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Comments From The President

As President of The Florida Postal History Society, I welcome the readership of our Society's first issue of the "Florida Postal History Journal". Editor David G. Phillips and regional co-editors Niles F. Schuh, Herbert P. McNeal and Theodore Light are to be congratulated for a first class effort. The assistance of David Phillips in publishing this issue is sincerely appreciated. The future of this Journal and our Society itself depends on active membership, and I encourage everyone interested in Florida Postal History to contribute by submitting articles for future publication.

The Florida Postal History Society was re-activated on November 6, 1992, at an organizational meeting held at Florex in Orlando. Our membership now totals 44, but to remain viable we need at least 100 active members. Anyone not already a member is encouraged to join by application from William J. Bomar, P.O. Box 560065, Dixie Village Station, Orlando, FL 32856. Dues are only \$10.00 per year and include two issues of this Journal.

Our Society's next meeting will be held on November 6, 1993, at Florex in Orlando, Florida. A program on Florida postal history relating to the "Patriot's Rebellion" of 1812-13, will be presented by Donald G. Thompson. This should be a comprehensive study as he is already at work on this presentation. Future Society projects will be discussed at this meeting, so make your plans now to attend.

Deane R. Briggs, M.D.

FLORIDA'S FIRST LETTERS

Deane R. Briggs, M.D.

This article will attempt to trace the development of postal history in Florida up to the Territorial Period (1513-March 30, 1822). Appropriate examples of surviving covers will be reproduced for documentation of uses during this period and a listing of currently known "Pre-Territorial, American Military Government Period" covers will be made.

Although no formal postal system existed in Florida during the periods of Spanish and British control, mail into and out of Florida is known. To date, unfortunately, no covers are known from the First Spanish Period (1513-1763). Florida was ceded to the British by the Spanish under the terms of the Treaty of Paris of 1763, and the actual transfer of authority occurred at Pensacola on August 6, 1763. Shortly thereafter, the earliest letter recorded from Florida was written by John Campbell and datelined "Exiled Pensacola September 5, 1763". This letter describes the takeover of Pensacola from the Spanish and was privately carried to London and bears only docketing for receipt, "R January 19, 1764". No postal markings are present. (Fig 1)

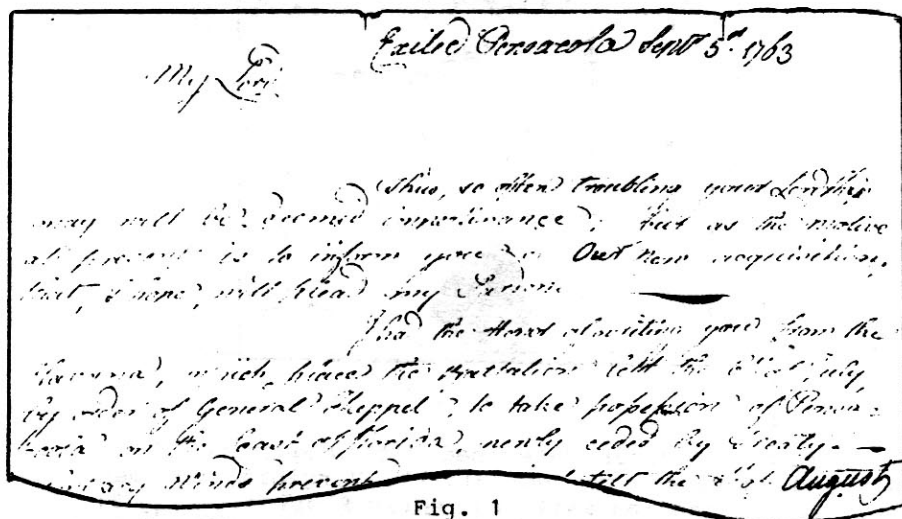


Fig. 1

The earliest postal markings from Florida appear to be backstamp receiving or transit markings from Pensacola and are accurately listed and a tracing reproduced in The American Stampless Cover Catalogue. July 1, 1772, is the dateline on the earliest recorded use of this marking. (Fig 2)

PENSACOLA

Fig. 2

During the British Period (1763-1784) there are several letters datelined "St. Augustine" and carried by ship or privately to enter the mails in Charles Town or Savannah. The earliest recorded example is a letter of April 25, 1765, with a Savannah handstamp. There are no known or recorded letters with Florida postal markings originating from St. Augustine or Pensacola during the British Period. Hopefully, some examples will surface in the future as there were postmasters operating in both cities. A Mr. Blackwell was post master in Pensacola prior to 1777, and was succeeded at his death by Mr. John Stephenson. John Haley was Deputy Post Master prior to 1781 in St. Augustine.

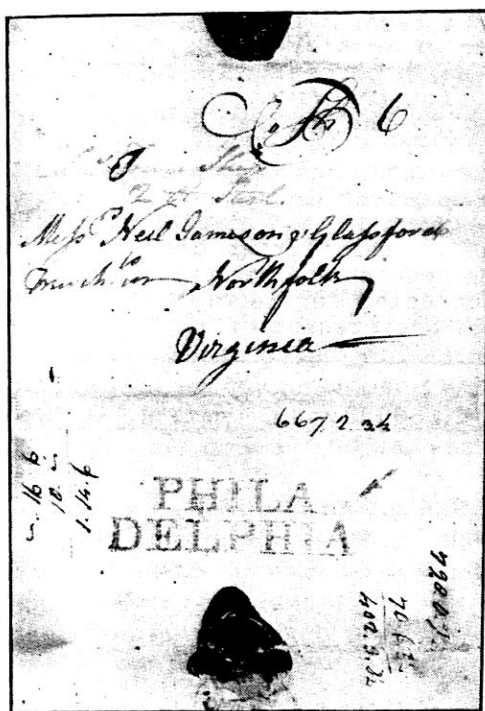


Fig. 3

A fabulous cover datelined "St. Augustine, 20th April 1767" and addressed to "Northfolk", Virginia, documents the difficulty in sending mail from early Florida. (Fig 3) This cover has a Philadelphia receiving mark with "Sh 6" rate (4d + 2d ship fee) as well as a manuscript "Chas. Town Ship/ 2 d. Ster." rate. The Charles Town Ship marking is the listing ASCC example. This letter obviously made trips up and down the coast before arriving at "Northfolk", Virginia.

Charles Town handstamp markings are known on mail to and from St. Augustine with the earliest recorded in 1769. (Fig 4) represents a nice example of a trans-Atlantic English cover datelined "December 5, 1770" to British Governor Grant in St. Augustine which entered the colonial mails in Charles Town. The British "1/" packet rate and "6/DE" datestamp are noted with a "CHARLES/TOWN" backstamp.

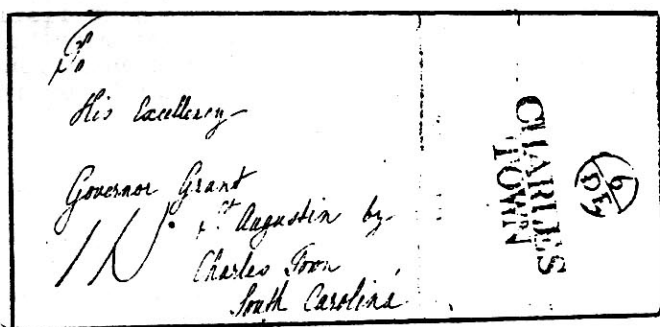


Fig. 4

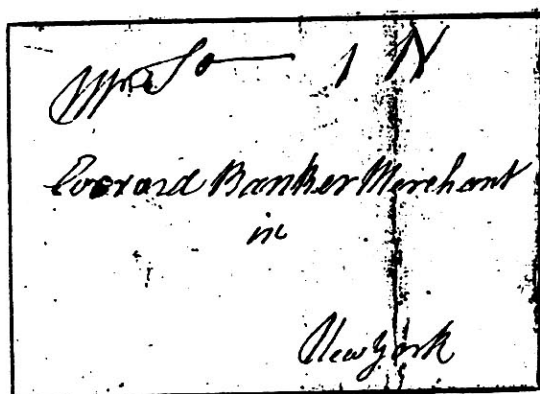


Fig. 5

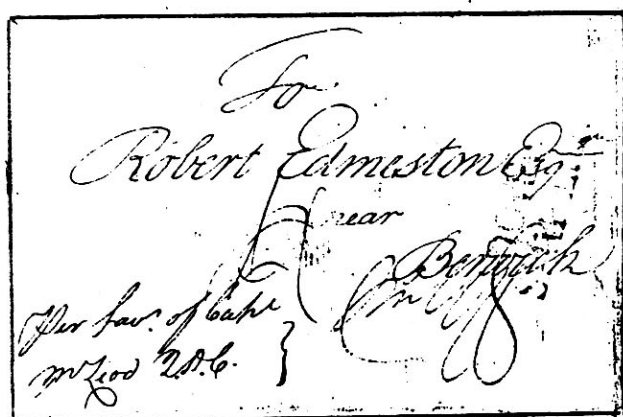


Fig. 6

Mail from Florida during the British Period was not well organized and delivery to American ports and towns required a quite lengthy time. (Fig 5) represents an ASCC listing of a cover datelined "St. Augustine, 30 July 1776" with "1/" rate. Difficulty with mail routes during the Revolutionary War period is exemplified by the nearly 1 year later receiving date (docketed July 2, 1777).

Mail from Florida to England was much more efficient and quicker. (Fig 6) is a cover datelined "St. Augustine 23rd July 1777" to Berwick, England with ms "1/" packet rate crossed out and ms (due) "8" rate. The letter was sent by ship "Per fav.(or) of Capt. McLeod Q.D.C." and has a "DOVER SHIP LRE" handstamp and "25/SE" Bishop's receiving datestamp on reverse. This represents a 2 month delivery time.

