

# FLORIDA POSTAL HISTORY JOURNAL

*Promoting Philately in the Sunshine State*



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*"Way down upon the Suwannee River ..."*

## Visiting historic Suwannee Springs is a step back in time to a different era

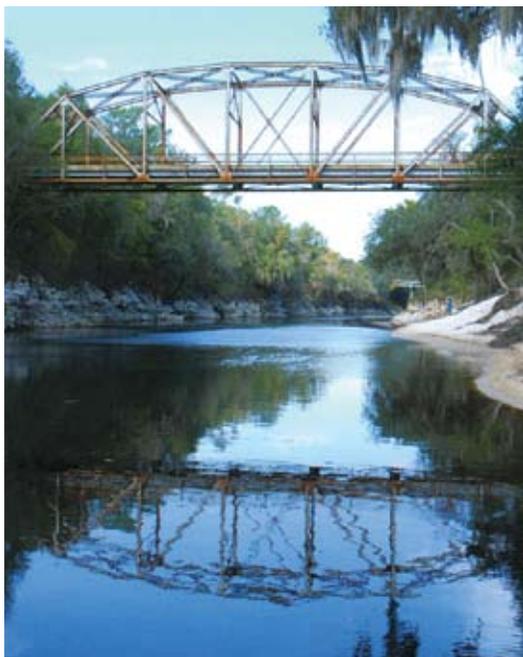
When the breeze is sighing gently in the massive live oak trees, and the fading sun caresses the limpid dark water lapping the rivershore, one can imagine -- if only for a moment -- what life was like generations ago at this peaceful and quiet oasis in the middle of Suwannee River country. Here is the site where Florida tourism was likely born over a century ago, a place that today is a ghost town, an all-but-forgotten relic of "pre-Disney Florida." Here is the "real Florida." Welcome to Suwannee Springs on the shore of the historic Suwannee River.

Originally known as "Suwannee Sulphur Springs," this enclave not far from the Georgia state line was once a bustling settlement, with a massive hotel, stores, cottages, a post office and even a trolley line to nearby Suwannee Station, where trains regularly deposited folks from all over the country who came to swim in the springs' mineral waters.

Beginning in the Civil War era, a popular belief developed that sulphur and mineral springs had healing qualities. It became popular for resorts and sanitariums to be constructed near these springs. It was thought the

Suwannee Sulphur Springs could cure everything from indigestion to malaria and all things in between.

The water from Suwannee Springs was also bottled and sold by druggists. A wall was constructed of local limestone around the springs in the mid to late-1800s. The Suwannee Springs Resort Hotel was the first of three hotels to be built at the site about seven miles north of Live Oak. A year after it was completed in 1883, it burned to the ground, only to be replaced with another almost immediately. The second hotel was completed in 1885 and had 25 sleeping rooms and a horse-drawn trolley for transporting passengers to Suwannee Station, a railroad depot about a mile away.



*Long-abandoned bridge over the  
Suwannee River at Suwannee Springs.*

Business was booming as visitors arrived from all over the country, transported by the Savannah, Florida and Western Railway, the Georgia Southern and Florida Railway and the Florida Central and Peninsula Railway. Advertisements in newspapers across the country lured vacationers and launched the tourism industry which has blossomed throughout the state.

*Continued on page 3*

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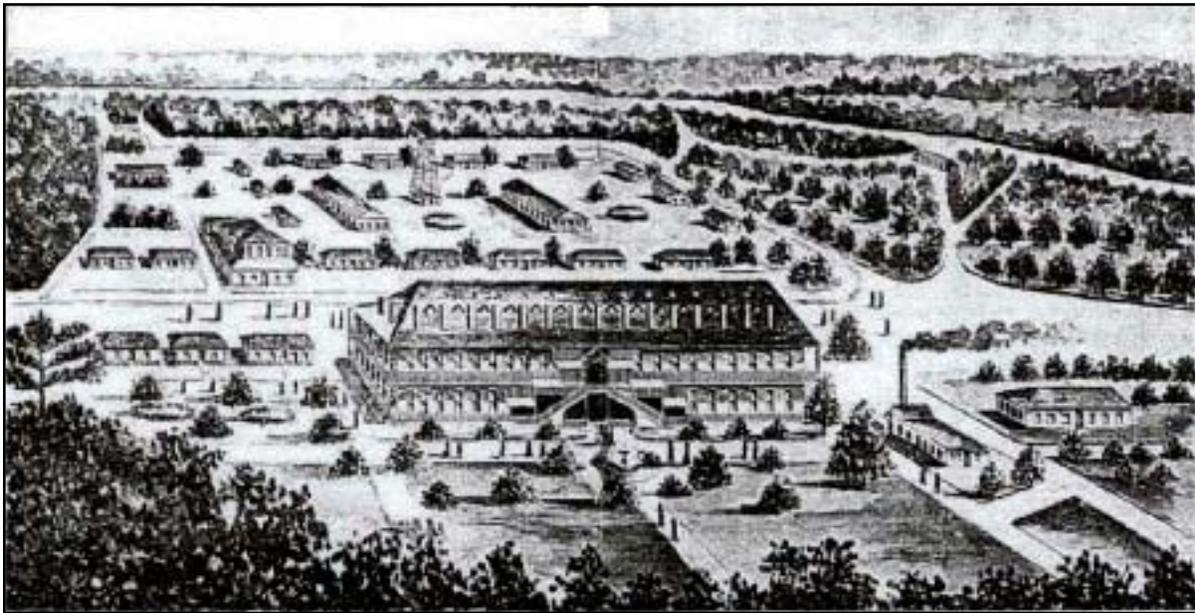
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*Bird's-eye view drawing of Suwannee Springs in its hey-day.*

With business booming, the hotel owners added a bathhouse (which remained until the 1970s), 18 cottages, an annex, a bowling alley, a boiler room and a stable. The second hotel was destroyed by fire in 1905. Soon a third hotel was completed, and it, too, is now gone (burned in 1925), although some foundations can be found if one knows exactly where to look. A few of the 1885 cabins

famed river of legend and song and the attractive resort located immediately on its banks. The visitor, on reaching Suwannee, enters a handsome car belonging to the Hotel Company, and after riding a mile through a pic-



*Antiquarian photo showing Suwannee Springs with bridge in the background, early 1900s.*

are still standing, although some are in desperate need of repairs. A couple have been restored and are now in private ownership. Others have been damaged over the decades by vandals who carried away everything of value.

