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Milton, Florida, Earliest Known Letter

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



Figure 1. Milton May 27 / [18]40 / Flor. manuscript postmark Type V
with postmaster Free frank of Stephen Gale P.M. Milton Flor.

The cover in **Figure 1** is a newly surfaced cover with a territorial manuscript postmark from Milton, Florida. It is dated May 17, 1840, and rated Free by the first postmaster of Milton, Stephen Gale. The post office was established only five weeks earlier on April 10, 1840, with Gale commissioned as postmaster¹, making this likely the earliest known Milton cover. Until now, there were only three recorded territorial usages, all manuscript postmarked, and all located in the Florida Archives in Tallahassee. The new FPHS book *Florida Postal History 1763 -1861* updates the 1999 Milton census listing with this new addition as well as several statehood period listings.²

The enclosure is a three-page letter [**Figure 2, page 3**] to his brother, Joseph Gale, at Amesbury, Mass. It is datelined May 24, 1840, and describes the hard times in territorial Florida.

"Mr. Keyser in whose employ I was when I last wrote, sold out his store and left off trading last September. Since that time, I have been doing business in a small way with him until March last – he found it impossible to do business – he has great sums of money credited out which is impossible to collect.

Continued on page 3

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Business of all kinds is nearly to a stand, money scarce and not good. Pensacola money is 25 per cent below par at New Orleans and the balance of the Florida Banks are worse. We have about 800 dollars due us and now he is owing me 150 dollars beside."

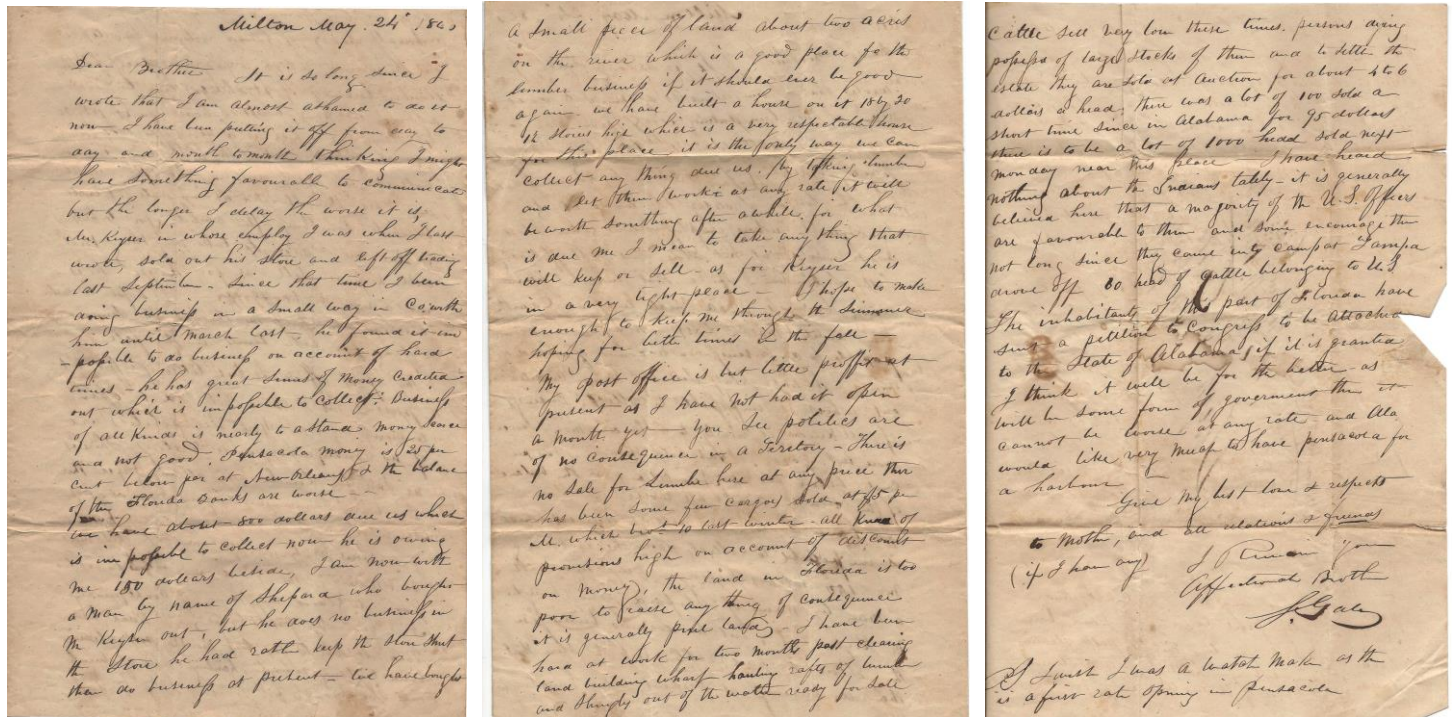


Figure 2. To Joseph Gale, Amesbury, Mass.

