858			
P.O. Discontinued:	30 April 1859			
Samuel Griffith	11 August 1860	1 qtr. end 12-31-60	1.09	---
P.O. Discontinued:	29 March 1867			

**BAILEY'S MILLS**  
22 February 1831 - 11 July 1882



Bailey's Mills was located east of Tallahassee in Jefferson County. When the post office reopened in 1858, the county was changed to Leon County. It lay on a postal route 2464 from Tallahassee to Monticello (45 miles, once a week) and on postal route 2463 from Tallahassee to Sharp's Store (70 miles, once a week). When the post office discontinued in 1882, mail was handled at Lloyd.

William Hollingsworth	22 February 1831	yr. end 3-31-33	8.73	
		yr. end 3-31-35	9.21	
		yr. end 3-31-3	16.86	
		yr. end 3-31-39	17.44	
		yr. end 6-30-41	12.09	17.41
		7-1-41 to 12-31-41	4.45	6.43
P.O. Discontinued:	12 July 1842			
Walter F. Lloyd	25 March 1858	yr. end 6-30-59	35.29	26.15
		3 qtrs. end 3-31-61	48.00	26.87

**Territorial Usages**

I	Bailey's Mills Flo.	2-15-32* / 4-25-32	blk.	ms. rates	1 known, +1*
II	Bailey's Mills Flor.	5-7-33 / 10-18-40*	blk.	ms. rates	2 known, +3*

*Bailey's Mills Flo.*  
*April 25<sup>th</sup>*  
I

*Bailey's Mills Flor.*  
*May 7<sup>th</sup>*  
II

## BALDWIN

10 August 1857 - Date

Baldwin was named after Dr. A. S. Baldwin, an antebellum legislator and Confederate surgeon who with David Yulee established the Florida Rail Road into Jacksonville. The town was originally named Thigpen and is located in Duval County at the intersection of the Florida Atlantic & Gulf Rail Road and the Florida Rail Road on a post road connecting Jacksonville with Lake City. It was a major military rail center during the civil war. Pre-war adhesive usage is known.

George H. Smith	10 August 1857			
Robert G. Hunt	16 April 1858	yr. end 6-30-59	61.11	29.86
		7-1-60 to 7-29-60	3.39	15.61
Samuel Lowe	30 June 1860	7-30-60 to 2-1-61	21.60	18.74
Nunen Cone	3 December 1860			
Alfred J. Sweat	31 January 1861	2-1-61 to 6-30-61	16.26	5.82
George W. Price	2 May 1866			

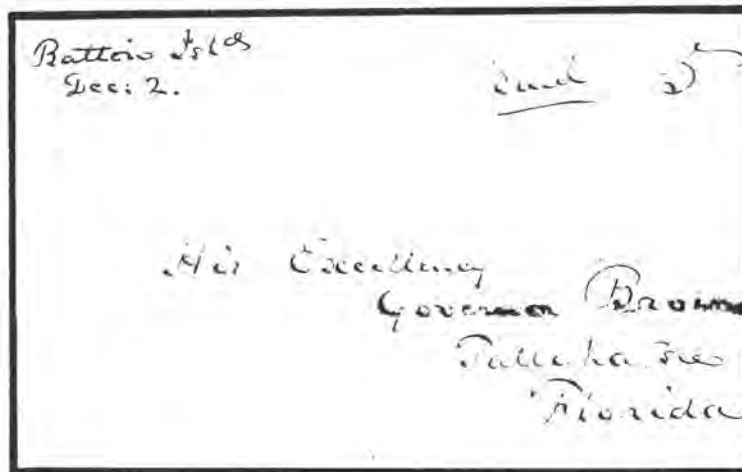
## BARBER'S

10 November 1848 - 5 February 1861

Barber's post office was established in Columbia County along the post road connecting Jacksonville with Alligator. It lies on the western side of the South Branch of the St. Mary's River. A railroad station was established at Barber's when the Florida Atlantic & Gulf Rail Road was completed. Barber's was the beginning of postal route 3512 to Micanopy, once weekly, 60 miles. Manuscript postmarked adhesive usage is known, but stampless usage is not recorded.