An early tourist brochure praised the Suwannee Sulphur Springs in flowery language. Here is what it had to say: "The famous Suwannee River is now open as a regular tourist route. The tourist, health and pleasure seeker can now, with ease and comfort, visit this far-



*Photograph from circa 1900 showing Suwannee Springs with hotel bathhouse in background.*

turesque pine forest, disembarks on the spacious piazza of the hotel, whose aspect at first sight is both striking and beautiful to the stranger's eye. (It is thought this reference is to the aforementioned horse-drawn trolley from the railroad station to the hotel.)

"The hotel is built of virgin coquina rock, just as it is quarried from the river banks, and of red pressed brick. The hotel property consists of a beautiful park of mas-

*Continued on page 4*



*Today, the coquina walls of the springs are cracked and eroding into the Suwannee River.*

sive live oaks and tall pines to the extent of a hundred acres, located along the banks and on the bluffs of the picturesque and romantic Suwannee River. In this park, the Company has built their handsome Hotel, Annex

*Most of the actual springs are filled with sand and barely flowing. Notice crumbling coquina wall.*



and a system of comfortably furnished and conveniently appointed cottages. The hotel walls are built of coquina eighteen inches thick, and are lined inside with the beautiful Florida pine, finished in hard oil so perfectly that it looks as though it were varnished. The first floor, which is devoted to the office, dining and breakfast rooms, music parlor, writing and billiard rooms, has such a lofty appearance that it gives one the impression of an ancient baronial hall. The upper portion of the building is well lighted; the broad verandas and the abundance of windows allow the sunlight to stream freely into the large, handsomely furnished bedrooms. All of these rooms have large, open fireplaces in them.”

The same brochure also described the springs, start-

ing with information about a water tower. “This water tower, a hundred or more feet in height, forces the water through a system of pipes and through a steam heater. The water, from the time of leaving the spring and passing through the steam heater, is not exposed to the air, thus retaining all the native medicinal properties

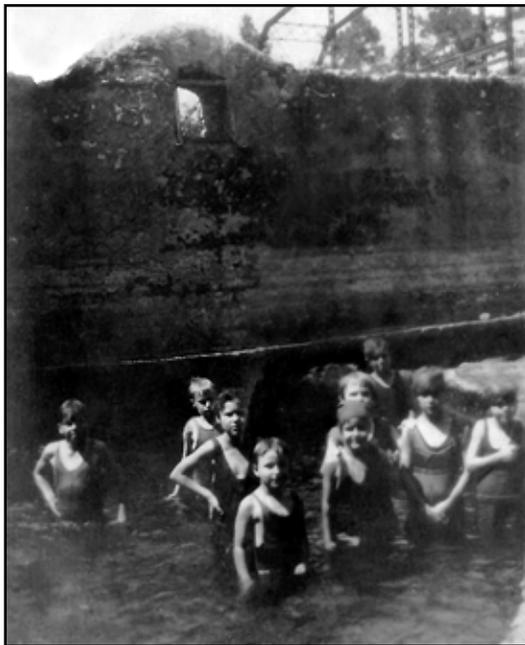


*Only a few brick walls are left of the hotel annex and kitchen (above); the old trolley line (below) to the railroad station is now a narrow road.*



of the sulphur water just as it flows from the spring. A visit to the sulphur spring, located only about two hundred yards from the hotel and immediately on the banks of the river, reveals several boiling, clamorous bodies of crystal whitish water, rushing out of the ground at a high rate of speed and dashing into the clear but dark water of the Suwannee. The springs boil out at the rate of 45,000 gallons per minute, exhaling a strong sulphurous odor. A massive coquina wall protects the spring on the river side, with a system of rock terraces on the inner side.”

*Circa 1900 photograph showing the same "window" in the coquina wall as the contemporary view at right.*



*A view from the inside of the coquina walls at the springs, looking outside to the Suwannee River.*



There is conjecture about what caused the eventual demise of Suwannee Springs as a tourist destination. One factor might be the presence of another resort hotel just a few miles upriver at White Springs. This site, now the Stephen Foster State Park, also claims to be the first tourist destination in Florida!

But beyond a doubt, the primary cause of the resort's death (and others like it) was a changing way of life for Americans. With the advent of the automobile, people slowly began expanding their horizons, exploring by auto rather than traveling by train or boat. And after World War II, people really began "hitting the road" in the summer. Massive resorts and the famous old hotels of yesteryear became dinosaurs.

Suwannee Springs as a tourist "attraction" faded, but people still visited the peaceful spot to swim in the river, camp or rent one of the cottages. Even into the 1960s, people came to rent cottages and relax in an away-from-it-all environment. But eventually the site was all but abandoned, known only to a few "locals" who continued to swim in the river and the decaying bathhouse. Up until about 40 years ago, there would be a "bucket brigade" each year who would clean out much of the sand which accumulated in the springs. In the years since that effort was abandoned, sand has accumulated as deep as 13 feet. Tree roots have grown into the soft limestone walls, causing massive cracks and breaks.



*One of the few remaining cottages, now in private ownership.*



*Several of the abandoned cottages.*

*Continued on page 6*

In July 2011, the Friends of Suwannee Springs, Inc. (FOSS) was formed to help with restoration of the bathhouse and springs. The goal is to see the landmark repaired and restored, but organizers realize it will take



*Looking at the old bridge from the springs.*

years of hard work and lots of funding. The springs are now maintained by the State of Florida through the De-

partment of Environmental Protection (DEP) and Suwannee River Water Management (SRWM) owns the 14 acres where the site lays. For information about the efforts being undertaken by FOSS, contact Friends of the Suwannee River, Inc., P.O. Box 6064, Live Oak, FL 32064 or email [friendsofsuwanneesprings@yahoo.com](mailto:friendsofsuwanneesprings@yahoo.com). There is also a website at [www.welcometofoss.org](http://www.welcometofoss.org).