He continues:

"My post office is but little profit at present as I have not had it open a month yet – you see politics are of no consequence in a Territory. The inhabitants of this part of Florida have sent a petition to Congress to be attached to the State of Alabama, if it is granted I think it will be for the better – as will be some form of government then, it cannot be worse at any rate and Alabama would like very much to have Pensacola for a harbor."

This letter is also unusual in that it is a two-letter sheet, four-page letter. As such it should have been rated "Excess Free" and charged 25 cents for each ½ ounce overweight per Act of March 3, 1825³. This was seldom honored in Florida and to date only one such Excess Free rated cover is known from Florida. That cover is from Pensacola where the postmaster was well aware of the Act and charged it on a letter posted by an Alabama postmaster using his Free franking privilege in Pensacola.

Footnotes:

¹ Deane R. Briggs, M.D., ed. *Florida Stampless Postal History 1763-1861*. (North Miami: David G. Phillips Publishing Co., Inc, 1999), p. 196.

² Deane R. Briggs, M.D., Francis Ferguson, Thomas M. Lera, eds. *Florida Postal History 1763 -1861*, Florida Postal History Society, 2018, p. 245-247.

³ *American Stampless Cover Catalog Volume 1*, David G. Phillips Publishing Co, Inc., North Miami, FL., 1997, p. xix.

Key West, Florida - Pioneering Center of Aviation Postal History

By Juan L. Riera

In the very early twentieth century, Key West, Florida was an important hub for international aviation as the young industry sought to establish its position as a viable, financially sound enterprise. The postal history story associated with Key West in those early years has several intriguing chapters, one of which is the focus of this article. Two young men of Cuban ancestry would pursue their dream of aviation fame and be the subject of numerous postal commemorations.

Our story begins in 1909 when Frenchman Louis Bleriot uses a homemade plane with a 25-horsepower engine to become the first pilot to make the approximately 23-mile trip crossing the English Channel, also setting the record for the longest flight over water. The trip won Bleriot the *Daily Mail* prize of 1,000 pounds and catapulted his career into airplane design, fabrication, and flight schools.

A couple of years later, in 1911, the city of Havana and *The Havana Post* newspaper sponsored the first Cuban air meet and offered \$8,000 to the first “aeronaut” to cross the treacherous Florida Straits. Canadian James McCurdy attempted the crossing without success. In 1913, two young men of Cuban ancestry set their sights on the record, 90 miles over water, and the increased prize of \$10,000, quite a substantial prize when an airplane cost \$5,000. The parents of both of these men left Cuba during the first war of independence, known as The Ten Years’ War (1867-1877). Both families eventually returned to Cuba, but not before the two men became bitter rivals.



Figure 1. Rosillo with Morane-Saulneir monoplane.

Rosillos’ rival was Agustin Parla, a native son of Key West. Parla was also perfectly bi-lingual, but in English and Spanish. Parla received his aviator wings in April of 1912 after having paid \$900 for a forty-day course at the Miami Curtiss Flying Academy. But he could not immediately come up with \$5,000 for a plane.

Parla settled for a Curtiss seaplane [Figure 2] for his attempted flight. It seems that a rivalry was also developing between French and American aviation traditions: Bleriot versus Curtiss.

The first of these two men was Domingo Rosillo del Toro, born in 1878 in Oran, Algeria. He was fluent in French and in late 1912 went to Paris to get his international pilots license at the School of Aviation, run by Bleriot.

He looked for sponsors to purchase a plane for him to fly in the air meet and ended up with a Morane-Saulneir monoplane [Figure 1].



Figure 2. Parla with Curtiss biplane.

By May, 1913, both men had their aircraft shipped by rail to Key West in anticipation of the race to Cuba on the 20th of May, Cuban Independence Day. Bad weather was expected, so the date was moved up to May 17th. Rosillo left before 6:00 am from Trumbo Point, a large open area made from landfill for Henry Flagler's railroad station, and named after his chief engineer on the project. Parla took off about a mile away on the other side of the island, but rough waters and high winds caused his float to rupture and snapped the wires that secured the wings. Thus, the competition ended for Parla, at least for that day.

Supporting Rosillo's flight and providing navigation for the pilot were three ships, the *Patria* at the halfway point, the *Hatuay* 30 miles from Havana, and the *24 de febrero* 15 miles from the finish. Rosillo landed at a military base in Havana having set a new record for distance over water, 90 miles, surpassing the record set by his mentor years before. The length of the flight varies from 2 hours 8 minutes to 2 hours 45 minutes. There were great celebrations and parades for the accomplishment. It is important to note that Rosillo was taking mail from the mayor of Key West to the mayor of Havana, making Rosillo the first airmail pilot in Cuba.

But the competition was not over. Two days later, Parla tried again, using only a compass to guide him. And, as the story goes, he carried a Cuban flag belonging to the late Cuban patriot Jose Marti. Parla was successful in making the crossing, although landing off course in Mariel Harbor for a route distance of 117 miles. He got \$5000 for second place, and broke Rosillo's two-day old record for longest flight over water.



Figure 3. Rosillo's plane and bust at Key West International Airport.



Figure 4. Parla Monument.