The Treaty of Paris of 1783 returned Florida to Spanish control with the Spanish Governor taking over duties in St. Augustine on June 27, 1784. No formal postal service is known to have existed during the Second Spanish Period (1784-1819). Mail to and from Spanish Florida was handled by post offices in St. Mary's, Georgia, Fort Adams, Pinckneyville and Natchez, Mississippi Territory, and New Orleans, or by unofficial "post riders" for which a "Way" fee was collected. Other mail was sent by unofficial ship captains to enter the American mail system at distant ports. (Fig 7) is an 1807 cover datelined "Bayou Sara" (Spanish West Florida) carried by post rider to enter the mails in Pinckneyville, Mississippi Territory with a "Way 26" rate reflecting the 25 cent postal rate + 1 cent "Way" fee. (Fig 8) is an 1807 cover datelined "Bayou Sara" carried personally to enter the mails at Fort Adams, Mississippi Territory with a (due) 25 rate. (Fig 9) shows a

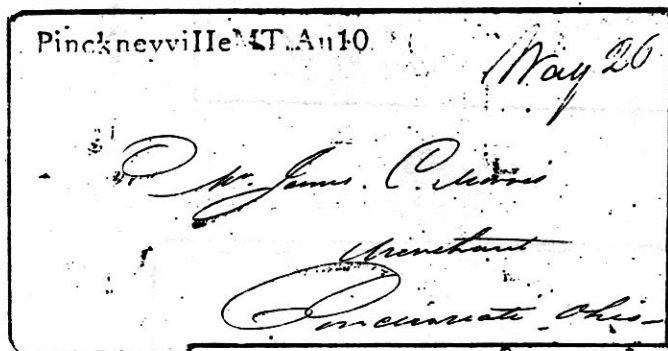


Fig. 7

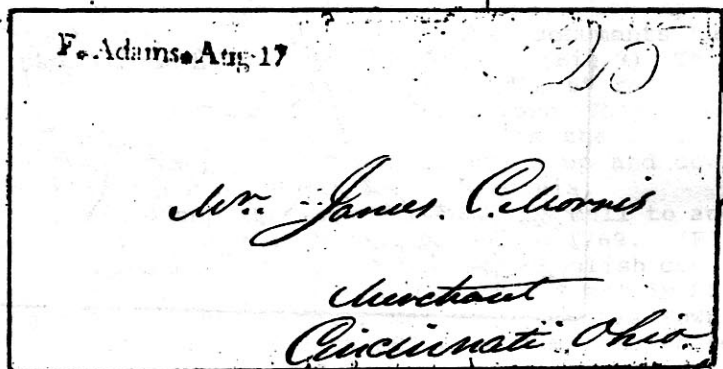


Fig. 8

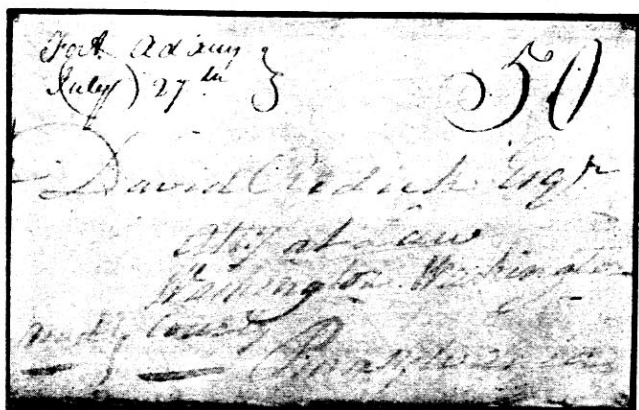


Fig. 9

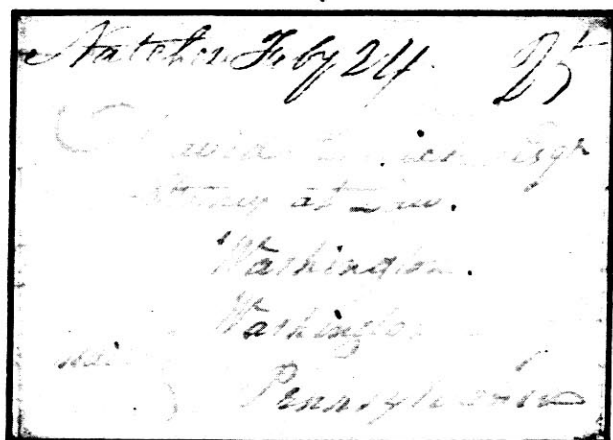


Fig. 10

Bayou Sara example entering the mail in Fort Adams but with a manuscript postmark. The David Bradford correspondence (1802-1805) contains many Spanish West Florida letters originating from Bayou Sara and posted at various Mississippi Territory postoffices. (Fig 10) is an example from 1804 with a manuscript Natchez postmark with (due) 25 rate.

Cities in Spanish Florida some distance from bordering United States postoffices sent mail by unofficial ship as there were no roads or regularly travelled routes at this time. (Fig 11) is a previously unrecorded example of such use. This letter is datelined "St. Marc (sic) August 1st 1795" and bears a manuscript "Sh 26" rate and a Franklin mark "17/SE" datestamp placed at the receiving post office. This rate implies a 22 cent postal rate (350-450 miles delivery from port of entry) and a 4 cent ship fee per postal Act of February 20, 1792. Although there is no postmark from the port of entry, it may well have been Philadelphia, reflecting a six week delivery time.

In 1811, the United States, with Congressional support and authorization by President Madison and Secretary of State Monroe, began a covert plan to occupy Spanish East Florida. On March 13, 1812, a military force of 80 Georgian and Floridians led by Lt. Col. Thomas Adam Smith left a base in

*Wm. Brown, Wheelwright
 & Knight
 Merchants
 Newbury Port*

Fig. 11

St. Marys, Georgia to occupy Spanish East Florida. This group established the "Territory of East Florida" and named John H. McIntosh as director of the "Territory" on July 25, 1812. This "Patriot's Rebellion" failed after about a year when the United States government support was terminated. Although no post office was established in East Florida, several letters survive this period including (Fig 12) addressed to Lieut. Col. Smith near Augustine. A detailed discussion of the fiasco was recorded by an American plantation owner who witnessed the events personally. This letter (Fig 13) is datelined "Anastasia Island, E.F., October 16, 1813, and is postmarked by manuscript "St Marys/ 30 October" and rated (due) 25.

Mail from Spanish East Florida usually entered the mails at St. Mary's, Georgia, the nearest American post office. (Fig 14) is a cover datelined "Hd. Qtrs Fernandina, E.F. Dec 26, 1818" written by Gen. Edmund P. Gaines, requesting pay for troops stationed in East Florida. It bears a manuscript St Marys/ Dec 26 postmark with (due) 12 1/2 cent rate. This letter confirms the attempt of the United States government to occupy Spanish Florida far after the aborted "Patriot's Rebellion" of 1812.

Robt. Smith

Lieut. Col: Smith,
near
Augustine.

Fig. 12

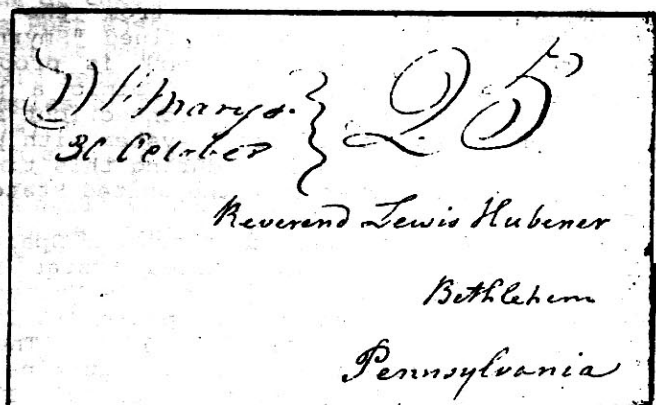


Fig. 13

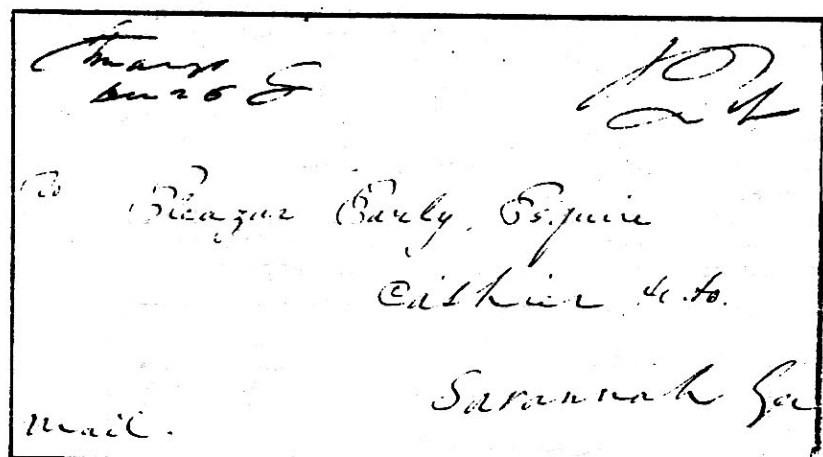


Fig. 14

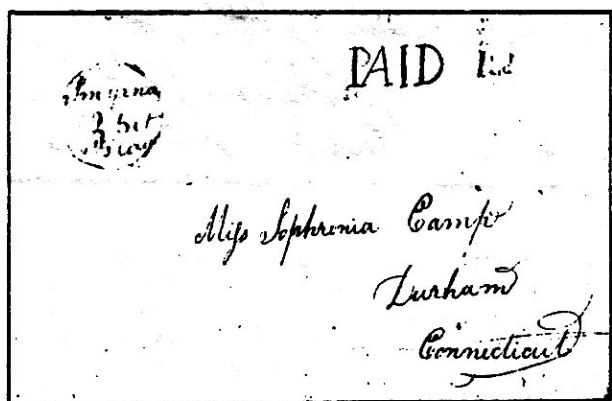


Fig. 15

An unusual example of a postal marking from Spanish East Florida is the ASCC listing "Smyrna/ 25ct/ Postage" hand drawn fancy postmark with matching "Paid" from the Jarrett collection. This cover (Fig 15) is datelined "Smyrna, East Florida January 1, 1819". The postmark is probably an attempt by an unofficial post rider to mimic a postmark acceptable to the postmaster in Durham, Connecticut so as to avoid a "due 25 cent" rate as no postal system with pre-paid rates existed in Spanish East Florida during this time. The location of entry of this cover into the United States mails is conjecture.

On February 22, 1819, the United States and Spain signed a treaty of cession by which the United States received Florida from Spain. Although ratified by the United States Senate on February 24, 1819, delays in Spanish ratification postponed the formal transfer until July 1821. The formal transfer of East Florida took place in St. Augustine on July 10, 1821, and of West Florida in Pensacola on July 17, 1821. Andrew Jackson and appointed the first Military Governor and made Pensacola his headquarters. Official post offices were established for the first time in Florida, with St. Augustine and Pensacola offices begun in July 1821, and an office in Fernandina begun on September 22, 1821. United States postal rates were used and examples of both handstamped and manuscript postmarks are recorded from Pensacola and St. Augustine. To date no postmark from the Fernandina postoffice is known. The period from July 10, 1821 - March 29, 1822, is known as the American Military Government Period or the Pre-Territorial Period.

The earliest known letter with an official Florida postmark and pre-paid rate is shown in Fig 16. This ASCC listing example is a letter is from Pensacola's first post

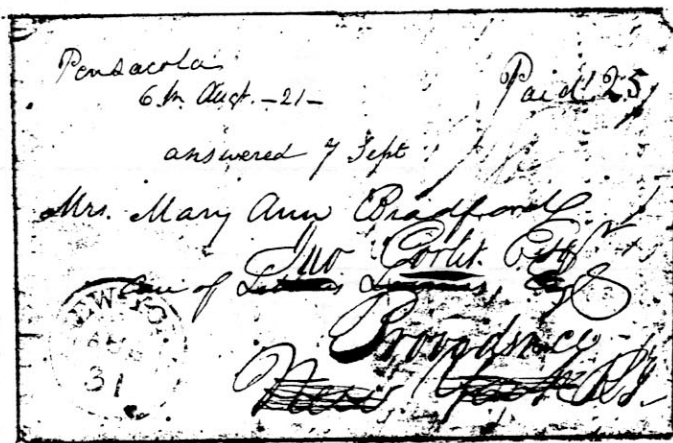


Fig. 16

master, Charles Bradford, and reveals why it is important to read enclosures. The letter is datelined "Pensacola, 2d August 1821" and excerpts read "...As no vessel has sailed for an Eastern port since my arrival and this is the first mail since the Government has been changed is my reason for not writing you more frequently.....I will know in a few days what my final determination will be, whether to pursue business as

a merchant or take a small farm, or remain in the office I now occupy as Post Master pro tem." The earliest recorded use of the manuscript Pensacola postmark is obviously 6th Augt. -21- and a newly recorded latest use is Sept. 3, 1821.

