

FLORIDA POSTAL HISTORY JOURNAL

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CONTENTS

President's Comments. 1

Letters to the Richest Man in the World
Herbert P. McNeal 2

Key West Railway Post Office Service
Deane R. Briggs 3

Florida County and Postmaster Postmarks
Niles Schuh 11

A Late Late Florida Doane Usage
Herbert P. McNeal 14

Confederate Florida Free Usage
Deane R. Briggs 15

Ochopee Post Office
Carl A. Hedin 19

Pensacola Postmaster Problems
Deane R. Briggs 23

New Florida R.F.D. Postmark
Herbert P. McNeal 26

PRESIDENTS COMMENTS

The Stamporee meeting held May 12-15, 1994, at the Jupiter Beach Resort in Jupiter, Florida was well organized and enjoyed by all who attended. Alex Hall hosted a lovely supper for Confederate Stamp Alliance members as well as Florida Postal History Society members. Anyone who has not been privileged to visit Alex and see his "Stamp House" is missing something. Alex has the ultimate get away place to work with his stamps and write articles in peace and quiet. Many thanks from all Florida Postal History Society members who attended.

Members who exhibited at Stamporee did very well with members Ed Joyce, Alex Hall, and Deane Briggs receiving awards.

The scheduled meeting of our Society was well attended and a discussion of puzzling covers and even some "impossible" usages were shown. Our membership now totals 61. David Phillips has resigned as Editor of the Florida Postal History Society Journal and I have assumed his position. He regrets that time restraints have forced him to devote his full time to re-writing the American Stampless Cover Catalogue. We appreciate his effort in the first two issues of our Journal, as they were the ones that got us started. Thanks, Dave.

We are still needing articles for future issues of this Journal. Please send drafts to me until a full time editor is selected. Everyone interested in our hobby must have at least one cover worth writing up.

Our next meeting will be at Florex, in Orlando, Florida, November 19, 1994, at 1:00 P.M. It will be the Annual meeting and new officers will take over. Please try to attend. An interesting program on Jacksonville postal history will be presented by Don Thompson.

Please send in your election ballots, and if your dues have not been paid for 1994 please remit \$10.00 to remain active members.

Deane R. Briggs

LETTERS TO THE 'RICHEST MAN IN THE WORLD'

The Rest of the Story

HERBERT P. McNEAL

The final page of the story of A. T. Stewart was inadvertently omitted from the March issue of the Journal. Here is the rest of the story:

In a singular letter not asking for money, A. A. Knight of Lake City wrote in 1867:

"I see by my Tribune that you are a member of the Union League. I am a Northern man - an ex officer U. S. Volunteers - and many besides myself are anxious to see reconstruction take place at once. We wish to know something about the League, and introduce it here if possible..."

A business card enclosed with the letter identifies Mr. Knight as an attorney at law.

A. T. Stewart died on April 10, 1876. At the time of his death he was erecting a building intended to supply working women and girls with board and lodging at cost, but after his death, the building was converted to the Park Avenue Hotel.

What happened to the thousands of pleas for assistance? None of the covers I have seen is docketed to indicate any action taken by Stewart or his representatives. My own guess is that the letters were filed and forgotten, until resurrected by postal history dealers and collectors a hundred years later.

Ref: Dictionary of American Biography, Chas. Scribners Sons, New York, MCMXLIII.

KEY WEST RAILWAY POST OFFICE SERVICE

Railway Postal Clerk* Markings

DEANE R. BRIGGS

Henry M. Flagler, a multi-millionaire industrialist and late partner of John D. Rockefeller in The Standard Oil Co. came to St. Augustine, Florida, in the winter of 1883 to escape the bitter cold of the north. Finding the climate delightful, he undertook to transform the east coast of Florida into an "American Riviera". At first he undertook building elaborate hotels (The Ponce de Leon, Cordova and Alcazar in St. Augustine and the Ormond in Ormond Beach). In order to service these and other hotels along Florida's east coast, better transportation was needed, and as a result Flagler became a railroad magnate.

Before his death in 1913, Henry M. Flagler had acquired or built hotels in Nassau (The Royal Victoria, Carthagenia and Colonial), Palm Beach (The Royal Poinciana and The Breakers) and in Miami (The Royal Palm). Land companies he controlled acquired or were granted 2,040,000 acres (at the rate of 8000 acres per mile of railroad built). Steamship lines carried passengers and mail between Miami, Key West, Havana and Nassau (Peninsula & Occidental Steamship Co.).

Despite all these other businesses, Flagler is best known for his Florida East Coast Railway which was established September 9, 1895, as a name change from The Jacksonville, St. Augustine & Indian River Railway Co. The Florida East Coast Railway eventually acquired 20 other railroad, bridge, or railway terminal companies.

The Florida East Coast R.R. extension to Miami was completed on

* The term Railway Postal Clerk replaced the "Route Agent" notation effective August 1, 1882.

April 15, 1896, and opened the Miami area to rail service and the eventual tourist development. The JACKSONVILLE & MIAMI R.P.O. (Towle 392 I -3) was established shortly thereafter on July 1, 1896, as an extension of the JACKSONVILLE & WEST PALM BEACH R.P.O. A very early use of a 28 mm postmark of the JACK. & MIAMI R.P.O. is shown below as fig. 1.