In the years to follow, both men would be recognized and honored for their historic achievements in numerous ways. In the Key West International Airport, Rosillo's plane is suspended from the lobby's ceiling, as well as a bust of the pilot being mounted in front of various photos and personal effects [Figure 3]. A memorial bust of Agustin Parla also stands at the Key West Airport, unveiled on July 4, 1955. A monument honoring Parla in Mariel, Cuba is shown in Figure 4.

Of special significance to me, is the photo shown in Figure 5 of the unveiling of a Rosillo monument in Mariel, Cuba by Cuban President Fulgencio Batista. Previously unpublished, this image was given to me by my barber, Luis Chirino, (also my grandfather's and father's barber) who was a sergeant in Cuban aviation specializing in navigation.

Rosillo and Parla's accomplishment had been forgotten at the National Air and Space Museum in Washington until 1995.



Figure 5. Batista unveiling the Rosillo monument.

That's when Miguel Bretos, a Cuban-born historian from Miami, hired by the Smithsonian to make sure Latinos were represented appropriately, told them about the "inexcusable act of omission." The rivals now are both included in the "Early Birds" (Pioneers of Aviation) section.

Postal commemorations and intriguing items of postal history are also associated with the two young men of Cuban ancestry who pursued their dream of aviation fame.



Figure 6 presents a plate block of the Cuban 5-centavos (Scott C30) issued on May 15, 1938 to commemorate the 25th anniversary of Rosillo's flight. The stamp was printed using plates from Cuba's first air mail stamp issued in 1927. For the C30, the color was changed to dark orange and it was overprinted 1913 and 1938 in the upper left and right corners, respectively. A larger ROSILLO was used for the center overprint. Key West – Habana was printed across the bottom of the stamp. All overprinting was done in black ink.

Figure 6. 25th anniversary of Rosillo's flight.

On Sunday May 15, all flight mail was cancelled in Havana and flown to Miami. From there it was rushed to the Key West PO and processed by dawn on Monday, May 16, and prepared for the return flight from Key West back to Havana on Tuesday, May 17. Back in Havana, the cover received a special red handstamp, as seen on the left side of the two covers in **Figure 7** below.



Figure 7. Red Gomigraph handstamp.

The red handstamp was applied only on Tuesday, May 17. Its use was forbidden following this day because it certified that the covers had been flown only on this one flight. The Cuban population was made duly aware of this in a timely fashion.

In 1963, a souvenir sheet was issued as a 50-year commemoration of Rosillo's historic flight. The sheet had an imprint of the 25th anniversary stamp. **Figure 8** (next page) presents the souvenir sheet and its use on a first day cover. Note the red "CLUB FILATELICO DE LA CUBA" cancellation which is also the graphic included in the souvenir sheet's design.



Figure 8. 50th anniversary Rosillo souvenir sheet.

A noteworthy item for a Rosillo postal history collection is the 100th year flight anniversary (1913 – 2013) Cuban issue portraying an elderly Rosillo. Postally used examples of the stamp are reasonably uncommon. An item of special interest related to the stamp are misperforated examples. Seen in *Figure 9* is a misperforated, unused block of four of the stamp.



Figure 9. Misperforated block of 2013 Rosillo issue.

The significant postal items honoring Agustin Parla were issued on July 22, 1952 to commemorate the 39th anniversary of his flight. Scott C61 and C62, and as used on a FDC, are shown in *Figure 10*. The 8-centavos C61, printed in black, shows a biplane superimposed over a map of the southern tip of Florida and the northern coast of Cuba, with a line showing the route between Key West and Mariel. The 25-centavos C62, printed in ultramarine, shows a portrait of Parla with the image of a biplane in the background.



Figure 10. Agustine Parla Scott C61 and C62, as used on a FDC.

Four matching souvenir sheets [Figure 11] were also issued on July 22, 1952 to commemorate the 39th anniversary of Parla's flight. Published by Ministerio de Comunicaciones, Direccion de Correo, the sheets are approximate 4.5 X 3.5 inches. The design of each sheet of course showcases the two Parla stamps, but with an interesting variation. The 8-centavos C61 was printed with black ink (Scott C61a) and ultramarine ink (Scott C61b). The same colorizing was used for the 25-centavos C62, i.e., with black ink (Scott C62a) and ultramarine ink (Scott C62b). *Figure 12* shows first day covers franked with the C61a and C62b sheets.



Figure 11. July 22, 1952 souvenir sheets.



Figure 12. FDCs for C61b and C62b.



Figure 13. 50th Anniversary of Airmail.

