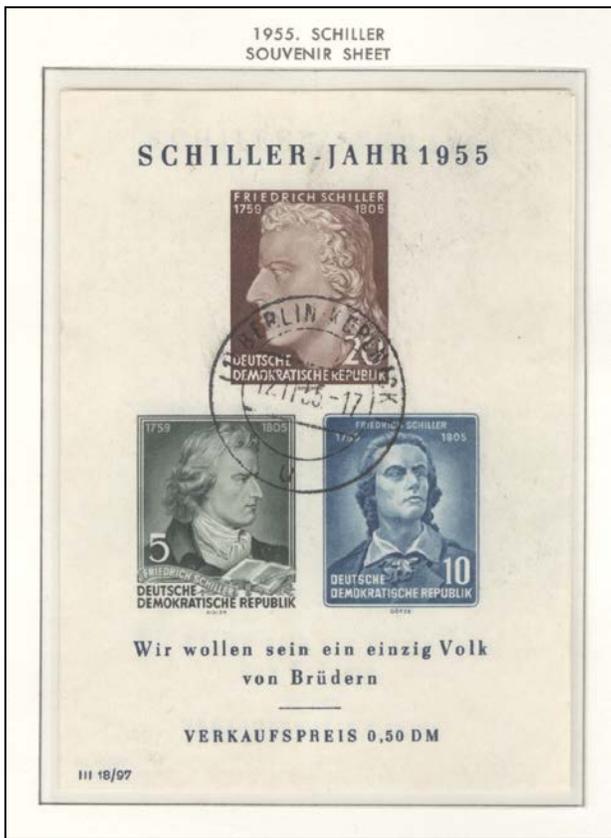


# A Tale of Two Collections

## The one I got – and the one that got away

David M. Allen



Saturday at the Fall FSDA show at the Bahia Shrine in 2015, I looked at a nearly complete East German (DDR) collection. The dealer even offered a price reduction, but I still said no thank you. All that night I was kicking myself and thinking I should have gotten that collection. It was calling to me. It would fit very well in my German collection where my major weakness was. After some discussion with my wife (pleading really), we went back on Sunday after church and found it still there and bought it. The two images with this article are of the souvenir sheets that came with this purchase.

That Saturday evening, while wrestling with the call of the DDR collection, the memories of the call of a Channel Islands collection also kept coming to mind. The collection was offered by Michael Rogers in his store then on Welbourne Avenue. It was also nearly complete for the time, and was specialized, including cross gutter blocks of 4 and gutter pairs of many issues. Even with a very reasonable price of \$100, I turned it down. When I went back, it was gone. I guess I need to be more decisive.



# An Early Daytona, Fla. Cover

A. Stephen Patrick

The Daytona, Florida, cover was found in a dealer's Florida box at a recent APS convention for a modest five dollars. I was drawn to it because of its early date 1884 and no mention of Beach attached to the name. Daytona was founded/owned by Mathias Day who lost his 3,200 acre estate due to financial failure in 1872. The town was incorporated in 1876 and was still named after Mr. Day despite his financial loss.

The cover is a common postal stationary item [Figure B1] U67 from 1884 – 1887, two cent brown, and the double line circle Daytona FLA. cancel is dated Nov 5 with a garbled year date. The reverse [Figure B2] shows an octagonal Saint Augustine FLA, NOV 6, 1884 cancel and a received mark Nov 8, 6 A M, PHILA.

There was not yet a bridge over the St. Johns River so cargo and mail had to cross by ferry at Jacksonville until a railroad bridge was built in 1890. In 1879 Henry Plant had extended a line from Jacksonville to Savannah uniting two legally separate railroads on docks that met in the middle of the St. Marys River. The state of Florida wouldn't yet allow Plant to enter Florida legally, so he did an end run. Three day service was not bad in 1884!

My question is why a St. Augustine transit mark? The Florida East Coast Railroad owned by Henry Flagler was not yet a reality. Flagler's first Florida railroad purchase wasn't until 1885. My guess is that the letter was carried by rider from Daytona to St. Augustine in one day, and then it was then placed on the one-year-old

Jacksonville, St. Augustine, and Halifax Railroad. Two days later, its train ride ended in Philadelphia. There is no RPO mark, but logic dictates the route.

What do you think?



Figure B1



Figure B2