The idea of a true "overseas" railway to Key West was at best only a dream until 1905 when Flagler undertook the impossible - the building of railroad trestles, bridges and viaducts to span the entire 156 miles from Miami to Key West. A 112 mile extension from Miami to Knight's Key was completed January 22, 1908, and throughout the construction period Knight's Key remained the rail terminal for supplies as well as mail and tourists continuing to or from Key West by steamer.

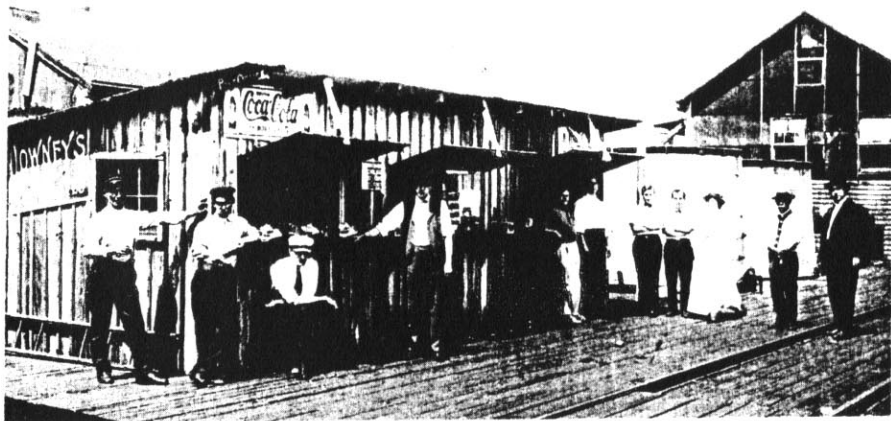


Fig. 2

A post office (fig. 2, see sign above the Coca Cola sign) was established at Knight's Key on April 13, 1907 and discontinued January 30, 1912, when the Key West railroad extension was opened

and mail service became operational. The MIAMI & KEY WEST R.P.O. (Towle 392 K -1) was established June 22, 1909, which handled the Miami to Knight's Key mail until February 3, 1912. The Peninsula & Occidental Steamship Co. handled the mail connection from Knight's Key to Key West. Only 4 - Bar postmarks are known from Knight's Key (fig. 3).



Fig. 3



Fig. 4

The previously unrecorded use of a railway postal clerk handstamp as a postmark on a post card mailed at Knight's Key on February 24, 1911, is shown in fig. 4. This J.M. RIPLEY - JACKSONVILLE & MIAMI R.P.O. postmark was probably applied to the postcard along the route north from Knight's Key. Fig. 5 shows the Knight's Key Station Agent and possibly J.M. Ripley himself!



Fig. 5



Fig. 6

The completion of the "overseas" railroad to Key West was cause for celebration and Flagler himself was among the dignitaries to arrive January 22, 1912, on the first train to Key West (Fig. 6). Flagler died on May 20, 1913, after spending his last five months as an invalid in his Whitehall mansion in West Palm Beach. The JACKSONVILLE & KEY WEST R.P.O. became effective February 3, 1912, replacing the JACKSONVILLE & MIAMI R.P.O. and the MIAMI & KEY WEST R.P.O. A rare unrecorded early use of a postal clerk marking as a postmark is shown in fig 7.



Fig. 7

This *JACK. & KEY WEST / 2 - 22 - 1912 / *A.C. MCLEAN magenta postmark is on a post card mailed from Key West 19 days

after the route was opened and probably before the actual R.P.O. postmarking device was available. The KEY WEST & HAVANA R.P.O. (Towle I - 26-a,b) was established on June 22, 1912, to handle the mail by Peninsula & Occidental Steamship Co. over an additional 90 mile route. This R.P.O. was discontinued on December 21, 1921.

The existence of an actual JACKSONVILLE & KEY WEST R.P.O. marking is unknown and if actually used could have only been used until 1913 when the route was divided into Northern and Southern Divisions reflecting personnel changes at Fort Pierce. JACK & KEY WEST R.P.O. N.DIV (Towle 392 F -1) and JACK & KEY WEST R.P.O. S.DIV (Towle 392 O -1,2) serviced this 522 mile route. I believe the (392 O -1) and (392 O -2) are the same postmarks as use was limited to only a few months and different postmarking devices do not seem warranted. Towle does show a JACK. & KEY WEST R.P.O. S.D. (Towle 392 H -1) and (Towle 392 H -2) with 1912 usage which may have been recorded in error or were used for a short time in 1912 before the S. DIV. devices were used. These postmarks must be scarce (not a II valuation as in Towle) as they could have been used only for a few months until early 1913 when the JACK. & FT. PIERCE R.P.O. (Towle 392 D -1) and FT. PIERCE & KEY WEST R.P.O. (Towle 392 A -1,2) began use April 28, 1913. It is likely that (Towle 392 H -1,2) were used correctly in 1926 although not recorded in Towle.

