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Survey of postmarks of the Christmas, Florida Post Office

By Christine C. Sanders

Christmas, Florida is located on State Road 50 between Orlando and Titusville. Its post office was established in 1892, and the mail was carried from Chuluota twice a week by the son of the first postmaster, Samuel B. Hurlbut. At this time, small fourth-class offices were not provided with standard postmarking devices by the Post Office Department (POD). Thus, the earliest postmarks consisted of a simple circular datestamp (CDS) with a “target” shaped cancel (*Figure 1*). Covers up to 1906 bear this postmark.

In an attempt to standardize postmarks, the POD began providing Doane handstamps to small post offices from 1903 through September 1906. It is likely that the Christmas Post Office acquired its Doane 3 device at some time during 1906. The earliest known Doane 3/1 postmark from Christmas, Florida is January 7, 1908, and its latest known use is March 1, 1911.¹ The Doane Type 3 postmark was characterized by its solid four bars with a numeral at the center of the middle two bars (*Figure 2*). It is considered to be the forerunner of the 4-bar postmark. Absence of covers from 1912 to 1927 in my collection preclude certainty as to what postmarks were used in Christmas during this time. However, four different types of 4-bar handstamps

were issued sequentially by the POD to small post offices during this time: the B (1910-1920), the C/1 (1920-1922 and 1925-1930), the A/3 (1923-1924), and the D (1924-1925).

During the late 1920s, post offices with Christmas-associated names became popular places for mailing Christmas cards to friends and family.



Figure 1
1899 CDS with target killer.
From the Deane Briggs, M.D.
Collection.



Figure 2
Doane 3/1 postmark dated
March 25, 1910.



Figure 3
C/1 4-bar postmark dated
December 25, 1927.

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Thus, more covers postmarked in Christmas, Florida can be found from this time forward. The C/1 4-bar handstamp was used in the Christmas Post Office from 1927 through 1930 (*Figure 3*). This was characterized by serif lettering within the CDS that almost touches the circle of the dial. From 1931 through 1933, the Type E 4-bar handstamp was used (*Figure 4*). Between 1934 and 1936, the C/2 4-bar handstamp appeared on items from the Christmas Post Office (*Figure 5*).



Figure 7
Close-up of Juanita Tucker applying the F/1
postmark to mail.
(Photo courtesy of Max Hunn)

It differed from the C/1 4-bar in that the serif lettering was farther removed from the rim of the CDS. In 1937, the Christmas Post Office began using the F/1 4-bar handstamp readily differentiated from the C/2 by the presence of block (sans serif) lettering within the CDS (*Figure 6*).² This type of postmark would appear on the mail from the Christmas Post Office for almost 30 years. The application of the F/1 postmark by Postmaster Juanita Tucker is shown in the photograph in *Figure 7*. In 1937, the Christmas Post Office also introduced a Universal machine cancel with a killer consisting of six horizontal wavy lines (*Figure 8*). Very little changed with this postmark from 1937 through the 1990s. Although ZIP Code was introduced in 1963, postmarks from Christmas, Florida and many other small towns did not include the ZIP Code until 1965. In fact, one could find postmarks with and without ZIP codes on mail from the Christmas Post Office in December 1965 (*Figures 9a*

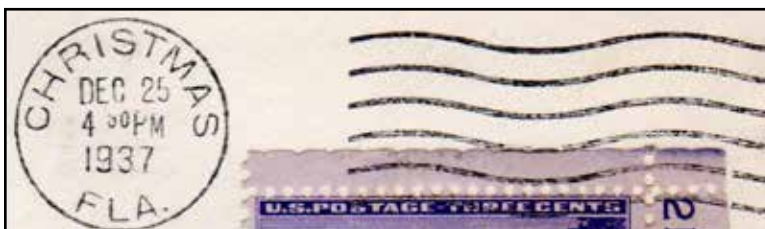


Figure 8
Christmas, Florida 1937 Universal machine cancel.



Figure 4
December 25, 1933 E 4-bar post-
mark in green with serif lettering.



Figure 5
December 25, 1935 C/2 4-bar
postmark.



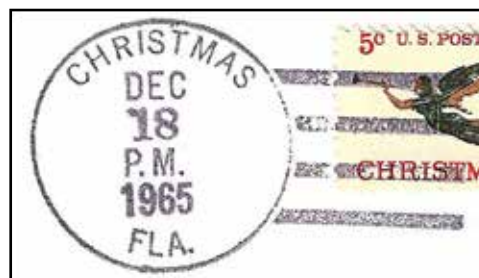
Figure 6
December 25, 1939 Type F/1 4-bar
postmark.

and 9b). The new postmark with the ZIP Code was designated the F/2 4-bar. This new postmark also introduced the use of standard two-letter abbreviations for each of the states. It was used from 1965 to late 1969.

In 1970 a new subtype of the F/2 4-bar handstamp appeared (*Figure 10*). In comparison to the

Continued on page 4

older F/2 postmarks, this new subtype had letters in the city and state and numerals in the ZIP Code that were of equal height and width, not higher than wide (compare Figures 9b and 10). This new subtype was designated F/2a, and it appeared on mail from the Christmas Post Office from 1970 through 1983. The 1980s marked the end of the era of long-term use of a single standard postmark in small town post offices. This was due to the appearance of self-inking devices, and the relaxation of rules governing the use of multiple vendors as sources of postmarking devices. In Christmas, Florida a new postmark appeared that was a new CDS with (*Figure 11*) or without (*Figure 12*) bars. The CDS was distinct from those of previous 4-bar postmarks, the most obvious of which was the block style of the numerals used for the day in comparison to the script-serif style used in previous 4-bar handstamps. The span between the top and bottom bars was also smaller than the prior type F/2 postmarks. Thus, it was designated a type F/3 4-bar postmark (see Figure 11). This postmark was used on mail from Christmas, Florida from 1984 through 1989.

