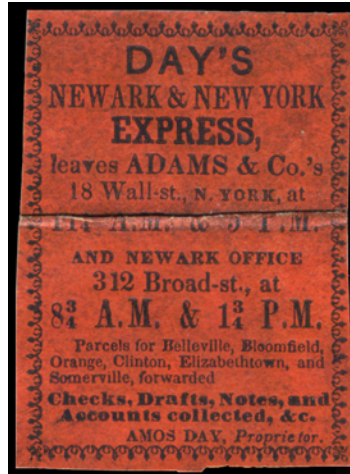


New Jersey Private Express Companies



By Bruce H. Mosher

From the Pages of *NJPH*
February 2003 ~ May 2007



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PREFACE

During the 2002 APS Stampshow in Atlantic City, NJPHS President Robert Rose accepted my offer to write an article for the *NJPH* about the old private expresses that did business within New Jersey up until 1918. A target time of mid- 2003 was agreed upon for submittal of my tome, followed by NJPHS publication as soon as practical. Later in the year I discovered that I really had not understood the magnitude of the research and composition task that I had so glibly agreed to accomplish. My initial research revealed that an enormous wealth of New Jersey-based information existed regarding their most interesting private express history. Retrospectively, significantly more relevant information was available than I had ever dreamed of during the previous summer. Early in 2003 I fully realized that there was no possible way to finish a comprehensive manuscript on the subject by springtime, and further, it probably was not even practical by the end of the year. Also, I was totally reluctant to generate a superficial short report that would exclude much of the detailed express information that I had accumulated or had active leads to pursue.

I was (and continue to be) very grateful when President Rose accepted my compromise proposition to serialize my *NJPH* reports on the New Jersey expresses beginning with the May 2003, Part I installment. I subsequently found that when I would dutifully dig into and research a NJ express topic, I would usually locate additional relevant information that would be useful in my pending series of express reports. In fact, I found so much relevant express information that I wound up writing fifteen unique quarterly articles that have since been published in the *NJPH*. All fifteen of these articles are recorded on this CD, some with corrective updates incorporated and several with color illustrations substituted for the original monochromatic images.

After finishing the fifteen articles, I still possessed a lot of interesting information and artifacts concerning over twenty of the private expresses that operated in New Jersey. So, I recently compiled this additional info into another report which is subtitled "Postscript" and it is included near the end of this CD. To date this 'Postscript' report has not been published anywhere else, not even in the quarterly *NJPH* journals (but don't be surprised if some of this interesting material appears in post-2007 issues of the *NJPH*.)

The information in this CD represents one of the largest body of historical knowledge that has ever been published in one volume concerning private express company operations and their artifacts which are indigenous to a single state in the U.S. Over 120 expresses that did business within New Jersey are identified herein, over 35 receipts and bills of lading used by these companies are illustrated and over 100 of their express labels are shown. In addition, over 55 pertinent covers that were contemporarily posted and/or privately carried are pictured.

I hope all readers will enjoy the New Jersey-oriented express material that resides on this CD. I am truly amazed at the enormous amount of New Jersey private express information that has surfaced, and am extremely pleased with the recorded results. My sincere thanks to Jean Walton and Robert Rose of the NJPHS for their dedicated efforts in arranging for this CD to be published.

December 2007

Bruce H. Mosher
Indialantic, FL

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Within the articles, footnotes are also interactive: clicking on the footnote number will take you to the footnote itself, and clicking on the footnote will return you to the page it was on.

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NEW JERSEY PRIVATE EXPRESS COMPANIES:

Interim Research Project Report and Request for Help

By Bruce H. Mosher

An extensive list of the private express companies that operated in New Jersey has been started and is being generated in report format for future publication in the NJPH. This list starts with express companies that went into business in New Jersey in the 1840's and includes those that operated in New Jersey at anytime up until 1918. A preliminary table of 55 confirmed companies that had at least one express agency located in New Jersey is documented in the accompanying table. The final express report will contain a significant update to this early compilation.

When completed, this express report will discuss all the private companies that are known to have provided express service in one or more New Jersey town before 1918. Historical items (see the subsequent definitions and explanations) that confirm New Jersey connections of private express companies will be cited and quoted or illustrated whenever practical.

This express company report will identify the operating (i.e., "Ops" in the accompanying table) years of each company, as best understood from studying pertinent references. Unknown, or uncertain, operating years will be shown with question marks. Each cited express company's business-presence in New Jersey will be ascertained through specific references to historical materials that are among the following types:

Town Labels [See Fig. 1] Many express companies issued adhesive labels to facilitate normal business operations. These labels contain the express company's business name, and sometimes contain their agency office address and/or the towns serviced by this particular business. Express companies that issued labels with New Jersey towns printed on them are identified in the table. NOTE: The final report will also identify covers with New Jersey express handstamps.



Fig. 1: Typical express labels that exhibit New Jersey town names

Express Covers [See Fig. 2] Money packages, C.O.D envelopes and express-business mail covers were widely used during each express company's business tenure. A few of these envelopes and covers have survived the years. The express companies whose stationery shows evidence of New Jersey usage are included in the table. NOTE: The final report will also identify New Jersey express covers that carry cameo corner cards.



Fig.2: Folded letter that was carried from Somerville (red town label) to Philadelphia by the Hope's Express in August 1852.

Express Receipts [See Fig. 3 below] Express companies regularly issued shipping receipts for express goods that were consigned for transport and delivery. Expresses also generated accounting receipts for payments of express fees. Some of these documents are currently known and express companies whose receipt documents have New Jersey towns on them are shown in the table.

Railroad Contracts Many large and small express companies negotiated contracts with individual railroads to transport their express goods between towns on the railroads' routes. Known expresses that executed contracts with railroads operating in New Jersey are shown on the table.

Contemporary Advertisements [See Fig. 4 below] Express companies sporadically commissioned magazine, newspaper or agent reference-book advertisements. A few of these companies also issued small trade cards that probably were hand-distributed by the hundreds. Several contemporary examples of such advertisements have been located and express companies mentioned in such ads with agencies located in New Jersey are shown in the table.

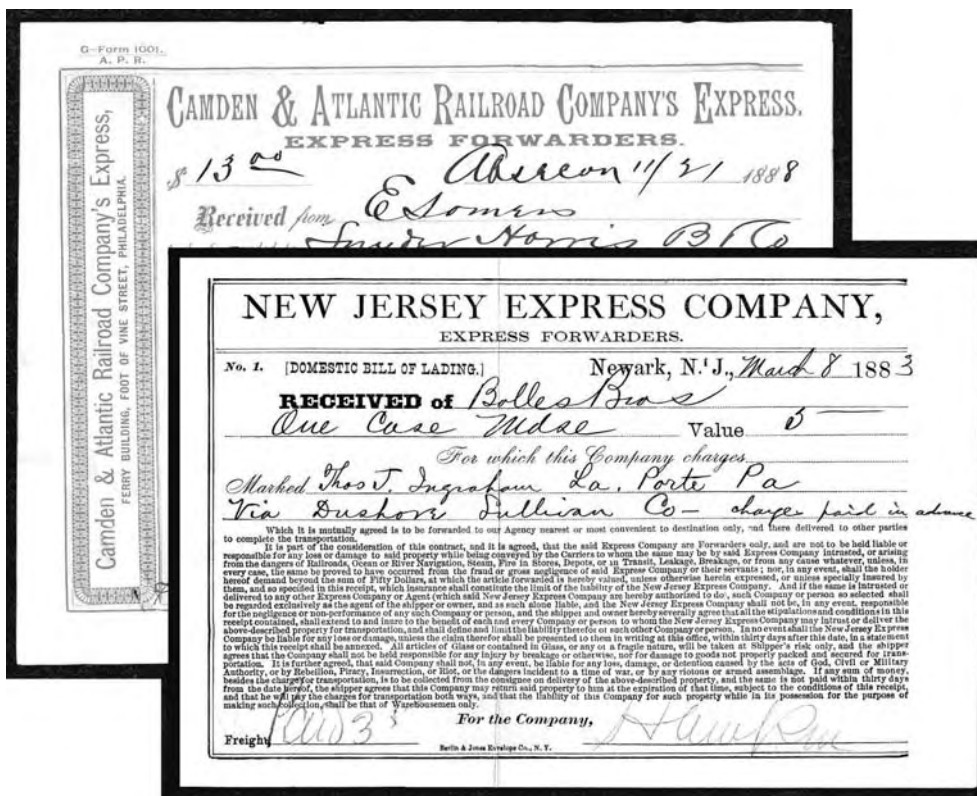


Fig. 3: Examples of express receipts from New Jersey express companies.