Both the JACK. & FT. PIERCE R.P.O. and the FT. PIERCE & KEY WEST R.P.O. routes have previously unrecorded railway postal clerk markings used during this period with a magenta double circle mark (without clerk's name) from November 1, 1915 used as a postmark on a northern division route (fig 8.) and magenta and green rimless FT. PIERCE & KEY WEST R.P.O. / C. O. METZER backstamps known from 1921 and 1923 used on southern division route mail arriving from Cuba and Costa Rica. (fig. 9). Towle records a second postal clerk marking for this route as FT. PIERCE & KEY WEST. R.P.O. S. M. BULLOON (Towle 392 N -1) with January 21, 1924 use.



Fig. 8



Fig. 9

On April 24, 1926, the route reverted back to the JACKSONVILLE & KEY WEST R.P.O. with (Southern Division) S.D. (Towle 392 H -1) and (Northern Division) N.D. (Towle 392 G -1) denoting the continued Ft. Pierce, Fla. site of crew change. This route operated by rail until September 2, 1935, when the Labor Day hurricane permanently destroyed the overseas railway. R.P.O. service did continue with an extension by air from Miami until October 1, 1944, as this was more economical than the cost of rebuilding the railroad. Towle does list an example of a JACK. & KEY WEST R.P.O. TR 46 OCT 3, 1929 (Towle 392 E -1), but this should not exist without a division notation. Anyone with a confirmation of this R.P.O. marking should send a photocopy to the author for documentation.



Fig. 10



Fig. 11

Examples of railway postal clerk markings used during this period are shown in fig. 10 and 11. At least two different postal clerks operated

during this time with fig. 10 showing a magenta oval JACK. & KEY WEST, R.P.O. / W. R. ROBERTS backstamp used Sep. 5, 1928 on mail coming by steamer from Cuba. Fig. 11 shows a magenta JACK & KEY WEST S.D. / C. O. METZER backstamp used May 27, 1929 on mail coming from Cuba.

This article concludes with the Towle listing of all known Key West R.P.O. markings used during this period. As noted earlier, it is the author's opinion that several of these R.P.O. markings are in fact duplications with slight differences in tracings or size. A refinement of the listing should be undertaken in future updates. Anyone with additional examples or unrecorded examples are encouraged to submit photocopies for publication.

References:

The United States Railway Post Office Postmark Catalog 1864 to 1977, Charles L. Towle, Mobile Post Office Society, Inc., 1990.

Directory of Railway Post Offices, John L. Kay, Mobile Post Office Society, Inc., 1985.

Speedway to Sunshine, Seth Bramson, The Boston Mills Press, 1884.



392-I-3



392-I-1



392-I-2



392-M-1



392-M-3



392-M-4



392-M-1



392-K-1



392-F-1



392-O-1



392-O-2



I-26-a



I-26-b



392-D-1



392-A-2



392-A-1



392-N-1



392-G-1



392-G-2



392-G-3



392-H-1



392-H-2



392-E-1



392-E-3



392-E-4



392-E-2

FLORIDA COUNTY AND POSTMASTER POSTMARKS

NILES SCHUH

One of many interesting types of postal markings used in the 19th century was the county and /or postmaster postmark. By this term is meant the inclusion of the name of the county, the name of the current postmaster, or both within the circular date stamp. These markings appeared throughout the 19th century but most commonly during the 1870's and 1880's.

These special postmarking devices seem to have been used mostly by postmasters in small fourth class offices who had to purchase their own equipment. They probably wanted to further identify their small town's location and perhaps just wanted to be a little different. The use of these postmarks declined sharply in the early 1890's when the POD started furnishing standardized devices to even the smaller offices.

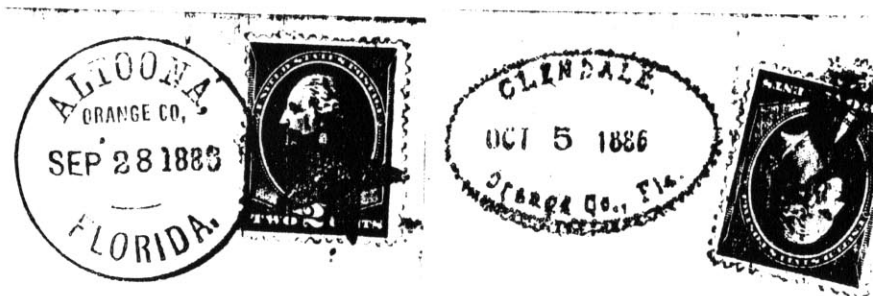
The Doane-Thompson Catalog of U.S. County and Postmaster Postmarks lists 54 different postmarks for Florida, with catalog numbers 657 through 710. There are 36 postmarks with the county name included, 14 with the postmaster's name, and four with both names. All of the Florida examples fall between 1877 and 1894, with half of the 54 postmarks dated between 1883 and 1886.

A number of towns which used the county and postmaster postmarks are now located in different counties than when the postmarks were produced. Florida had 39 counties in 1880, 45 counties in 1890, and now has 67. The following list of counties and number of different postmarks for each refers to the 1880's county names.

Orange	10	Polk	3	Lake	2
Sumpter	6	Putnam	3	Marion	2
Volusia	6	Hernando	2	Manatee	2
Hillsboro	4	Jackson	2		

Thirteen other counties had one such postmark each; Alachua, Bradford, Calhoun, Columbia, Dade, Jackson, Levy, Marion, Nassau, Suwannee, Taylor, Walton, and Washington.