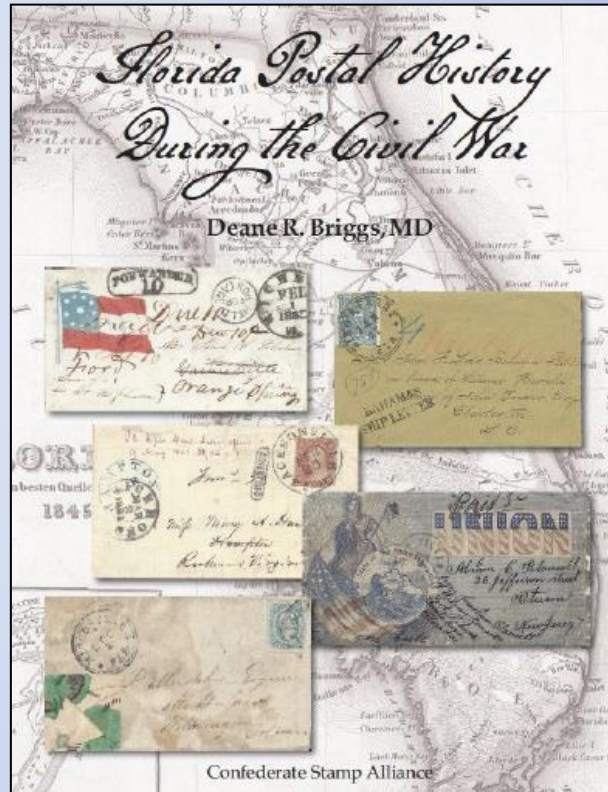
Lastly, issued in 1977 by Cuba as part of its 50th International Airmail Service anniversary, the stamp in *Figure 13* shows an image of a biplane similar to the one flown by Parla and an inset image of the 25-centavos C62 issue. This item is attractive not only to Parla stamp collectors but also to stamps-on-stamps topical collectors.

Havana, Cuba and Key West, Florida are separated by a mere 90+ miles across the Florida Straits. This tantalizingly short distance has long promoted cultural, social, and economic exchange and ties between the

two locales. That distance also prompted early, daring air flights between the two cities, such as the historic 1913 flights of Domingo Rosillo and Agustin Parla.

The next event related to Key West aviation that was to have worldwide implications happened on March 14th, 1927, with the founding of Pan American Airways, later becoming Pan American World Airways. This topic and its postal history connection will be explored in a future article.

Florida Postal History During the Civil War **Literature Exhibition Award**



At the November 16-18, 2018 CHICAGOPEX's Literature Exhibition, Deanne R. Briggs, M.D., was awarded both a Reserve Grand and a Large Gold for his *Florida Postal History During the Civil War*.

Published by the Confederate Stamp Alliance, the book is the definitive text documenting the Confederate and Union postal systems operating in Florida between 1861 and 1865. Most of the major Confederate and Union covers are reproduced in color, with a complete census of over 1,600 covers.

Author Deane R. Briggs, M.D., has spent 30 years researching and exhibiting Florida postal history. His research uses records from auction catalogs dating to the 1930s as well as archival material from the Florida State Archives, making this an invaluable Confederate postal history reference.

**Hardbound, 304 Pages, Full Color, Bibliography, Index
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Confederate Stamp Alliance, Larry Baum, Secretary, 316 W. Calhoun Street, Sumter, SC, 29150**

CONFEDERATE STAMP ALLIANCE

Madison, Florida Civil War Adversity Covers

By Phil Eschbach

During the U.S. Civil War, Union navy and railroad blockades isolated the Confederacy from all markets, creating shortages of almost every kind of commodity, including paper. The saying, “Necessity is the Mother of Invention”, has never been more aptly used than when describing the multitude of solutions to the paper shortage the Confederate public devised.

To compose a letter, any sheet or scrap of paper with sufficient blank space was used: The backs of title pages from books, sheet music, blank checks, maps and a host of other paper sources.

Even more ingenious solutions to the paper shortage were the envelopes used to mail the correspondence. *Figure 1* shows a cover (partially unfolded) made from a court document. Carefully turned inside out [*Figure 2*], envelopes of numerous varieties from previous mailings were regummed and used again, sometimes two or three times until the overuse rendered the envelope worthless for another round of duty. Philatelists refer to these as “turned” covers.

Given these dire, adverse situations, collectors refer to these varieties of cleverly crafted envelopes as “adversity” covers.



Figure 1. Cover made from a court document.



Figure 2. A “turned” adversity cover.

Presented in this article are examples of adversity covers from Madison, Florida, the first group being of the wallpaper variety, one of the most colorful responses to the paper crises. If nothing else, these provide an intriguing glimpse into the Southern home’s interior style during the war. [Editor’s Note: Several of the covers presented in this article were previously in the collection of Deane R. Briggs, M.D.]

These wallpaper covers were mailed by my cousin, Edward McCrady, Jr. (1833 – 1903), lawyer, soldier, legislator and historian. After injuries sustained in 1862 during the battles of Second Manassas and Fredericksburg, McCrady left active duty and assumed command of the Camp Lay training facility in Madison.

After the war, McCrady served as a major general in the South Carolina militia and worked with the Survivor’s Association to collect records of South Carolina’s involvement in the war. Later, he was elected to the S.C. House of Representatives, serving Charleston County from 1880 – 1890.

Figure 3 presents a classic example of a wallpaper cover. When offered at auction, it was described as having a design and color ranking among the boldest and most beautiful ever seen. Mailed from Edward to his mother in Manchester, S.C., a 10-cent Jefferson Davis CSA #11 is tied by a “Madison C.H. Fla. Jun. 27 [?] circular datestamp.



