

HISTORY OF THE

**UNITED
STATES
POSTAL
SERVICE**

ON

LONGBOAT KEY, FLORIDA

By

OLA GLADYS HYLTON MARSH

FOREWORD

An insatiable compulsion to ferret out facts about the postal service on Longboat Key which is linked with the world's biggest business, the United States Postal Service, prompted me to set for myself the goal of compiling its history. A surface-view baited me into believing that it might be a simple task. Instead, it has required three years of arduous work to collect this crazy quilt story, pieced together by fragments from multiple sources, people, places, records, maps, albums, attic searching ventures, and interviews.

In order to attain my goal, all available published material has been perused; all university libraries in Florida have been utilized; local and historical libraries have been searched; newspapers have been scanned; and every lead has been pursued. Correspondence has circled the globe; countless interviews have been arranged; albums have been rifled with the owners' consent; boxes of yellowed letters have been dusted off and the contents read; postmarks have been recorded; and the earliest court records, deed books, abstracts, plat books, and maps have been searched.

During this project I have encountered interesting and entertaining people; I have been invited into homes of people who were strangers to me, with whom I ate; and I have found all eager to contribute whatever morsel of information they had, to be used as I deemed appropriate in fusing the fragments together.

Attempts have been made to procure pictures of post offices, postmasters, and revelant data which would characterize each one, in so far as possible.

Whatever has been omitted results not from lack of research but from the inaccessibility of some person or relative, unknown to me, who may have more facts than my humble efforts have been able to find, assemble, and interpret.

Ola Gladys Hylton Marsh

EARLY POSTAL SERVICE

Longboat Key's early postal service was intimately and inseparably tied in with settlers, with methods of transportation, and with communications. With the passage of the Homestead Act on May 20, 1862, men scurried west in accord with Horace Greeley's recommendations. But there was no mad scramble by anyone to be the first to arrive on the isolated, mosquito-infested, swampy, fourteen-mile stretch of Longboat Key.

However, the first recorded, stalwart one from the north, Thomas Mann, nurtured on salty stories, narrated by his garrulous grandfather about the treacherous and bloodthirsty Indians fishing, hunting, and sending up smoke signals on Longboat Key, spurred him to explore for himself. In a crude craft, he landed on the mangrove-covered point known as Long Beach. On June 17, 1891, his letter to the Land Grant Office, application number 15759, was patented and he became the first owner of a section of government owned land, containing 144.47 acres, "more or less". Prior to leaving the north, he had promised to write upon his arrival, wholly unaware that the only way he could mail a letter would be to take it by boat to Cortez, then known as Hunters Point, and that the postage for one sheet of paper would cost him ten cents.

For the purpose of clarity, Longboat Key is the name of the island which extends from New Pass to Longboat Pass. The settlement on the north point of Longboat Key has been identified in deeds, on plats, maps, and in old letters as Long Beach, Long Boat Beach, Longbeach, Long Boat Key, and Longboat Key. On February 1, 1958 both the Post Office and the town were known as Longboat Key, although the Florida Intracoastal Waterway Chart 857 B of May 12, 1962, still lists the town as Longbeach.

Transportation to Longboat Key was by boat only, for no bridges tied it to the mainland. Mail was brought from Bradenton to Cortez by riders on horseback, by drivers of carriages and buggies, mule or horse drawn, and to Longbeach by individual owners of boats of one kind or another.