*Figure 9a**December 18, 1965 F/1 4-bar postmark.**Figure 9b**December 25, 1965 F/2 postmark.**Figure 10**December 25, 1970 F/2a 4-bar postmark.**Figure 11**December 24, 1985 F/3 4-bar postmark.*

from Christmas, Florida (*Figure 16*). This had a smaller CDS (29mm-24mm) than the G/1 4-bar from 1990 (see Figure 13) and the “PM” marking was at the bottom. From 2008 through 2010, an H/1 4-bar postmark was found on mail from Christmas, Florida (*Figure 17*). It differed from the G/1 4-bar postmark in that the span between the top and bottom bars was smaller. In 2011, a G/2 4-bar postmark appeared on mail from Christmas, Florida (*Fig-*

appeared on mail from Christmas, Florida (*Figure 15*). This differed from the previous F/3 postmark used in the late 1980s (see Figure 11) as it had an even narrower span between the top and bottom bars and shorter, thinner bars. This F/3 4-bar postmark appeared on mail from Christmas, Florida through 1997. In 1998 both the F/3 and G/1 4-bar postmarks were prevalent on mail from small post offices. In 2000, a different G/1 4-bar postmark appeared on mail

*Figure 12**December 24, 1986 CDS with numerals and type similar to F/3 4-bar postmark.*

ure 18). This differed from the G/1 4-bar in that the middle two bars of the G/2 are indented and the circle of the CDS in this area is absent. An unusual feature of this particular G/2 4-bar postmark is the presence of the state's name spelled out in full. It also carries the ZIP Code for the postmaster of



Figure 13
December 7, 1990 G/1c linear
date 4-bar postmark.



Figure 15
December 24, 1991 F/3 4-bar
postmark.



Figure 17
December 2, 2010 H/1 4-bar
postmark.



Figure 18
December 1, 2011 G/2 4-bar
postmark.

Christmas, Florida. Although the Christmas Post Office always prided itself with hand cancelling special cards and covers during the Christmas season, the large volume of mail during this time necessitated the use of machine cancels as well.

In 1994, a new machine cancel with shorter killer lines appeared (**Figure 19**). Different machine cancels appeared on mail in 2005 (**Figure 20**) and 2008 (**Figure 21**) as well. Technology introduced with spray cancels allowed the incorporation of images into machine cancels. Thus, in 2006 the holiday season postmark available from the Christmas Post Office featured a line of evergreens (**Figure 22**). This was a fitting image for the post office associated with a little green tree cachet, and was used through the 2013 holiday season. Recent attempts to acquire postmarks from Christmas, Florida have been met with disappointment as requests for 4-bar handstamp postmarks now lead to cov-



Figure 14
December 25, 1990 CDS with
linear date similar to CDS of
G/1 postmark in Figure 13.



Figure 16
December 25, 2000 G/1a 4-bar
postmark.



Figure 19
December 12, 1994 machine cancel; killer lines shorter.



Figure 20
December 19, 2005 new machine cancel; CDS different although
killer lines same as in Figure 19.

ers cancelled with the ever-present circular dater (*Figure 23*). Worse yet, some are automatically shunted to the Orlando regional center where a machine cancel devoid of the desired post office name is applied. Even walking into the post office and asking for hand back service has been met with a glare and often refusal of service. Where is Santa Claus when you need him?



Figure 21

November 28, 2008 machine cancel with multiple defects that appear to have been pieced together.



Figure 22

December 2, 2010 spray cancel with evergreens.

FOOTNOTES

¹ Sanders, Christine C. "The 4-Bar Postmark of the USPS Part I," *PMCC Bulletin*, June 2012, Vol. 65: p. 9-13.

² Sanders, Christine C. "The Classification of Four-Bar Postmarks Appearing after the Introduction of the ZIP Code," *La Posta*, Fourth Quarter 2014, pp. 25 –31.

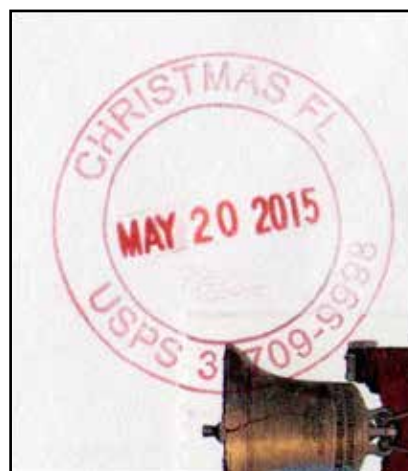


Figure 23
May 20, 2015 red
double circle dated
postmark.

By Deane R. Briggs, M.D.

A black and white portrait of a man, likely a historical figure, standing and leaning on a table. He is wearing a dark, formal suit with a white shirt and a dark cravat. His right hand is resting on the table, and his left hand is in his pocket. The background is a simple, draped curtain.

By the time construction was begun in 1855, a controversy developed with criticism by Governor Madison Perry that the cost would be \$3.5 million, which required the issuance of bonds from the Internal Improvements Fund in the amount of \$1,655,000 and land bonds in the amount of \$1.5 million, which were to be issued before the Florida Railroad had any title to the land. The governor contended that Congress had not intended such liberal aid for the purpose of enabling men “to enrich

themselves at the public expense.” Nevertheless, construction began in 1855, and by August 1, 1856, 10 miles of rails had been laid to Lofton. By February 1, 1859, it extended to Gainesville and finally reached Cedar Key on March 1, 1861, just as the Civil War was beginning. The total rail length was 155.5 miles with five-foot gauge “chair rail” imported from England.