Unfortunately, there is not a long postal history at Suwannee Springs, despite what must have been a substantial number of letters and postcards being sent by tourists eager to tell about their trip. The Suwannee Post Office was established on April 26, 1869 with Charles L. Williams as postmaster. It was discontinued on July 25, 1870 with mail handled at the tiny Houston (pronounced "HOWSTON") Post Office, a rural community which still exists east of Live Oak. The Suwannee Post Office was re-established on October 24, 1870 until it was finally discontinued on May 31, 1908 with mail subsequently handled at Live Oak.

*Article and contemporary photographs of Suwannee Springs by  
Dr. Everett L. Parker*



*This beautiful cacheted cover shows a variant spelling of Suwannee ("Suwanee") which is often seen. At the time, the resort, "Way Down Upon The Suwanee River," was known at the "Suwanee Sulphur Springs Resort Sanitarium."*



Cover mailed from Suwannee Post Office to Elizabeth, New Jersey on July 1, 1884.



Cover mailed from Suwannee Post Office to Trenton, New Jersey in 1906.



Cover mailed from Suwannee Post Office to Elizabeth, New Jersey on July 29, 1885.



Postal card mailed from Suwannee Post Office to West Virginia on December 28, 1907.



The hotel annex, also called the "Rock Cottage."

# Florida Confederate Mourning Covers

By Steve Swain

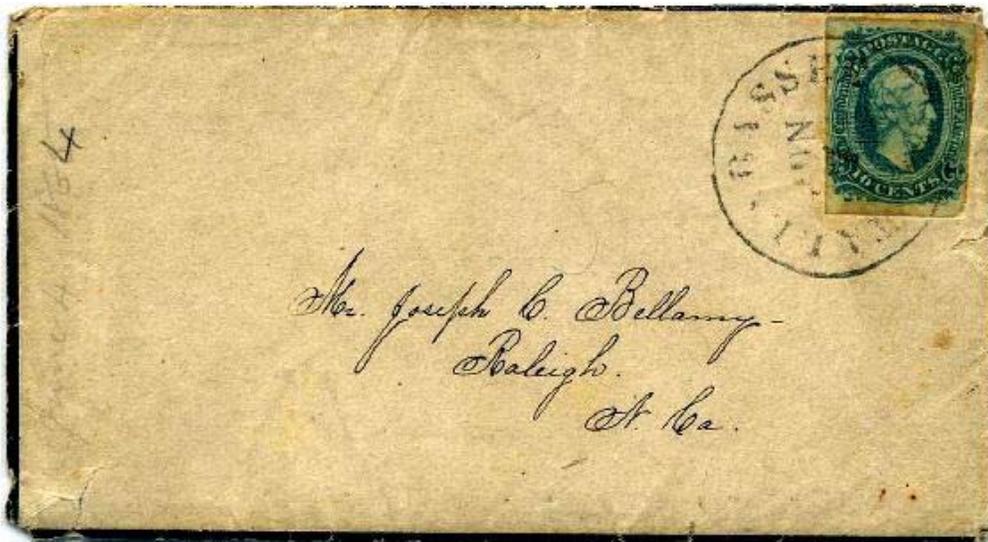
Even with the multitude of “mourning” covers passing through the mail during the Civil War, only a very few of these covers have survived and currently only five are recorded from Confederate Florida. The scarcity of these mourning covers from Florida is apparent when one considers that there are over 1,550 Confederate covers recorded from Florida, a ratio of 1:300.

Two mourning covers addressed by the same person (as is evidenced by the handwriting) were sent from Tallahassee, Florida to Mr. Joseph C. Bellamy, Raleigh, North Carolina.

Confederate military records reveal that Joseph C. Bellamy, age 22, enlisted on February 1, 1862, into Company Batty F, 2nd Light Artillery Regiment, North Carolina. He received a disability discharge on December 3, 1862.

The first Bellamy mourning cover, *Figure 1*, was franked with an Archer and Daly 10¢ Jefferson Davis

(CSA #11) and tied by a “JUN 4 1864 TALLAHASSEE FLA” circular datestamp. This cover received attention in Paul Bearer’s collection and exhibit of mourning covers found at the Mourning Stamps and Covers Club site, <http://www.mscc.ms/page6.html>.



**FIGURE 1**  
*June 4, 1864 “Bellamy” mourning cover.*



**FIGURE 2**  
*Magnified image of date written on cover.*

A barely discernable notation of “June 4, 1864” is written sideways on the left side of the cover (Image magnified and rotated in *Figure 2*.)

The “4” in the year was written after the original notation, and was

intended to change what appears to be an “8” in the original date.

It can only be assumed that someone in possession of the cover attempted to re-

cord the date of the mailing using this notation. But the date was in error, and subsequently corrected with a “4.”

The second mailing to Mr. Joseph C. Bellamy was on September 10, 1864 using an Archer and Daly 10¢ Jefferson Davis (CSA #11) tied by a “TALLAHASSEE FLA” circular date stamp (*Figure 3*).

This cover is also included in the Bearer collection of



**FIGURE 3**  
September 10, 1864 “Bellamy” mourning cover.

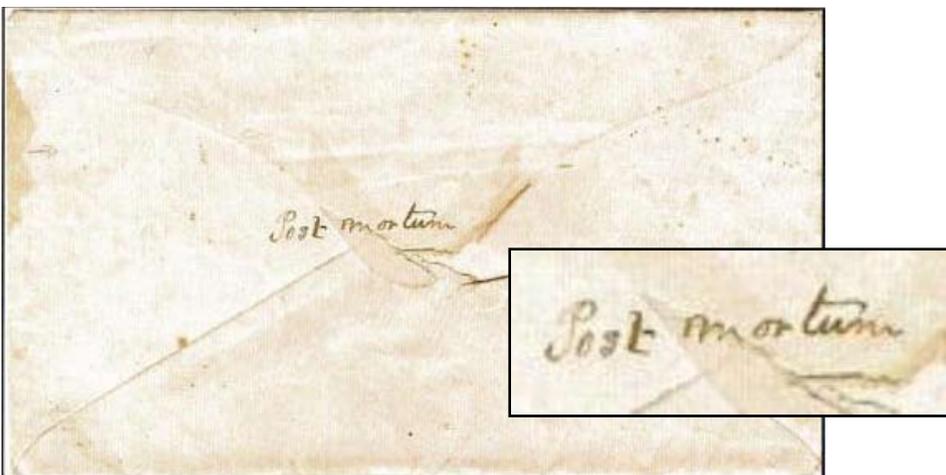
mourning covers and is presented on Richard Frajola’s PhilaMercury site, <http://www.philamercury.com/covers.php?id=17312>. The envelope is somewhat of a lighter color than the first piece; however, with wide black markings around the entire cover, this item has a more distinct mourning characteristic than the first Bellamy cover.