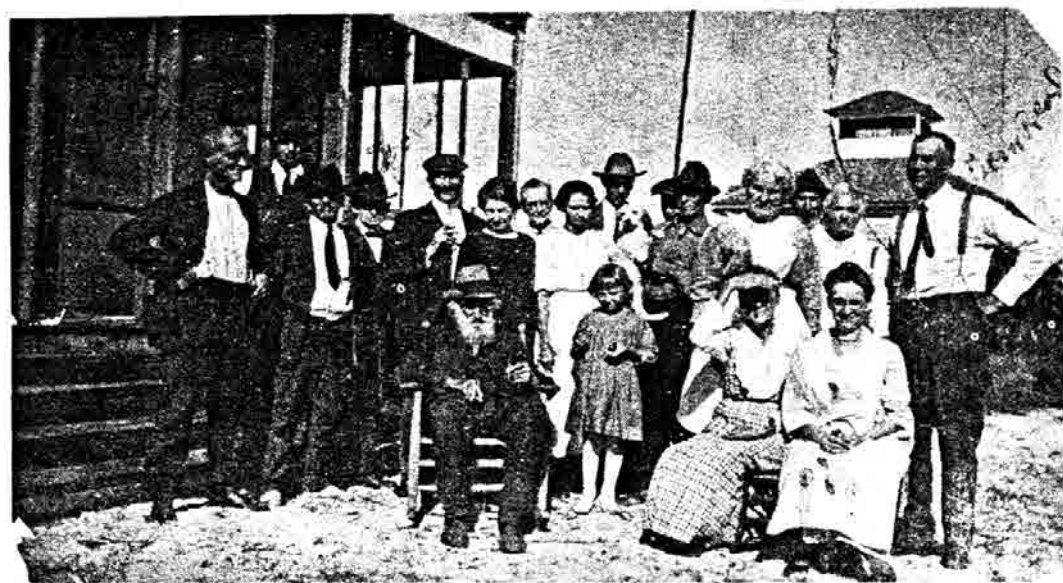
Living on the Key was rugged. Fish were plentiful but supplies had to be brought by boat from Cortez. Numerous carriers have brought the mail from Bradenton to Cortez. For the sum of ten cents, they would buy and bring groceries from Bradenton to customers, as they jogged along through the woods with mail. This friendly practice, which endeared the carrier to the people, was against regulations, and was eventually curtailed by the Post Office Department. Harry Ditmas, while not the earliest carrier, was one of the most colorful, known as Uncle Sam, for he dressed the part. He received \$250.00 per year but had to furnish his own transportation which was an old Moon car, later replaced by truck. He was a carrier for thirty years. The first post office in Cortez was on a dock built by Albert Guthrie where he had a big store including hardware, implements, groceries and about everything else. Then he added onto the old Albion Inn and moved the post office there. Tony Fulford put in a store and took over the post office. Again it went back to the Albion Inn when Bessie Guthrie took over. The Guthries built a home across the street and moved the post office there where it stayed until it moved to its present location.

Additional settlers trekked in to the settlement of Long Beach but the same method of sending and receiving mail prevailed: to take a boat to Cortez; and to wait for the carrier to arrive over the zigzagging dirt road from Bradenton. After the mail was sorted, the settler with mail pouch in hand, turned his boat back to Long Beach. Because of lack of roads and bridges, nearly every family whose homestead edged the water owned a

schooner, a sloop or at least a yawl. In those days a boat was as much of a necessity as a car is today.

Mail came to Bradenton by paddle wheelers from Tampa and later steamers. At the turn of the century, the *MANATEE*, owned by the Independent Line, a subsidiary of the F.C. & P. Railroad, was one of the best known boats which ever plied the water of Tampa Bay, and is still remembered with nostalgia by old-timers. Freight, passengers and mail shared space on the little *MISTLETOE*, owned by Florida Fish and Ice Company, headed by John Savarse. By 1908, steamers were so numerous and competing with such fervor that a steamship war developed; first one company and then the other reduced both passenger and freight rates. The war terminated in 1909 when a merger was effected and the St. Petersburg Transportation Company was organized by Walter Fuller. The Company, generally known as *THE FAVORITE LINE*, operated *JULIA STAFFORD*, *FAVORITE*, *MANATEE*, *H. B. PLANT*, *TERASIA*, and the *VANDALIA*. The latter steamer brought John Guthrie, one of Cortez's early settlers, to Cortez where he was tender of the old wooden bridge which was built in 1921 to connect Cortez and Bradenton Beach. He continued in that capacity until 1946. There was no toll charge on the bridge. It was rough and the planks rattled uproariously as carriages and cars whizzed over it. Occupants carelessly tossed burning cigarettes on it and fires started. Whatever its drawbacks, it was a connecting link between Cortez and Bradenton Beach which shortened the mail route, but there was still no bridge to connect Bradenton Beach with Longboat Key. When the *VANDALIA* burned, Fuller bought the *POKONOKET*, a big river side-wheeler, which brought both mail and passengers to Bradenton.