Figure 3. Unfolded front and reverse of wallpaper cover from Edward McCrady to his mother.

Of course, it is not known where McCrady obtained the wallpaper to create the envelopes (if indeed he created them). “Urban legend” will encourage you to believe that the wallpaper was stripped from dining room or bedroom walls. More than likely, the source of the wallpaper was unused rolls either kept in one’s house or obtained from friends dealing with the same adverse situations.

In 1885, Miss Anna Simpson of Pendleton, SC, wrote an article for *The News and Courier*, describing her creation of adversity envelopes – including the wallpaper variety – during the Civil War:

“A favorite night's employment was found in making envelopes. No bits of white paper suitable for writing with pen and ink could be wasted in envelopes. Thus it happened that wall paper and sheets with pictures on one side, taken from “United States Explorations”, served to make envelopes, neat enough. These we stuck together with gum from peach trees.”¹



Figure 4 is an image of a partially unfolded cover for a November 29 mailing from McCrady to his mother in Manchester, South Carolina.

Notice the “echo” of the wallpaper design that appears to have bled through to the reverse of the wallpaper used to create the cover.

Figure 4. November 29 wallpaper cover from McCrady to his mother.

In *Figure 5*, a wallpaper cover used for a mailing from McCrady to his father in Charleston is shown with the lower left corner unfolded and also completely unfolded. A date for the mailing is not discernable given that the cancelled stamp has been removed.



Figure 5. Unfolded front and reverse of wallpaper cover from Edward McCrady to his father.

Arguably not as colorful as the designs for some of the other wallpaper covers, a nonetheless intriguing cover [*Figure 5*] was used for an April 25 mailing, again from McCrady to his mother in Manchester, S.C. Notice the artfully cut, curved back flap.



Figure 6. Front and reverse of wallpaper cover from Edward McCrady to his mother.

As mentioned, adversity covers were made from any appropriate paper source, sometimes simply from a blank sheet of paper removed from a book or pamphlet. Quite possibly, the covers shown in *Figures 7* and *8* (next page) are such adversity covers since they do not reveal any special characteristics or colors. Adversity covers of this type are sometimes referred to as homemade “oatmeal” covers because of the brownish color of the paper.

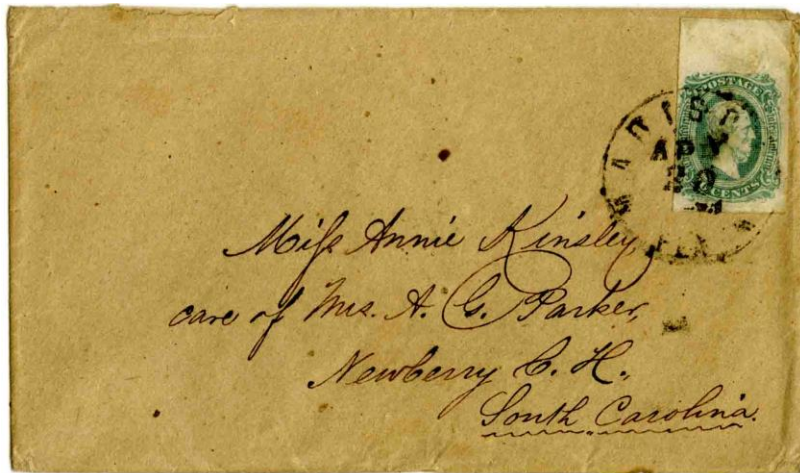


Figure 7. Homemade “oatmeal” cover.

Figure 8’s cover is especially noteworthy in that it is franked with the scarce 10-cent Jefferson Davis frameline issue, CSA #10. A full bottom frameline is clearly visible on the stamp, with strong evidence of the frameline on the right.

The issue is referred to as the frameline to distinguish it from Scott CSA #11 that has essentially the same design without the bordering frames.



Figure 8. Jefferson Davis “frameline” issue.

The lines framing the portrait of Jefferson Davis on the #10 issue were intended to be guidelines for making transfers of the stamp’s image from the engraved steel plate to the copper plate used for the final printing.

The frameline issue on the **Figure 8** cover has a two-line pen cancel and manuscript “Madison, Fla. Aug 27 {1863}” postmark. This small homemade cover was sent to Lieut. George Little, Ordnance Dept. Macon, Georgia. A Sept. 8 1863 answer docketing is seen on the left edge of the cover. This is one of only three recorded 10-cent frameline covers from Florida.

Confederate adversity covers and “Necessity is the Mother of Invention.” Aptly associated.

Footnotes:

¹ Simpson, Anna, fl. 1861-1885, Memoir of Anna Simpson, in South Carolina Women in the Confederacy, Vol. 1. United Daughters of the Confederacy, South Carolina Division; Taylor, Thomas, Mrs. and Conner, Sallie Enders, eds., Columbia, SC: The State Company, 1903, p. 34.