**Micanopy Provisional Cover**

Presented in the May 2010 issue of the *Florida Postal History Journal*, Dr. Deane R. Briggs provided an excellent discussion of the third Flor-



**FIGURE 4**  
Marianna provisional mourning cover.  
From the Deane R. Briggs, M.D. Collection



**FIGURE 5**  
“Post Mortum” manuscript notation on reverse of Figure 4.  
From the Deane R. Briggs, M.D. Collection

ida Confederate mourning cover, a noteworthy, truly unique piece.

Shown in *Figure 4*, this cover is a small, pinkish envelope with a “MICANOPY, FLA. PAID 5” provisional handstamp (Dietz Type II, Scott #105XU1) and a “PAID 5” handstamp (Dietz Type I) to pay the 10¢ rate to Augusta, Georgia.

This is only the second recorded example of the Micanopy provisional handstamp. But more significantly, the “PAID 5” handstamp rate marking is used in conjunction with the

provisional rate, a most rare “conjunctive” usage with only 13 examples currently recorded.

As for the cover’s mourning character, the black-bordered mourning lines are thin, but surround the entire front face of the cover. Importantly, *Figure 5* presents an interesting manuscript notation of “Post Mortum” (*sic*) on the reverse of the envelope (magnified image superimposed on the cover) that supports

*Continued on page 10*

the overall mourning theme.

The letter enclosed in the cover is datelined “Micanopy East Florida / April 11th 1862” and is a beautifully

this cover. Relying on Confederate military records, we find that R.M. Hogan served as a Private in the 3rd Regiment, Georgia Infantry.

The manuscript notation on the cover of “Co. A. 9 Ky Regt Lenoir Brigade” suggests that Hogan may have been associated with a Kentucky regiment later in the war that was stationed in Marietta, Georgia, possibly during Sherman’s advance toward Atlanta.

### Pensacola Cover

Upon the fall of Pensacola to Union forces, the Pensacola postmaster evacuated north with the Confederate army toward Pollard, Alabama, and took his postmarking device with him. He serviced army mail for only a short period of time in late May 1862, along the evacuation route.

Shown in **Figure 7**, a five-cent Jefferson Davis (CSA #1), is tied by a “PENSACOLA FL MAY 20 1862” circular date stamp on the fifth and final recorded Florida Confederate mourning cover.

Similar in style and color to the Micanopy Provisional piece, this small, pinkish cover,



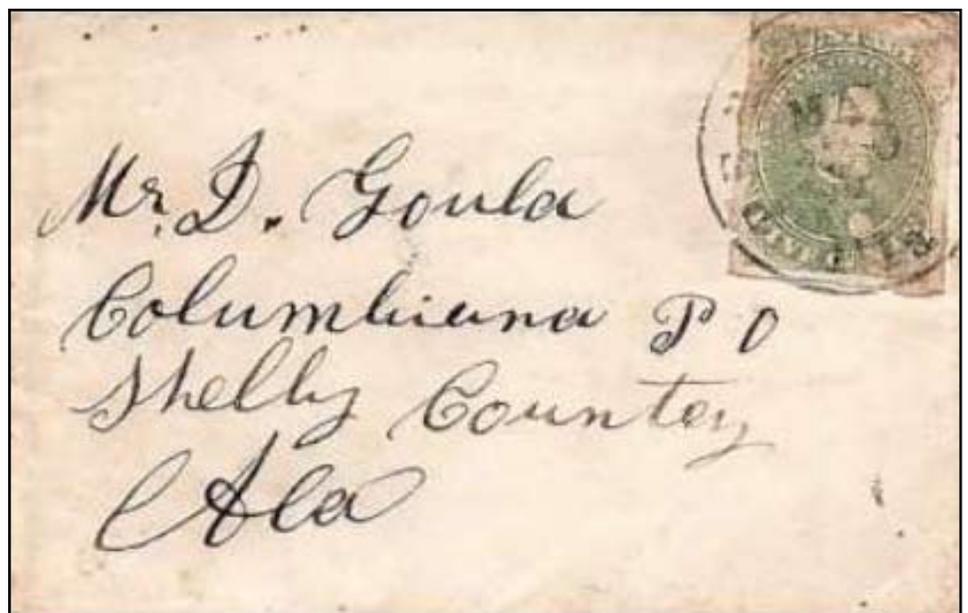
**FIGURE 6**

**Tallahassee “PAID” handstamp mourning cover.**  
From the Deane R. Briggs, M.D. Collection

composed condolence regarding the death of an uncle.

### Marianna “PAID” Handstamp Cover

The fourth Florida mourning cover (**Figure 6**) in the set of five is a June 24, 186(?) mailing to Mr. R. M. Hogan with a “PAID” handstamp without rate marking (listed in Dietz but not illustrated by type) addressed to Marietta, Georgia. It is uncommon not to have the rate struck but most common after July 1, 1862 when a 10¢ rate covering any distance was applicable. Wide black markings on the entire front and top flap clearly signify the mourning character of



**FIGURE 7**

**May 20, 1862 Pensacola mourning cover.**  
From the William H. Johnson, D.D.S. Collection



**FIGURE 8**

**Reverse of Figure 7 showing black flap markings.**

dated 10 days after the fall of Pensacola, is one of four recorded examples known as Pensacola Evacuation Covers. It has the earliest date of the four known covers.