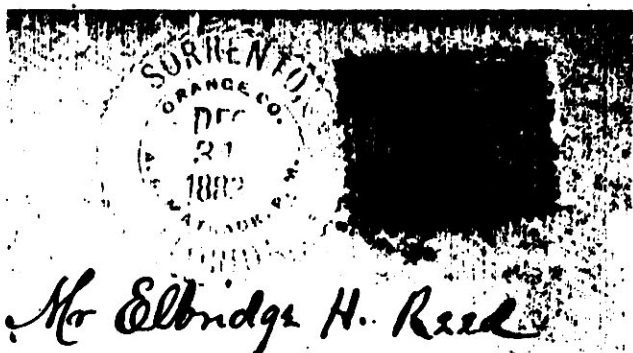
Some examples of Florida county and postmaster postmarks in the author's collection are illustrated. Altamonte (Est. 1874 - Dis. 1891), Altoona (E. 1880), and Glendale (E. 1882 - D. 1892) are all towns not now located in Orange County, but in Lake, Lake, and Seminole, respectively. Not satisfied with being different by including the county name in their postmarks, all three of these postmaster ordered devices with further differences. Altamonte (Doane-Thompson #658) has a double circle and a solid star killer, Altoona (#661) has a solid star killer, and Glendale (#676) has a fancy oval. Most postmarks of the time were black, but the Altamonte cancel is magenta to further distinguish it from the common herd.



The Peru, Florida, postmark (#695) is an example of the inclusion of the postmaster's name in the cds. It also uses the double circle. This Hillsboro County office was established in 1879 and closed in 1900.



The Sorrento postmark (#703) is one of four Florida examples which includes both the county name and the postmaster's name. It is a double circle with fancy serration in the outer rim. Sorrento was established in 1878 and is now in Lake County.



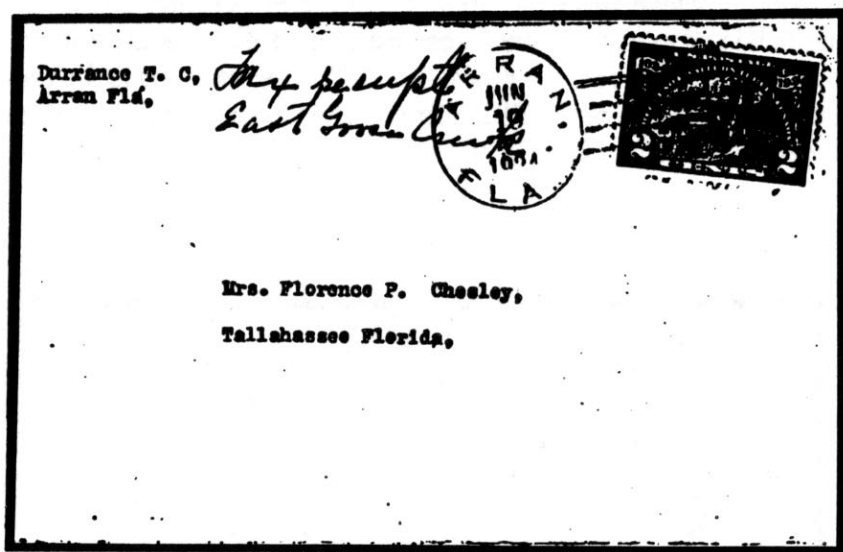
References:

Doane-Thompson Catalog of U.S. County and Postmaster Postmarks, 1990; Edited by Kenneth L. Gilman; David G. Phillips Publishing Co.

A Chronology of Florida Post Offices, 1962, Alford G. Bradbury and E. Story Hallock; Florida Federation of Stamp Clubs, Publisher.

A LATE LATE FLORIDA DOANE USAGE

HERBERT P. McNEAL



The Catalog of U.S. Doanes, (1993) edited by Richard W. Helbock, lists a Doane Type 2 (2) postmark from Arran, Fla. with the latest known use of 6 June 1909. Lo and behold, it was used at least once in 1924 (see illustration above). Is this the latest known use of a Doane postmark in Florida? Arran, Wakulla County, operated from 1894 to 1954.

CONFEDERATE FLORIDA FREE USAGE

DEANE R. BRIGGS, M.D.

The FREE franking privilege was severely curtailed during the Civil War by the Confederate Postal System and basically limited to "Official" use by departments in Richmond. The postmaster free franking privilege was eliminated. Nevertheless, examples of unofficial and even blatantly illegal use of the free frank are known from various Confederate states. The following example is the only known Florida use of the FREE franking by an ex-Congressman and therefore an illegal use. (Fig. 1.)