Examples of the other recorded postmarks from the "Pre-Territorial Period" include a PENSACOLA straightline (28x3) with month and day date. (Fig 17) The earliest recorded use is Sept. 23, 1821, and the latest recorded use is March 25, 1822. The earliest recorded use of a St. Augustine manuscript postmark is represented by (Fig 18) as 30 Oct (1821) with the latest use as Dec. 25, 1821. An example of the ST. AUGUSTINE straightline (28x3) postmark is (Fig 19). Note that the date is in manuscript, unlike later St. Augustine "Territorial" straightline postmarks. The earliest known use of this postmark is Jan. 8, 1822, and the latest known use is March 26, 1822.

This article will conclude with a listing of known "Pre-Territorial" Florida postmarks. The author would welcome any additions to this listing as well as additional examples of earlier Florida postal history. Collectors with unusual letters or correspondences are encouraged to publish them in future issues of The Florida Postal History Journal.

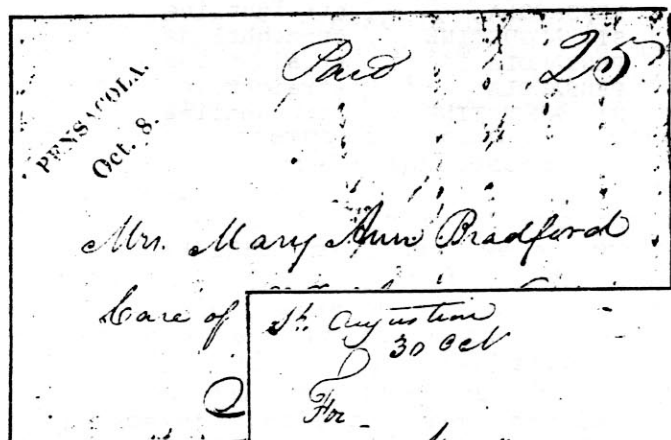


Fig. 17

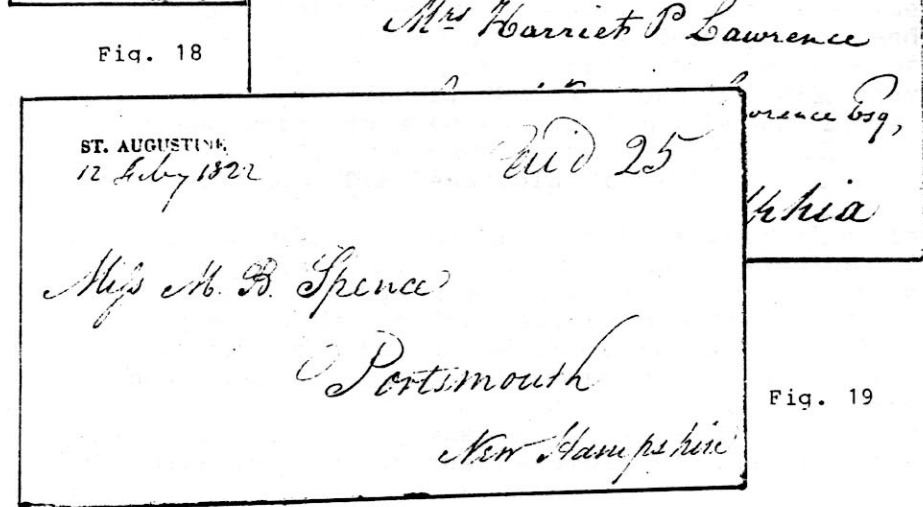


Fig. 18

Fig. 19

FLORIDA PRE-TERRITORIAL POSTMARKS

8/ 6/21	Pensacola	manuscript
9/ 3/21	Pensacola	manuscript
9/23/21	PENSACOLA	straightline
9/28/21	PENSACOLA	straightline
10/ 8/21	PENSACOLA	straightline
10/23/21	PENSACOLA	straightline
10/27/21	PENSACOLA	straightline
10/30/21	St. Augustine	manuscript
10/30/21	PENSACOLA	straightline
10/30/21	PENSACOLA	straightline
11/ 6/21	St. Augustine	manuscript
11/ 6/21	PENSACOLA	straightline
11/20/21	PENSACOLA	straightline
12/ 4/21	PENSACOLA	straightline
12/25/21	St. Augustine	manuscript
1/ 8/22	ST. AUGUSTINE	straightline
1/23/22	PENSACOLA	straightline
2/12/22	ST. AUGUSTINE	straightline
3/ 4/22	ST. AUGUSTINE	straightline
3/ 4/22	PENSACOLA	straightline
3/ 5/22	ST. AUGUSTINE	straightline
3/11/22	PENSACOLA	straightline
3/25/22	PENSACOLA	straightline
3/26/22	ST. AUGUSTINE	straightline

THE PENSACOLA "THIMBLE" POSTMARK

David G. Phillips



This odd looking PENSACOLA postmark is only 21mm in diameter, thus the "thimble" designation. It first was listed in the 1971 edition of the "American Stampless Cover Catalog" with the single date of use, Jan. 30, 1827 and the value rating "Scarce B".

It was similarly listed in the 1978 edition of the ASCC, however, a search for the whereabouts of the marking or for anyone who could provide further information about it produced no results.

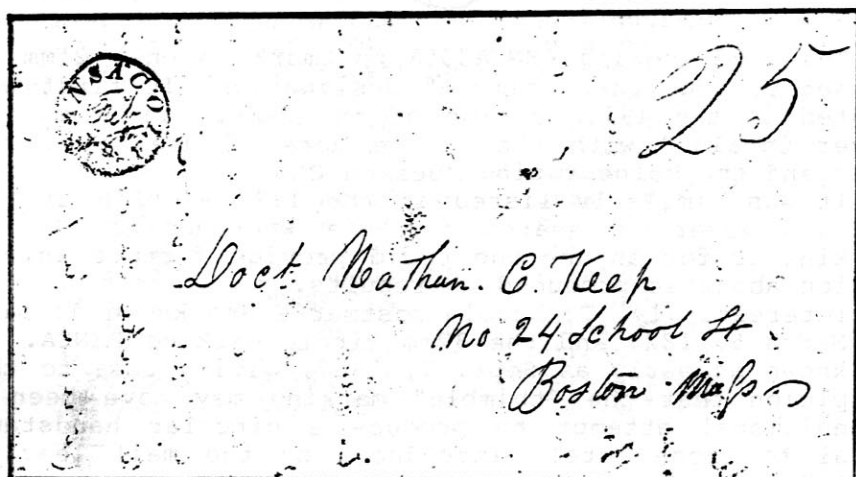
Interestingly, Pensacola postmarks are known as late as March 5, 1827 and the 32mm circle marking PENSA. F. is known as early as Sept. 7, 1827, giving rise to the suspicion that the "thimble" marking may have been a transitional attempt to produce a circular handstamp equal to those lately introduced on the mail leaving Tallahassee.

Both the Pensacola "thimble" and the slightly larger 24mm TALLAHASSEE markings were crafted from metal printing type faces fitted around the inner circumference of a circular outer rim. Similarly made marking devices were used in many other places such as Louisville and Lexington, Ky., Nashville, Tenn., Chesterton and Easton, Md. and numerous Ohio towns. Invariably, these typeset circle and oval markings could not withstand the heavy duty pounding needed to postmark the mail, the type wore rapidly, letters dropped out and the devices usually made poor impressions because of the small, light typefaces. Nevertheless, before they fell apart and were replaced by more durable and longer lived handstamps, the typeset handstamps produced some very rare markings. The Pensacola "thimble" is one of them.

It is always nice to own a postal marking that is "the only one known" and there are many examples of U.S. stampless markings that are the sole surviving examples. However, it is far easier to authenticate a marking when two or more can be compared and studied.

For those who may have had their doubts about its authenticity (and some of the editors of the ASCC were among the doubters), all suspicions were dispelled by the 1986 discovery of another example of the "thimble marking".

The second example was found on a letter of the Samuel Keep correspondence from Pensacola on Feb. 8, 1827. Keep kept up a regular stream of letters to his brother Dr. Nathaniel C. Keep of Boston, detailing his mounting problems as a contractor on the buildings and docks of the Pensacola Navy Yard. His lengthy, often anquished letters were preserved along with other papers which fueled an eventual law suit against the U.S. government and the introduction of bills in Congress for his relief.



All of the Keep letters had Pensacola manuscript postmarks except the "thimble" marking of Feb. 8, 1827 shown above. The small marking device was at this date in an advanced state of deterioration with only the letters "NSACOL" struck well enough to "bite" into the paper and leave a sharp impression.

With two known dates of the "thimble" marking, Jan. 30 and Feb. 8, 1827, and Keep letters bearing manuscript postmarks of Jan. 21 and Feb. 11th we can now narrow down the maximum period of use of this little handstamp to the 20 days between Jan. 22, 1827 and Feb. 10, 1827. Certainly, a brief enough period to rate it as one of the rarest of Florida postal markings.

It would be interesting to locate the Jan. 30th example to determine the condition of the type at that date, and perhaps a reader of these notes can identify the present location of the marking. The Feb. 8th example, along with the Keep letters of Jan. 21, and Feb. 11 will be offered at auction later this year.

A CONFEDERATE FIND FROM FLORIDA

By Conrad L. Bush

When John H. Reagan, in March of 1861, reluctantly accepted his appointment from President Davis as Postmaster General of the Confederate States of America, he realized at once the monumental task which lay before him. He had to build a Post Office Department from nothing, and assure the constant flow of mail within the Confederacy. The evening of his acceptance, he met with H.P. Brewster, Esq., a friend, whom he asked to go to Washington City to deliver some important letters for him. These letters, to influential people within the U.S. Post Office Department, invited them to help establish the Post Office Department of the Confederate States of America and asked them to bring with them, among other things, copies of all necessary documents for the function of a postal service. All but two accepted, and along with copies of the documents (some 200), presented themselves to Mr. Reagan.



THE U.S. TREASURY DRAFT

It is probable that with these documents was a copy of a Treasury Warrant or Draft for payment of "TRANSPORTATION OF THE MAIL" used by the U.S. Post Office Department (Figure 1). The function of this document in the C.S.A. would be the same as for the U.S.P.O.D. and the wording would be similar also. A warrant differed from a bank check in that the money may not necessarily be immediately available to make payment. Warrants were traded, and were sometimes used as collateral. Some were sold at a discount and the risk was passed on to the purchaser to collect and get full value. Postmasters were to deposit the funds of the several offices in any branch of the Treasury.