Florida Postal History Society Meeting FLOREX 2018

The general membership meeting of the FPHS was held at FLOREX 2018 at noon on December 1. The agenda, as prepared by Dan Maddalino, was swiftly dealt with, which resulted in a rather lengthy discussion that was healthy and beneficial to the future of the Society.



Francis Ferguson and Vernon Morris, M.D.



Society meeting room at FLOREX.

Deane Briggs presented the current information on the launch of the new book and reminded everyone that their support was critical to the success of this project. The book is a fabulous compendium of knowledge of Florida postal history. Further discussion on the current cycle of BoD elections yielded a full slate of candidates. We remind everyone to complete their ballot selections and email them to Dan Maddalino (DMaddalino@aol.com).

The meeting ended with a great picture of everyone in attendance and the reminder to be present at the FPHS Annual Membership meeting to be held at the Sarasota National Stamp Show on February 2, 2019 at noon.

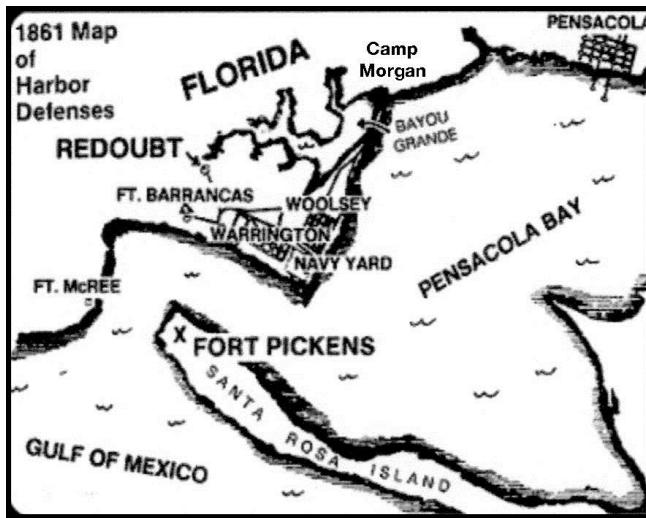


Members in attendance at FLOREX meeting.

A Philatelic Snapshot of the Civil War from a Soldier at Camp Morgan Near Pensacola, Florida

By Christine C. Sanders

Pensacola and the area around it were very important for transporting supplies and troops during the Civil War.¹ The area was protected by three brick forts at the time that Florida seceded from the Union on January 10, 1861 [Figure 1]. Anticipating problems, a small group of Union soldiers had moved to Fort Pickens, the largest and most defensible fort in the area [Figure 2]. However, it had been abandoned in 1850, and was in bad disrepair. The departing Union soldiers damaged Fort Barrancas and Fort McRee in hopes of delaying the ability of Confederate forces to attack Fort Pickens.



On January 12, 1861, the Commanding Officer of Union forces surrendered the Navy Yard, Fort Barrancas and Fort McRee to Confederate forces. Fort Pickens was not part of the surrender, and was the site the Union forces had chosen to defend.

A truce agreed to by both sides allowed the Union forces to bring in defensive supplies, but no troops. During the truce, the Confederate and Union forces were able to rebuild and repair their defenses on site. General Braxton Bragg arrived to command the Confederate forces.

After Lincoln's inauguration in March of 1861, the new President demanded that Fort Pickens be defended and

Figure 1. Area around Pensacola Bay with fortifications in 1861.

Pensacola retaken. Fort Pickens was quickly reinforced by Union troops and heavy guns. August 1861 brought an end to the eyeball to eyeball standoff in Pensacola. After several minor encounters, General Bragg attacked Union troops near Fort Pickens in a disastrous land assault in October. In November, one of the largest artillery bombardments in military history occurred across Pensacola Bay. When it was over, Fort McRee was in ruins, the Navy Yard was on fire, and Fort Barrancas was damaged. Fort Pickens had little damage. This was one of the few bright moments for the Union in the first year of the war.

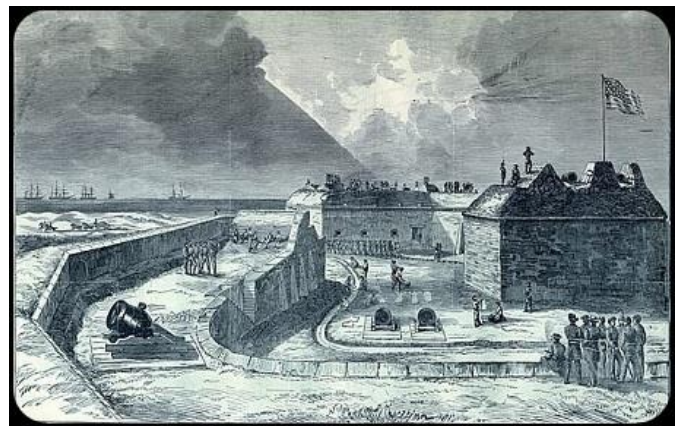


Figure 2. Fort Pickens.

A repeat bombardment on Confederate positions in January 1862 ended the Pensacola Campaign although it was not until May that Pensacola was officially surrendered to Union forces. Fort Pickens was used as a POW camp and disciplinary barracks until the end of the war.