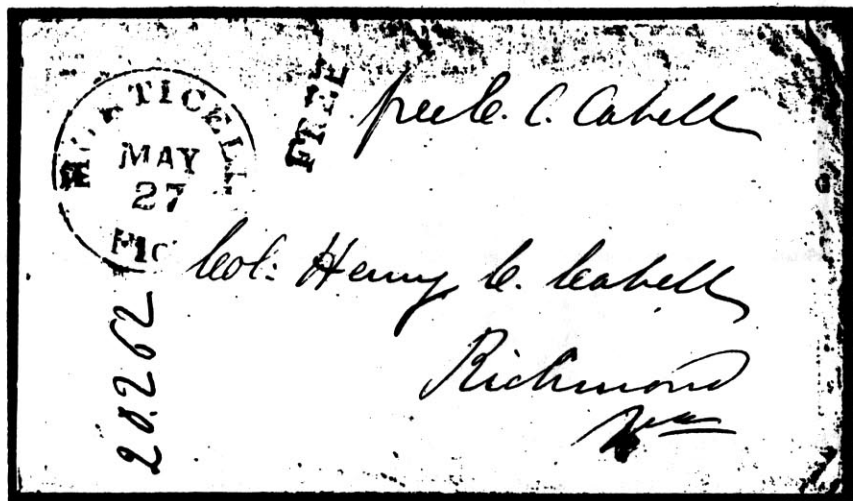


Fig. 1.

This cover is addressed to Col. Henry C. Cabell, Richmond, Va. and postmarked MONTICELLO/ Flor. MAY 27 with a handstamped FREE and manuscript "free E. C. Cabell" endorsement. Edward Carrington Cabell was a lawyer and plantation owner from Monticello

who served as a Florida Territorial Convention delegate in 1838, a member of the Florida House in 1837, the Florida Senate in 1840 and president of the Florida Senate in 1842. When Florida became a State in 1845, he was elected to Congress and served from October 6, 1845 to January 24, 1846, when his election was contested and overturned in favor of William H. Brockenbrough. He was subsequently elected to Congress and served from 1847-1852. In 1859, he became active in Missouri politics and in July 1861, struggled to persuade President Jefferson Davis to support Missouri's accession to the Confederate States. He was appointed aide-de-camp to General McCulloch and by August 8, 1861, eventually lobbied the Confederate Congress into appropriating \$1,000,000 to the defense of Missouri. During this time he was active in Richmond, Va. and lived with his brother, Henry C. Cabell, a 41 year old lawyer in Richmond.

Henry Coalter Cabell entered the 1st Regt. Virginia Artillery in 1862, and was appointed Colonel and Chief of Artillery. He fought in the Battle of Chancellorsville.

It appears that during 1862, Edward C. Cabell returned to Monticello, Florida and wrote his brother in Richmond. He used the free frank in error. The possibility of this cover being a pre-war stampless FREE frank used during Edward Cabell's tenure as Congressman is certainly possible but can be discounted by the lack of known Monticello free frank usage in the American Stampless Cover Catalog and the fact that Henry C. Cabell would have been only 31 years old and not likely a Colonel at that time he was establishing a legal practice in Richmond. His appointment as Colonel in 1862 is well recognized.

The only other known Florida Confederate postal history usage of the FREE frank is documented in Fig. 2. This is an "official" FREE usage from the Post Office Department to the postmaster at Madison C.H., Florida and is endorsed by B. N. Clements. The cover has a turned adversity usage with Madison DUE/10 rate. There is a known White Springs, Fla. undated stampless cover with a free postmaster franking (Fig. 3.), but this cover is probably pre-war as other similar examples are known. It is possible however, that this may be of early 1861 use during the period of Confederate use of U.S. postal rates.

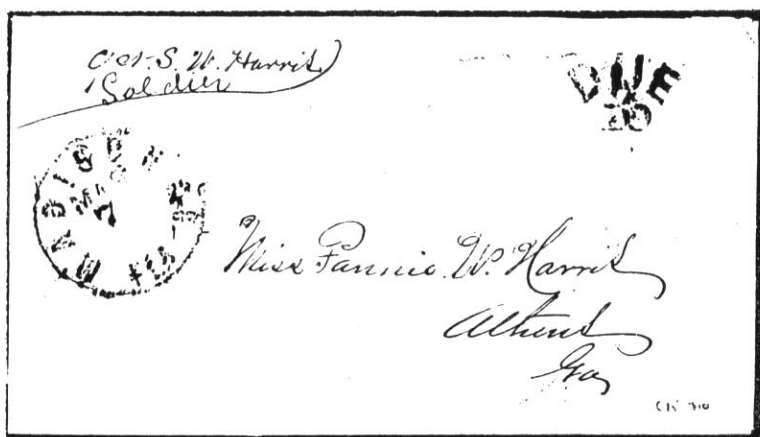
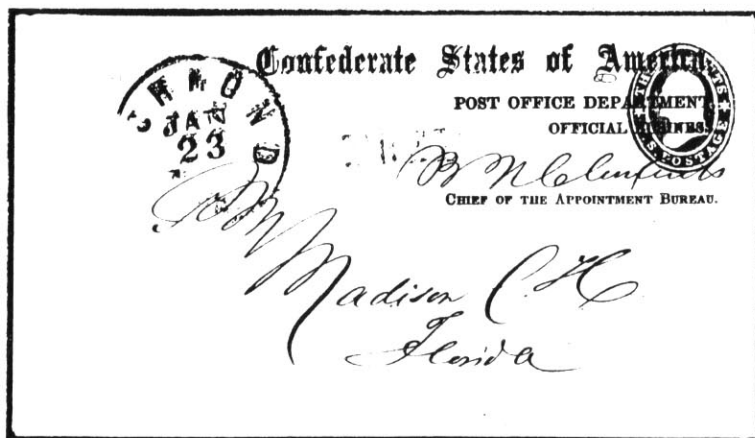


Fig. 2.