Literature References Several old periodicals, some daily/weekly newspapers, a few transportation books and many large-city business directories, all contain information about some specific expresses. There are also some twentieth century history books that provide information about specific expresses. The express companies that appear in such documentation with explanations that they operated in New Jersey are shown in the table.

The checked items in the table below indicate that I have (or have knowledge of) at least one example. I would certainly appreciate clear photocopies from reader's collections of any and all New Jersey express material, such as described above, that could be used in this research project, whether or not I show a checkmark. Received information about New Jersey expresses will be published in the forthcoming NJPH article about these businesses.

There are also a lot of old city business directories in public libraries waiting to be 'mined' for names of companies that performed express services in New Jersey towns. A few of these business directories may even contain express company advertisements. Business directories from Camden, Jersey City, Hoboken, Paterson, Elizabeth, Trenton and New York City immediately come to mind as fruitful research areas. Any reader that has access to one of these libraries and would like to help in researching New Jersey private expresses should contact me at P.O. Box 033236, Indialantic, FL 32903; or call me at 321-723-7886; or send an email message to bhmexp@digital.net. I can quickly provide you with instructions for efficiently conducting express research in New Jersey libraries. Your help will be very much appreciated; I thank you in advance.

NEW JERSEY PRIVATE EXPRESS COMPANIES - Bruce Mosher

<u>PRIVATE EXPRESS COMPANIES THAT OPERATED IN NEW JERSEY</u>							
<u>Company Name</u>	<u>Express Ops Years</u>	<u>Town Labels</u>	<u>Express Covers</u>	<u>Express Receipts</u>	<u>Contract with RR</u>	<u>Contemp Advert.</u>	<u>Lit. Ref.</u>
Adams & Co.	1842-54	×	--	×	??	--	×
Adams Express Co.	1854-1918	×	×	×	×	--	×
C. Adams's Express	ca. 1851	--	--	--	--	×	--
American Express Co.	1850-1918	--	--	--	×	--	×
Baldwin's Express	1848-51?	×	×	--	×	×	--
Blood's Camden Express	ca. 1850	--	--	--	--	×	--
Bree's Express	1855-68?	--*	--	×	×	--	×
Brittin's Express	1848-??	×	×	--	--	--	--
Buck's Express	1861-62?	×	×	--	--	--	×
Camden & Atlantic Express Co.	1870-96	--	--	×	×	--	×
Central Express	1858-87?	×	--	×	×	--	×
Crane's Express	???	×	--	--	--	--	--
Davis' Express	1888-??	×	--	--	--	--	--
Day's Express	ca. 1851	--	×	--	--	--	×
Delaware, Lackawanna & Western Express	1874-86	×	--	×	×	--	×
Denning's Baggage Express	ca. 1870?	--	--	--	×	×	--
Dodd & Childs Express Co.	ca. 1894-1910	--	--	--	??	×	--
Dodds Express	ca. 1869	×	×	--	--	--	×
Dunlop's Express Co.	1874-19??	--	--	--	--	×	--
Fearey & Co.'s Mustang Express	1887	--	×	--	--	--	×
Hardys' Express Co.	???	×	--	--	--	--	--
Hay's Express	ca. 1851	--	--	--	--	×	--
Hierspiel's Express Co.	???	×	--	--	--	--	--
Hope Express Co.	1855-??	×	×	×	×	--	×
Howard Express Co.	1854-68	--	×	×	×	--	×
Jersey City, Hoboken & New York Express	ca. 1881	--	--	--	--	×	--
Leurs' Express	???	×	--	--	--	--	--
Mills' Express	ca. 1848	×	×	--	--	--	--
Moore's Express	ca. 1849	×	×	--	--	--	--
National Express Co.	1853-1918	--	--	--	×	--	×
Newark & N.Y.R.R. Exp. Co.	ca. 1909	--	--	--	×	×	--
New Express Co.	1886-1907	--	--	--	??	×	--
New Jersey Express Co.	1854-88?	×	×	×	×	×	×
New York & Boston Express	1870-72	×	--	--	??	--	--
New York, Vineland and Southern Express Co.	???	×	--	--	--	--	--
Northern Railroad Express	???	--	--	--	×	--	--

<u>PRIVATE EXPRESS COMPANIES THAT OPERATED IN NEW JERSEY</u>							
<u>Company Name</u>	<u>Express Ops Years</u>	<u>Town Labels</u>	<u>Express Covers</u>	<u>Express Receipts</u>	<u>Contract with RR</u>	<u>Contemp Advert.</u>	<u>Lit. Ref.</u>
Ogden's Express Co.	1855-??	×	--	--	--	--	--
People's Express	???	×	--	--	--	--	--
Philadelphia & Atlantic City Express Co	ca. 1883						
Philadelphia & Reading Railroad Express	ca. 1880's	--	--	--	×	--	×
Philadelphia Local Express Co.	???	×	×	--	--	--	×
Phillips' Express Co.	???	--	--	--	--	×	--
Raab's Express Co.	???	×	--	--	--	--	--
Raritan & Delaware Exp. Co.	ca. 1869	--	--	--	×	--	×
Scott's Express	???	×	--	--	--	--	--
Snowden's Express	???	×	--	--	--	--	--
Snow's Express	1856	--	--	--	--	--	×
Tindall's Express	ca. 1910	--	--	--	--	--	×
Trader's Express	???	×	--	--	--	--	--
United States Express Co.	1854-1914	×	--	×	×	--	×
Van Riper's Express	???	×	--	--	--	--	--
Wells, Fargo & Co.	1852-1918	×	--	--	×	--	--
West Jersey Express Co.	1864-1908?	--	--	×	×	--	×
White's Express	1850-1911?	--	×	--	--	×	×
Williamstown & Delaware River Express Co.	ca. 1887	--	--	--	×	--	×

* Label exists, but it shows a specific New Jersey railroad company.
ca. = circa

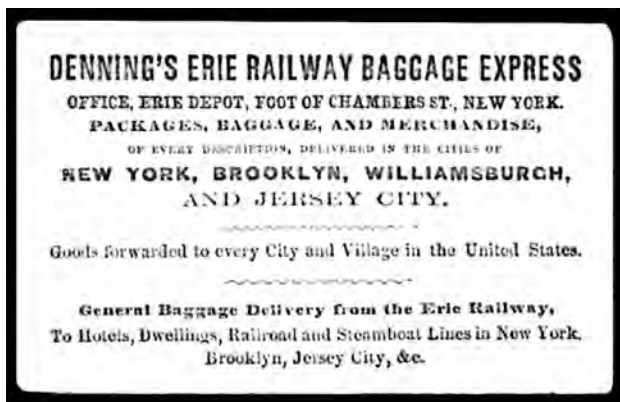


Fig. 4: Contemporary advertising cards, sometimes called Trade Cards. The Erie Railway operated from 1861 to 1878 (Denning's Baggage Express card). The Stanton's Express card was printed in 1881.