Yulee had another confrontation with Governor Perry during the construction when Perry wanted the route to take a slight detour to go by Little Hatchet Creek (Governor Perry’s plantation). Yulee refused and as a result, Governor Perry refused to sign the bonds for the railroad.



Figure 3

Cedar Key terminal of Florida Railroad circa 1880. Photo is marked “Courtesy of Austin Crevasse, Prairie Creek Ranch, Rockdale, Florida - L.E. Crevasse Jr. Family.”

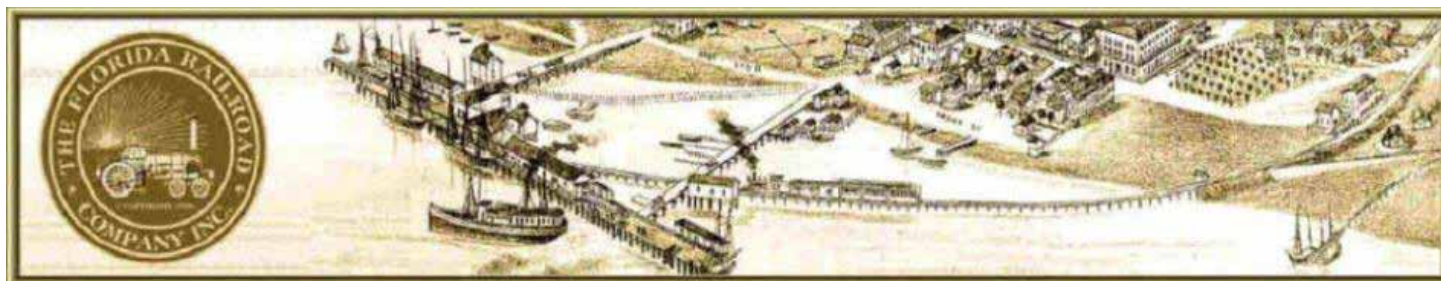


Figure 4

Cedar Key terminal rendition on Florida Railroad website homepage.

The completion of the Florida Railroad opened development of vast areas of the center of the state and several new towns were established as depots along the rail route. Hart’s Road depot was located where the railroad crossed the road which Mr. Hart had built from Jacksonville to St. Mary’s, Georgia. This was later changed to the town of Yulee. Baldwin was named for Dr. A. S. Baldwin of Jacksonville. Callahan was named for the contractor who built part of the railroad. Trail Ridge was where the railroad crossed the ridge on an old Indian trail. This was later changed to Lawtey. Starke was named by George Call in honor of a Miss Starke, or according to other sources, after Governor Madison Starke Perry. Waldo was named for Benjamin Waldo, a wealthy landowner in Alachua and Marion counties.

Gainesville, previously a small settlement called Hog Creek, was named for General Gaines who commanded troops during the Second Seminole War. Archer was named for James T. Archer, a close friend of Yulee, and Bronson was named for U.S. Judge Isaac Bronson, before whom Yulee practiced law before becoming a U.S. Senator.

Figure 2 shows a map with location of the Florida Railroad and newly named stations along the entire route.

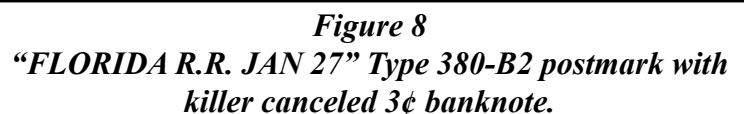


Figure 5

Florida Railroad corner card cover from Jacksonville to David Yulee at Fort Pulaski prison.

Four locomotives serviced the Florida Railroad: the Abner McGehee and the Gov. Broome during early rail construction; the Alachua, and the

On January 18, 1872 the company name changed to the Atlantic, Gulf and West India Transit Company. I personally examined several folio boxes of Yulee correspondence at the George A. Smathers Library at the University of Florida relating to management of the railroad while Yulee was imprisoned at Fort Pulaski. He wrote almost daily and was very active in management. **Figure 5** shows a cover sent to Yulee while imprisoned at Fort Pulaski with the “Florida Rail Road” corner card. Records of the early years (1855-1860) of the Florida Railroad are housed in the collection of the Florida State University.⁴



After the Civil War and the sale of the Florida Railroad, Yulee continued to develop other Florida railroads and expand his real estate ventures. He served as president of the Peninsular Railroad Company, the Tropical Florida Railway Company, and the Fernandina and Jacksonville Railroad Company. He rightfully is known as the “Father of Florida’s Railroads.” In 1902, the name of the railroad changed to the Seaboard Airline Railroad and was later part of the Plant System. The rails are currently operated by the CSX Transportation Company. Rail service from Archer to the terminal at Cedar Key ended in 1931.

Postal history from the Florida Railroad is very limited at best. The cover in **Figure 6** is the listing example in Charles L. Towle’s reference book *U.S. Route and Station Agent Postmarks*, published in 1986.⁵ It is one of only two known examples, the other currently in the William H. Johnson, DDS collection. These 33mm postmarks (380-A-1) are obviously the scarcest of all Florida Railroad examples and the earliest of any Florida Railroad postmarks. They both are on pre-war postal entires and although are not year dated, they most likely are from 1859-1860 when the railroad extended from Fernandina as far as Gainesville.

Two other Florida Railroad postmarks are known from the post-war period. They still used the Florida Railroad name even though the corporate name of the railroad had changed to the Atlantic, Gulf and West India Transit Company. Towle lists these as 380-B-2 (26mm) and 380-B-1 (25.5 mm) with an 1875 dated example. They actually are the same size and the only difference is in the size of the day slug with 380-B-2 measuring 7mm in height and 380-B-1 being 5mm in height. **Figure 7** shows an example of 380-B-1 dated April 7 going to Long Island without docketing to reflect the year.