They were authorized to disburse public funds which they might find necessary or convenient to meet warrants drawn by themselves in payment of liabilities of the department. Some of these payment offices may have been a day or more travel from the place of issuance.

THE C.S.A. TREASURY WARRANT

The C.S.A. Treasury Warrant, dated September 28, 1864 (Figure 2) was issued to J. Edge, whose residence is shown as Uchee Anna, Florida. Any one of the three Edge brothers (Jacob, James or Jerimiah) residing there could have been the recipient of the warrant. Recent information received from the U.S. Postal Service reports that Jacob Edge transported mail under contract on several routes in Florida during the 1850's and early 1860's, so the warrant is probably his. Unfortunately no record of mail contractors for the Confederacy can be found that would indicate just where Jacob Edge carried the C.S.A. mails, in payment for which, the warrant in Figure 2 was drawn.

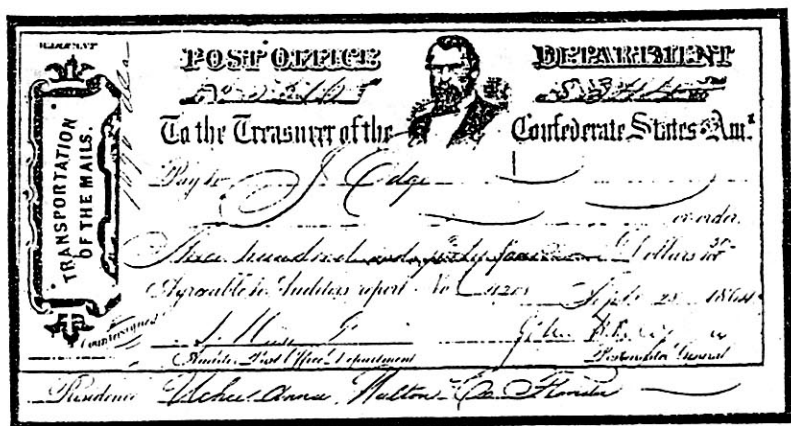


Figure 2. C.S.A. P.O.Dept. Treasury Warrant; from the collection of the author.

UCHEE ANNA or EUCHEE ANNA or EUCHEEANNA

In 1864, Uchee Anna was the county seat of Walton County, in the "panhandle" section of Florida about 75 miles ENE of Pensacola. Following the war, the county seat was moved to De Funiak Springs and today Euchee-anna appears only on the local county map, just east of Eglin Air Force Base.

The original settlement of Euchee Anna was named for the Euchee tribe of Indians living in the area, and Anna, grandmother of Colonel Angus D. McLean and the first white woman to live in the town. Over the years, the town's name has had several spellings. From about 1827 to 1872, the spelling was "Uchee Anna", as seen on

the C.S.A. warrant (Figure 2). About 1872, the spelling was back to "Euchee Anna" and sometime in the 1880's local usage combined this into one word "Eucheeanna", which spelling became official sometime in the early years of the Twentieth Century.

The early town site, although near a paved county road, is almost impossible to locate. In the 1860's the town is reported as having a church, a bank, and a general store, which probably housed the Post Office.

No postmark for Uchee Anna, Florida, during the C.S.A. period, is listed in any of the current literature available. There were no covers from Uchee Anna in the large Florida Postal History collection of Charles F. Meroni, that was recently auctioned although the American Stampless Cover Catalog lists a manuscript postmark prior to the C.S.A. period (1843).

GORDON McHENRY is making available to fellow members of the Florida Postal History Society a reprint of a finely detailed century old map of the state of Florida.

SECTIONAL MAP OF FLORIDA
PUBLISHED BY ASSOCIATED RAILWAY LAND
DEPARTMENT OF FLORIDA
1894

Highly useful to postal history collectors, this map measures three by four feet has a scale of 10 miles to the inch and shows every Florida city and town of the time, plus all important physical features of the state. The map is available at \$10.00 to cover the cost of printing, the mailing tube, and postage.

Gordon McHenry
P.O. Box 1117
Osprey, FL 34229

Phone: 813-966-5563

USE AND MISUSE OF 1851 RATE MARKINGS
IN APALACHICOLA, FLORIDA

by Niles Schuh

The 1 July, 1851, change in postage rates reflected the desire to encourage prepayment of letter mail. The new rates were three cents per half ounce up to 3,000 miles if prepaid and five cents if sent unpaid. For greater distances the rates were six and ten cents. Prepayment was made compulsory at that time also. The 1851 rates represent the first time that US rates were not dependent on distance (except to the West Coast), and the only time there was a differential between paid and unpaid. These rates were in effect until 1 April, 1855, when new rates were established and the differential between paid and unpaid was dropped.

Even though Apalachicola was one of the few large towns and the largest seaport in Florida at the time, the postmasters there were slow to react to changes. The Territory of Florida became a state in early 1845 but the Apalachicola post office continued to use the territorial postmark (F.Ty.) until mid-1851. At that time a new circular date stamp (cds) with "Apalachicola / FLA." was acquired but was used for less than a year.

Sometime in 1852 a new set of postmarking devices was received at Apalachicola, representing the letter rates in effect since mid-1851. One of the set included "PAID 3" in the cds and the other included a "5" obviously designed for marking prepaid and unpaid letters. These two devices were used, both correctly and incorrectly, until 1856.

Apalachicola was a very important seaport prior to the Civil War; important to Florida and to the large areas of Alabama and Georgia drained by the Apalachicola-Chattahoochee-Flint River system. Cotton was king and most of it moved down that river system to Apalachicola where it was loaded on board ships heading for Europe or the northeastern United States. The majority of collector's covers from that period contain letters dealing with the cotton business.

As a result of that cotton business letter mail from Apalachicola was relatively heavy. It dealt with invoices, insurance, freight rates, and sailing schedules for ships. Receipts at the Apalachicola post office during that period reflect the large amount of mail handled. From 1841 (the first year that postal receipts were reported) until 1855, the income at the

Apalachicola post office was always over \$2000 and was either the highest or the second highest in the Territory and State of Florida. The other busiest offices, as might be expected, were the Capital, Tallahassee, and the second oldest town of any size, Pensacola.

Post Office Department policy in 1852 was to supply metal "marking and rating stamps" to all post offices that collected in postage \$300 or more per year. Since the total receipts at Apalachicola were almost \$2800 in fiscal 1851 we can presume that the new devices for the 1851 rates were provided by the government. The inclusion of the rate marking inside the cds was unusual. In Florida, besides Apalachicola, only Key West used one and theirs was just the "5"; no "PAID 3" in the cds has been reported. An advantage of the combined date and rate stamp in a busy office like Apalachicola was that only one strike was required per letter. A disadvantage was that the paid and unpaid mail would have to be separated before cancelling or the two devices would have to be picked up and put down many times. Evidence that the Apalachicola postoffice was interested in efficiency was the use of a separate handstamp "PAID" as early as 1837, a "25" rate handstamp in 1843, and even and "18 3/4" rate handstamp in 1844.

A study has been made of 30 Apalachicola covers seen by the writer with the "PAID 3" and the "5" cds. A sample of 30 is not large and can perhaps lead to some incorrect conclusions, but the writer feels it worthwhile to present the results for what interesting information they may contain. Twenty two of the 30 covers have clear year dates and all have clear month and day dates. The distribution of the covers with time appears to be very unusual but perhaps can be explained or rationalized with the aid of some facts about the business situation in Apalachicola at the time.

The earliest of the covers is dated May 3, 1852, and the latest is May 5, 1856. Both of these year dates can be clearly read in the letter datelines and in the cover docketing. Most of the year dated covers are from 1853, with only three in 1852, one in 1854, three in 1855, and two in 1856. Almost all the letters were mailed between November and May of each year, with only one of the 30 outside that window. The November-May window is easily explained by the business, fever, and river cycles. The June to October period was a time of low water on the river, no cotton to ship, and summer fever season when many of the towns inhabitants went to healthier locations. Contributing factors to the scarcity of covers from 1854 on include the severe

decline of shipping business at Apalachicola as the new railroads began to reach from East Coast ports such as Savannah and Charleston to middle Georgia and Alabama in the mid 1850's. Other factors were the failure of State and Federal government to keep the river and harbor clear of obstacles, combined with unusually low rainfall during the mid-1850's. Also, new textile mills were being built in Columbus, Georgia, and other upriver towns, reducing the need to ship cotton down river. Possible other factors such as the devices wearing out or the postmaster's decision to discontinue the use of the devices don't fit with the facts that some covers were cancelled late in the period and that the writer has not seen any other markings used at Apalachicola during 1854 and 1855.

The use of the two devices at Apalachicola by the Postmaster and his clerks seems to follow no logical path. All 30 of the covers in question are prepaid, none sent unpaid, but 17 have the "5" (unpaid) marking and only 13 have the "PAID 3" in the cds shows up from May, 1852, only until December, 1853. The "5" in the cds starts in January, 1853, is used concurrently with the "PAID 3", and then used on until May, 1856. Nineteen of the covers have stamps or are stamped envelopes. Nine of these are cancelled with the "PAID 3" and other 10 are cancelled with the "5". Separate "PAID" or "PAID 3" (in a circle) markings are on eight of the 30 covers. If it were not for the adhesive stamps on the covers with the "5" marking, one would assume they were sent unpaid.

In summary, the marking devices were used incorrectly on 17 of the 30 covers. Why? The writer's opinion is that the two devices were used indiscriminately through 1853 because all the mail was being sent paid, there was no use for the unpaid marking, and the work went faster using two devices during busy times. In December, 1853, the "PAID 3" device must have broken and been discarded. A change in postmasters in mid-1853 doesn't seem to have affected the situation.

Illustrated are covers with various combinations of the "PAID 3" or "5" in the cds, separate "PAID" or "PAID 3", and 3-cent stamp or no stamp. The only combination of markings not seen on the 30 covers of the period is the "5" in the cds alone on a cover with no adhesive stamp. None of the 30 covers were sent unpaid.