During this pioneer period there was no need for a post office in the



A group picture taken in front of Jordan's Hotel after a Christmas dinner in 1914. Mrs. Henrietta Tallman, second postmaster is in front row, shading her eyes.

settlement of Long Beach. Rufus P. Jordan, from Georgia, bought some of the property owned by Thomas Mann on May 24, 1911, and built the Longbeach Hotel. Guests arriving by boat, stayed overnight and enjoyed the delicious meals in the restaurant, operated by Millie and Gene Johnson. Jordan built a dock for the island people and for use by the *FAVORITE LINE* steamers which plied from Tampa on Tampa and Sarasota Bays, making stops at Anna Maria, Cortez, Hlexhurst West View, Long Beach and Sarasota. Rufus Jordan went to Cortez in his own boat, picked up the mail, and on return, distributed it from his hotel. Sometimes mail came into Long Beach on one of the steamers, and was distributed on the dock where the settlers gathered to watch the steamers arrive, loaded with visitors. After a severe wind-lashing storm Jordan's dock was destroyed and never replaced.

At the turn of the century homesteaders filtered in on the south end of Longboat Key, primarily for the purpose of raising vegetables, tomatoes in particular, as well as horses and hogs. Although the distance was not great, measured in miles, there was no road through the dense growth. Walking along the Gulf beach or riding a mule was the usual mode of transportation. But hazardous as it was, this obstacle did not deter the settlers on both ends of the Key from visiting, and sharing their products. Byron C. Corey, a south end settler raised hogs, among other things. When he had one ready for market his neighbor, Jackson F. Bispham, would lash it to his horse and meander over the old Indian trail to Jordan's hotel and restaurant. Despite the lack of newspapers, telephones, and rapid communication, news spread with remarkable speed that pork was to be served. A rarity indeed, for most settlers ate what was both plentiful and cheap, fish. Residents of Cortez who were fishermen and lived mainly on fish, arrived by the boatloads for the pork dinner.

In addition to operating a hotel and restaurant, Rufus Jordan raised mules. Once in awhile the mules would break fence and go down to the south end where Jackson F. Bispham raised horses. According to Clayton F. Frost, one of the early comers to Long Beach, "I walked nine miles with saddle over my back to bring those mules through grass and wilderness. Sometimes I would take the ride back on Kit, the favorite mule, on the Gulf side with a clear Gulf beach ride."

Mail has come to Longboat Key continuously since Thomas Mann's arrival in 1891, brought by individual settlers from Cortez, long before a post office was established in 1907 on the south end of Longboat Key. From the time of the designation of the first post office there have been eleven postmasters, six of whom were women. Women have been postmasters since Mrs. John Franklin was appointed postmistress in Boston in 1756. She was the first in America, appointed to serve out the term of her late husband, John Franklin, brother to Benjamin Franklin, who was Postmaster General for the American Colonies. No longer called postmistresses, there are thousands of women serving as postmasters and in postal employment.

In the early days, especially in small towns and communities, postal service was considered a home service for the post office was located in the home of the postmaster or in his place of business, which also served as a community center. Qualifications have varied through the years. Early postmasters knew something of elementary account-keeping, could read and write, owned property and could be bonded. Post office business was usually a family affair, with no set hours and no days off. The mail was sorted for delivery on arrival and accepted when it was deposited. Today, standards have been raised, qualifications increased, with an emphasis on experience, and in 1962, on higher education. Examinations and requirements are set up by the United States Civil Service Commission, revised as requested by and with the approval of the United States Post Office Department. Designated sites for the Longboat Key post offices have been in the homes of three postmasters; in the store of one; and in three separate buildings for the remainder.