Figure 8 shows an example of 380-B-2 dated January 27 (date poorly struck) with a three cent banknote killer cancelled with docketing of 1873 usage.

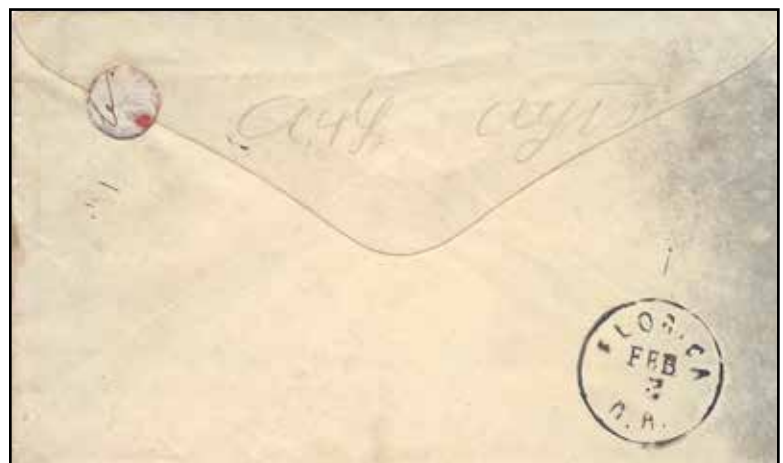
Figure 9 shows a January 3 usage on a three cent entire to Providence, Rhode Island docketed with 1877 usage. These examples date the 380-B-2 use to at least 1873-1877. The example in **Figure 10** shows use of the postmarking device on the reverse of a cover postmarked at Cedar Key on February 1, going to New Orleans.



Figure 9
“FLORIDA R.R. JAN 3” Type 380-B-2 postmark on 3¢ entire.



Figure 10a (above); 10b (below)
“CEDAR KEYS / FLA FEB 1” postmark on 3¢ entire, usage to New Orleans. Reverse with “FLORIDA R.R. FEB 2” Type 380-B-1 “route agent marking.”



This “route agent marking” was used on February 2 enroute going north to Baldwin where the mail to New Orleans would connect with a train on the Florida Atlantic & Gulf Central Railroad. This is a very unusual usage and the only such example I have seen.

As was common in the mid-19th century, many railroads issued their own bank note currency. The Florida Railroad did so as well, and examples from my collection are shown in *Figure 11* and *Figure 12*. These were beautifully engraved with the train engine vignette on the \$1 note generic and not representative of an actual Florida Railroad engine.



Figure 11
FLORIDA RAIL ROAD COMPANY
unissued 50 cent banknote.



Figure 12
FLORIDA RAIL ROAD COMPANY 1867 \$1 banknote.

FOOTNOTES

¹ <http://www.drbronsontours.com/bronsonlevydauidmosebiography.htm>.

² <http://flarr.com/frrstory.htm>.

³ <http://fsuarchon.flu.edu/?p=collections/findingaid&id=2976&q=&rootcontentid=144659>.

⁴ <http://www.library.ufl.edu/spec/pkyonge/Yulee.htm>.

⁵ Charles L. Towle, *U.S. Route and Station Agent Postmarks*, Mobile Post Office Society, Tucson, Arizona, 1986, pp.73-75.

More illustrations on next page.



Figure 13
Early 20th Century downtown Gainesville with Florida Railroad track in use. Currently paved over.

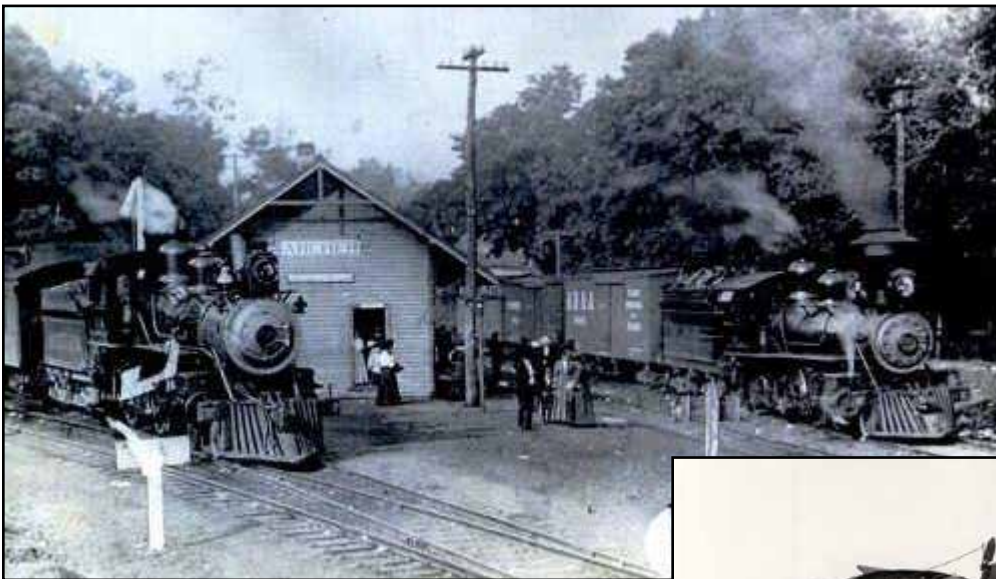


Figure 14
*The Florida Railroad depot at the newly established town of Archer.
Courtesy of Archer Historical Society.*



Figure 15
*Florida Railroad engine after name change to
Seaboard Airline Railroad in 1902.*

Pass-A-Grille Beach National Air Mail Week “Special Flight”?