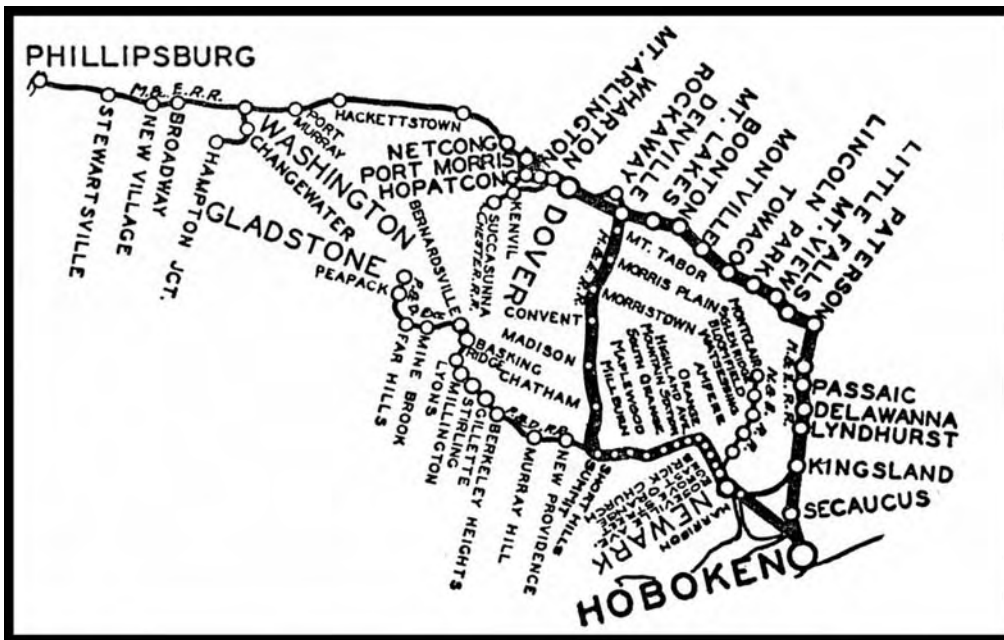
NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 1

Express Companies on the Morris and Essex Railroad

By Bruce H. Mosher

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As railways began operating and expanding in the United States, private express companies sprang into existence. They negotiated exclusive contracts with the railroads and many times followed the railroads with comparable expansions. The Morris and Essex Railroad (M.&E.R.R.) was one of the earliest roads in New Jersey (it was incorporated January 29, 1835) and has its own express history during its railroad development and leasing annals. In 1837, the earliest M.&E.R.R. trains ran between Morristown and Newark. In 1858, the M.&E.R.R. extended as far west as Hackettstown in Warren County. Near the end of its road expansions, the M.&E.R.R. main line connected Phillipsburg with Hoboken along the routes shown in *Figure 1-1*. Note that the Passaic and Delaware (P.&D.R.R. – Gladstone to Summit), the Newark and Bloomfield (N.&B.R.R – Montclair to Newark) and Chester (Chester R.R.–Wharton to Chester) Railroads were part of the M.&E.R.R. system.



(Courtesy *The Lackawanna Story*¹)

Figure 1-1. Morris & Essex Railroad routes circa 1865

It is not uncommon, during historical research of nineteenth-century express companies, to find relatively few, isolated accounts that relate to any given research topic. Such is the case for the M.&E.R.R. and its contracted express companies. However, such snapshots in history, when found, definitely prove to be invaluable in reconstructing the past. This report is an attempt to recreate the very interesting 1855 to 1918 chronology of the express companies that used the Morris and Essex Railroad as a carrier for express merchandise. This chronology has been generated by interweaving and expanding on the few historical excerpts and tidbits that have been ‘found’ concerning the involved business parties. If any additional relevant historical information on the express topics in this report can be supplied by any reader, it would be most welcome by the author.

Brees' Express (a.k.a. Brees & Co.'s Express), 1855-69?

Brees' Express (BREX) executed the first documented contract on the M.&E.R.R. The early operations of the BREX business were recorded by Alexander L. Stimson, the loquacious express historian, in 1858:²

“BREES & Co.’s EXPRESS line extends from New York to Hackettstown, N J., over the Morris and Essex Railroad, and by the Sussex Railroad to Newton, N.J. The founder of it, Bailey Brees, in July 1855, had been engaged for about ten years in running a line of stages to Morristown, N.J. After going into the new business, his son became his partner, and, from about the 1st of January [1858], Stephen B. Brees has had the entire charge of the Express. It is due to him to say, that he well deserves the constantly increasing favor which the public have extended to his business. Originally, they managed to do their business without any wagon; now, they have five wagons and seven horses.

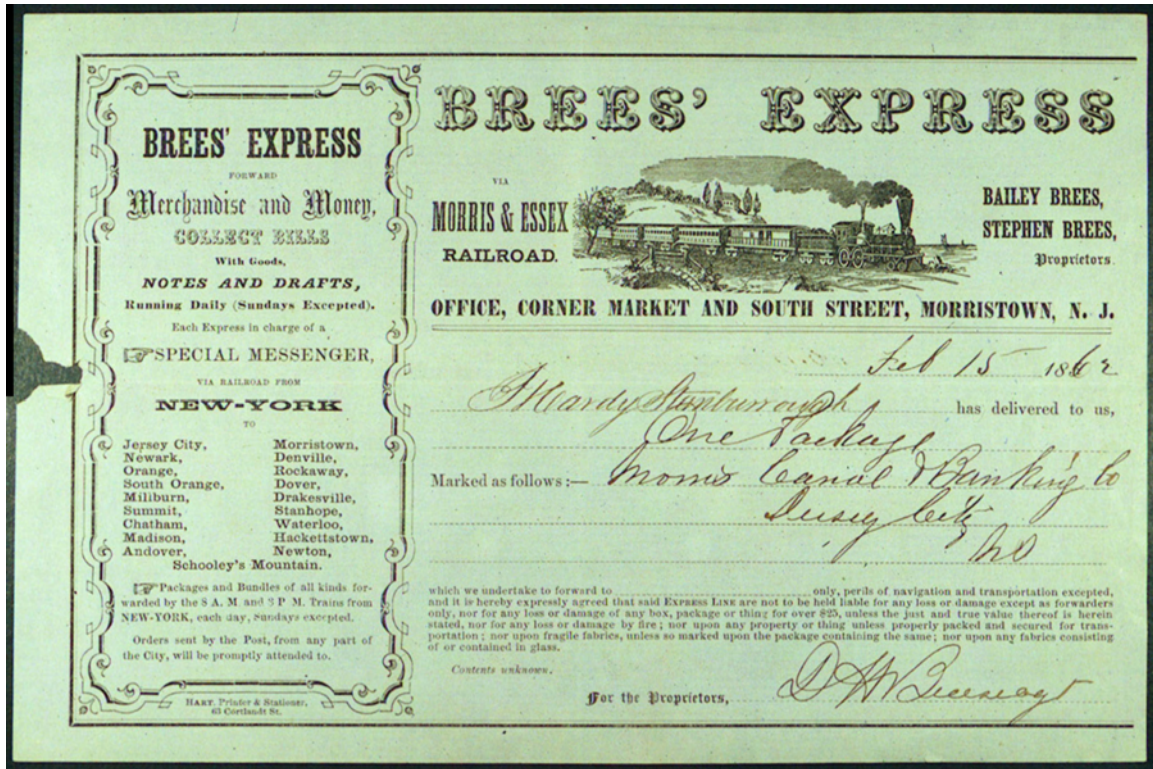
“Brees & Co., (Bailey Brees and Stephen B. Brees,) the proprietors of this Express, have a R. R. contract. Their Agents are located in Jersey City, Newark, Orange, South Orange, Millburn, Summit, Chatham, Madison, Andover, Morristown, Denville, Rockaway, Dover, Drakesville, Stanhope, Waterloo, Hackettstown, Newton, and Schooley’s Mountain. They dispatch to those places twice daily. Their New York office, at 66 Courtlandt [sic] street, is a perfect beehive; appearing all the more lively from the frequency of the arrivals and departures of the various Expresses which make it their head-quarters. Brees & Co.’s Express is regarded as very prompt and responsible.”

Brees' Express issued hand written receipts for the goods entrusted to them for safe delivery, following the standard practice of many other nineteenth century expresses. The February 15, 1862 BREX receipt shown in *Figure 1-2* documents the delivery of one consigned package from F. Heardy Stunborough (presumably of Morristown) to the Morris Canal & Banking Co. in Jersey City. BREX had an express office at the corner of Market and South Street in Morristown. Along the left side of this receipt, BREX advertises their core business services: forwarding merchandise and money, collecting bills with goods, notes and drafts, and transporting each express shipment in charge of a special messenger. These express services were duplicated by many other large and small expresses of that era.