Moses Barber	10 November 1848	2 qtrs. end 6-30-49	2.30	3.23
		3 qtrs. end 3-31-51	4.22	6.33
John R.G. Davis	22 April 1851	1 qtr. end 6-30-51	2.14	3.21
		yr. end 6-30-53	4.64	5.45
		yr. end 6-30-55	10.77	5.14
Moses Barber	3 October 1855	yr. end 6-30-57	6.03	1.86
Henry D. Berry	23 September 1857	yr. end 6-30-59	6.78	11.99
		2 qtrs. end 12-31-60	5.41	0.43
John R. Johnson	5 December 1860			
P.O. Discontinued:	5 February 1861			

**BATTON ISLAND**  
27 January 1849 - 11 May 1850



Batton Island lies in Duval County at the northern side of the mouth of the St. John's River where it flows into the Atlantic Ocean. It lay directly across from Mayport Mills to the south and was the original site of a fort built by Melendez to protect Fort Mateo. When the post office was discontinued after 15 months service, mail was handled at Mayport Mills. Only a single stampless cover is known.

John Johnson	27 January 1849	2 qtrs. end 6-30-49	6.18	9.27
Kingsley B. Gibbs	12 February 1850			
P.O. Discontinued:	11 May 1850	by change to Mayport Mills		

**Statehood Usage**

I	Batton Isld	12-2-49	blk.	ms.rates	1 known
---	-------------	---------	------	----------	---------

*Batton Isld*  
*Dec. 2.*  
1

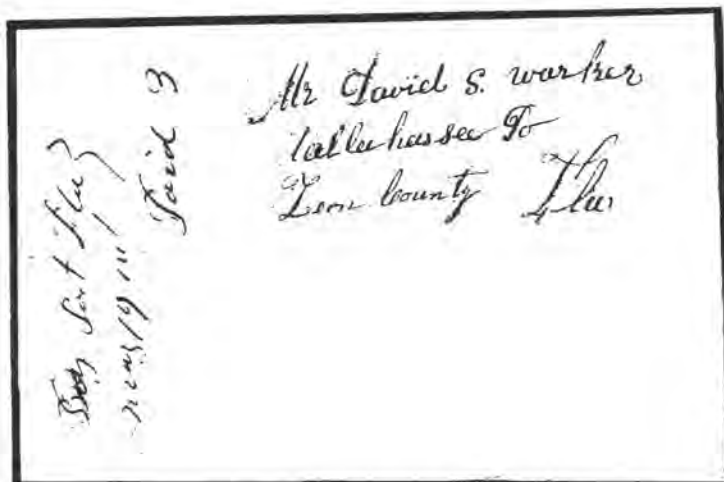
**BAYARD**

7 September 1855 - Date

Bayard was established in Duval County and named after a prominent family, but the post office was discontinued after only one year of service. It was reestablished in 1885 when Thomas Francis Bayard began his four year term as United States Secretary of State under Cleveland. The town exists today. No stampless covers are known.

Riley Prescott	7 September 1855			
Etheldred Woodard	24 January 1856	1 qtr. to 9-20-56	2.01	—
P.O. Discontinued:	20 September 1856			

**BAY PORT**  
6 May 1854 - 15 May 1955



Bay Port was established in Hernando County on the Gulf of Mexico due west of Chocochatee on a post road connecting the two towns. It exists today as a harbor at the mouth of the Weekiwachee River. Mail since 1955 is handled by the Brooksville post office. A single stampless cover is known.

Thomas H. Parson	6 May 1854	11-11-54 to 6-30-55	7.81	0.30
John E. Johnson	12 October 1854	yr. end 6-30-57	25.51	21.24
Andrew J. Decatur	29 June 1857	yr. end 6-30-59	28.94	18.30
Marshall W. Garland	16 January 1860	3 qtrs. end 3-31-61	15.45	14.83
P.O. Discontinued:	17 May 1867			

**Statehood Usage**

1	Bay Port Fla	5-19-55	blk.	ms. rate	1 known
---	--------------	---------	------	----------	---------

1 Bay Port Fla }  
May 19 1854 }

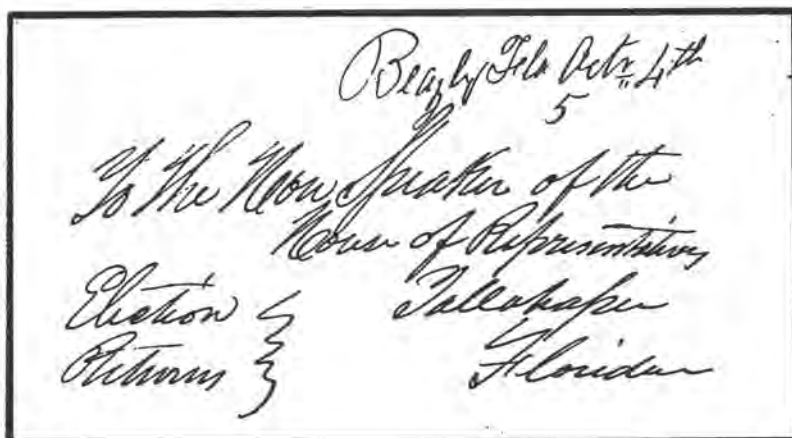
**BEASANT'S**  
21 February 1833 - 13 March 1835

The post office at Beasant's was established in Nassau County. The exact location is unclear, presumably at a store run by James Beasant. No covers are known.