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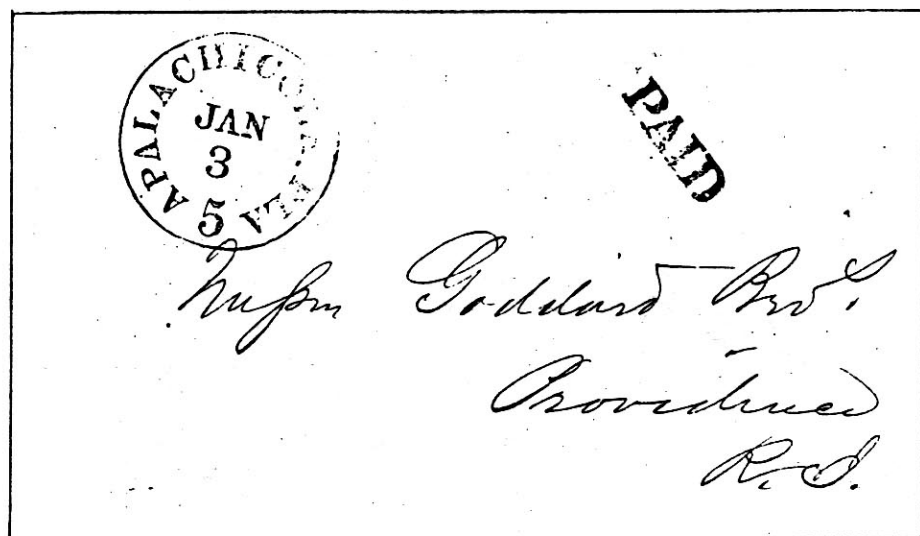
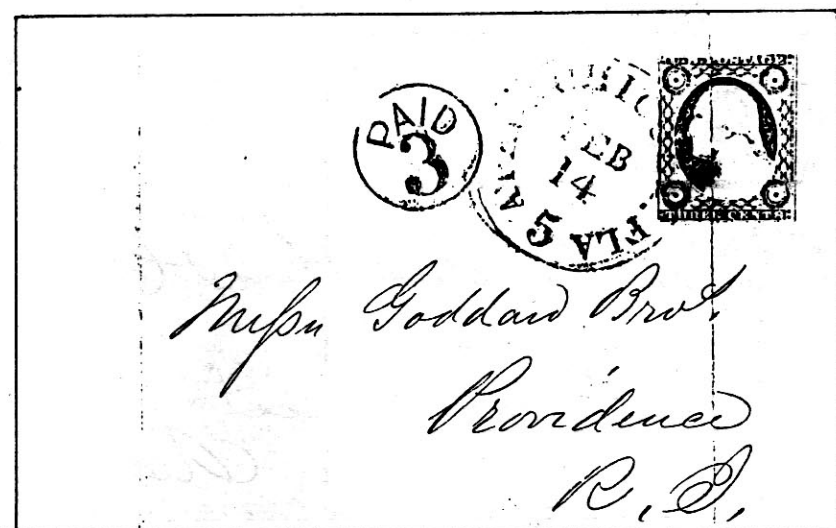
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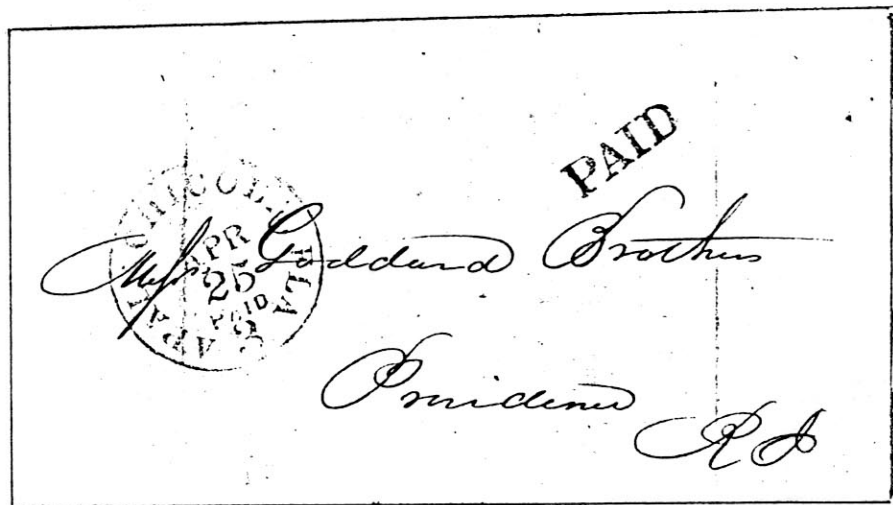
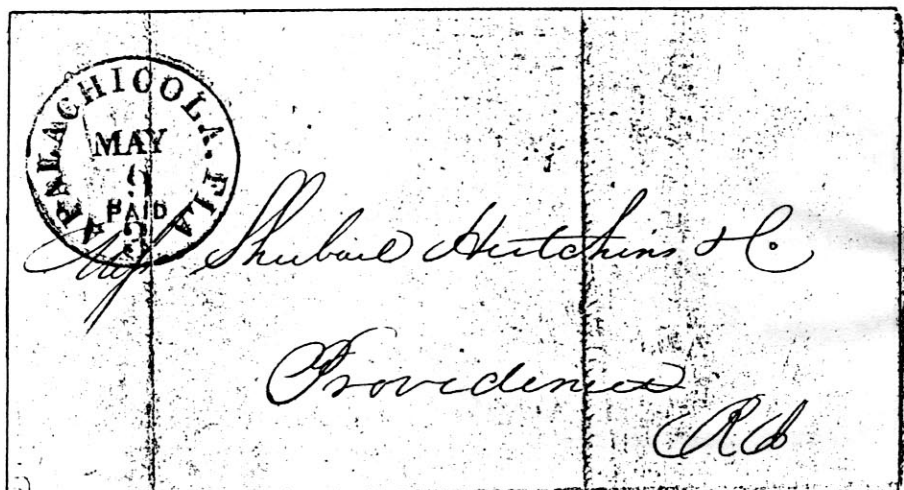
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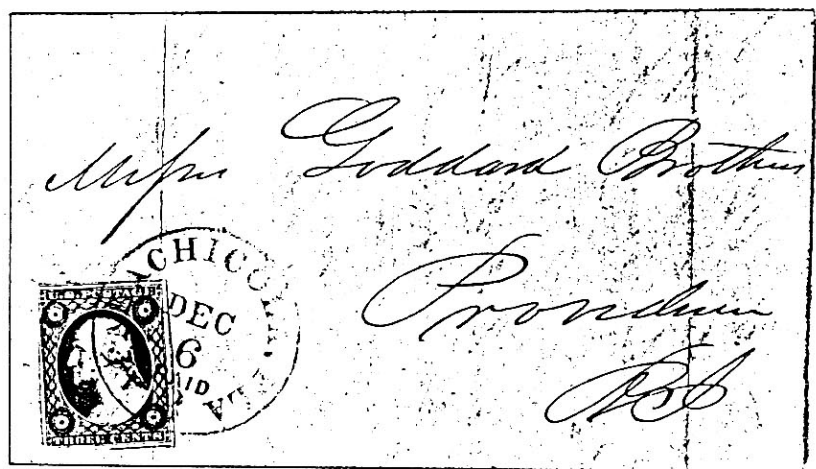
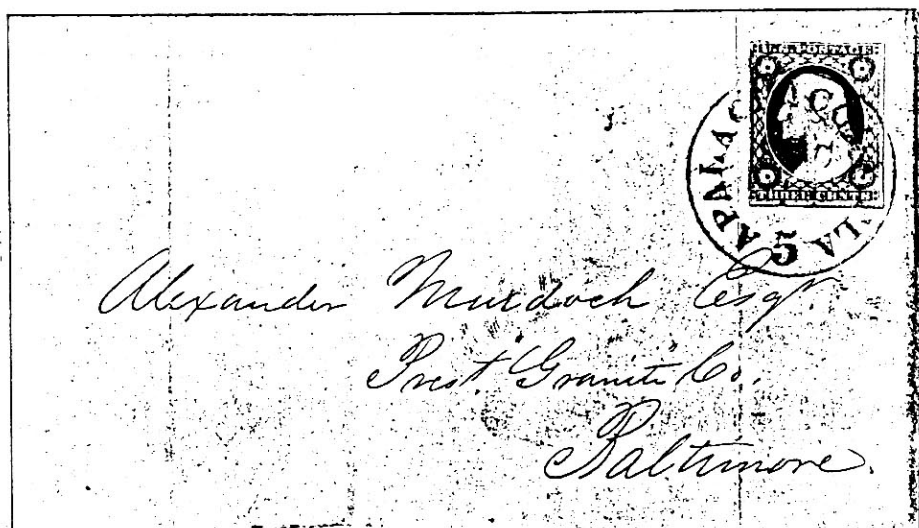
Postal Laws and Regulations (Washington 1852)



"5" in cds incorrectly used to cancel stamp with additional unnecessary "PAID 3" marking on 1855 cover and stampless 1853 cover with contradictory "5" in cds and "PAID" marking.



"PAID 3" in cds correctly used to mark prepaid stampless cover and similar cover with additional but unnecessary "PAID" marking, both dated in 1853.



"PAID 3" in cds correctly used to cancel 3-cent stamp in 1852 and "5" in cds incorrectly used to cancel stamp in 1853.

THE CAPTURE OF AMELIA ISLAND

Gordon McHenry

During the latter part of the second Spanish era, 1784-1821 it became apparent that Spain not only was losing its taste for Florida but that it could not hold on to it without considerable additional support which she was not prepared to give because of other priorities. This situation attracted fortune seekers, land-hungry U.S. citizens, unruly Indians, renegades, runaway slaves freebooters and professional revolutionaries. One such troublemaker was a pirate known as General (Commodore) Louis de Aury who was originally a New Grenadian naval officer. Another fortune seeker was Gregor McGregor, an English veteran of the Napoleonic Wars in Europe. These two were on Amelia Island in 1817 smuggling slaves into the U.S. through St. Marys, Georgia plus probing for any soft spot to establish a foothold.

The United States government, being aware of all this decided to take measures to protect its vital interests by sending a Naval Squadron to Amelia Island in December 1817.

Five pieces of correspondence detailing the capture of Amelia Island, document this little known vignette of American History. The letters date from January 3, 1818 to February 20, 1818. The first four are from Captain John D. Henley, Commander of U.S. Naval forces off Amelia Island to his superior Commodore John Rodgers, U.S. Naval Board of Commissioners in Washington, D.C. The last letter is from Captain Henley to General Aury at St. Marys, Georgia.

Captain Henley is writing from aboard his flagship the "John Adams" off Amelia Island. He has just landed Colonel Bankhead along with 200 troops on December 23, 1817 and in effect has captured Amelia Island. His first report tells of Aury, Indian trouble and a communication from the Spanish Governor of St. Augustine demanding to know by what right we held the Island of Amelia. He then proceeds to establish a form of Civil Authority and describes the inhabitants as the rabble of all nations. He sends a ship for more arms, reports the capture of slave vessels. He has told General Aury that he has to leave but he drags his feet with excuses. Captain Henley is highly gratified by news that the President has approved of his actions. This proves that the capture of the island was officially sanctioned and ordered by the U.S. government. He further reports that he believes a group is forming to take Tampa Bay. The final letter is to General Aury on his departure, warning him that any hostile action by him or any other foreign ship will result in immediate capture,

U. S. Ship John Adams
off Amelia, Jan 3, 1818

My Dear Sir,

Enclosed I have the pleasure to transmit you a copy of the correspondence of Col. Bankhead & myself, with General Aury relative to his departure from this place, by which you will discover that he will not be prepared to leave it before the last of this month.

I yesterday received orders from the Dept. to proceed to the Gulf of Mexico as soon as I shall have accomplished my former orders. The unsettled state of this place together with the frontier of Georgia renders it in my opinion unsafe for the

Squadron to leave here while Aury's force remains. From a boat I sent up St. Marys river for the purpose of intercepting some slaves said to be on their way into Georgia, we learn that the Indians are in some force about Traders Hill (about 60 miles up) committing their usual cruelties on the inhabitants. The most of them had collected at Traders Hill or Clarks Mills where there is a block house and have sent down begging assistance. Col. Bankhead with whom I have been happily associated in this expedition has this day sent a detachment to return them in the boats of the Squadron.