The BREX receipt defines its group of New Jersey delivery cities and they read identical to the list found in Stimson's 1858 account (did he have a Brees' Express receipt similar to *Figure 1-2* in front of him as he wrote?). Brees' Express service is further explained on their receipt form as

“☞ Packages and Bundles of all kinds forwarded by the 8 A.M. and 5 P.M. Trains from NEW-YORK, each day, Sundays excepted. Orders sent by the Post, from any part of the City, will be promptly attended to.”

This 'Post' reference may pertain to the Local Posts in New York City, or it may have been the colloquial name for the USPOD mail service at that time, or it may have applied to both.



(Courtesy NJPHS)

Figure 1-2. 1862 Brees' Express consignment receipt form

BREX maintained at least one office in New York City (NYC). These Brees' EXPRESS office entries were found in a sampling of nineteenth-century NYC business directories:

- 1859³: Morristown, (N.J.) Brees & Co., 169 G'wich.
- 1863⁴: Brees & Co. 162 B'way

The 1863 identification of the business existence of Brees & Co. is the latest literature verification uncovered so far, however, BREX may have continued until 1869 as explained below. The 1863 edition of Lloyd's Railroad and Express Map also shows that Brees' Express (misspelled "Breese's" on the map) was in operation on the M.&E.R.R. Note that the cited New York directories used the 'Brees & Co.' form of the company name that exists in Stimson's 1858 report. Certainly more BREX listings can be found in other annual NYC business directories between 1855 and the late 1860s, but such references are not available to the author. BREX listings should also exist in 1855-70 New Jersey city directories such as Morristown, Newark, Hoboken and Paterson, and perhaps other cities along the M.&E.R.R. routes.

One BREX label issue has been identified (see Figure 1-3) and it cites the M.&E.R.R. carrier affiliation. This imperforate label contains black printing on red paper and contains a 30x25mm outside box frame. The '66 Cortlandt St.'



(Courtesy Larry Lyons; BREX-L1⁵)
Figure 1-3. Brees' Express label circa 1860s.

address on this label refers to the BREX NYC office location as was also stated in Stimson's 1858 report. In the 1863 NYC Business Directory, nine unique private-express enterprises are listed at this address, and there are 12 private expresses listed at this address in the 1875 NYC Business Directory. These facts, plus Stimson's "head-quarters" statement, lead us to believe that a general express office was located at 66 Cortlandt and BREX probably shared this address at some time during their existence. Future discovery of a BREX office at this address in an old NYC business directory (or directories) could help establish the time frame when the *Figure 1-3* label was issued. Incidentally, no contemporary Brees' Express business covers have been reported at this time, but they most certainly were generated and used in the 1860s.

The termination of the BREX business is not chronicled in the historical literature seen to date, but an insightful guess indicates 1869 may have been their final year of operation. The Delaware, Lackawanna and Western Railroad (commonly referred to as the 'Lackawanna' in New Jersey, but referred to as the 'D.L.&W.R.R.' in this report), took over the M.&E.R.R. on a perpetual rental basis on February 9, 1869.⁶ This arrangement allowed the D.L.&W.R.R. to transport anthracite by rail from the coalfields in north-central Pennsylvania across New Jersey to the eastern shipping piers. The Morris & Essex (M.&E.) subsequently retained its road name as a division of the Lackawanna main line after the take-over. In 1870 we find a different express company (Traders' Express) running on the M.&E.R.R., so it seems reasonable to assume that the BREX went out of business by 1869, perhaps even coincident with the acquisition of the M.&E.R.R. by the D.L.&W.R.R.. Of course, the BREX could possibly have ended before 1869 since we haven't seen any published records defining their exact tenure.

Traders' Express Co., circa 1870

Very little historical information has surfaced about the Traders' Express Co. (TRRX) of New Jersey. This company is listed in an 1870 Shippers Guide as the exclusive express on the M.&E.R.R. and its branches for that year.⁷ No mention is made of Brees' Express in the 1870 Shippers Guide. Pre-1870 shippers' guides have not been reviewed, nor have guides for subsequent years up to 1876; so the longevity of the TRRX contract is unknown. However, it does not appear that the TRRX lasted until 1875-76, because there is no mention of it in the 1875 NYC business directory, nor in an 1876 railroad shippers' guide. Maybe the Brees' owners sold their express to the Traders, or perhaps Traders was a completely new express company. We may never know the circumstances about the Brees-Traders express transition, or whether any other expresses operated on the M.&E.R.R. in between these two companies.

One TRRX label has survived the intervening years and it is depicted in *Figure 1-4*. This imperforate label's outside frame measures 58x36.5mm and contains black print on orange surface-coated paper. Other TRRX labels similar to this were probably issued with other M.&E.R.R. station names on them, but none of these have been reported. Contemporary business directories from M.&E.R.R. towns should show where some of the then current TRRX offices were located. It



(Courtesy Frank Q. Newton, Jr.; TRRX-L1⁸)
Figure 1-4. New Jersey Traders' Express Co. label, circa 1870.

may be erroneous to assume that Traders' Express had their main office in Newark, based solely on the inscription on this TRRX label. The location of the TRRX home office is not known at this time.

Incidentally, it should be noted that the M.&E.R.R. (subsequently named the M.&E. Division of the D.L.&W.R.R.) did not host the Delaware, Lackawanna and Western Express (DLWX) in 1870. This would seem to have been a natural railroad association since the D.L.&W.R.R. took over the M.&E.R.R. in 1869, but apparently it didn't happen. The DLWX was in business in 1870, but records indicate it only served towns in eastern Pennsylvania, west of the Delaware River (i.e., up to the town of Delaware Water Gap). The startup date for the DLWX is unknown at this time, but it is believed to have been between 1864–69.

New York City Local Expresses

In 1870, we find 'New York Local Expresses' are listed on the M.&E.R.R. for the Hoboken station. No specific local express company is cited, but it is well known that several local expresses from the City carried express material across the Hudson River into New Jersey (and in the reverse direction). For example, an 1875 business directory⁹ lists the following NYC local expresses as servicing Hoboken:

- Dodd & Childs, 276 Canal
- Hefferan Michael, 313 Canal
- Patterson John M. 117 John, 131 Franklin, 3 Hudson, 296 Canal, 66 Cortlandt & ft. [foot] Barclay
- Zimmerman George, 170 West

Of course, the above addresses are express company offices in NYC. If any of these expresses were in business before 1875, they could have been a local express that worked on the M.&E. Division of the D.L.&W.R.R.

Dodd & Childs Express Co. is known as having been a local NYC express that was established in 1875 and provided local service to Hoboken (plus other New Jersey towns) as stated in the 1909 advertisement¹⁰ that is illustrated in *Figure 1-5*. It is possible that Dodd & Childs Express delivered express material via the M.&E. Division rail cars (in addition to the Pennsylvania Railroad liaison cited in the 1909 ad) for a few years beginning around 1875.



Figure 1-5. 1909 advertisement of a NYC Local Express that serviced Hoboken, N.J.