By Steve Swain

A collecting passion of mine over the past several years has been to acquire as many covers as possible with cachets and postmarks from the thousands of cities, towns and hamlets that participated in the 1938 National Air Mail week celebration. In an effort to help the airline companies during the Depression years and promote air mail service, a nationwide public relations campaign was launched in 1938, the brainchild of Postmaster General James A. Farley. National Air Mail Week, celebrating 20 years of air mail service in the U.S., encouraged every U.S. citizen to send an airmail letter during May 15 to 21. Moreover, each town across the nation was invited to create its own cachet, a commemorative design or slogan that would be printed on the envelopes. Close to 10,000 city cachets were prepared.



Figure 1
May 19, 1938 Pass-A-Grille Beach, Florida cover for National Air Mail Week.

Not all localities participating in the event had an airfield. Some flights took off and landed in hastily cleared fields or dirt roads. And, it is questionable whether any flights even occurred to or from some towns. The residents and/or local officials simply honored the postmaster's request to participate in the celebration, designed and stamped a cachet on envelopes and submitted them to the local post office for processing, never intending that air mail service would occur.

This may well be the case with a cover I obtained with a Pass-A-Grille Beach, Florida, 1938 Air Mail Week cachet, shown in *Figure 1*. Pass-A-Grille Beach did not have an airfield in 1938, and not before or since. As the photo of the beach in *Figure 2* reveals, it would take quite a stretch of the imagination to envision even a small, single-engine aircraft taking off from the beach (not to mention how the aircraft got on the beach in the first place).

But note the manuscript “SPECIAL FLIGHT” over the cover's cachet. Was there really some sort of special, one time only flight from Pass-A-Grille Beach supporting the national air mail celebration? A helicopter, perhaps? Not likely in May of 1938. The world's first practical helicopter, the VS-300, took flight at Stratford, Con-

necticut on September 14, 1939, sixteen months after the air mail week event. Or was the manuscript notation nothing other than a humorous addition by the cover's sender knowing full well there could not be any flights off the narrow, short beach?

I will choose the latter explanation. My research did not reveal any information attesting to a special Pass-A-Grille Beach flight in May 1938. Moreover, addressed to Mrs. R. L. Jackson of St. Petersburg, Fla., the cover's reverse does not have any St. Petersburg receiving datestamp. This suggests the cover was never processed for delivery, but rather only received a Pass-A-Grille Beach date stamp and cancellation, never leaving the beach town. Even if it was delivered to the St. Petersburg address, the cover certainly was not sent via air to the St. Petersburg postal facility for processing.

Thousands of people all across the country found numerous ways to participate in the 1938 celebration. The Pass-A-Grille Beach cover showcased here is one of those unique, special items that I proudly include in my National Air Mail Week collection.



Figure 2

Aerial view of Pass-A-Grille Beach, the southernmost part of St. Petersburg, Florida.

Garey's Ferry Postal History

By Deane R. Briggs, M.D.

In the early 19th Century, settlers began to establish a community on the navigable Black Creek, a tributary flowing into the St. Johns River. Several ferries were established to cross the creek including one owned by John M. Hanson Clark where the north and south forks join. This was known as Clark's Ferry which began operation in 1820.¹ Samuel Y. Garey arrived at this time from Eaton, Maryland and on November 24, 1825, was appointed an Indian Agent by Governor William Duval.² He eventually settled in Whitesville at the end of the navigable portion of the south fork of Black Creek. This was before a post office had been established there on May 8, 1828. Garey purchased land on the north fork and prior to 1829 established a small inn at his home for those traveling to the interior of the state. This was furnished with nice mahogany furniture, eight beds, along with fancy dishes and silver teaspoons for entertaining. In 1831 Garey was authorized by the Florida Legislative Council to establish a ferry on the north fork and in 1833, he purchased the Clark's Ferry at Whitesville on the south fork and renamed it Garey's Ferry.

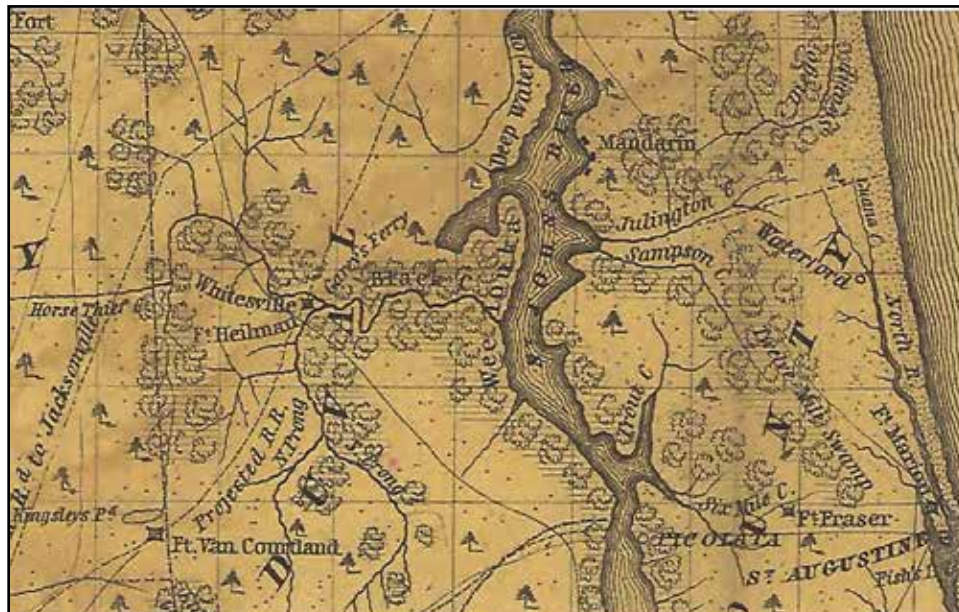


Figure 1
1846 period map showing location of Garey's Ferry at junction of north and south fork of Black Creek.