THE FIRST POSTMASTER

Byron W. Corey, who homesteaded on the south end of Manatee County, was the first postmaster. The post office was designated as Longboat, Florida. Because he and his neighbors needed a dock from which to ship vegetables, avocados, and hogs, he built a dock with a house located on a portion of it, and opened his post office in his home. As a homesteader, he was deeded 154.27 acres, "more or less", from the government, lots 2, 3, and 4, section 5 in township 36, on May 5, 1904. On September 9, 1907, he was appointed postmaster, to serve a population of twenty-five.

Mr. Corey was born on a farm in Illinois, but left for Boston at the age of fourteen, and spent most of his life as a sailor on a square rigger between Boston, Philadelphia, Sumatra, and Java.

He served as postmaster until he resigned on October 11, 1919. His salary prior to July 1, 1914 is not of record since postmasters' accounts before that date were destroyed. His total compensation from July 1, 1914 until he resigned was \$227.30.

Henry A. White, also a homesteader, on lots 1, 2 and 4, section 36, range 16, carried the mail from Sarasota three times weekly to Longboat. The amount of his compensation is unknown.



Photograph of Henry A. White, the first known carrier of the mail for Longboat, Florida. Others in the picture are his family and neighbors.

THE SECOND POSTMASTER

Oddly enough, while Mr. Corey was still postmaster on the south end of Longboat Key, another post office, known as Longbeach, was established on the north tip of Longboat Key, in section 15, township 35, in the home of Mrs. Henrietta Tallman, two and one half miles, by boat, from Cortez. This was the nearest post office. She was appointed postmaster on March 27, 1914, and served until September 29, 1927. Her total compensation during the period was \$2122.02.

Mrs. Tallman's husband, Denver, and their daughter Mary, operated the only store in the settlement, in which she had her post office. After mail was brought in from Cortez by George Tate, it was sorted and placed in cigar boxes for she had no other facility. George Tate, originally from Wisconsin, built a power boat, and accompanied by his wife, took it down the Chicago drainage canal to the Ohio and Mississippi Rivers, around the Gulf of Mexico, and finally arrived at Long Beach. He brought the mail in twice daily from Cortez. Later his wife carried the mail and picked up supplies for there was no road to Sarasota then. Mrs. Tallman had neither set hours for work nor days off. Postal cards were well read for there was little other amusement. Postal cards were first sold by the United States Post Office in 1873 for the cost of the stamp, only one cent. While there were only eight or nine houses of settlers at that time, they had little money, and were quick to make use of postal cards, sent at such low cost.



Mrs. Tallman's post office was located here, in her husband's store.

THE THIRD POSTMASTER

When Mr. Corey resigned from Longboat Post Office, Mrs. Katherine Bispham, his neighbor, was appointed on October 10, 1919 and served until the post office was discontinued on January 14, 1922. Her total compensation during this period was \$83.19. The post office was located in her home, in section 8, township 36, range 17, in the County of Manatee until Sarasota County separated from Manatee in 1921, thereafter it was in Sarasota County. James Bishop, a homesteader, carried the mail until the contract expired and he moved. At that time Byron Corey owned a boat named *VILAS* on which he brought mail from Sarasota. Because of destructive tides in 1921 most patrons of the post office moved away for their crops were damaged by salt water, their hogs and horses were swept into the Gulf, and their avocado trees downed. Without patrons, the post office known as Longboat was discontinued.



Mrs. Katherine Bispham, third postmaster on Longboat Key, but the last for the settlement post office known as Longboat on the south end of the Key.