Delaware, Lackawanna and Western Express, 1870?–86

Sometime between 1871 and 1875, the DLWX expanded eastward into New Jersey and onto the M.&E. Division. The DLWX presumably replaced the Traders' Express Co. A March 1886 DLWX map (see *Figure 1-6*) identifies some of the DLWX stations in the M.&E. Division. The Phillipsburg to Hoboken thick-lined portion of this map is the M.&E. Division section. Shortly thereafter on May 15, 1886, the DLWX was completely discontinued in New Jersey (and in Pennsylvania and New York as well) and was replaced by the United States Express Company.¹¹

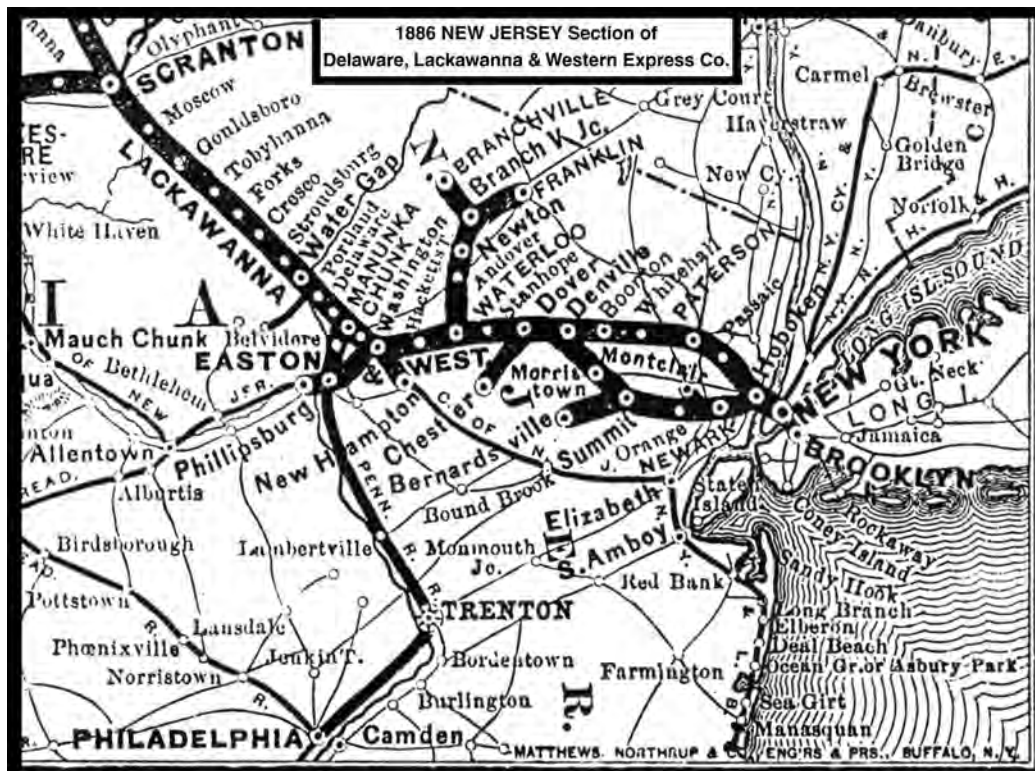


Figure 1-6. March 1886 map of the DLWX in New Jersey.

During its operational years, the DLWX issued many express labels with the name of the forwarding towns printed on them. Among these, at least two different label styles are known to contain New Jersey town names. These imperforate labels were probably issued between 1874–85 and are illustrated in *Figure 1-7*. The largest labels (Bloomfield, Morristown, Newark, and Orange) are printed in black on orange surface-colored paper and their outer box frame lines measure 98x65mm. The smaller labels (Madison and Morristown) are similarly printed in black on orange surface-colored paper, but with 47.5x30mm outer frame boxes.



Figure 1-7. DLWX labels used in New Jersey.

United States Express Company, 1886–1914 on the D.L.&W.R.R.

The United States Express Company (USX) was founded in 1854 and was one of the four largest expresses in the country. In 1886, the USX General Office was at 82 Broadway in NYC. The USX had several contracts with other New Jersey railroad companies prior to 1886. The USX contract on the D.L.&W.R.R. was signed May 15, 1886 and enabled the USX to re-access the Atlantic seaboard after the USX contract with the New York, Lake Erie and Western Railroad (usually called the ‘Erie’ Railroad) had been terminated earlier in 1886. Beginning in mid-May 1886, the USX enacted all the express traffic on the D.L.&W.R.R., including their M.&E. Division, until the USX went out of business in 1914.

The USX nineteenth-century operations covered almost half of the U.S. and they issued many labels with forwarding town names on them. Some of these labels apparently were used in the M.&E. Division of the D.L.&W.R.R. The USX labels shown in *Figure 1-8* appear to be related to 1886–1914 M.&E. Division express services. However, since these labels are undated, some may have been printed/used for the USX service that had already existed in these towns prior to the USX contract on the D.L.&W.R.R. The New Jersey town of Franklin was on the Sussex RR branch of the D.L.&W.R.R., formerly part of the M.&E.R.R. Montclair was on the Newark and Bloomfield Branch, and Paterson was on the Boonton Branch of the M.&E. Division.



(Courtesy Frank Q. Newton, Jr.)

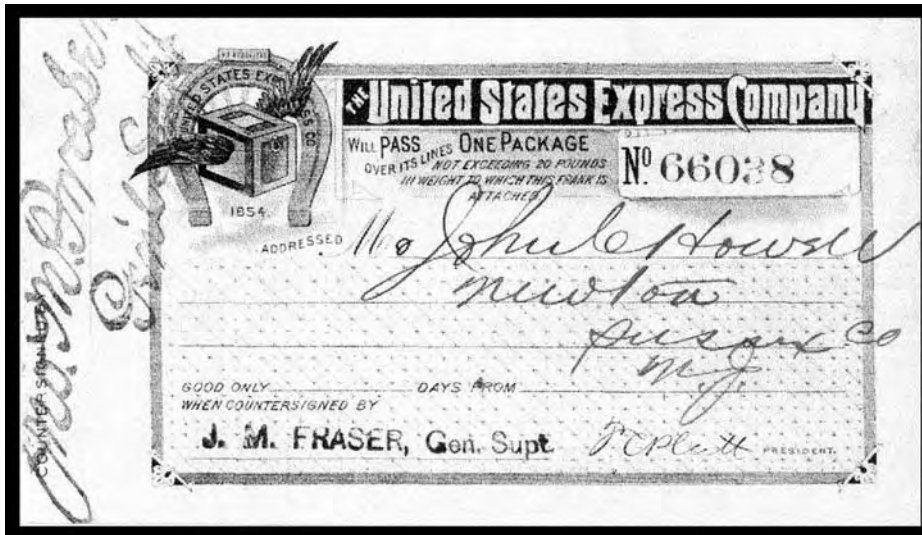
USX-L130

Figure 1-8. Typical USX labels bearing M.&E. Division town names.

The Paterson and Franklin labels contain the USX form number “(25½.)” in their upper left corner. These labels are imperforate, contain black printing on orange surface-colored paper, and their box frames measure 63.5x49mm. The Montclair label has form number “(42)” printed along the left side. This imperforate label is black, blue, red and yellow on white paper and was probably issued in the 1890s. It measures 60x48mm at the outside of the starred border. The Newark label is perforated 13.5 down the left side and contains form number “(770)” in the upper right corner. The other three sides are imperforate. It contains orange printing on white paper with a light blue ‘22297’ control number imprint and was probably issued in the early 1900s. It is a Collect on Delivery label that measures 89x47mm at the outer frame box.

The USX also issued short-term Passes for free transportation of personal packages weighing 20 pounds or less. One typical Pass is shown in *Figure 1-9*; it was given to Mr. John C. Howell of Newton, Sussex County, N.J. by John M. Fraser, the USX General Superintendent (probably based at the General Office in NYC). This Pass is not marked with any validity period, although there is provision on the Pass to make such an entry (many similar Passes have a single day to several weeks of validity entered by the issuer).

The town of Newton was on the Sussex R.R. branch of the D.L.&W.R.R. (formerly part of the M.&E.R.R.) This USX type of Pass is known to have been used as early as 1902, so it was probably given to Mr. Howell long after the USX–D.L.&W.R.R. contract was executed in 1886. The *Figure 1-9* Pass has black printing on white paper and the 66038 control number is light blue. The printed portion of the Pass measures 110x58mm and it is vertically rouletted 8 on the left side (the roulettes do not show in the figure). An accounting stub (not shown) was attached along the left side to form a narrow pane. The issuing express agent (John M. Fraser in this example), usually recorded the issue date, name and other pertinent data about the recipient on the stub for company records. A stack of 50 or 100 of these Passes were probably assembled in booklet format with the entire set of ‘booklet panes’ stapled into the booklet at the left side of the stub. No USX Pass booklets have been seen, but it is known that the Adams Express and American Express Companies issued similar Passes to their Agents in booklets.