Numerous Seminole War forts were established at this time to offer settlers some protection from Indian attacks. One such fort at Whitesville was initially a Florida Militia outpost. By July 4, 1836, it had become Fort Heileman (Heilman), a major military supply depot and arsenal at the wharf at Garey's Ferry. This was located just beyond the business center in Whitesville. The fort was named for Major Julius Frederick Heilman, 2nd U.S. Army, who oversaw the fort's construction.³ **Figure 1** shows an 1846 map with Whitesville, Garey's Ferry and Fort Heileman all at the same location at the junction of the north and south forks of Black Creek. Note also the projected railroad line from Garey's Ferry toward Newnansville. This railroad was never begun and the only route to the interior was a rut filled sandy road. Fort Heileman eventually grew to become a huge military community with two dozen buildings and a large wall enclosed ordnance depot requiring the employment of numerous civilians.

The post office at Whitesville grew from a \$9.32 postmaster compensation for the year ending in 1831 to \$606.06 only 10 years later.⁴ Postal revenues generated \$1,252.57 for the year ending 1841. This far outnumbered that of Jacksonville which had revenues of \$592.86 and postmaster compensation of \$245.61. This huge mail volume was the result of not only the large military presence but also increased civilian population growth of the Florida interior. Garey's Ferry also grew into a thriving town with steamboats arriving at the wharf with military supplies by the hundreds and eventually outnumbered Whitesville. Surgeon J.R. Mott said that the town "presented a more civilized aspect than scenes I had been accustomed to for the last twelve months. There were frame houses with glass window sashes; steamboats were moored to the banks of the stream; and a stirring business-like air prevailed everywhere."



Figure 2
"SAVANNAH / *GEO* MAY 26" (1840) postmark with
"STEAM BOAT" handstamp and unpaid 25 rate on cover
datelined "Black Creek, E. Florida."

As the Second Seminole War moved farther south, supply depots were established at Fort Shannon in Palatka which was more easily serviced by steamboats. On June 18, 1841, Fort Heileman was officially closed except for a short period in 1842 when occupied by the 8th U.S. Infantry. The civilian population began to take over use of the military buildings. Whitesville became less important and on July 18, 1843, the post office moved to Garey's Ferry. As the military population decreased so did postal revenues and by 1851, postal revenues totaled only \$83.84. On May 1, 1851, the post office name changed to Middleburg which has remained in operation to the present.

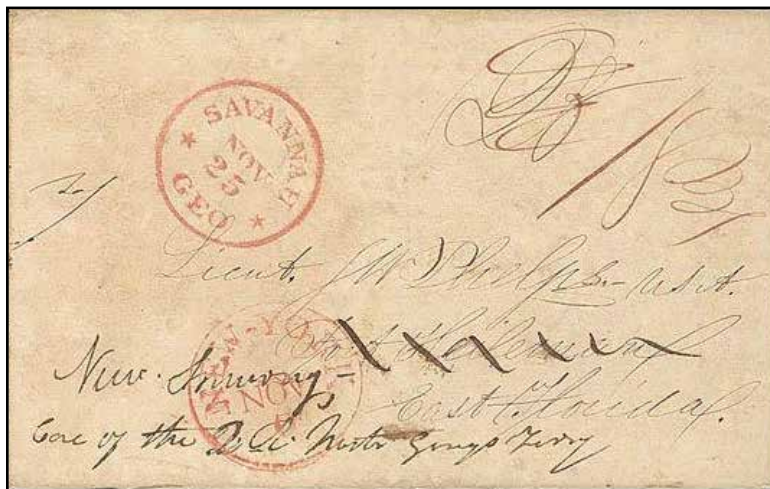


Figure 3
"SAVANNAH / *GEO* NOV 25" (1838) postmark with
unpaid 25 rate corrected to 18 3/4 when re-entering the
mails from New York, cover forwarded from
Fort Heileman to Garey's Ferry.

Despite the huge postal revenues of the 1830-40 period, surviving postal history is quite sparse. Whitesville has only seven known non-archival manuscript postmarked covers recorded and Garey's Ferry has four known examples during the territorial period and 10 statehood examples known before the post office was changed to Middleburg. Unique to Garey's Ferry was steamboat mail posted at Garey's Ferry with some datelined "Black Creek." In many instances, mail was sent by steamboat on the St. Johns River on route 3251 with twice weekly service between Savannah and Palatka with a stop at Garey's Ferry. An example shown in **Figure 2** is datelined "Black Creek, E. Florida May 18, 1840" and postmarked on May 26 in Savannah with a "STEAM BOAT" handstamp. There is also a very outstanding article in the *Florida Postal History Journal* by the late

Niles Schuh with a military letter datelined: "Garey's Ferry Oct 19th 1836." It was sent to Adjutant General Jones in Washington with a "FREE" rate by steamboat which entered the mails at Charleston, S.C. on October 25 with a "STEAM-BOAT" handstamp.⁵ This article can be found archived on the society website: fphsonline.com. Mail to Garey's Ferry and Fort Heileman often entered the mails at Savannah for distribution as shown in

a cover previously in the Vernon Morris collection (**Figure 3**).