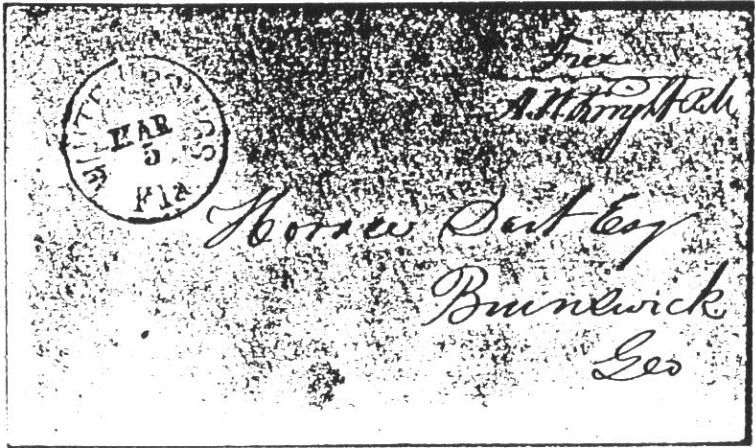


Fig.3.

Ref: Biographical Directory of the American Congress 1774-1961,
United States Government Printing Office 1961, page 664.

Official Papers of the Union and Confederate Armies, Series I,
Vol. 3, p. 600-606, 639.

The assistance of Hazel L. Bowman, Mulberry, Florida, is
appreciated.

FLORIDA POSTAL HISTORY SOCIETY

Third Annual Meeting

FLOREX - Saturday, November 19, 1994 , Orlando, Florida

OCHOPEE POST OFFICE

Carl A. Hedin

The Ochopee Post Office has the distinction of being the smallest post office in the United States and has a colorful history. The original post office was established in 1932 and was located in the general store operated by Ralph Brown. His brother Sidney was the first postmaster and continued in this position for over 10 years. The store and most of the town of Ochopee burned in 1933, and needing a place to receive and dispatch mail, an old fertilizer shed located in a field nearby was pressed into service and has continued in use ever since. (Fig. 1,2)

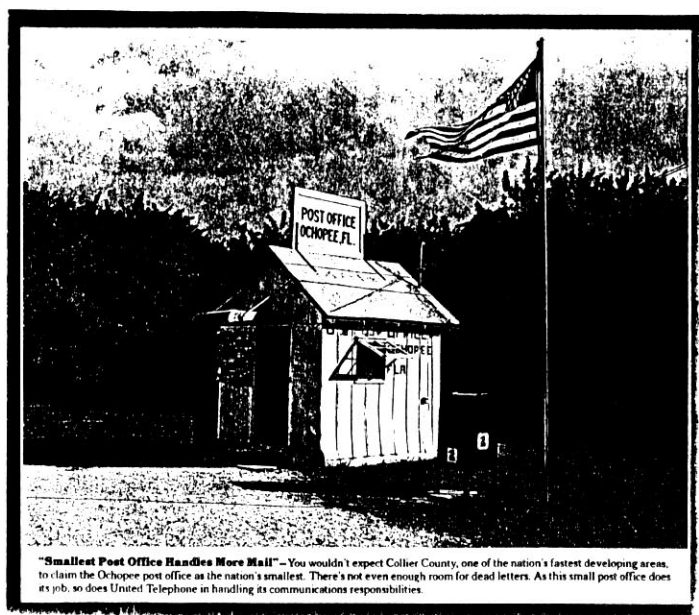


Fig. 1



Fig. 2

The post office measures only 7 x 8 feet, but serves as a full service post office and boasts a "star route" covering 126 miles and serves over 200 families, mostly Seminole or Miccosukee Indians. The Ochopee post office is located on the edge of the Everglades and the Big Cypress Preserve, 35 miles east of Naples and 70 miles west of Miami. The nearest post office is in Everglades, 7 1/2 miles away. This office has always been a popular tourist stop on Route 41 (Tamiami Trail) and is reproduced by artists and on pictures and post cards as well as the cover of a recent United Telephone Book. In March of 1992 it was honored by a special post mark for the Naples, NAPLEX '92 stamp show. (Fig. 3)

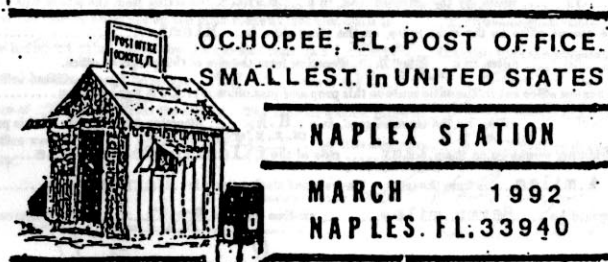


Fig. 3

The original Establishment and Change of Location applications to the Post Office Department are shown in Fig. 4,5.

Please fill out and return at once.