James Beasant	21 February 1833
P.O. Discontinued:	13 March 1835

**BEAZLEY**

28 April 1848 - 15 September 1885



Beazley (also spelled Beasley in some postal records) was located in Jefferson County on the Bellamy Road connecting Tallahassee to Moseley Hall and Madison. It lay a few miles west of Fort Hamilton, just west of the Aucilla River. When the post office closed in 1885, mail was handled by the Lamont post office to the north. A single archival stampless manuscript postmarked example is known.

Thomas McKane	28 April 1848	1 qtr. end 6-30-49	1.46	2.19
P.O. Discontinued:	6 June 1849			
John G. Plant	8 March 1851	change from Perry		
		4-6-51 to 6-30-51	3.68	4.77
		2 qtrs. end 12-31-52	5.95	6.90
Charles W. DeWitt	16 December 1852	2 qtrs. end 6-30-53	7.69	7.01
		yr. end 6-30-55	16.87	8.24
		3 qtrs. end 6-30-57	11.09	1.38
John A. Townsend	7 July 1857	3 qtrs. end 6-30-59	14.54	14.95
P.O. Discontinued:	24 May 1859			
William J. Carsoll	5 September 1860	1 qtr. end 3-31-61	0.14	---
P.O. Discontinued:	12 March 1861			

**Statehood Usage**

I Beazly Fla 10-4-48\* blk. ms. rate \*

I Beazly Fla. Oct. 11th

**BELLEVUE**

26 July - 1859 - 15 January 1861

Bellevue (also spelled Bellvue in some postal records) was established in Jackson County. The exact location of the town is unclear. No postal covers are known.

Charles D. Fry	26 July 1859	2 qtrs. end 12-31-60	17.61	24.21
Joshua S. Johnson	1 November 1860			
P.O. Discontinued:	15 January 1861			



**BELL'S STORE**

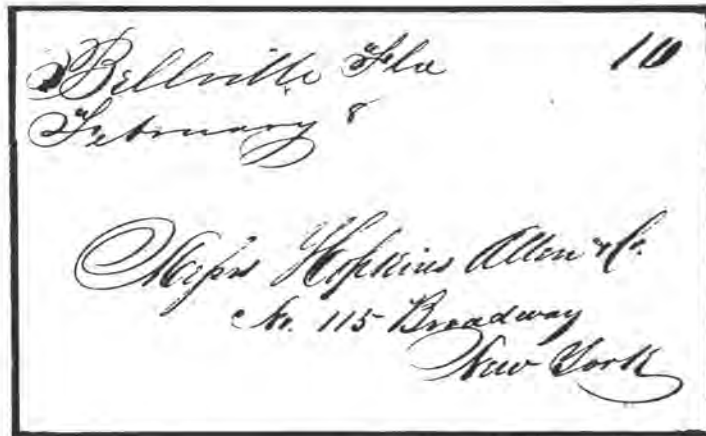
22 May 1830 - 31 October 1831

Bell's Store was located in Hamilton County and existed for 18 months. Its exact location is unclear. No postal records are recorded and stampless covers are unknown.

Daniel Bell 22 May 1830  
P.O. Discontinued: 31 October 1831

**BELLVILLE**

23 December 1847 - 30 November 1906



Bellville (also spelled Belleville in some postal records) was located on the eastern bank of the Withlacoochee River in Hamilton County, near the Georgia line. It was established as Benton in 1841 but changed to Bellville in 1847 in honor of its first settler and postmaster, James S. Bell. It lay on the post road from Alligator to Monticello (Route 3517 with weekly service).

James S. Bell	23 December 1847	as change from Benton		
		yr. end 6-30-49	48.75	63.66
		yr. end 6-30-51	54.80	72.79
		yr. end 6-30-53	46.87	51.45
Allen G. Johnson	6 June 1853	yr. end 6-30-55	56.56	31.40
William F. Rowan	16 June 1856	3 qtrs. end 3-31-57	34.51	36.87
John H. Baker	23 January 1857	1 qtr. end 6-30-57	11.52	6.91
		yr. end 6-30-59	48.21	44.80
J. L. Brooks	4 May 1859			
A. Purviance	12 July 1859			
Henry L. Strickland	12 April 1860	3 qtrs. end 6-30-61	34.74	6.05
P.O. Discontinued:	17 May 1867			