Group picture in front of Rufus Jordan's Hotel, with Mr. Jordan standing. Woman in second row, right, is Mrs. Amanda Dukes. Man on back row, left, is George Tate who carried the mail.

THE FOURTH POSTMASTER

Mrs. Amanda Dukes, Swedish born, replaced Mrs. Henrietta Tallman as postmaster on Longbeach on September 20, 1927, and served until May 1, 1938. The post office still known as Longbeach was located in a small unit attached to the front porch of her house, located on the corner of Broadway and Poinsetta. During her term a bond issue to construct a bridge connecting Lido and Longboat Keys was approved on April 6, 1927. A hard surface road was laid on the Manatee County end of Longboat Key in 1928. The Longboat Pass bridge was built in April 1929 but was destroyed during high tides and heavy winds on March 6, 1932. Until a new bridge was built in 1957 development of Longboat Key lagged. The old wooden bridge from Cortez to Bradenton Beach, over which all horse and carriages, and later cars and trucks traveled to bring the mail from Cortez to Bradenton Beach was destroyed, intentionally, except for a short section left as a fishing pier. When the new Cortez bridge opened in March 1957 it again tied land contacts. But not until the construction of the Anna Maria Bridge in 1957 was the complete mail transport system effectuated. Thereafter, mail came to Longboat Key by truck from Bradenton.



Mrs. Amanda Dukes post office was in the small cubicle attached to her front porch.

THE FIFTH POSTMASTER

William Highberger, a newcomer to Longbeach, assisted Mrs. Dukes while she was in office for her eyesight was failing, and she had difficulty in doing the work. On her death, he was appointed postmaster on May 1, 1938, and served until October 1, 1942. Mr. Highberger had an unusual background for a postmaster. He was a missionary to China under the Presbyterian Board for several years. Returning to the United States during World War I, due to the illness of his wife who was also a missionary, he was promptly sent to Germany as an interpreter for Chinese coolies. Completing his assignment in Germany, he was sent back to China for seven years. On termination of this mission, he took a church at Westchester, New York. When he quit the church he and his wife pioneered with a trailer, rolling down the east coast to Florida and up the west coast. Regulations were sparse and trailers were too new to be numerous but when they parked their trailer at the New Pass, they were promptly chased off. Consequently, they proceeded to Longboat Key, and built a home on Russell Street.



Longboat Post Office built by Mr. Highberger who stands in front of it. This was later used by three postmasters, Risley, Coons and Lombardy.

Mr. Highberger built a small cubicle 10' x 12' on his property, 5E ½ setion 15, township 35, south range 16 east. He stocked it with boxes, the first to be used on Longbeach, from defunct fourth class post offices. The nearest railroad was the Seaboard at Sarasota, Florida, fifteen miles distance. Mail was dispatched to the post office from Sarasota by Star Route carrier George A. Hailey who was paid \$594.00 per annum, for six round trips per week. This amount was increased later to \$646.46 due to rerouting.

Income for the postmaster was based on cancellations. To spur business, Mr. Highberger went up and down the Key, collecting letters from boxes scattered along the way. But the Post Office Department, believing that this sparse method of income was inadequate, cancelled the procedure. After dispensing with the cancellation receipts, Mr. Highberger resigned for he had real estate holdings and other interests which prompted him to move from the Key.

THE SEVENTH POSTMASTER

On Mrs. Risley's death, Ralph V. D. Coons, also sick, who had been in the lumber business in London, Ohio, retired, became the seventh postmaster. No other person was eligible or able to take the job. Firmly convinced that if he did not become postmaster, in order to retain the post office, that it would be lost forever. So with reluctance he accepted. But he wrote to his friend, Adolph Lombardy, then an aviation instructor, stationed at Jacksonville, Florida, and asked him to return and take the job. Mr. Lombardy was a career man in the navy and did not procure his release until the end of the war. On his return to Longbeach, he spent a month working with Mr. Coons, and then was sworn in as the eighth postmaster.



Adolph Lombardy was the eighth postmaster at Longbeach.