Figure 4 is a territorial cover postmarked “Garey’s Ferry Flo / Jan 28” (1845) sent unpaid 25 to New York but datelined “Whitesville, E. Florida January 25, 1845” after the post office had moved. The example in **Figure 5** has a “Garey’s Ferry Oct 6th” (1846) manuscript statehood postmark and is also datelined “Whitesville Oct 3, 1846.”

The cover in **Figure 6** is probably the most unusual of all Garey’s Ferry examples. It has a red inked circular datestamp (CDS) postmark “GAREY’S FERRY / Fla. JUNE 25” (1851) after the post office name had changed to Middleburg two months earlier. The Middleburg postmaster at the time, John Hass, had been the postmaster at Garey’s Ferry since February 15, 1849, and just used the handstamps he had on hand before Middleburg had been issued U.S.P.O. devices. The earliest recorded use of a CDS postmark from Middleburg is not until 1853.

FOOTNOTES

¹ <http://claycountyhistorymonth.com/middleburg.htm>.

² Archives.clayclerk.com/files/Exhibits-MiddleburgBricks-FtHeilman. Outstanding article dated Dec. 22, 2009 by ex-Florida Postal History Society member Kevin Hooper, a noted Middleburg historian.

³ <http://claycountyhistorymonth.com/fortheilman.htm>.

⁴ Deane R. Briggs, ed., *Florida Stampless Postal History 1763-1861*. (North Miami: David G. Phillips Publishing Co., Inc., 1999), pp. 139-140.

⁵ Niles Schuh, “A Florida Letter with a Charleston Cover,” *Florida Postal History Journal*, Vol. 8, No. 2, September 2001, pp. 6-10.



Figure 4
“Garey’s Ferry Flo / Jan 28” (1845) manuscript postmark with unpaid 25 rate on cover datelined “Whitesville, E. Florida.”

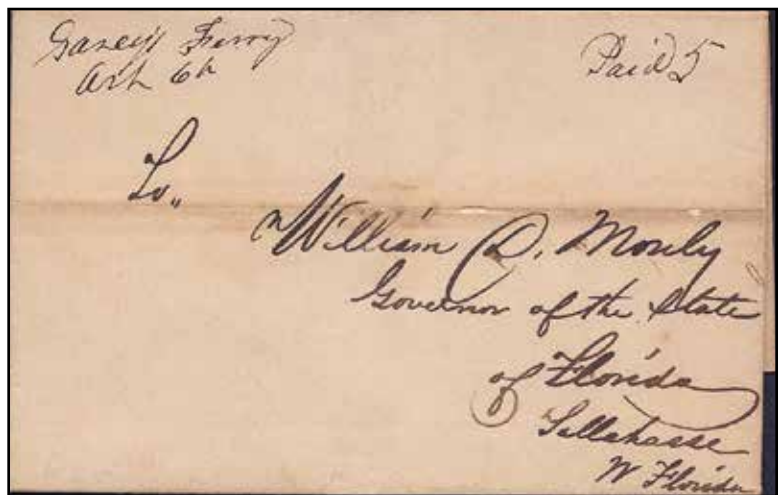


Figure 5
“Garey’s Ferry / Oct 6th” (1846) manuscript postmark datelined “Whitesville, E. Florida.”



Figure 6
“GAREY’S FERRY / Fla. / JUNE 25” (1851) cover with unpaid 5 rate to Tallahassee, Type IV A.

We note the passing of three long-time FPHS members

It is with deep sorrow we announce the passing of Barbara Kuchau on October 11, 2016. She was active in a number of philatelic societies, particularly the Pitcairn Islands Study Group where she held several offices. She was a cheerleader for our society and expended a good deal of time and effort setting up and monitoring a Facebook page dedicated to the society. We are in need of a moderator for the society's Facebook page. Please contact Francis Ferguson.

Additionally, on December 4, Michael Wiedemann, a long time member of our society and a 42-year member of the Florida Stamp Dealers' Association, passed away after a brief illness. Mike will long be remembered for his vast depth of knowledge of Florida postal history.



Michael Wiedemann and wife, Ursula, on one of the cruises they enjoyed.



Barbara Kuchau

His easy banter and ready smile made him a favorite of many who attended shows where he held a booth. We would like to extend our heartfelt condolences to his wife, Ursula. She appears in the picture with Mike on one of the cruises they enjoyed taking.

Lastly we have been notified that another long-time member of the Society, Dave Wrisley, passed away earlier in the fall. Dave and his wife, Lee Ann, were also involved with the Confederate Stamp Alliance and hosted its 2014 Annual Meeting in Sarasota.

Special thanks

to the

Central Florida Stamp Club

for their generous Contributing Membership and website sponsorship.

Several members of the group also belong to the Florida Postal History Society, and we thank them for their continued support and friendship.

We also thank the

Florida Stamp Dealers Association

for their financial help as website sponsors.

-- Deane R. Briggs, M.D.

**We proudly salute the
Central Florida Stamp Club and
the Florida Stamp Dealers Association
for being our website sponsors!
Thank you so much!**

President's Drivel - More Than A Couple of Points

As I write this during the middle of December, FLOREX 2016 is now in the record books – with planning already underway for 2017. The constant stream of things to get done before the end of the year looks daunting from my perspective – things will be finished – mostly on time!

(1) The membership meeting at FLOREX 2016 was attended by nine members. There were also two past members sitting in the audience who declined to sign the roster. Thanks go out to Dan Maddalino for presenting an agenda for the meeting and keeping me focused. Efforts to vote on the final version of the updated Bylaws failed due to procedural issues that will be corrected at the membership meeting in Sarasota on February 4. Please make a concerted effort to be present and accounted for at that meeting. The agenda and minutes from the meeting have been posted in the MEMBERS ONLY section of the website for your reading pleasure.