(Courtesy Bill Sammis; USX-F25¹²)

Figure 1-9. USX Pass issued for use on the M.&E. Division (Sussex R.R.) of the D.L.&W.R.R.

The USX also issued a large number of denominated stamps during the 1886–1914 time frame that were used for prepayment of express service fees. Although none of these stamps bear any town names, they were widely used throughout the USX network, and undoubtedly many of these were used for express business over the rail lines of the M.&E. Division. *Figure 1-10* shows a few of the USX prepaid stamps that may have experienced M.&E. Division usage. Illustrations, size, colors, and perforation characteristics of the entire group of pertinent USX prepaid stamp issues can be found in the author’s *Catalog of Private Express Labels and Stamps* on pages 162–4.



Figure 1-10. Representative USX prepaid stamp.

The USX also issued other express-business label types, none of which contained town names, that could have been used for any of their express routes, including the D.L.&W.R.R. The majority of these types were USX complimentary frank labels and shipment instruction labels whose listings and attributes can be found in the *Catalog of Private Express Labels and Stamps*.

It was standard procedure for large express companies to use postal cards to notify recipients of express shipments that their goods were on hand at the express agency office and ready for pickup. An illustrated example of such is the USX, June 1901 Form 12 postal card (Scott UX-18) that was pre-printed and used in the USX Rockaway, N.J. office (see *Figure 1-11*.) This card notifies the M. Hoagland Sons Co. in Rockaway, N.J. that as of August 27, 1904, an express shipment had been received at the USX office, and required payment of 30 cents for express charges in order to be retrieved. The card is postmarked August 29, 1904, Rockaway, N.J., and contains the name of W. W. Apgar as the notifying USX Agent. Rockaway was a M.&E. Division railroad station on the D.L.&W.R.R. as is printed on the dateline part of the postal card, and as can be seen in the *Figure 1-1* M.&E.R.R. route map.



Figure 1-11. August 1904 USX postal card from Rockaway, N.J.

The USX was in the express business until June 30, 1914, when it was dissolved because of dire financial debt. The increasingly stringent government regulations imposed by the Interstate Commerce Commission and the significant package shipment competition from the parcel post system (initiated by the U.S. Post Office in January 1913) are usually cited as the leading causes that led to the demise of the USX. Upon dissolution, the USX express routes were divided among the remaining three large continental expresses—Adams Express Co., American Express Co., and Wells Fargo Express Co. On July 1, 1914, the express business on the D.L.&W.R.R. was awarded to the Adams Express Co.

Adams Express Co., 1914–18 on the D.L.&W.R.R.

The Adams Express Co. (ADX) was formed in 1854 and had extensive operations in New Jersey and Pennsylvania prior to 1914 (to be the subject of a subsequent N J. Private Express Companies article). Late in the nineteenth century, ADX maintained a very large depot facility along the waterfront in Jersey City. So this company was an excellent choice to take over the express business on the D.L.&W.R.R. The ADX issued a lot of express labels, many with forwarding town names printed on them, but none have yet been reported that specifically saw use on the M.&E. Division in the 1914-18 time frame. Generic (no town name) labels issued late in the business life of the Adams Express Co. may have been used for M.&E. Division express services; these labels are identified in the *Catalog of Private Express Labels and Stamps*. No ADX express receipts or express covers have been reported that were used in the M.&E. Division during the 1914–18 time period, although these items were undoubtedly created and saw business use during that time.

American Railway Express Co., 1918–29

The U.S. government ordered that all major express companies were to be consolidated into the federal American Railroad Express Company (AREC) on June 30, 1918. This declaration ended the package express business portion of the Adams Express Co. throughout the country, and coincidentally ended private express company business on the D.L.&W.R.R. Beginning July 1, 1918, AREC became the only express company on the D.L.&W.R.R., and on all other U.S. railroads.

(This report will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

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- ¹ Casey, R.J, and Douglas, W.A.S, *The Lackawanna Story*, 1951, p. 73.
 - ² Stimson, A.L., *History of the Express Companies: and the Origin of American Railroads*, 1858, p. 197.
 - ³ *Trow's New York City Directory 1859-60*, p. 20.
 - ⁴ *Wilson's Business Directory of New York City*, 1863, p. 150.
 - ⁵ Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 48.
 - ⁶ Casey, R.J, and Douglas, W.A.S, *The Lackawanna Story*, 1951, p. 86.
 - ⁷ Campbell, R.A, *Campbell's Shippers' Guide and Travelers' Directory*, etc., 1870, pp 75-82.
 - ⁸ Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 150.
 - ⁹ *Wilson's Business Directory of New York City*, Vol. XXVIII, 1875, p. 222.
 - ¹⁰ Bullinger, E. W, *Bullinger's Postal and Shippers Guide for the United States and Canada*, Jan. 1909, p. 60.
 - ¹¹ "Express Changes in the East," *The Express Gazette*, June 1886, p 81.
 - ¹² Mosher, Bruce H., *Catalog of Private Express Labels and Stamps*, 2002, p. 155.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 2 Some South Jersey Express Companies

By Bruce H. Mosher

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[Continued from the May 2003 NJPH (Vol. 31, no. 2, Whole No.150)]

In Part 1 we discussed the history of the private expresses on the Morris & Essex Railroad in northern New Jersey (a couple of corrections to Part 1 are at the end of this article). In this article we'll move further south and focus on nine of the early private expresses that operated in the southern portion of the state. Some of the known express companies that operated in South Jersey were part of fairly large organizations. Others appear to have been relatively small and short-lived. Four of the expresses discussed here were known railroad subsidiaries; the other five may have transported their parcels and mail independent of the railroads. The nine South Jersey expresses are addressed in alphabetical order.

Many expresses that operated in South Jersey had offices in Philadelphia, which was one of the large eastern port and railhead cities that had a definite need to distribute arriving express goods destined for towns in South Jersey. Similarly, many individuals and companies in South Jersey wanted to express their goods to and through Philadelphia since it was a major eastern shipping port and railway depot.

Before 1926 (opening year of the Delaware River—now the Benjamin Franklin—Bridge between Camden and Philadelphia) there were no bridges across the southern part of the Delaware River. Back then, express vehicles and express messengers were carried across the River by ferry boats. At least seven different ferries crossed the River in the mid-1860s and ferries continued as the major crossing vessel into the 20th Century (see Figure 2-1). Additional crossings to South Jersey were provided by steamboats out of Philadelphia to Cape May via the Delaware River. These ships undoubtedly were also used by express messengers to deliver express mail and parcels between New Jersey and Philadelphia.



Figure 2-1. Ferry crossings between Philadelphia and Camden in 1915.

Blood’s Camden Express, 1850

The famous Blood’s City Despatch (known historically as a Philadelphia Local Post) maintained a branch office in Camden, New Jersey for the pickup and delivery of letters and packages across the Delaware River. The following notice appeared in the Philadelphia *Public Ledger* on Tuesday, April 2, 1850¹ :

“CITY AND CAMDEN EXPRESS. The proprietors of BROWN’S CITY and BLOOD’S CAMDEN EXPRESS have completed their arrangements, and are now delivering Marketing and Packages of all kinds throughout Philadelphia and Camden. Citizens of Camden availing themselves of this medium, [may] send their goods from any part of Philadelphia by Brown’s Express, to the Wharf, thence through by Blood’s Express to any part of Camden, or vice versa from Camden to Philadelphia.”

This is the extent of our knowledge about Blood’s Camden Express. More information might be found in contemporary Camden business directories, if such were published and can still be found.