Addressed to Mr. D. Gould (David James Gould, 1794-1865), Columbiana P.O., Shelby County, Alabama, the reason for this mourning cover is not known. Mr. Gould had three sons, none of which was killed in the Civil War.

Without any black markings on the front of the cover, the mourning character of the piece is not readily noticed, but is indeed evidenced by the black markings on the reverse flap edges, as shown in *Figure 8*.

**End Notes**

The rarity of Florida Confederate mourning covers is truly an intriguing ingredient of the state's Civil War postal history. We are all anxious to learn about discoveries of even more than five of such covers.

I would like to extend my gratitude to Dr. Deane R. Briggs for his guidance in the research for this article and his sharing of images of mourning covers from his personal collection. My gratitude is also extended to William H. Johnson, D.D.S. for his assistance in providing images of the Pensacola mourning cover.

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The Florida Postal History Society  
website,  
[www.FPHOnline.com](http://www.FPHOnline.com)  
requires frequent updates from our  
webmaster, Francis Ferguson.  
The site has a complete  
downloadable archive of all  
20 years of our  
*Florida Postal History Journal*.  
This costs money not budgeted in our  
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# PONCE PARK AND ITS POST OFFICE

By Kevin S. Nichols

As a local historian and member of the Ponce Inlet Historic & Archaeological Preservation Board, I was delighted to be asked by the FPHS editor to contribute an article on the town of Ponce Park and its famous lighthouse. I appreciate the assistance of Deane R. Briggs, M.D. with aspects of the postal history of Ponce Park and the use of covers from his collection.

The town of Ponce Park was originally established in Mosquito County, which became Volusia County when the post office was established on March 10, 1884. Bartola Clemente Pacetti was appointed the first postmaster. Bartola, the grandson of Andreas Pacetti, whose first wife was Gertrude Pons, first came to the Mosquito Inlet land grant in 1843. He settled on the north shore of Mosquito Inlet, on 210 acres of land that had previously been part of the Antonio Pons Spanish land grant, given to Spanish loyalists following the 1783 Second Treaty of Paris. Both Andreas Pacetti and Antonio Pons had been principals in the failed 1768 Turnbull plantation at New Smyrna during the period of British control of Florida. The north shore of Mosquito Inlet was included in the Turnbull land grant and Andreas Pacetti was likely familiar with the site. Bartola Pacetti built a driftwood home on the site in 1854, and eventually sold 10 acres to the government for a lighthouse site. He received \$400, which he used to enlarge his house and create the Pacetti Hotel, a fishing and hunting "resort." This was later sold to

Olivia Gamble (daughter of James N. Gamble of the Proctor and Gamble Co.).

The first lighthouse in the vicinity of Mosquito Inlet was actually built by the British in 1774, on the north side of the inlet and was described as a barrel on a pole for daylight use and a bonfire beacon on a dune at night. In 1834-35, a real lighthouse was constructed on the south side of the inlet. It was built by Winslow Lewis of Boston for \$7,500, but before the light was lit, a storm undermined the foundation and the tower collapsed.



**FIGURE 1**  
*Ponce de Leon Inlet Light Station, the name since 1927 for the Mosquito Inlet lighthouse at Ponce Park.*

*Photograph by the author June 2012.*

In the early 1880s, General Orville Babcock was appointed the Engineer of the 5th and 6th Lighthouse District and was placed in charge of building a lighthouse at Mosquito Inlet. He also personally purchased additional portions of the Antonio Pons land grant property and intended to start a settlement with the name Ponce Park. Unfortunately, he drowned while unloading lighthouse supplies, before he could erect any improvements. The town was soon established however, with Pacetti's Hotel (really just a boarding house), James Hardy's mercantile store, Mrs. T.H. Ferguson's restaurant, and eight to 10 houses. A real hotel, the Ponce Hotel, was built in 1890 by E.G. Rogers, with 26 rooms and a landscaped courtyard. A one-room school was opened in 1900.

The current lighthouse (first lit in 1887) was built of red bricks made in New York and Baltimore and cost \$170,000 including adjacent buildings, over three times



**FIGURE 2**  
**“Hasty Cottage” (c. 1903) post office and grocery.**

the original Congressional appropriation of \$50,000 (**Figure 1**). The light was a 3,800 pound Fresnel lens made in Paris in 1867, and could be seen for 18 miles. At 175 feet, this is the second tallest brick lighthouse in the United States, only the Cape Hatteras Lighthouse being taller. William Rowinski was the first Principal Keeper with a \$600 annual salary. It ceased functioning as a lighthouse in 1970, when the Coast Guard established a beacon on the south side of the inlet and abandoned the lighthouse.

Concerned members of the community formed the Ponce de Leon Inlet Lighthouse Preservation Association and persuaded the town of Ponce Inlet to acquire the deed to the Light Station from the Coast Guard in 1972. It was named a National Historic Landmark in 1998.

When a New Smyrna Beach condominium obscured the Coast Guard beacon, the Light Station was reinstated and modern beacon installed to function as a lighthouse in 1983. In 2004, museum staff completed restoration and reinstallation of the 1933 rotating Fresnel lens, and with Coast Guard permission, the lighthouse became

operational again as a private aid to navigation, maintained by the museum staff.

Author Stephen Crane was involved in the shipwreck of the *Commodore* 11 miles offshore of Daytona Beach in 1897 while on his way as an undercover journalist to cover the Cuban Revolution. His experience was related in his book, *The Open Boat*, in which the survivors (including Crane) rowed toward the Mosquito Inlet Lighthouse in a 10-foot dinghy.