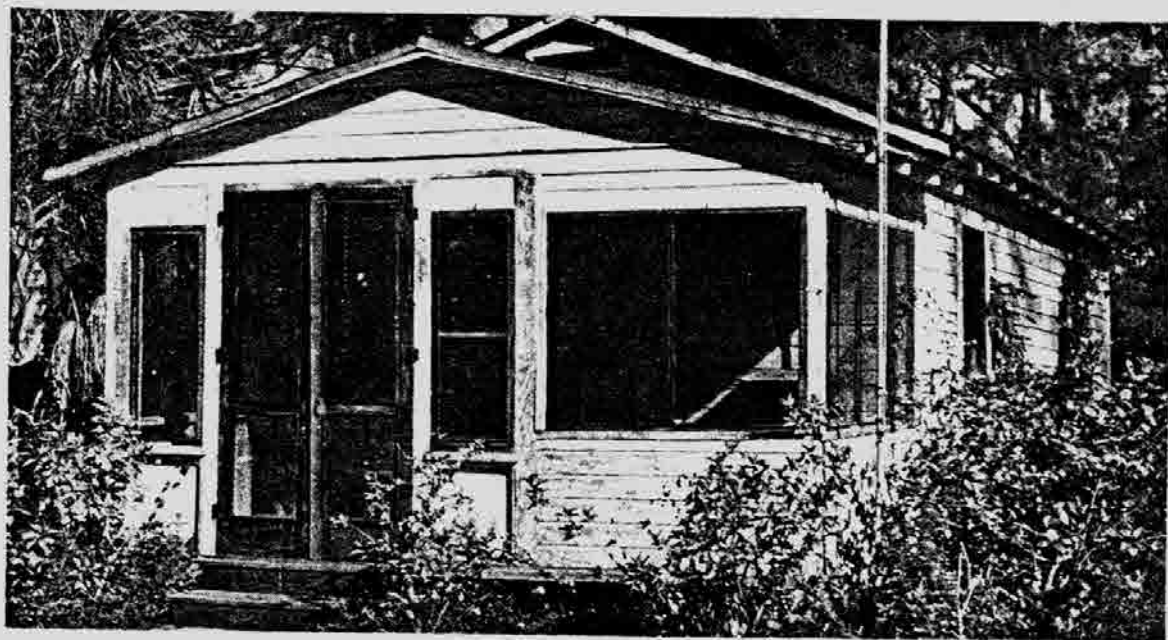
THE EIGHTH POSTMASTER

Adolph Lombardy was appointed postmaster on May 31, 1945, and served until October 23, 1945. He did not seek the appointment because of his pension, but at Mr. Coons fervent request, he accepted. His post office was maintained in Mr. Highberger's building with rent at \$15.00 per month. At that time postmasters paid all local expenses. Mr. Lombardy could not meet Mr. Highberger's demand for higher rent. The sale of stamps was very slow for the Post Office Department did not allocate commemorative stamps to Longbeach; customers wanted them and were disgruntled over their unavailability; consequently they went to Sarasota to buy them. Mr. Lombardy discussed the problems with the postal inspector who told him that it was up to him whether he could pay more rent or make other arrangements.

In desperation, Mr. Lombardy solicited help from his friend, Frank Wickersham, a local resident who was "quite well-to-do", and suggested that he build a post office for the benefit of the community and himself. Mr. Wickersham agreed to erect the building, providing Mr. Lombardy could procure the land. Vacant lots were available but the owner, who paid \$50 each, refused to sell for less than \$500.00 each. Later the owner declined to sell for that price which Mr. Lombardy could not produce, saying that he would not sell for any price, because the construction of a post office would depreciate the remaining property. On being advised that Mr. Highberger's building could no longer be used unless more rent was paid, and with the knowledge that a woman wanted to become postmaster, Mr. Lombardy saw his chance to resign and took it.