Last night we received a communication from the governor of St. Augustine demanding by what right we held the Island of Amelia, a copy of which I have also the pleasure to enclose to you. Under all those circumstances I have thought it best to wait here until the Dept. could be made acquainted with them, particularly as I believe there is no doubt but that the establishment at Galveston in the Gulf of Mexico have been abandoned.

The situation of the Ship would not authorize my leaving this place until I received answers to my communications to the Dept. My only wish is that the steps taken by me to secure the tranquility of this quarter may meet the approbation of the Dept. & that of my friends.

I beg Sir that you will present me in the most affectionate manner to Mrs Rodgers & the children. Enclosed is a letter to my own Eliza who I am in hopes is now with you.

I beg Sir that you will accept the best wishes of

Yr. Obt. Servt.

J. D. Henley

Commodore John Rodgers

U. S. Ship John Adams
off Amelia Jan 10, 1818

My Dear Sir,

I have had the pleasure to write to you by every mail since my arrival at this place. In mine of the 2nd inst. I informed you that this Ship had suffered very much from the severe gales which we met on our passage to this place, and that I had been able to stop the leaks only partially. Since then however, the Ship has made little or no water.

I commenced caulking the Ship on Monday last with what force could get from the Squadron. I found her very open particularly the first four seams above the copper. I am in hopes if the weather remains dry to have her completely caulked in about 10 days. I have only six caulkers employed. I have not been able to get any workmen here, except those belonging to the Squadron. So soon as the carpenters have finished caulking, I shall proceed to examine more thoroughly and if possible, to repair the Ship where the leak was in a more effectual manner than I was able to do when I examined it last.

You can readily judge my dear Sir, how great my mortification has been in consequence of being compelled to remain here one day after having received my orders to proceed with the Squadron to the Gulf of Mexico. I beg that you will be convinced that not one moment will be lost in carrying into effect the wishes of the Secretary should my Ship prove to be in condition to proceed to sea.

The unsettled situation of this place at the increase. My orders would not have authorized my leaving it for some days, even had the Ship have met with no accident.

Aury and his party are still here. One of his privateers, the Mexican Congress, is now at St. Marys under going repairs. It is said that she will be ready this week. It is however impossible

for me to say when he will take his departure. Aury complains of the want of funds to discharge his debts, & to provision his vessels.

To carry into effect that part of my instructions relative to the property of the inhabitants, Col. Bankhead, with whom I have been happily associated in this expedition, and myself have in consequence of the number of claims brought before us thought it advisable to establish some thing in the form of civil authority for the purpose of having them settled. For which purpose we have appointed two of the most respectable inhabitants to act as justices of the peace, and the following arrangement which the enclosed paper will show have been adapted with some success. In doing this we hope to meet the wishes of the President and to give the inhabitants more general satisfaction than we could have done by any other steps. My only wish has been to meet the approbation of the government in the execution of my orders. Should I err I trust it will be attributed to its proper motive in not leaving anything undone that could be expected of me situated as I am and to the government I must look for support.

You can have no idea my dear Sir of the mess that we have had to deal with here. They are all the rabble of all nations. The principal part of the Americans which are here was collected from the streets of Charleston, S.C. & Savannah, Col. Irwin, formerly a member of Congress at their head.

At the request of General Gaines the Brig Enterprize was ordered to Charleston for the purpose of transporting arms to this place. The Brig Prometheus was ordered to convoy two steam vessels as far as and then cruise up the coast for a few days & return to this port. They are both expected in every day. I have captured three slave vessels since my arrival all of which have been sent to Savannah for trial.

I beg Sir that you will remember me affectionately to Mrs. Rodgers & the children and such of our friends as may be with you and believe me dear Sir it is with sentiments of esteem and friendship.

Yrs truly
J. D. Henly

Commodore Rodgers
Washington

U. S. Ship John Adams
Amelia Jan 23, 1818

My Dear Sir,

By the last mail I had the pleasure to acknowledge the receipt of your favour of the 31 inst.

I now have the pleasure to inform you that I have repaired the Ship effectually and wait only for the supplies of provisions ordered from Savannah which is daily expected to arrive, as they were ordered early in this month. I shall to day take my powder on board, all of which has ben overhauled & the cask changed. We have loaded 15 barrells.

The Ship in my opinion is at this time in a better situation for service than she was when I left New York.

The difficulty of getting water at this place for the Squadron together with the bad quality of it induced me to employ a sloop to assent the river St. Marys for the purpose of watering the vessels, which duty I am in hopes to have compleated in two or three days.

I yesterday captured the English Brig Neptune of London for a violation of the slave law. It appears by her papers that she cleared at Jamaica for this place with rum & eight negroes

sentenced to be transported for life, for serious offenses. The object evidently was to smuggle them into the state of Georgia, making a Botany Bay of the U. States. I shall send her to Savannah for trial.

Every exertion is making to get to sea which I hope I shall be able to do in a few days. Things here remain much as they were when I wrote last. Aury has not left the Island and his difficultys appears to increase every day. He was held to bail the other day, at St. Marys for \$10,000 for property said to have been destroyed by him or his forces, on the Island of Amelia. He is protesting against the judges of Georgia for this act.

I shall hope to receive a letter from you this evening and by that you will present me to Mrs Rodgers & the children. Louisa is no doubt with you by this time. Please to remember me affectionately to her. Enclosed is a letter for my beloved Eliza which I must beg the favour of you to send to her and believe my dear Sir to be with friendship & esteem.

Yr. Obt. Svt.
J. D. Henley

Commodore John Rodgers
Washington

(private)

U. S. Ship John Adams
Amelia Feb 6th, 1818

Dear Sir,

I have had the pleasure to receive your letter of the 15th.

I am highly gratified to learn that the President has seen pleased to approve of my conduct here.

Aury is still here. A part of his forces left this place some time since. On the 3rd inst. we addressed a note to Aury stating that he could not remain here after ten days from that date. I hope that he will be ready to depart on the day appointed. He has been very much harassed by the people of St. Marys. The Brig which he mentioned in his official communication was sold on the 4th inst. This I trust will enable him to depart.

From information which I have obtained from various sources I am fully convinced that there is at this time an expedition on foot at the Bahamas & Jamaica for the purpose of forming an establishment at Tampa Bay. An Irishman by the name of Lawler arrived here some days ago from Nassau for the express purpose of getting Aury to join them. This Aury told me himself. He declines however having anything more to do with the Floridas. Aury appears determined to proceed to the South and to join some of the Independent States.

I have had the honor to receive your letter of the 14th and must apologize for not officially addressing the Board relative to the situation of my Ship. This error arose mainly from my having wrote you so fully on the subject. You will learn from my letter to the Board of this date that my Ship has been thoroughly overhauled and that such repairs as was necessary have been completed.

The Squadron under my command is now ready for sea. I have kept them prepared to execute my orders which I may have the honor to receive. My last orders from the Dept. was to remain at this place. I hope on the departure of Aury that those orders will be revoked.

Aury has I believe lost all hopes of this place being given up to him.

I pray you Sir to present my best respects to Mrs Rodgers, Louisa & the children and believe me my dear Sir to be with esteem & friendship.

Yrs. Truly
J. D. Henley

U. S. Ship John Adams
Amelia Sound, February 20th, 1818

Sir,

I am directed by my Government to make known to you, that in taking possession of Amelia Island, the President of the United States was not actuated by any hostility to the cause of South America and as this step was not taken from a wish to molest them. It is expected by him that all officers who may have the Command or direction of armed vessels under the patrol flags will avoid molesting vessels under the flag of the United States; and I am further authorized to make known to you, and those officers that in the event of any such violation, the ships of war of the United States will immediately proceed to capture all vessels under the flag which shall have offered the insult, and the ports of the United States will be closed against them.

The President of the United States is unwilling to believe that any of the independent governments of South America will authorize their armed vessels to commit acts which must be considered hostile, and therefore wishes his determination may be made known to the Commanders of Public Vessels in their service, in order that no misunderstanding may take place.

I have the honor to be
Very respectfully
Your Obt. Servt.
(signed) J. D. Henley
Commanding U.S. Naval Forces
off Amelia Island

General Aury

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YELLOW FEVER MAIL FROM THE

1888 FLORIDA EPIDEMIC

By Herbert P. McNeal

On the 8th of August, 1888, H. W. Clark, then postmaster of Jacksonville, Fla., had just arrived in New York City on vacation. He read in the morning paper that yellow fever had broken out in Jacksonville, and the next day when he read that it was becoming epidemic. He cut short his vacation and left for home.

Florida was well acquainted with yellow fever, having had epidemics in 1867 and 1871, and again in 1887, when the disease became epidemic in Key West. Despite quarantine, it spread to Tampa, then east to Plant City. Tampa, with a population of 4,000 had 750 cases and 79 deaths.

The winter of 1887-88 was mild, with no killing frosts, and there had been occasional reports of fever during the winter and spring, particularly in the Plant City area. On July 28, 1888, R. McCormick travelled from Plant City, via Tampa, to Jacksonville, where he was ill upon arrival. The next day a diagnosis of yellow fever was confirmed, and within a few days other cases were reported in the city. At the time, no one was certain how yellow fever was transmitted. Some thought it travelled through the ground at a rate of some two miles per day; others believed it came from the miasmatic vapors arising at night from swamps and marshes. Personal contact with its victims was to be avoided at all costs.

When Postmaster Clark returned to Jacksonville, he found the city terror-stricken, and hundreds had fled by any means available. Mail carriers had been stopped from their daily rounds by the local board of health, fearing their passage through the city would spread the disease. Some 20 mails per day were being received in Jacksonville, and the lobby of the post office was jammed with people seeking their mail. Postmaster Clark, reasoning that the concentration of people posed a greater danger, immediately started the carriers on their rounds.

Getting the mail out of Jacksonville posed another problem because nearly every part of Florida was quarantined against the city.

Most cities south of the Mason-Dixon line had quarantined against the refugees from Florida.

Neighboring towns and counties in Florida and southern Georgia set up patrols on roads and crossings to turn back anyone from Jacksonville. As an example of the hysteria, Waycross, Ga. refused to allow the refugees to pass through their town, even in locked railroad cars at high speed, and threatened to tear up the tracks if necessary.

Those remaining in Jacksonville were advised to keep pitch and log fires burning all night to "purify" the air, city streets were flushed daily with a solution of bichloride of mercury, and sick rooms were sprinkled with lime.

Early on, cannons were fired for an hour morning and evening, because of a theory that microbes could be destroyed by atmospheric concussion. This practice was soon discontinued because it disturbed the sick and shattered a lot of windows. The hotel in which Mr. McCormick of Plant City had lodged was burned down, since it was deemed too large to fumigate.

But to get back to the mails, immediately upon declaration of a yellow fever epidemic, the Surgeon General of the U.S. Marine and Hospital Service (predecessor of the Public Health Service) ordered a quarantine against mail coming from Florida until it had been fumigated, and the Railway Mail Service was designated to handle the job.