**FIGURE 3**  
**1887 cover from Highland, Michigan with “PONCE PARK / FLA. JAN 14 1887” receiving postmark.**

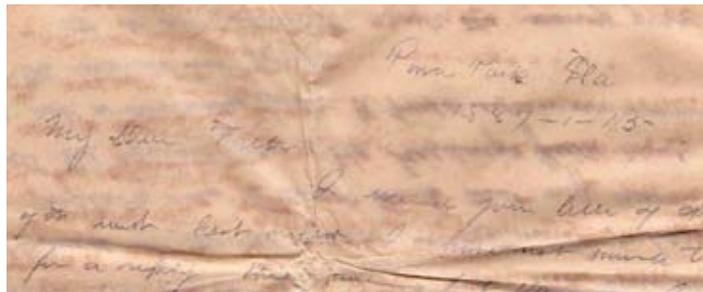
The original post office location in Pacetti’s boarding house no longer exists, but a later site of the post office at the “Hasty Cottage” still stands (**Figure 2**). The Hasty Cottage was built by Nathaniel Hasty in 1890 as a trading post and with three additional rental cot-

tages for a fishing camp. Figure 2 clearly shows that it was the location of a grocery and by the sign below the grocery sign, also the post office. Hasty’s wife, Elizabeth, a school teacher, also served as postmistress for 25 years until she died in 1909. Initially, mail was handled

*Continued on page 14*

at the waterside landing, and later in the Hasty Cottage itself. In 1909, Redwood Wharton Sr. (nephew of the founder of the Wharton School of Business) purchased the Hasty estate. Originally only a two-room cottage, it was expanded later to include a “Cracker style” home next door for Edward L. Meyer, the lighthouse keeper from 1937 to 1939. Meyer’s wife, Ellen Mary, became postmistress and distributed mail from the Hasty Cottage next door.

The cover in **Figure 3** is the earliest cover with a Ponce Park postmark in the Briggs collection. It has a January 14, 1887 receiving postmark on the front and a Port



**FIGURE 4**

*Dateline of January 15, 1887 Ponce Park letter.*

Orange transit mark with the same date on the reverse. It was sent by the recipient, Herbert Bamber’s father, and in addition to the father’s enclosed letter is a tissue paper copy of the reply letter mailed by Herbert Bam-



**FIGURE 5**

*Herbert Bamber Working Platform.*

ber the following day. This January 15, 1887 letter may represent the earliest surviving letter from Ponce Park, the dateline of which is shown in **Figure 4**.

Herbert Bamber had been named superintendent of construction of the lighthouse in July 1885, and had invented an adjustable

movable work platform for brick masons that was so effective that it was used on all further tower constructions in the United States. The design of this platform is shown in **Figure 5**.



**FIGURE 6**

*Mail Boat, circa 1902.*

Mail to and from Ponce Park was carried by boat across the Halifax River to Port Orange, the main distribution point. **Figure 6** shows the mail boat (circa 1902) while the photo in **Figure 7** shows an unnamed steamer (possibly the *Emeralda*) which carried mail to and from



**FIGURE 7**

*Unnamed steamer (Emeralda?).*

Port Orange. Gomecinda Pacetti is shown with a fishing party in a photo in **Figure 8**. He carried mail from 1904-1908. **Figure 9** shows the inside of his mail boat, complete with bicycle and mail bags.

Various postmarks are known from Ponce Park, but the most interesting are the Doane postmarks with two different types recorded. The Type II (2) [**Figure 10**] has recorded period of use from January 23, 1904 to January 15, 1906, and the Type III (2) [**Figure 11**] has known



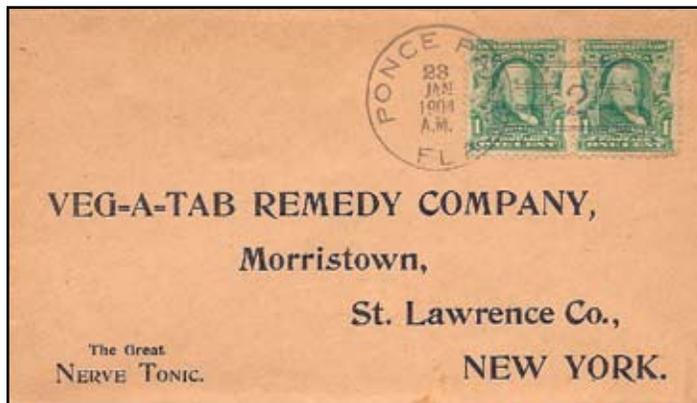
**FIGURE 8**  
*Gomecinda Pacetti with fishing party.*



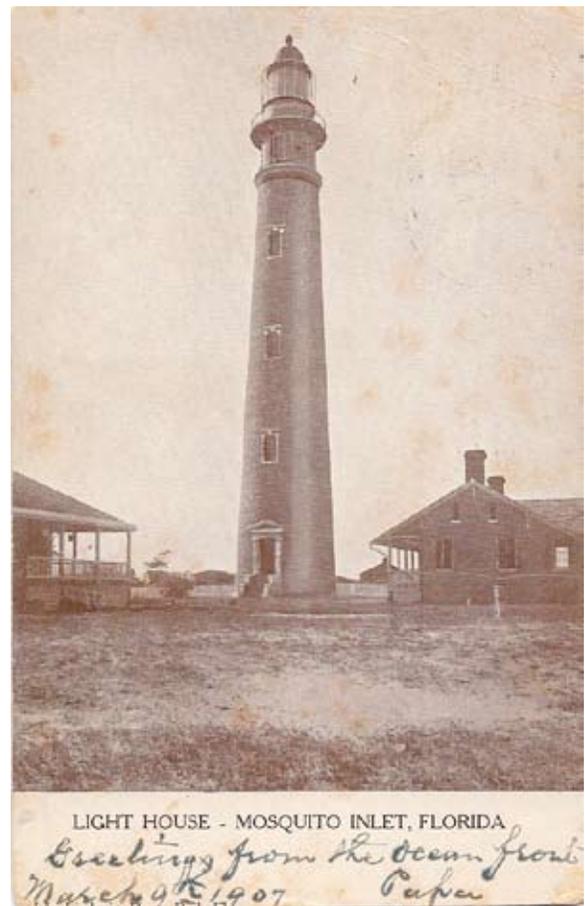
**FIGURE 11**  
*Doane Type III (2) "9 MAR 1907" postmark.* use from March 3, 1906 to December 19, 1907. The "2" in the killer bars reflects an annual \$100-\$200 postal revenue during that time period at a fourth class post office. It is believed that these postmarks were from the period that the Hasty Cottage housed the Ponce Park Post Office. The front of the post card shown in *Figure 11* also has a contemporary photograph of the Mosqui-  
*Continued on page 16*