ESTABLISHMENT
LOCATION OF PROPOSED POST OFFICE

Post Office Department
FIRST ASSISTANT POSTMASTER GENERAL

IN REPLYING
MENTION INITIALS AND DATE

AF LB

August 24, 1932

FIRST ASST. P. M. GENERAL
RECEIVED
SEP 8 - 1932
DIVISION OF POSTMASTERS

SIR: With reference to the proposed establishment of a post office at the point named below, and in order that the office, if established, may be accurately represented upon the post-route maps, it is requested that you furnish accurately the information called for below and prepare a sketch according to instructions on opposite side of paper, which should be returned to the First Assistant Postmaster General, Division of Postmasters, as soon as possible.

Respectfully,

FIRST ASSISTANT POSTMASTER GENERAL.

Proposed post office, Ochopee, Collier, Florida.
(County.) (State.)

If the town, village, or site of the post office be known by another name than that of the post office, state that other name here:

The post office would be situated in the N.W. quarter of section No. 34, in Township 52.S.
(N. or S.)

Range 30.E. of the principal meridian, County of Collier
(E. or W.)

State of Florida

The name of the nearest river is Turner, and the post-office building would be at a distance of Two miles on the west side of it.
(N., S., E., or W.)

The name of the nearest creek is Half-Way, and the post-office building would be at a distance of Two miles on the East side of it.
(N., S., E., or W.)

The name of the nearest office on the same route as this proposed post office is Naples and its distance is 37 miles, by the traveled road, in a N.W. direction from the site of this proposed office.
(N., S., E., or W.)

The name of the nearest office on the same route, on the other side, is Miami and its distance is 72 miles, in a East direction from the site of this proposed office.
(N., S., E., or W.)

The name of the nearest office not on the same route as this proposed post office is Everglades and its distance is 7 1/2 miles, by the traveled road, in a S.W. direction from the site of this proposed office.
(N., S., E., or W.)

The post-office building would be on the East side of the Atlantic Coast Line Railroad, and at a distance of 4 miles from the track. The railroad station name is Carnestown.
(N., S., E., or W.)

The post office would be Seven miles, air-line distance, South from the nearest point of my county boundary.
(N., S., E., or W.)

Signature of Applicant for Postmaster: James F. Jaudon

Date: Sept. 5, 1932

8-5001

Fig. 4

3/82

1021

PROPOSED CHANGE IN LOCATION OF POST OFFICE

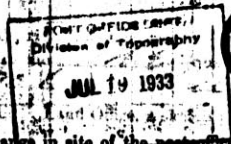
DIVISION OF POSTMASTERS

IN REPLYING
MENTION INITIALS AND DATE

Post Office Department

FIRST ASSISTANT POSTMASTER GENERAL

Washington



Sir:

With reference to the proposed change in site of the post office named below, and in order that the office if changed to the proposed location may be accurately represented upon the post-route maps, it is requested that you carefully answer the questions below and furnish a sketch according to instructions on opposite side of paper, which should be returned to the First Assistant Postmaster General, Division of Postmasters, as soon as possible.

Respectfully,

FIRST ASSISTANT POSTMASTER GENERAL

Delaport
(Post Office.)

Cass
(County.)

Pa.
(State.)

If the town, village, or site of the post office be known by another name than that of the post office, state that other name here

The post office, if changed to the proposed site, would be *5.89* air-line distance, *back* from its present location. (N., S., E., or W.)

The post office would be situated in the *NE* quarter of section No. *34* in Township *5 N.* Range *30 E.* of the principal meridian, County of *Cass*. (N. or S.)

State of *Pa.*

The name of the nearest river is *Towamoc*, and the post-office building would be at a distance of *2* on the *back* side of it. (N., S., E., or W.)

The name of the nearest creek is *Halfway*, and the post-office building would be at a distance of *2* on the *back* side of it. (N., S., E., or W.)

The name of the nearest office on the same route as this post office is *Burglader* and its distance is *7* miles, by the traveled road, in a *SE* direction from the proposed site of this office. (N., S., E., or W.)

The name of the nearest office on the same route, on the other side, is *Miami* and its distance is *7.5* miles, in a *E* direction from the proposed site of this office. (N., S., E., or W.)

The name of the nearest office not on the same route as this post office is *Conover* and its distance is *4.40* miles, by the traveled road, in a *NE* direction from the proposed site of this office. (N., S., E., or W.)

The post office building would be on the *back* side of the *Pa.* Railroad; and at a distance of *1/2 mile* from the station. The railroad station name is *Amity*

The post office would be *South*, air-line distance, *1/2 mile* from the nearest point of my county boundary. (N., S., E., or W.)

Signature in full: *A. H. Brown*

Date: *7/15/33*

Fig. 5

PENSACOLA POSTMASTER PROBLEMS

Deane R. Briggs, M.D.

The Pre-Civil War Pensacola, Florida postmaster, Thomas E. Jordan, (Dillon Jordan in one reference) refused to pledge his allegiance to the United States of America after the Secession of the State of Florida on January 10, 1861. Although the Confederate use of the United States Postal System was to proceed, Jordan (with strong Confederate sympathies) is known to have authorized the opening of mail destined for Fort Pickens (which remained in Union control). This action compromised the U. S. military, and led the U.S. Postmaster General to have the Pensacola post office closed effective, January 28, 1861. One reference lists the date of suspension as January 21, 1861. An alternative route serviced by the Montgomery postmaster was established to continue postal service to Confederate held Pensacola and Warrington. On June 1, 1861, when the Confederate postal system became functional, the Pensacola post office was re-opened and Jordan re-assumed his duty as the Confederate postmaster of Pensacola. When the Confederate forces evacuated Pensacola on May 10, 1862, Jordan accompanied the troops to Pollard, Alabama where he eventually became the Pollard postmaster on December 10, 1862.