Camden & Atlantic Express Co., 1870?–1896

Early in March 1852, New Jersey granted the Camden & Atlantic Railroad Company a charter to operate a railroad to Atlantic City. In 1853, the Camden & Atlantic (C&A) Railroad began its first run from Camden to Haddonfield, and in October it reached Long-A-Coming (present day Berlin). By mid-1854 this road extended through the Pine Barrens to Atlantic City. The C&A Railroad brought Atlantic City within a three-hour train excursion for Philadelphians, who no longer needed to endure a two-day ride in an open stagecoach to reach a bathing beach. More pertinent to this article, this road eventually afforded one-hour express transportation between Philadelphia and Atlantic City, including the ferry time across the Delaware River. During the C&A Railroad’s early operations, there were twelve stations between Camden and Atlantic City along the road’s route as shown in Figure 2-2.



Figure 2-2. 1863 Camden & Atlantic Railroad route².

The earliest known record of the Camden & Atlantic Express Company was in 1870.³ An earlier start of this express company may have occurred, but we do know that there was no express company working on the Camden & Atlantic Railroad in 1863.⁴ The Philadelphia business directories began listing a city Camden & Atlantic Express office in 1873,⁵ and then annually thereafter until 1896.

We don't know if the Camden & Atlantic Express Co. (C&AX) issued any business labels, because none have been reported at this time. Also, no contemporary C&AX-related covers have been seen, but no doubt they were in use during this Company's 25+ years of existence. The only known C&AX paper-artifact that has survived is the 1888 express receipt shown in Figure 2-3. This receipt was used to document the November 21, 1888 consignment of \$13.00 by E. Somers of Absecon (Atlantic County) for express forwarding to the Snyder Harris B & Co. in Philadelphia. The "Shippers Count" notation at lower left indicates that E. Somers provided the '\$13.00' definition for this shipment and receipt. This followed common express practice for that era; the shipper almost always was required to state the contents of the shipment, especially when currency was the express matter to be delivered.

The illustrated C&AX receipt is designated as "Form 1001" in the upper left corner, and this express form is representative of customized shipping receipts that were used by many other express companies in the 19th Century. According to the title on this receipt, this express was officially known as the "Camden & Atlantic Railroad Company's Express" in the 1880's.

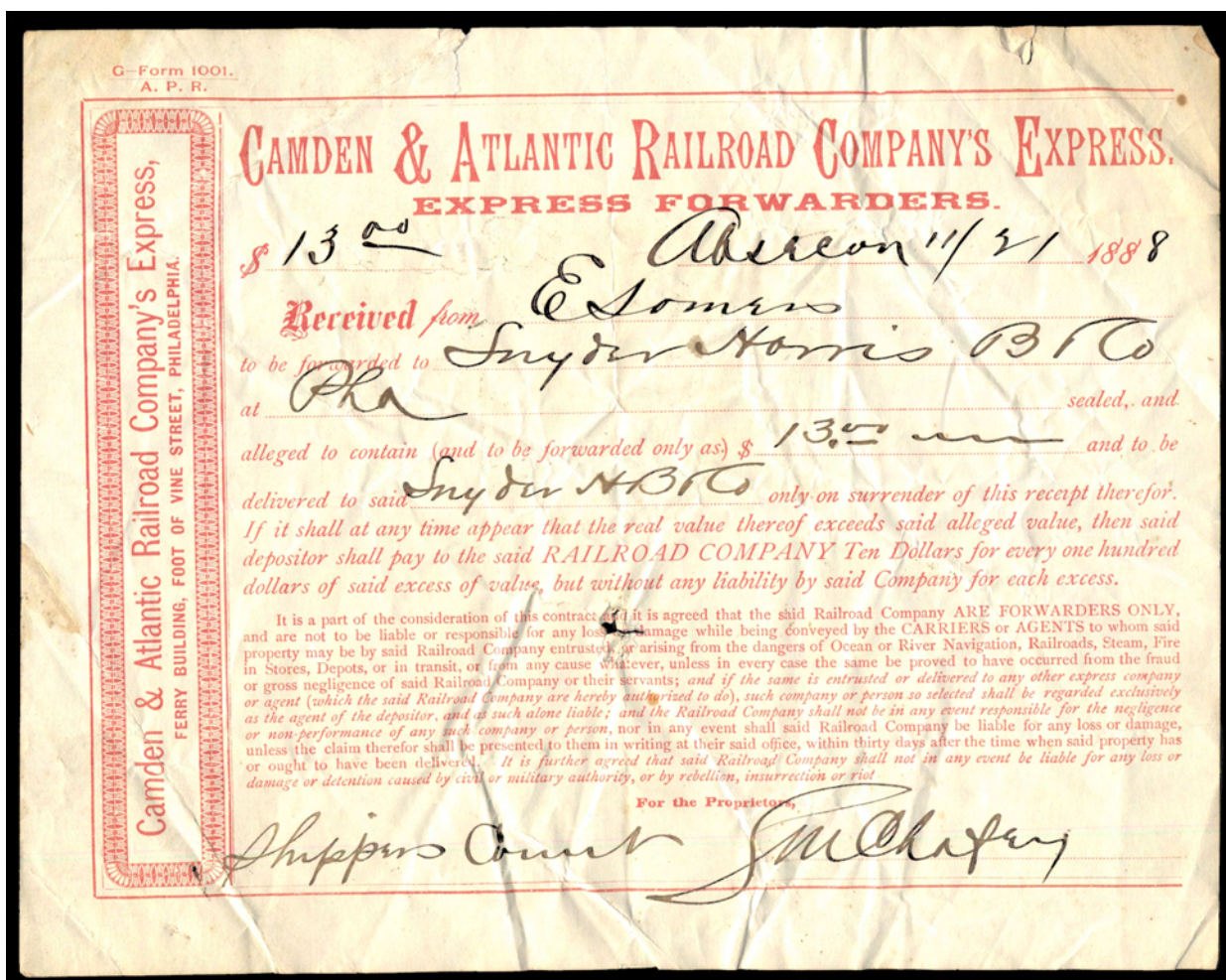


Figure 2-3. 1888 Camden & Atlantic Express Co. receipt.

An old report was found that states the C&AX was also doing business on two other South Jersey railroads. In 1887⁶, the C&AX worked on the Philadelphia & Atlantic City Railroad (a narrow gauge road that was built in 1877 to compete with the Camden & Atlantic), and on the Williamstown & Delaware River Railroad (1883–89)⁷ that ran from Atco to Glassboro. The Philadelphia & Atlantic City Railroad route is shown in Figure 2-8 when it was called the ‘Atlantic City Railroad.’

The Camden & Atlantic Railroad merged with the West Jersey Railroad in 1896 to form the West Jersey & Seashore Railroad. That merger most likely coincided with (or may have triggered) the demise of the C&AX since the West Jersey Express Company was already doing business on the West Jersey Railroad. This supposition is supported by noting that the last Philadelphia business directory listing for the C&AX was in January 1897⁸.

Davis’ Express, 1888–1918+

The Davis’ Express was established in 1888 according to its surviving label shown in Figure 2-4. This express had main offices in both Philadelphia and Camden and conducted substantial expressing across the Delaware River. The first recorded Davis’ Express cites service to Wilmington in 1887 from a 720 Chestnut Street office address in Philadelphia.⁹ This may have been a predecessor to the Figure 2-4 referenced Davis’ Express, or it may have been a completely different and short-lived operation.



(DVSX-L1¹⁰)

Figure 2-4. Black on manila, 64x46 mm, imperforate label, ca. 1914

In 1890, we find the first Davis’ Express listing¹¹ that is believed to be the same business that the Figure 2-4 label espouses. An express office at 16 North Delaware Avenue was listed for this express in 1890 and this correlates well with the later 10 North Delaware Avenue office address on the label. It certainly was not uncommon for old city business directories to initially list a new express company a couple of years (i.e., two years later for Davis’ Express) after it started doing business. Davis’ Express is further characterized by its business longevity as it continues to be found in Philadelphia directories through 1918, the last annual that has been reviewed.

In the 1899 Philadelphia directory we find the first mention of Camden express service by Davis' Express.¹² This leads us to speculate that Davis' Express started as a Philadelphia only operation that expanded into across-the-river Camden service around the turn of the Century. In subsequent business directories, this express is variously listed as "Davis' Express Co.," "Davis' Camden Express," and "Davis Express." The 10 North Delaware Avenue office address on their label initially appears in the 1914¹³ directory and is their main office location in annual listings through the 1918 directory. Thus, the Figure 2-4 label was probably issued in 1914 or shortly thereafter. No other Davis' Express labels, nor any attributable express covers or shipping receipts, have been reported at this time.