It was announced on August 11 that a fumigating station for mail, baggage, and express would be set up on a siding outside Waycross, Ga. and by August 13 it was in operation. Another fumigating station was set up on August 20 at La Villa Junction, near Jacksonville to fumigate mail originating in Jacksonville and destined for other post offices within Florida. Pensacolans complained that sending their mail to Waycross delayed its passage to New Orleans by several days, and (also on Aug. 20) a fumigating station was established at Flomaton, Ala., just across the Alabama line, some 40 miles north of Pensacola on the L. & N. R. R. All offices in west Florida were to send their mail to Flomaton, as were those offices on the Florida Southern Railroad south of Gainesville, and offices south of Live Oak on the Savannah, Florida & Western R.R. if their mail was destined for Ala., Miss., or states south of the Missouri and west of the Mississippi River. It appears, however, that this plan was not followed in all cases.

After St. Augustine refused to accept mail from Jacksonville, a temporary fumigating station was set up about two miles north of the city. It was closed shortly after the La Villa Junction station began operations and no covers verifiably fumigated at St. Augustine

have been reported. One reference states that fumigating stations were also set up at Chattahoochee and Live Oak, Fla. and at DuPont, Ga., but that no mail was ever handled at these points and the authority for this statement is not specified.

Major R.E. Mansfield chief clerk of the Railway Mail Service at Charleston, S.C., volunteered to take charge of the fumigating station at Waycross. Mails from Florida had been stopped at that point since Aug. 8, and when Major Mansfield arrived on the 12th some 8 to 12 tons of mail had accumulated. He and four clerks immediately began sorting the mail and fumigating the letters. For several days they had little to eat and nothing to drink except swamp water. They were not permitted to enter Waycross some three miles away, and there was little food to be found in the sparsely-settled countryside. They named the place Camp Destitution. The Marine Hospital Service was informed of their hardships, and all the necessities for a camp were soon at hand.

By Sept. 1, the station was receiving daily loads of mail from Jacksonville and these were processed and forwarded within 24 hours.

A detailed description of the fumigating operation at La Villa Junction is provided by a reporter for the Florida Times-Union who visited it the afternoon of Aug. 19. He wrote:

"Arrangements have been perfected for fumigating the mails in this city. The L & N Car No. 4075 has been secured for the purpose and a partition made across the center. In one end a number of wire netting shelves have been made, while the other end is used for opening the mails. A little mallet, the end of which is filled with sharp little spikes, is used to perforate the mail matter so as to admit the purifying fumes.

After being perforated the letters are placed on the shelves. A large tin boiler, to which legs about six inches long have been added, is filled with sulphur. This is set inside the shelf end of the car, the sulphur lighted and the door tightly closed, making the place almost air tight. The letters remain in the fumes for about six hours, when they are removed and sent on to their destination."

Essentially the same procedure was followed at the Waycross station, although one reference says that two box cars were used. Fumigated covers processed at Waycross usually have two diagonal or vertical rows of eight punctures each, and the rows are 56 to 58 millimeters in length. Space between rows varies from cover to cover, as does the angle of the rows. The puncture holes made at Waycross are characteristic of holes made with square nails, and the holes when closed appear as

an "H" or "X". Undoubtedly there were several punch devices in use at the same time, and minor variations are common. Whether or not the devices used at Waycross were the same as those used at La Villa Junction is unknown.

What of the covers fumigated at Flomaton, Ala.? At least two fumigated covers are known with punch holes that differ drastically from those used at Waycross, and these are thought to have been fumigated at Flomaton. One of the covers has three more or less round holes in a 90 millimeter diagonal row. Originating in Manatee, Fla. on the Manatee River some 40 miles south of Tampa, it is addressed to Cincinnati, Ohio (see illustration). Ohio was not one of the states designated for mail processing through Flomaton, nor is it west of the Mississippi River; so it appears that this cover should have gone to Waycross. The distinctive punch holes are proof that it did not. The second cover is also postmarked Manatee and has five punctures similar to those in the first cover, but they are arranged with four forming the corners of a 40 mm X 60 mm rectangle, with the fifth hole in the center. It is addressed to San Diego, Cal. and should have been sent through Flomaton, thus supporting the theory that both covers were processed at Flomaton.

Other fumigated covers are known which bear punch marks much smaller than the typical Waycross punctures, although in the same rows of eight. One example originated at Dunedin on the west coast north of Tampa, and other at Palm Springs in Orange County, or near the Florida Southern Railroad. According to the post office criteria both should have been sent to Flomaton for processing.

It is noteworthy that most fumigated covers from the 1888 epidemic bear 2¢ green stamps (Scott #213). Any other franking, such as the vertical pair of 1¢ ultramarine (Scott #212) illustrated, is unusual.

Views of the 1888 epidemic from Palatka some 75 miles up the St. Johns River from Jacksonville, are of historic (if not philatelic) interest, and have been preserved in letters addressed to Col. H. L. Hart, operator of the Ocklawaha River steamboats who was in the north when the fever broke out. Hart's son-in-law, Will Winegar, president of the First National Bank of Palatka, wrote on Sept. 24:

"We are all in good health. No yellow jack so far..."

On Oct. 3, he wrote:

"Your kind offer of a steamboat is appreciated by us all. I trust however no such thing will be required. The Jacksonville banks have lost heavy by the fever.

The Bank of Jacksonville lost 3 men, the State Bank has lost two men, the 1st National and the National Bank of the State have lost none. The people connected with the latter banks have all lived out of town, come in the morning while the sun was up, went out in the afternoon before the sun was down. None have been sick. Quite a number of people have lived in Pablo, spent the middle of the day in Jacksonville. I understand that none of them have had it."

Hart's brother-in-law, R. J. Adams, a receiving and forwarding agent, was less optimistic. Writing on Sept. 22, he said:

"You do not seem to understand the situation here. There is only two routes open from here, one to Heaven and the other to Sheol. Suppose there is no doubt about these routes being clear of quarantine. You speak of Indian River. They quarantined against the world long ago. If fever comes here, I shall simply go across the river. Cannot get out of the county now..."

On sept 30, Adams wrote:

"We have no cars from Gainesville now. Fernandina and the F. R. & N. Ry. have scattered the fever all over Fla. Have done the state a thousand times more damage than the fever in Jax..."

Writing on Oct. 29, Adams said:

"You must do as you think about coming here. The town is healthy as yet, and I hope it will remain so, but if I was out of here with my family, I should not return..."

Palatka may have remained free of fever throughout the epidemic, but most towns in northeast Florida had one or more cases. Before the epidemic was over Jacksonville had more than 4,700 cases (about 1/3 of the population) and upwards of 500 persons died. Fernandina had 1,200 cases and Gainesville 100.

Only two post office employees died--Mrs. Fannie B. Hopkins, the stamp clerk, and Capt. W. J. Merritt, who was in charge of the fumigating station at La Villa Junction.

On the night of Nov. 25, 1888 the temperature in Jacksonville dropped to 32 degrees and the yellow fever epidemic began rapidly to decline. Refugees were permitted to return to their homes on Dec. 15, and handling of the mail without fumigation was resumed on Dec. 17. One authority says the fumigating station at Waycross was closed on Nov. 30. The connection between the freezing temperature and the end of the yellow fever epidemic was not fully understood at the time but we now know that the cold killed the mosquitos, thus ending the epidemic. As early as 1881, Dr. Carlos Finlay of Cuba had determined that the disease was

spread by mosquitos but it was not until 1900 that a finding to this effect by Maj. Walter Reed of the U.S. Army was accepted. Aggressive eradication of the mosquito aedes aegypti brought the dread disease under control.

During the fumigation period, nearly 3,000,000 letters were processed at the Waycross station alone, yet relatively few covers have survived. What happened to them? Perhaps many recipients, fearing the fever, destroyed the letters. It is also likely that many of the perforated and sometimes stained reminders of the epidemic have been overlooked or discarded by collectors because of condition.

Some letters entering Florida were fumigated. Why? We don't know, but evidence that it was done is contained in a letter from Gen. F. E. Spinner former Treasurer of the United States who was residing at Pablo Beach. Writing to a friend on Oct. 21, 1888, he complained:

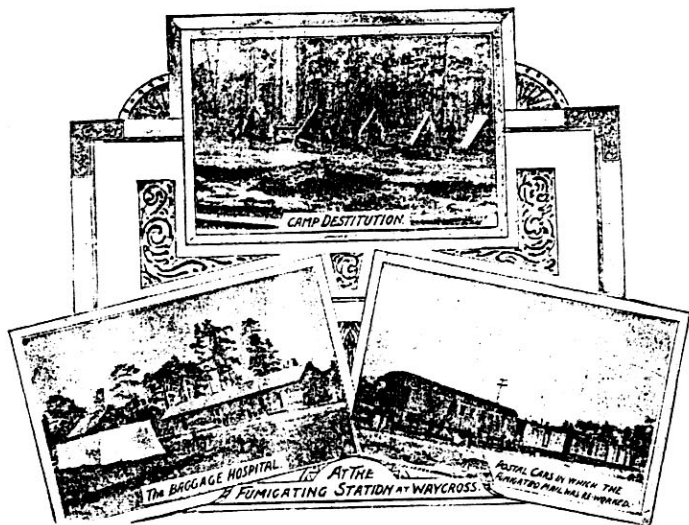
"...Let a clean letter come here from the pure air of the Green Mountains of Vermont and the cursed fools at the fumigating station seize it, punch it so that it is almost illegible, and then pump an unbearable stink into it."

The relative scarcity of fumigated covers has resulted in the temptation to create such covers. Counterfeits have been reported and buyers should beware when purchasing fumigated covers. Most genuine covers originated between Aug 13 and Dec 17, 1888. Since fumigation may have ceased as early as Nov. 30, covers with later postmarks should be examined carefully.

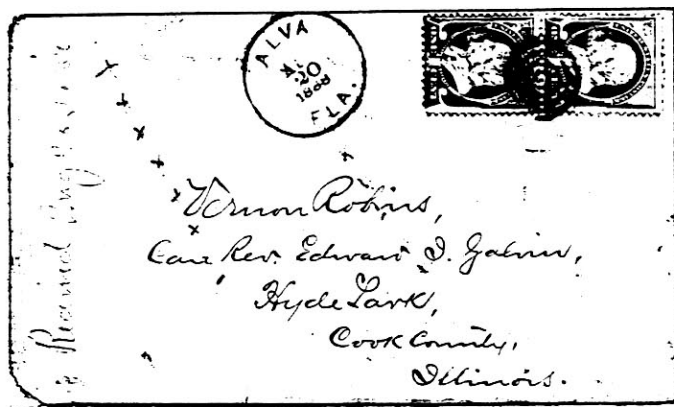
There is still lacking much pertinent information concerning the fumigated covers of 1888. Somewhere out there, someone has the information. Someone could verify the type of fumigation punctures used at Flomaton; someone has a cover fumigated at La Villa Junction, perhaps bearing a "FUMIGATED" handstamp known to have been used there; someone might even have a cover from one of the stations said to have processed no mail. And someone may have an incoming cover addressed to Florida and fumigated for no reason which we can imagine. If you have any material which would add such information, please share it with your fellow collectors.