The U.S. Post Office Department established a U.S. post office at Fort Pickens on May 30, 1861, with Rufus Ingalls appointed as post master. Major Israel Vogdes succeeded him on August 6, 1861, but was captured during a Confederate attack on Santa Rosa Island (Ft. Pickens) on October 9, 1861. Although later paroled, Vogdes did not resume his post master duties. Who succeeded him is unclear.

It seems that the United States Post Office Department continued to have problems with the postmaster in Pensacola after the Union occupation. The United States post office at Pensacola was re-opened on June 9, 1862, with the absorption of the office at Fort Pickens. Sigmund Loeb was appointed the Pensacola post master. But by January 21, 1864, the Postmaster General suspended Mr. S. Loeb from the office of Postmaster at Pensacola, and authorized

Major H. A. Allen to find a replacement. A Louis Bolie was noted to be temporarily in charge as noted in the following letter:.



Post Office Department,

Appointment Office,

Washington, June 24. 1864.

Sir,

The Postmaster General has suspended Mr. S. Loeb from the office of Postmaster at Pensacola, Florida, and requests that you will place said office, temporarily, in the hands of some competent and trustworthy person. Louis Bolie is supposed to be in charge of said office at present. If he is a suitable person for the place you may continue him. If not be pleased to select a proper candidate, if possible a citizen of the place, and report his name to this office. The person selected by you will remain in charge until a new

appointment can be made. He will be paid for his services the usual commissions on postage collected thereat.

Whether you continued Police, or not, the Postmaster General will feel greatly obliged if you will take charge of the money and postage stamps found in the Office. The money to be held until further advised from the Department. The postage stamps to be counted and delivered to the person selected by you to succeed in the business of the Office.

Be pleased to let us hear from you in the premises at your earliest convenience

I am respectfully

Yours H. A. Allen,

Artillery, Commandant

Fort Pickens,

Pensacola, Florida

Yours obedt. servt

Alfred W. Candale

1st appt. P.M. Genl

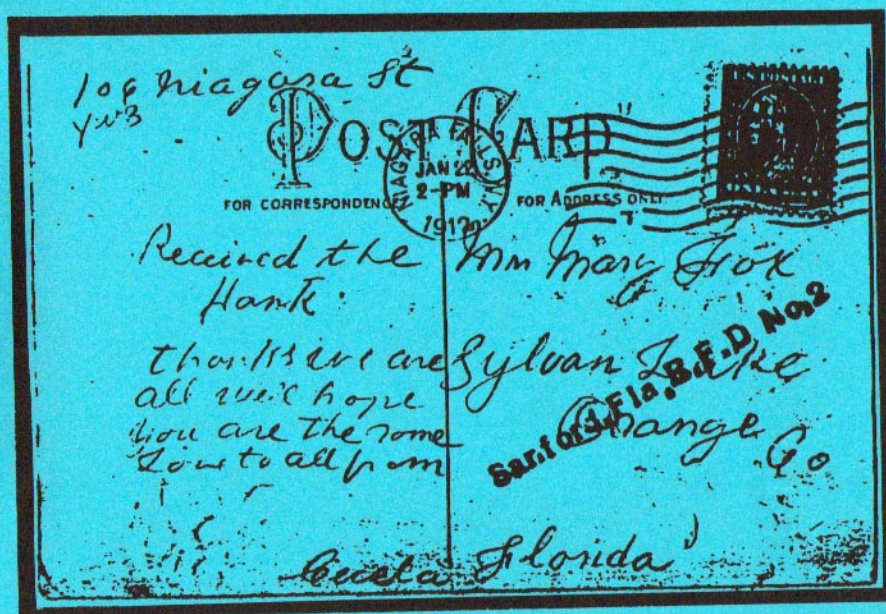
The confusion in Pensacola continued as it appears that the P.O.D. directive was not acted upon, as Loeb is noted to have served as postmaster of Pensacola until May 27, 1866!!

Ref: Graham, Richard B., "Federal Occupation of the Seceded States", The Chronicle: August 1971, pp.10-14.

NEW FLORIDA R.F.D. POSTMARK

HERBERT P. McNEAL

The Encyclopedia of R.F.D. Cancells, by Harold C. Richow (1983) lists only two handstamp R.F.D. postmarks from Florida - - Cantonment and Cottondale. Now another can be added: Sanford, Fla. R. F. D. No. 2 (see illustration below)



It appears on a greeting card from Niagra Falls, N.Y. addressed to Sylvan Lake, Fla. The post office at Sylvan Lake operated from 1875 to 1906, when it was discontinued. It is possible that the Sanford R.F.D. postmark was prepared especially for mail addressed to Sylvan Lake, but there is no reason it could not have been in general use. Although a number of manuscript R.F.D. markings are known from Florida, the discovery of only the third handstamp is significant.