A Union occupation post office was established in Pensacola in June 1862. Camp Morgan was a temporary summer camp on the north shore of Bayou Grande designed to help troops escape yellow fever outbreaks. After takeover of the area by Union troops, the biggest threats to soldiers were disease, insects, reptiles, bad water and boredom.

In November 1862, the 7th Vermont Infantry was ordered to Pensacola for garrison duty where they stayed until August 1864.³ A letter written by a Union soldier in Company B to his brother reflects the conditions on the ground in December 1862 [*Figure 3*].

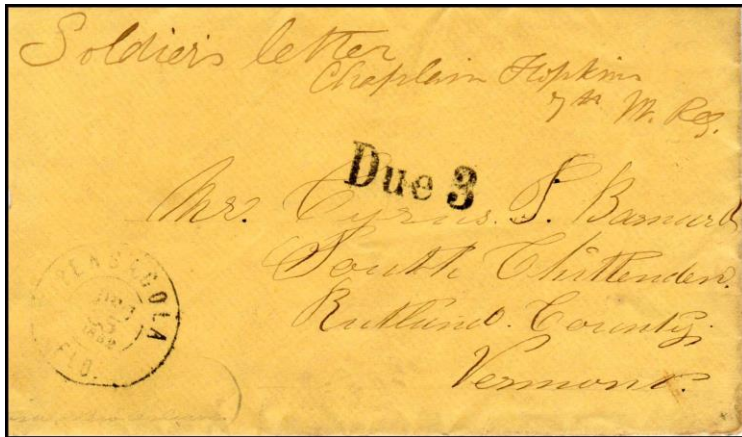


Figure 3. December 25, 1862 cover from soldier in Company B of the 7th Vermont Infantry.

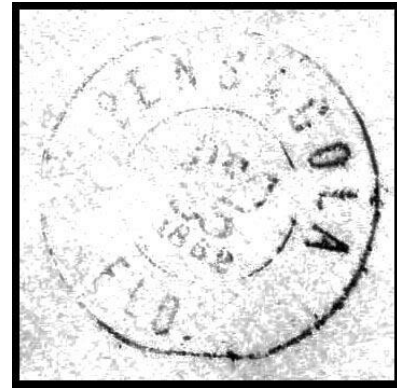
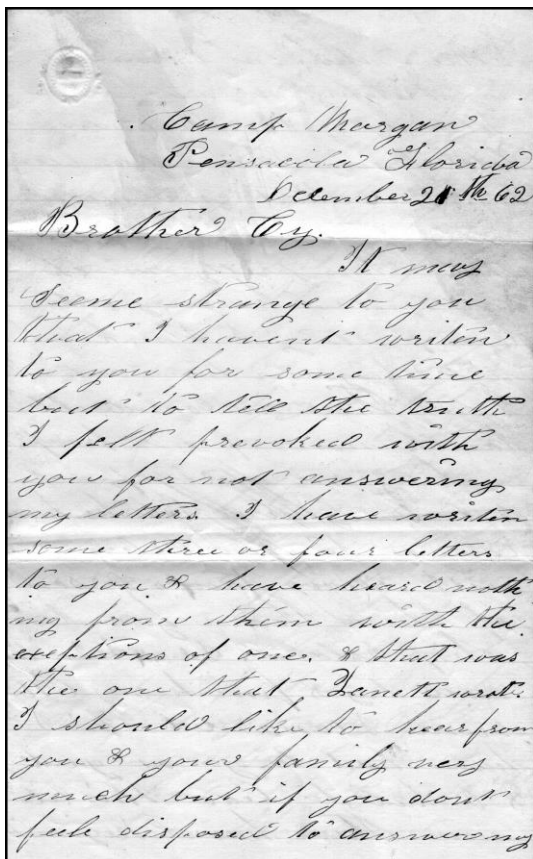


Figure 4. Digitally enhanced postmark. Damaged area of rim at bottom.



This letter was sent unpaid as a soldier's letter attested to by Chaplain Hopkins of the 7th VT. Reg. It received a double circle postmark dated Dec 25, 1862. This postmark with its indented outer rim and FLO abbreviation for Florida, has been previously reported by Deane Briggs², although this date is earlier by over a month. A close-up of the postmark, digitally enhanced is shown in *Figure 4*.

The first page of the four-page letter is shown in *Figure 5*. The writer, Edwin, began the letter to his brother Cy on December 21 and completed it on December 24 after guard duty. Edwin first complains that his brother has not answered any of his letters recently, and will stop writing if this brother does not "feele disposed to answer my letters." He notes that they are now in Florida "yet what is left of us." He mentions a rumor that they may be going to Vermont, but that Camp rumor has died out like others. (NOTE: The unit finally did get its 30-day furlough in Vermont in August, 1864.)

Figure 5. Front of four-page letter enclosed in cover.

Edwin continues with noting that a new regiment from Connecticut had arrived to take the place of the 91st of New York and are going up the Mississippi River. The first day on picket duty, the new soldiers had three men taken by the Rebels. His location is expecting an attack any day as the Rebels have bragged that “they was coming to take Crismus Dinner with us.”