References

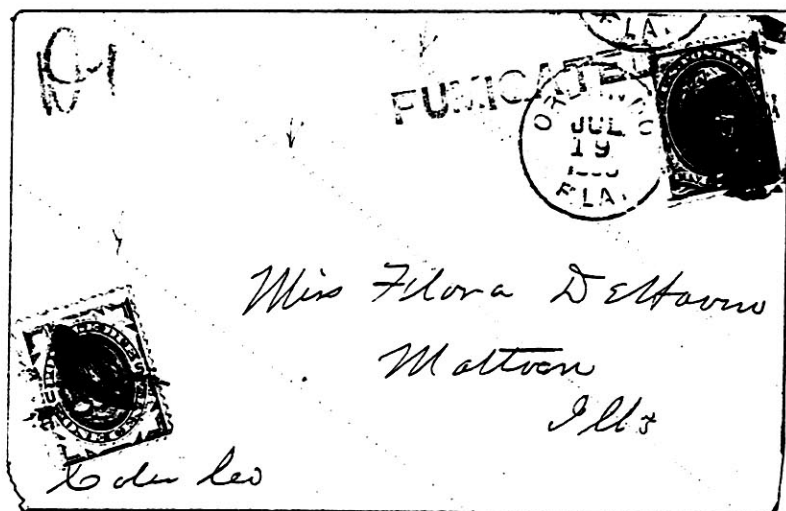
- Cushing, Marshall, The Story of Our Post Office, A.M. Thayer & Co., Boston, 1893
Granville, Charles, "Granville's Railroad and Township Map of Florida", The South Publishing Co., New York, 1886
Lane, Maryette B., "Florida's Hellfire and Brimstone Mail", Weekly Philatelic Gossip, Aug. 8 & Aug. 15, 1953, reprinted in the Florida Philatelist, Sept.-Oct., 1981
Col. H. L. Hart papers, 1888, Author's collection



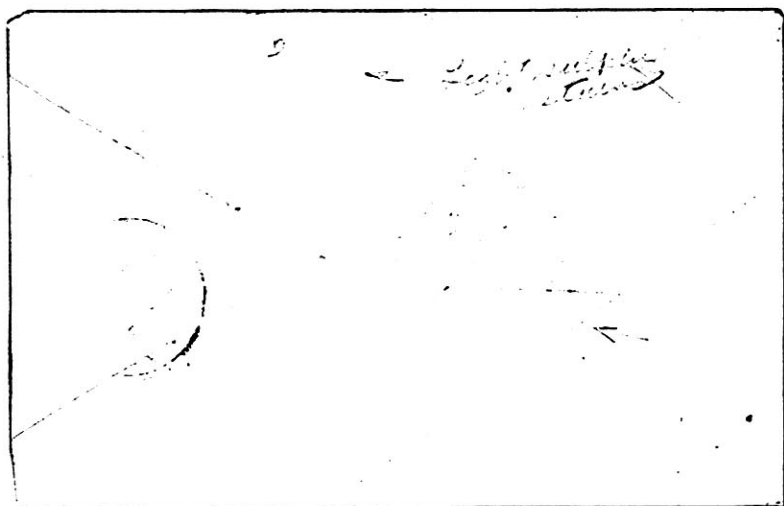
Scenes from "Camp Destitution". (The Story of Our Post Office, p. 98)

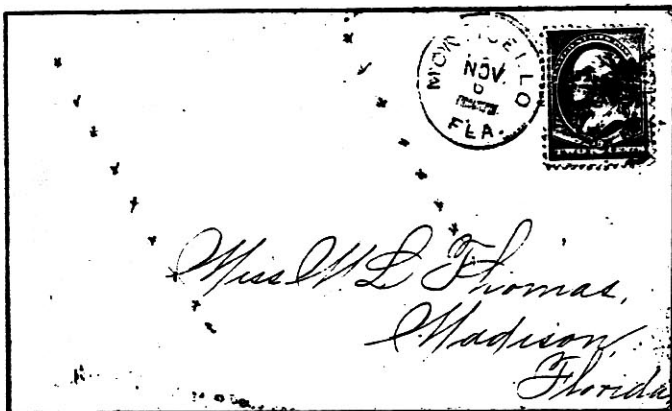


This fumigated cover from Alva, Fla., located on the Caloosahatchee River east of Ft. Myers, is postmarked Aug. 20, 1888, seven days after fumigation began. It is backstamped Myers, Fla. on the same date, and was probably carried to Tampa by boat. Docketing shows it reached Hyde Park, Ill. on Aug. 28, eight days after mailing. The fumigation punches are typical of the Waycross station. (Author's collection)

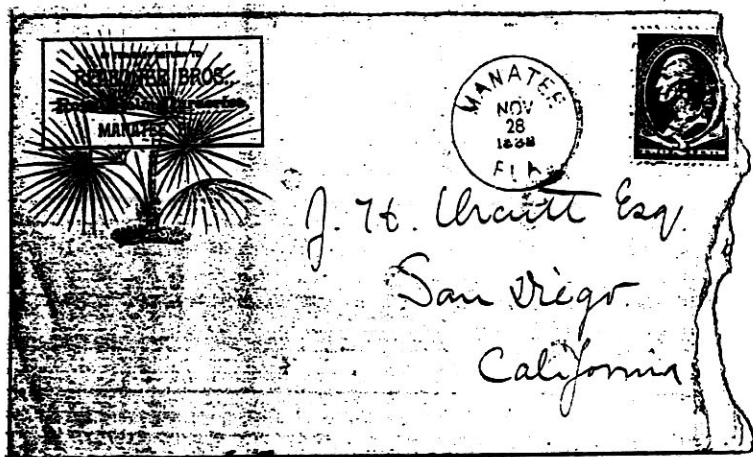


Illustrating an elaborate attempt to create a "fumigated" cover, this example has the wrong stamps, the wrong date, and the wrong perforations. Used in 1880--some eight years before the fumigation period--this cover shows three rows of perforations which might have been made by a sewing machine. It also bears a "FUMIGATED" handstamp, and the only such handstamp known to have been used during the 1888 epidemic was at La Villa Junction. To add a finishing touch, someone has written on the reverse: "Light sulphur stains". (Courtesy of David G. Phillips)

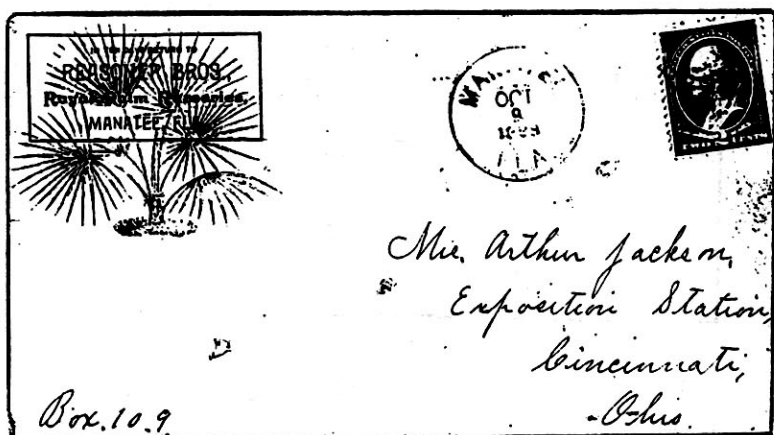




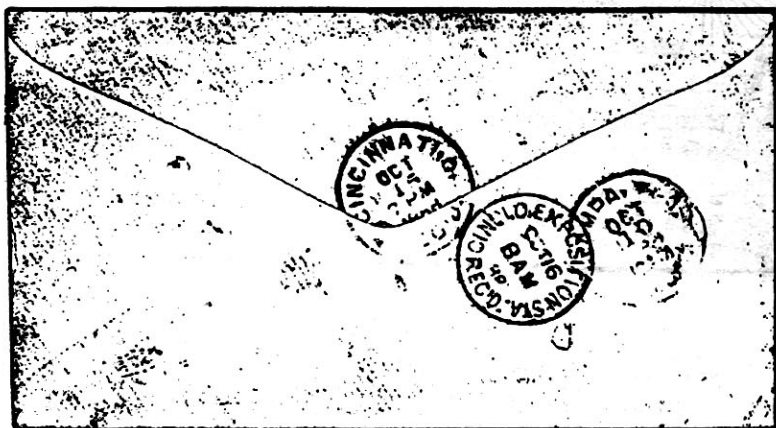
This fumigated cover, sent from one Florida town to another, may be unique. Postmarked Monticello, Nov. 6, it is addressed to Madison, some 30 miles east. The towns were connected by the Florida Railway & Navigation Co. railroad, which also connected them to Jacksonville. This letter was not dropped off at Madison, but was carried to Jacksonville, where it was fumigated at the La Villa Junction station (if prescribed procedure was followed), the returned to Madison. The receiving postmark is blurred, so the time between mailing and delivery cannot be determined. (Collection of Deane R. Briggs)



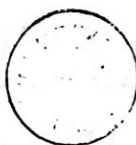
One of two known covers which are strongly believed to have been fumigated at Flomaton, Ala., the Manatee cover above is punched with five holes, four of them forming the corners of a rectangle, and the fifth in the center. According to P.O. instructions, point of origination and destination indicate that this cover was (or should have been) sent to Flomaton. (Courtesy of David G. Phillips)



This fumigated cover, postmarked Manatee, Fla., Oct. 9, 1888, is punched with three round holes in a diagonal row, and is believed to have been fumigated at Flomaton, Ala., although destination indicates it should have gone through the Waycross station. Addressed to the Exposition Station at Cincinnati, the reverse (below) shows the rare "Cinci. O. Exposition Sta. Rec'd" postmark. It is the only reported exposition postmark on a fumigated cover from the 1888 epidemic. (Collection of William J. Bomar)



Return to A. L. DUNCAN,
Milwaukee Groves,
DUNEDIN, Hillsborough Co., Florida,
If not delivered within 10 days.



*C. H. Watson Esq.
Milwaukee
N. W. Mutual Life Ins. Co. Minn.*

The fumigated cover illustrated above is postmarked Dunedin, Fla. in Nov. 1888, and has a receiving back-stamp of Dec. 1. It is characterized by a Maltese cross cancellation, and three rows of punch holes, smaller than those usually found on Waycross covers. Origination and destination apparently meet P. O. criteria for processing at Flomaton. (Author's collection)

The cover shown below bears a single row of small punch holes. It originated at Palm Springs, Oct. 2, 1888 (Orange Co.), and should have been sent through the Flomaton fumigating station. (Courtesy of David G. Phillips)

Return, if not delivered in TEN days, to

H. L. WHEATLEY,
ALTAMONTE NURSERIES,
PALM SPRINGS, Orange Co., Florida.

A FULL LINE
OF NURSERY STOCK,
ADAPTED TO FLORIDA,
INCLUDING
ALL THE NEW
FRUITS AND FLOW-
ERING ORNAMENTAL
TREES.



*C. R. Acut
San Diego
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