**FIGURE 9**  
*Pacetti in mail boat with mail bags.*



**FIGURE 10**  
*Doane Type II (2) "PONCE PARK / FLA. 23 JAN 1904" Earliest known use (EKU) postmark on cover.*



**FIGURE 12**  
*Light House at Mosquito Inlet (1907).*

to Inlet Light House as well as the lighthouse keeper's house and the porch and landing dock of the Hasty Cottage to the left of the lighthouse (*Figure 12*).

postmark is noteworthy in that it was written by Nathaniel Hasty ("N.H.") The four-bar Type A postmark shown in *Figure 16* was used after the Type III Doane device became worn and its use discontinued, likely by sometime in 1908.



**FIGURE 13**  
 "PONCE PARK / FLA. AUG 7 1907" Doane Type III receiving postmark.

A post card from my collection (*Figure 13*), recently donated to the Ponce Inlet Historic & Archaeological Preservation Board, was addressed to postmistress Elizabeth Hasty and has the Type III Doane postmark used as a receiving mark and likely struck by her. Note the wear in the killer bars with the "2" only partially struck.



**FIGURE 15**  
 "PONCE PARK / FLA. 18 MAR 1902" postmark.

The post office continued as Ponce Park until it was discontinued on September 15, 1943, with mail handled at the Daytona Beach Post Office. The town is currently called Ponce Inlet.

The 1899 cover in *Figure 14* is noteworthy in that it was written by Thomas Patrick O'Hagan, principal "Keeper" of the Mosquito Inlet (now called Ponce Inlet) Light Station. This cds postmark and killer was used until the Doane postmarking device was obtained in 1904. The 1902 cover (*Figure 15*) with this same



**FIGURE 16**  
 "PONCE PARK / FLA. 19 JAN 1909" four-bar "A" postmark.

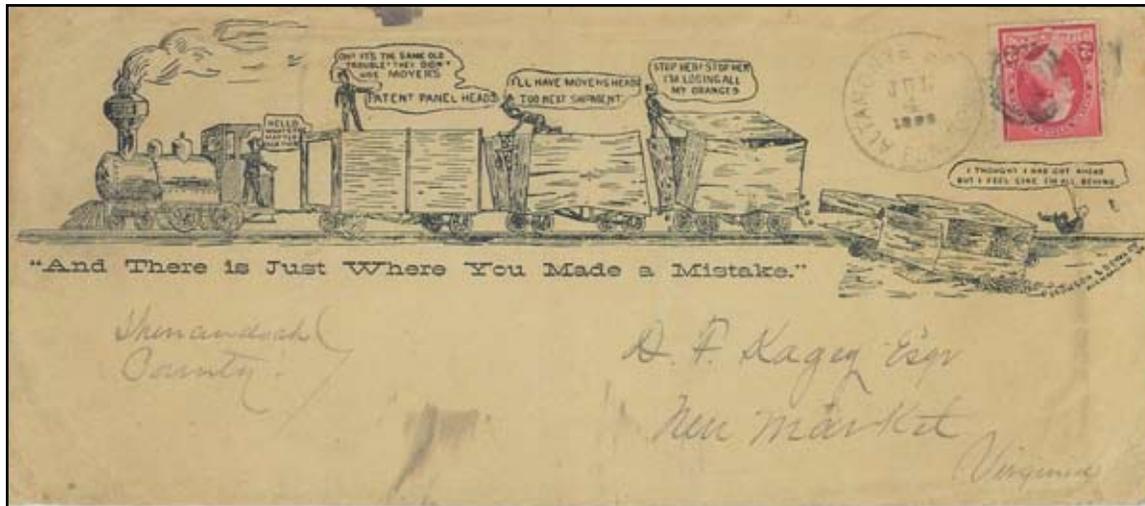


**FIGURE 14**  
 "PONCE PARK / FLA. 22 JAN 1899" postmark on cover to New Smyrna.

**ENDNOTE**

Figures 2, 6-9 are from a photo album with the following inscription: "Nathaniel Hasty - Groceries/ Ponce Park Post Office/ Located at the end of Beach Street." On the front page: "Mrs. Gorm. Pacetti/ Compliments of Jas. G. Menzies, Ponce Park, 1903." The album is believed to currently be in the Gamble archives. The Gambles purchased the Pacetti hotel and the album was in the property.

# Moyer Advertising Cover



**FIGURE 1**

***“ALTAMONTE SPRINGS / FLA. JUL 4 1899” postmark on Moyer Patent Panel cover showing a shipment of (Florida) oranges.***

**By Donald Ball**

Prior to 1870, advertising covers from Florida are scarce with probably less than 10 different examples known. Most of those are hotel or business corner card or cameo type examples. The above legal cover has the most beautiful artwork and whimsical text of any Florida advertising cover by far. The design is for “Moyer Patent Panel Heads” which appear to be metal side and corner reinforcements for railroad box cars. There is no address for the manufacturer printed on the advertisement. The printer was Johnson & Dowe Co., Richmond, Virginia with a design of a railroad train and four box cars. They are carrying a load of oranges (presumably from Florida) with the middle two cars splitting apart and the last car turned over with the load of oranges on the ground. The engineer says, “HELLO WHATS THE MATTER BACK THERE” (*sic*) with the second man with the undamaged car replying, “OH! IT’S THE SAME OLD TROUBLE, THEY DIDN’T USE MOYER’S PATENT PANEL HEADS.” The men on the two following cars reply ‘I’LL HAVE MOYERS HEADS TOO NEXT SHIPMENT” and “STOP HER! I’M LOSING ALL MY ORANGES”. The final car has the man lying on the ground saying, “I THOUGHT I HAD GOT AHEAD BUT FEEL LIKE I’M ALL BEHIND.” Under the train is the final statement: “And There is Just Where You Made a Mistake.” The entire advertisement is quite striking and must certainly have gotten the recipient’s desired attention.