“A number of Rebels were seen from the fort yesterday (December 23), but the general would not let the troops fire on them.” He mentions that the Rebels have gotten bold showing themselves to the picket quite often. Edwin closes his letter with a list of changes in rank in the company including the fact that “Captn Cranan has resind and gone home.”

At this point in time, the 7th Vermont Infantry was completing its first year of existence having been organized in February 1862. At the end of its first year, it had lost over 300 men including its heroic Colonel, George T. Roberts [Figure 6] during a battle in Baton Rouge in August.

On March 14, 1866 the regiment was mustered out of the service and formally disbanded in April, 1866. It had served longer and lost more men from disease (mostly malaria and yellow fever) than any single Vermont organization. Of the 1,572 members, 411 soldiers of the 7th Vermont Infantry died during their service in the Civil War.

Footnotes:

¹ www.exploringoffthebeatenpath.com, *Pensacola Campaign of 1861 – 1862*.

² Briggs, Deane R. *Florida Postal History During the Civil War*, Confederate Stamp Alliance, 2018, pp 276 – 277.

³ www.vermontinthecivilwar.org, *7th Vermont Infantry organization and Service* (Dyer’s Compendium); *7th Vermont Infantry Regimental History* (William C. Holbrook, Colonel).



Figure 6. Colonel G.T. Roberts.

Special thanks
to the
Central Florida Stamp Club
for their generous Contributing Membership and website sponsorship.
Several members of the group also belong to
the Florida Postal History Society, and we thank them
for their continued support and friendship.

We also thank the
Florida Stamp Dealers Association
for their financial help as website sponsors.

Florida Postal History Seen at Auction

Offered by Daniel F. Kelleher Auctions, Sale # 5029, on October 28, 2018, the four illustrated patriotic covers displayed here were mailed in March of 1862 from Fort Jefferson, Florida to various New Hampshire addresses. The patriotic design on the covers is catalogued as Bischel-2431, W-1345.



Fort Jefferson, Florida.

Two companies, 160 soldiers, of the 6th New York Zouaves arrived at the fort on 4 July 1861, under the command of Col. Bill Wilson. The 7th New Hampshire Volunteers Regiment arrived in mid-February 1862, under the command of Col. Haldimand S. Putnam, to relieve the Zouaves, and stayed at Fort Jefferson until June 16, 1862.

The Regiment was very active in the Atlantic Seaboard warfare. The regiment lost during its term of service 15 officers and 169 enlisted men killed and mortally wounded, and 1 officer and 241 enlisted men by disease, for a total of 426 fatalities.



President's Drivel – January 2019

By Francis Ferguson

As I write this the first week of December, the cooler temperatures of fall/winter are here, much to the relief of (most) all Floridians. My philatelic life has slowed down a little with FLOREX 2018 in the record books. The staffed FPHS table netted 7 new members! Thank you to Deane, Vernon, Juan, Tom & Todd for staffing the table during the hours of the show.

- (1) The membership meeting held at FLOREX was well attended with actionable items being discussed for presentation at the FPHS Annual Membership meeting on February 2, 2019 in Sarasota. One item discussed was the establishment of Trustees for the Society, to protect the interests of the membership.
- (2) The dues renewal process for 2019 has achieved 73% renewals as of 12.05.18. We are aiming for 100% renewals by the due date of 01.01.19.
- (3) The election process is on-going and will be completed for the installation of the new slate of officers at the Sarasota National Show. The meeting of FPHS is held at noon on February 2, 2019.
- (4) The membership roster for 2019 will be uploaded towards the end of January as the renewal process comes to an end. The password to the MEMBERS ONLY section can be obtained by contacting Deane or myself – write it down for future reference.

(5) I announced last summer that I am stepping back from the operations of the Society when my term is completed at the Sarasota National Show in early February. The show dates are February 1, 2 & 3, 2019. The final newsletter that I will publish will be the March/April 2019 issue.

(6) Finally, during my four years as president I must acknowledge and thank, Vernon, Deane, Dan & Todd for their assistance and guidance as we attempted to reform the governance of the Society. I did not achieve all of what I set out to accomplish – however I can hope that the next slate of officers will continue the momentum.

(7) I bid everyone a fond farewell. I will still be around to provide assistance behind the scenes.

Over the next four years, as I move closer to retirement from my real job, I will be shedding duties and positions in other organizations. I simply do not want to be tied down to a repetitive schedule in retirement.

I very much have enjoyed my associations with the different groups I have served, but it is time to move back into the role of being a collector.

Should you have any questions or concerns, please contact me.

[E-mail: ferg@FloridaStampShows.com or
Cell: 407.493.0956]



FLORIDA POSTAL HISTORY SOCIETY DEALER MEMBERS

Below is a listing of FPHS members who are also stamp dealers. **Please support our dealer members when visiting stamp shows and via their websites.**

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Alton, NH 03809-0119
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Box 1183
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(321) 278-3333

FLORIDA POSTAL HISTORY SOCIETY CONTRIBUTING MEMBERS - 2018

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

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