(2) I would like to thank all of our members who have contributed articles to the *Journal* and the newsletter. These publications survive on your contributions and reflect the interest of our membership. If you have never written for a FPHS publication, please consider doing so. We will guide you through the process. While many of our articles are detailed and reflect countless hours of research, not every article has to be that deep. Keep in mind what you may find interesting related to Florida postal history will also be of interest to our membership. Please make a resolution for 2017 to provide material.

(3) The bi-monthly newsletter will continue to be published in 2017. We are looking for short articles with a picture or two with word counts in the 200-400 range. You would be surprised to find how easy it is to achieve that word count once you get started!

(4) Dues for 2017 were due by January 1, 2017. Please pay the invoice that was mailed to you in November.

(5) The MEMBERS ONLY section of the website continues to add items as they come available. This is where you will find current membership rosters. The most current version of the membership information will be posted around February 1. The password to the MEMBERS ONLY section can be obtained by contacting Deane or myself. Please write it down for future reference.

(6) Work is continuing on the total overhaul of the 1999 *Florida Stampless Postal History* book. I would estimate that we are approaching the 75 percent completion point. Expected completion is still targeted for the first quarter of 2017.

(7) Please plan on being at the Sarasota National Stamp Exhibit (February 3-4-5). The FPHS will hold the annual Membership Meeting from noon to 1 p.m. on Saturday, February 4. We would like to see the LARGEST gathering of society members ever!

(8) I would like to thank Dan Maddalino for thinking outside the box in developing some new procedures as secretary for the FPHS. Specifically, he has started to use a “welcome letter” that will go to each new member immediately after they join.

In closing I hope you had a wonderful 2016 and may 2017 be filled with countless stamp adventures to add spice to life! Should you have any questions or concerns please contact me.

E-mail: ferg@FloridaStampShows.com. Telephone (cell): 407.493.0956

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!

TONY L. CRUMBLEY

P.O. Box 681447
Charlotte, NC 28216
(704) 395-1191
www.tonymcumbley.com

ELWYN J. DOUBLEDAY JR

Cover Crazy 2
P.O. Box 119
Alton, NH 03809-0119
www.covercrazy2.com

PHIL FETTIG

A&R Stamps
P.O. Box 568334
Orlando, FL 32856-8334
(407) 859-9109

ROBERT J. HAUSIN

New England Stamp
4897 Tamiami Trail East
Naples, FL 34113
(239) 732-8000
newengstamp@aol.com

HENRY HIGGINS

302 S. Irish St.
P.O. Box 1553
Greenville, TN 37744
(423) 636-8361

STAN JAMESON

P.O. Box 264
St. Petersburg, FL 33731
(727) 526-5203

PATRICIA A.

KAUFMANN
10194 N. Old State Road
Lincoln, DE 19960
(302) 422-2656

JOHN L. KIMBROUGH

10140 Wandering Way
Benbrook, TX 76126
(817) 249-2447

JOEL RIND

735 Broad St. Suite 104
Chattanooga, TN 37402
(423) 266-0523

JOE RUBINFINE

P.O. Box 1000
Cocoa, FL 32923
(321) 455-1666

SCHUYLER RUMSEY

47 Kearny Street #500
San Francisco, CA 94108
(415) 781-5127

PHILLIP V. WARMAN

Suncoast Stamp Co., Inc.
8520 S. Tamiami Trail
Sarasota, FL 34238
(941) 821-9761

FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2016

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*.

Hector Arvelo

Lawrence F. C. Baum

Larry F. Beaton

John J. Beirne

Ronald J. Benice

Charles L. Bradley

Deane R. Briggs, M.D.

Paul Broome

Dr. John M. Buckner

Conrad L. Bush

Central Florida

Stamp Club

Walter S. Clarke

Melvin Cline

Joseph Confoy

Charles V. Covell, Jr.

W. Newton Crouch, Jr.

Tony L. Crumbley

Michael Daley

Robert DeCarlo

Gustav G. Dueben III

Phil Eschbach

Francis Ferguson

Phil Fettig

Douglas S. Files, M.D.

Florida Stamp

Dealers Association

Ronald E. Gotcher

Alex Hall

Dawn Hamman

William J. Hancock

Jack Harwood

Todd D. Hause

Robert J. Hausin

John H. Hayner

Jerry Hejduk

Gary G. Hendren

William L. Hendry

Henry C. Higgins

Richard E. Hinds

Todd A. Hirn

Liz Hisey

Stan Jameson

Stefan T. Jaronski

William Johnson, D.D.S.

Michael S. Jones

Edward R. Joyce, Jr.

Patricia A. Kaufmann

John L. Kimbrough, M.D.

Richard D. Kinner, CLU FIC

Howard A. King

Leon King

Dr. Vernon Kisling

Norman D. Kubler

Barbara M. Kuchau

Carolyn B. Lewis

Rev. David C. Lingard

Millard H. Mack

Dan Maddalino

Jack M. Malarkey

Jean M. Marshall

Charles F. Meroni, Jr.

Arlene Merves

Ray Messier

Ellsworth B. Mink

Vernon R. Morris, M.D.

James H. Moses

Richard F. Murphy

Burnam S. Neill

Timothy O'Connor, M.D.

Stephen B. Pacetti

Dr. Everett L. Parker

Stephen Patrick

Louis Petersen

William D. Radford

Joel Rind

Steven M. Roth

Joe Rubinfine

Schuyler Rumsey

Christine C. Sanders

Jack Seaman

Casimir Skrzypczak

Steve L. Swain

University of Texas, Dallas

Phillip V. Warman

Jim West

Western Philatelic Library

Mary Whitney

Richard T. Witt