**Statehood Usage**

I	Bellville Fla	9-2-48 / 5-19-55	blk.	ms. rates	6 known
II	Bellville Fa	6-20-52	blk.	ms. rate	1 known



## BENHADEN

11 September 1849 - 15 October 1938

Benhaden (also listed as Ben Haden on period maps) was located in Wakulla County at the middle of the postal route 3535 connecting Tallahassee with Sopchoppy. It was located on the St. Mark's River at Wakulla Springs. Wakulla is an Indian word meaning "mystery" and this spring has a depth in excess of 100 feet. After the post office was discontinued in 1938, mail was handled by the Tallahassee post office. No stampless covers are known but an antebellum manuscript postmarked entire is known.

John A. Barco	11 September 1849	3 qtrs. end 3-31-51	7.19	8.58
Leaston W. Moore	16 January 1851	1 qtr. end 6-30-51	3.21	3.78
		yr. end 6-30-53	5.22	6.68
A. M. Ferrill	1 November 1853			
Paul R. Bevill	22 February 1854	8-4-54 to 6-30-55	6.23	1.91
A. R. Harvey *		1 qtr. end 6-30-55	2.08	0.65
John H. Rhodes	31 May 1855	yr. end 6-30-57	9.44	1.29
		yr. end 6-30-59	4.60	2.96
Thomas W. Anderson	8 December 1858			
John A. Barco	15 December 1859			
William Brock	16 April 1860	yr. end 6-30-61	4.62	----
Henry Bracher	29 June 1866			

\*listed in Postal Register but not in Records of Appointments of Postmasters

## BENTON

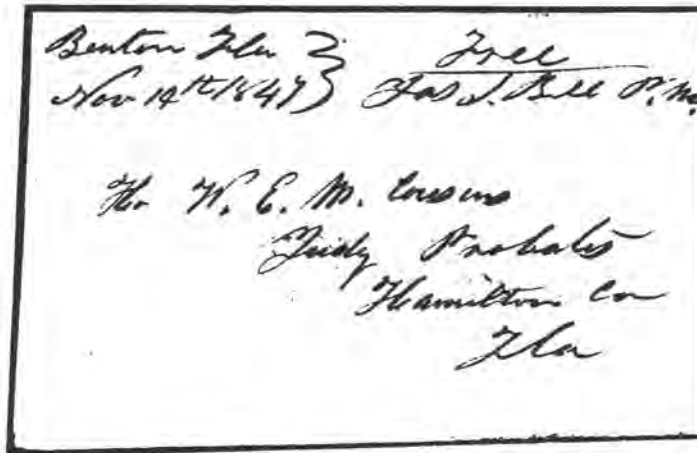
8 August 1860 - 30 August 1919

Benton was established in Columbia County on the eastern bank of the Suwannee River just above Cason's Ferry. It was a second town named Benton (see Bellville) in pre-civil war Florida. This town was located on the post road connecting Blount's Ferry and White Springs and when discontinued in 1919 had mail handled at White Springs. No antebellum postal history is known.

Walter R. Moore	8 August 1860	1 qtr. end 6-30-61	2.93	1.10
P.O. Discontinued:	29 March 1867			

**BENTON**

8 October 1841 - 23 December 1847



Benton was established on the eastern bank of the Withlacoochee River in Hamilton County near the Georgia line. It was east of Rossiter's Ferry on the post road connecting Hamburg and Jasper. The post office was discontinued by change to Bellville. A single non-archival cover is known.

Allen G. Johnson	8 October 1841	11-10-41 to 6-30-43	15.14	29.10
		yr. end 6-30-45	6.62	10.74
		yr. end 6-30-47	24.18	28.62
James S. Bell	27 July 1847			
P.O. Discontinued:	23 December 1847	by change to Bellville		

**Territorial Usage**

I	Benton Fla	10-17-42*	blk.	ms. rate	*
---	------------	-----------	------	----------	---

**Statehood Usage**

I	Benton Fla	11-14-47	blk.	ms. rate	1 known
---	------------	----------	------	----------	---------



**BLACK DIRT**

5 July 1856 - 29 March 1867

Black Dirt was established in Levy County on the post road connecting Long Pond and Wacahassee with Homosassa. It was on the northern bank of the Withlacoochee River, west of Camp Izard. No postal covers are recorded.

Joseph A. Evritt	5 July 1856	9-4-56 to 6-30-57	1.03	0.35
		yr. end 6-30-59	3.28	1.82
Andrew E. Hodges	6 October 1859	3 qtrs. end 6-30-61	2.12	6.46
P.O. Discontinued:	29 March 1867			