Although it is unclear exactly who made the Moyer Panel Heads, it was likely Harvey A. Moyer (1853-1935) who had numerous patents for wagons, carriages and even automobiles in the early 20th century. In 1884, he patented a side spring and side bar wagon. I could not locate a drawing of this device to see if it could be similar to the drawing on the first box car on the advertising cover.

# Apalachicola new stampless listing



**FIGURE 1**

*“APALACHICOLA. FLA / 5 APR 30” (1855) blue postmark with “PAID/3” rate.*

By William H. Johnson, D.D.S.

The above cover is a new stampless listing for Apalachicola. The “Unpaid 5” postmark is listed as Type VI in our society book *Florida Stampless Postal History 1763-1861* but the “PAID/3” rate is a new listing with this postmark. It is unusual to have a postmark with integral “unpaid 5” in the handstamp and then also have a PAID/3 rate. Enlargements are shown at right.



## President's Comments

Alexander Hall

It is with regret that I inform you of the death of long time FPHS members Charles W. Rice and Richard B. Graham. Charlie Rice was a prolific writer and recently published a scholarly article on the Biscayne Bay lighthouse, portions of which will be coming in a future journal issue. He specialized in Confederate postal history and authored an article on a Gainesville two-cent circular Confederate cover in the September 1999 issue of the *Florida Postal History Journal* (Vol. 6, No. 2).

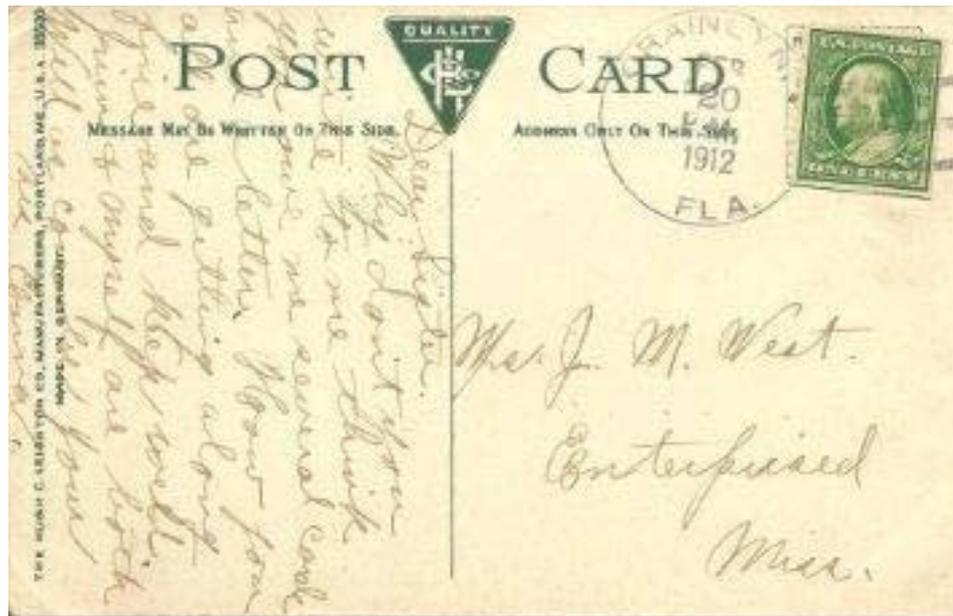
Richard Graham was a noted postal historian who contributed to *Linn's Stamp News*, the *Chronicle of the U.S. Classic Issues*, *The American Philatelist*, and other publications. He also personally assisted anonymously with several articles in our *Florida Postal History Journal*.

The next meeting of the Florida Postal History Society will be held at FLOREX in Orlando on Saturday, December 1, 2012 at noon. Please try to attend as this is a Champion of Champion show with an excellent dealer bourse. Many of the dealers are members of the FPHS and support us as contributing members. We need to support them.

The annual meeting of the Florida Postal History Society will be held in Sarasota at the Sarasota National Stamp Exhibition on Saturday, February 2, 2013 at noon. A program on “Classic Florida Stampless Covers” will be presented by Deane R. Briggs, M.D., in conjunction with the American Philatelic Classics Society. This should be an informative presentation and members are encouraged to support our journal editor's program.

# Whatzit?

Here's an opportunity for members to offer their expertise and also play detective. There are many unanswered questions about Florida postal history. Countless strange and unusual pieces of postal history exist, and often they defy logical explanation. Or do they? Here is your chance to provide an answer or at least an opinion to help your fellow researchers. Send scans of your "problem covers" or unanswered questions to the editor at [eparker@hughes.net](mailto:eparker@hughes.net), or by snail mail to Dr. Everett L. Parker, 249 NW Live Oak Place, Lake City, FL 32055.



*I'm trying to find the name of the town in this postmark (see above). In A Chronology of Florida Post Offices, the only name I can find near to it is "CRAMLYN" in Monroe County. The postcard shows a picture of a building in Key West, also in Monroe County. The 1912 date fits into when the Cramlyn Post Office was open. Could the "AI" have been changed to "M" as a typo error? Can anyone help?*

*-- Niles Schuh*

*Do you have a question about a cover, or Sunshine State philately in general that we can feature in this spot? Please send scans to the editor!*

## FLORIDA POSTAL HISTORY SOCIETY DEALER MEMBERS

Below is a listing of FPHS members who are also stamp dealers. Please support our dealer members when visiting stamp shows, or by mail!

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<b>JOHN L. KIMBROUGH</b> 10140 Wandering Way Benbrook, TX 76126 (817) 244-2447	<b>C. MICHAEL WIEDEMANN</b> Box 6130A Titusville, FL 32782 (321) 269-3377

**Help us recruit new members!**  
**With a new, larger size journal, we need to increase membership. With likely thousands of stamp collectors in Florida, there is tremendous room for growth. Recruit a new member TODAY!**

## FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2012

The following members of the Florida Postal History Society have been denoted "**Contributing Members**" for their additional contributions to the Society. The support of these members keeps us fiscally sound and enables us to respond to member and non-member inquiries regarding Florida postal history and send sample copies of our *Journal*.

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