THE NINTH POSTMASTER

The individual who desired to be postmaster, Mrs. Marian Cowan, who later changed her name by marriage to Mrs. Marian Brewer, was appointed on October 23, 1945. By that time the sale of stamps, postal supplies and money orders had mounted. The site of her post office was on Broadway and Longboat Drive. Little authentic information is available about her except for the fact that she was inept at bookkeeping and experienced difficulty in balancing her books. Her method of operation did not meet with the approval of the postal inspector, consequently, she vacated the office on January 19, 1950.



Old post office located on Broadway and Longboat Drive.

THE TENTH POSTMASTER

David Lloyd Williams became the tenth postmaster on January 19, 1950 and served until his death, on February 6, 1959. His post office was maintained at the same site as that of Mrs. Brewer for he owned the building and some of the boxes therein.

Mr. Williams was born in Wales. In 1921, with his father, he arrived in Boonesboro, Kentucky, and later went to Richmond, Kentucky, where he was a salesman for a drug company. While there, he met Jack and Mrs. Twigg from Berea, Kentucky, who spent their winter on Longboat Key. Through their influence he became interested enough to move to the Key. He served in the navy during World War I and afterwards worked in a drug store in Sarasota. While he was postmaster the name Longbeach Post Office was changed on February 1, 1958 to Longboat Key Post Office.



David Lloyd Williams, the tenth postmaster

THE ELEVENTH POSTMASTER

Beginning as an assistant clerk on July 1, 1958, under Postmaster David Williams, Helen May Holt became clerk in charge upon his death; acting postmaster on February 6, 1959; and postmaster on September 11, 1962.

It has been a momentous, breath-taking four months span for Helen May Holt. For she whirled through Europe in June on her first real vacation; she stepped into an outstanding new post office on August 1, 1962; and she climaxed all by being appointed postmaster.

Endorsed by more than 400 customers, it has been a long hard pull through prescribed channels to reach the summit. Much red tape had to be ploughed through, occasioned by a change of administration. The previous register on which she stood number one was cancelled; postal requirements for postmasters were revised; an examination by the United States Civil Service Commission was rescheduled for February 3, 1962. She was notified that she was the only eligible one with a score of 99 and a rating by the

Post Office Department of 98.5. Endless days ensued. Finally the Civil Service Commission sent the results to the Post Office Department. From there it trundled along on its last journey to President Kennedy who recommended her to the Senate for confirmation, and terminated with her appointment on September 11, 1962.



Helen May Holt becomes the eleventh postmaster for Longboat Key.

This tedious procedure put Longboat Key on the map to stay for all government officials, who had to do with it, were alerted to the urgent need for a post office and the desired appointment of Helen Holt as permanent postmaster. Until August 1, 1962, Helen May Holt occupied the old post office, previously used by postmasters Brewer and Williams. But due to the generosity and civic-mindedness of Mr. and Mrs. Gordon Whitney, whose bid was accepted by the government, they built an outstanding building, with all the grandeur and conveniences all previous post offices lacked, for lease to the government.

Helen May Holt has an extraordinary background for a postmaster. Prior to her postal interests, Miss Holt was an instructor in the Department of Clinical Pathology, Medical College of Alabama, at Birmingham, where she taught medical students and student technicians. In addition, she was in charge of laboratories and the blood bank.

To qualify her as an instructor, she earned her Bachelor of Science degree from Millsaps College, Jackson, Mississippi, and her Master of Science from Emory University, Atlanta, Georgia. She is both a registered medical technologist and a member of the American Society of Medical Technologists.

Longboat Key's red-headed postmaster, with sparkling blue eyes and a flashing smile is an active participant in civic organizations. Currently, she



Longboat Key's new Post Office, located on Cedar Street and the intersection of Palm Street.

is secretary-treasurer of the Longboat Key Chamber of Commerce; treasurer of The Players, Inc., Sarasota; chairman of Speakers Bureau Sarasota Chapter of the American Red Cross; and a member of the National Association of Parliamentarians. One of her hobbies is the culture of orchids. She has been president of the Manasota Orchid Society.

The flag which flies over her post office has more than ordinary meaning to her for she has been State Chairman of Flags of the United States, Florida Society, NSDAR; Chairman of the Patriotic Speakers; and a Past Regent of the Daughters of the American Revolution, Sara De Sota Chapter.

Both a joiner and a participant, she belongs to several fraternal organizations and was Matron, Sarasota Chapter, O. E. S.; Grand Instructor and Grand Representative of the Grand Chapter of Florida, O. E. S.; M. C. O. Daughters of Mokanna; and National Officer Daughters of Mokanna.

The people of Longboat Key know Helen May Holt as a dramatic, fun-loving person who is a civic promoter, patriotically-tinged, and indubitably dedicated to her post office, and the people she serves. She gives personal service with her postal service. No package remains in her post office over Christmas. After hours, she stacks packages in her car and weaves in and out of the streets, ringing her sleigh bells while delivering that special something with each package, giving of herself with her cordial greetings.

Carriers of the mail no longer travel by horse and buggy, or water, but by trucks. Fernando C. Sanders, the current carrier drops and collects mail from Bradenton, where it is dispatched, to Anna Maria, Holmes Beach, Bradenton Beach, Longboat Key and Cortez. Until 1959 he brought mail

only once a day but since then, he delivers it twice daily. Mr. Sanders is known to all as a genial person who enjoys the contacts he makes with customers. His contract has just been renewed for five years with commendation from the Post Office Department for not having made one single mistake in carrying the mail.

Mail is delivered by Star Route on the Gulf of Mexico Drive once daily but it is not dispatched from Longboat Key's Post Office.



Fernando U. Sanders, carrier of the mail to Longboat Key.



Lora and Gordon Whitney who built the present post office for Longboat Key.

Longboat Key is bursting with pride over its new treasures: its new post office, built by Mr. and Mrs. Gordon Whitney; and its new postmaster, Helen May Holt.

Longboat Key's Post Office was promoted from third to second class on July 1, 1961. This elevation is based upon postal receipts. But the citizens are not through for the postal receipts are mounting, and in due time, the Post Office will become a first class one. Official dedication of the post office took place November 3, 1962, at 2:30 in the afternoon.

THE END

LIST OF POSTMASTERS SERVING LONGBOAT KEY

BYRON W. COREY — 10-10-07 to 10-10-19.....	Longboat, Florida Manatee County
MRS. HENRIETTA TALLMAN — 3-27-14 to 9-29-27.....	Longbeach, Florida Manatee County
MRS. KATHERINE BISPHAM—10-10-19 to 1-14-22.....	Longboat, Florida Manatee County Sarasota County 1921*
MRS. AMANDA DUKES — 9-29-27 to 5-1-38.....	Longbeach, Florida Manatee County
WILLIAM HIGHBERGER — 5-1-38 to 10-1-42.....	Longbeach, Florida Manatee County
MRS. SARAH RISLEY — 10-1-42 to 1-30-45.....	Longbeach, Florida Manatee County
RALPH V. D. COONS — 1-30-45 to 5-31-45.....	Longbeach, Florida Manatee County
ADOLPH LOMBARDY — 5-31-45 to 10-23-45.....	Longbeach, Florida Manatee County
MRS. MARIAN COWAN** — 10-23-45 to 1-19-50.....	Longbeach, Florida Manatee County
DAVID L. WILLIAMS — 1-19-50 to 2-6-59.....	Longbeach, Florida*** Longboat Key, Florida Manatee County
HELEN MAY HOLT — 2-6-59 —.....	Longboat Key, Florida Manatee County

* Post office was located in Manatee County until Sarasota County became a separate County in 1921. Post Office was discontinued 1-14-22.

** Name changed to Mrs. Marian Brewer by marriage.

*** Post Office name was changed to Longboat Key Post Office on 2-1-58.