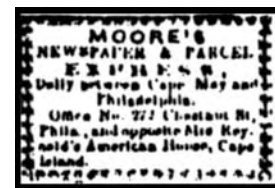
Moore's Express, circa 1849

Information about Moore's Express was initially learned from a Mekeels' newspaper report describing this company's only reported cover and label. The Mekeels' article reads as follows:¹⁴

"Having visited Cape May, N. J. since early manhood and owning a cottage at that point for many years, we were naturally interested in a cover just shown us by Donald M. Steele. The letter written from Philadelphia on August 20, 1849, is addressed to a well-known Philadelphian then in Cape May. The letter is addressed to "Cape Island" and in the lower left hand corner we note a stamp or label measuring 1 3/8" x 15/16" printed in black on light green paper reading in nine lines "Moore's Newspaper and Parcel Post Express daily between Cape May and Philadelphia. Office No. 272 Chestnut St., Phila. and opposite Mrs. Reynolds American House, Cape Island."

"What we cannot understand is why these express labels are not recognized as "locals" for they clearly indicate prepayment of a fee for transporting a letter. This may be due to the fact that no figure of value is indicated. If one will check the illustrations of local issues in Scott's catalogue it will be seen that many of the stamps are without denominations. We have had quite a few covers in this manner and when they were carried as letters and letters alone, the label certainly indicates payment of postage."

There was no illustration accompanying this article, but a later rendition (of very poor quality) of the Moore's Express label (and cover description) appeared in a 1987 catalog.¹⁶ The 1987 report states that this express cover contains a manuscript "7¢" notation. This marking could have been entered by the Moore's Express agent as the express charge for delivery. The label illustration (see Figure 2-5) is of such poor quality that the inscription on it is not clearly discernible unless it is examined with the Mekeels' report as reference. Hopefully, this Moore's Express cover still exists in someone's collection, however, the present owner is unknown to us.



(Copied from ASCC Vol. II; MOOX-L1¹⁵)

Figure 2-5. Moore's Newspaper & Parcel Express label, ca. 1849

The Moore's Express messenger may have carried the 1849 letter to Cape May while riding a stagecoach from Camden, or alternatively by traveling on a Steamer from Philadelphia. Conveyance by rail doesn't seem possible since there were no trains to Cape May until August 1863 when the West Jersey Railroad began passenger service.

A search of the 1848–50 Philadelphia business directories does not reveal any information about this express, nor does it list any express company with an office at 272 Chestnut Street during those years. This is not to say that Moore's Express didn't exist, nor that it did not have an office in Philadelphia; this express just doesn't appear in contemporary Philadelphia directories. We would note, however, that the express listings in the 1848–50 Philadelphia directories are characterized by being large companies (for that era) that operated to other major eastern cities; no 'local' or small express companies were even mentioned. This directory documentation approach may explain why Moore's Express was not found.

Searches of Cape May historical files have also been fruitless for confirming the existence of Moore's Express. Incidentally, Cape Island seems to be an alternate name for the city of Cape May in the mid-1850's. Beginning sometime in the 1860's, the name 'Cape May' became prominently used for the city's name, and 'Cape Island' disappears from common use.

New York, Vineland & Southern Express, circa 1870s?

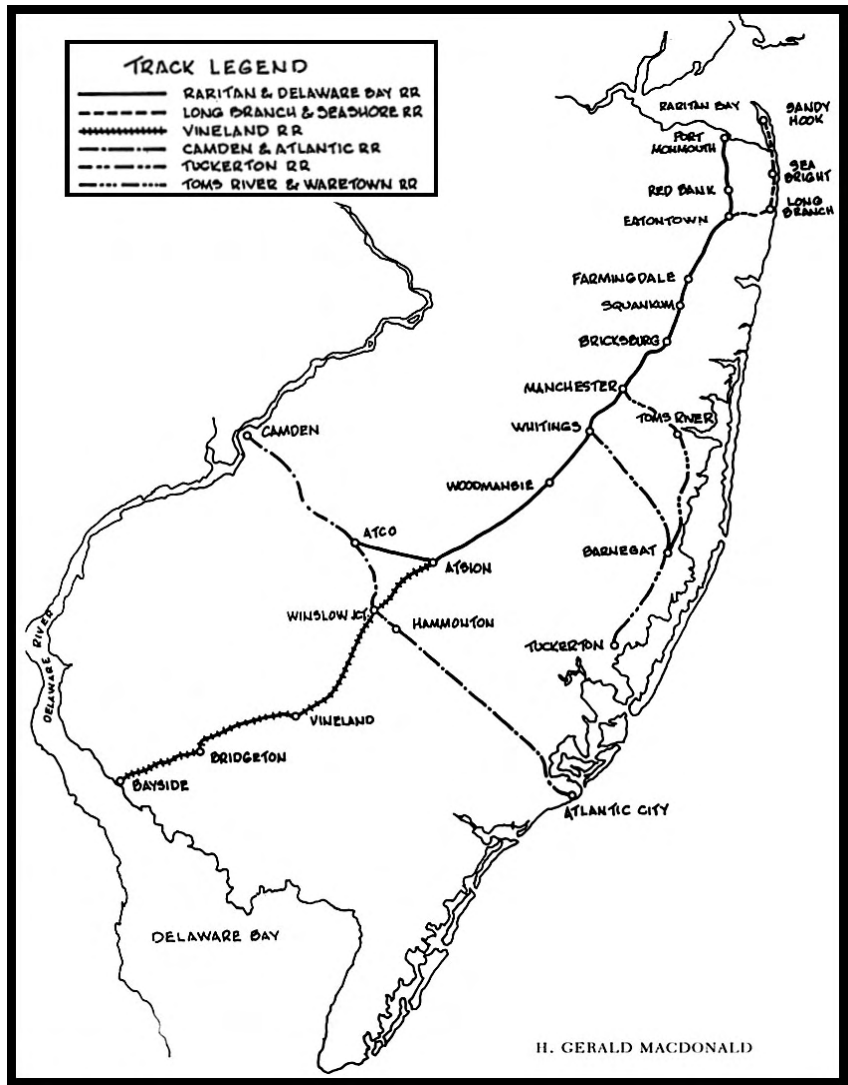
The only meager information that has surfaced about the New York, Vineland & Southern Express (NVSX) is seen on the label shown in Figure 2-6. This label is in fairly poor condition, but it clearly shows there was an express office in Vineland, New Jersey from which this company transported express matter. The 'cancellation' on this label appears to be the number "60" written with an ink brush. If this is true, and based on prevailing 19th Century express practices, this 'cancel' can be interpreted as the recording of a sixty-cent express fee for transporting whatever merchandise the label was pasted on. This large an express charge would indicate that a package of some sort had been transported by the NVSX.



(NVSX-L1¹⁷)

Figure 2-6. NVSX black on green, approximately 90 x 57 mm, imperforate label.

The New York (City) connection of this company is rather easy to discern, but the ‘Southern’ route and terminus are more difficult to pin down. The Raritan & Delaware Bay Railroad (1860–69),¹⁸ that became part of the New Jersey Southern Railroad (1869–79),¹⁹ is one possible northern connection for the NVSX. The Raritan & Delaware Bay connected with the Vineland Railroad (1870–72)²⁰ at Atsion (see Figure 2-7) to provide a possible southern NVSX route. The New Jersey Southern acquired the Vineland Railroad in 1872, thus providing it with continuous track from Port Monmouth (maybe close enough to New York for the NVSX?) in the north, to Bayside on the south, near the mouth of the Delaware Bay (the “Southern” end of the NVSX?). Based on these rail routes, it is possible that the NVSX ran their express business via the New Jersey Southern Railroad in the 1870’s, but this is just convenient speculation. The actual NVSX route may never be determined since it appears to have been a very small express company whose business records were probably destroyed long ago.



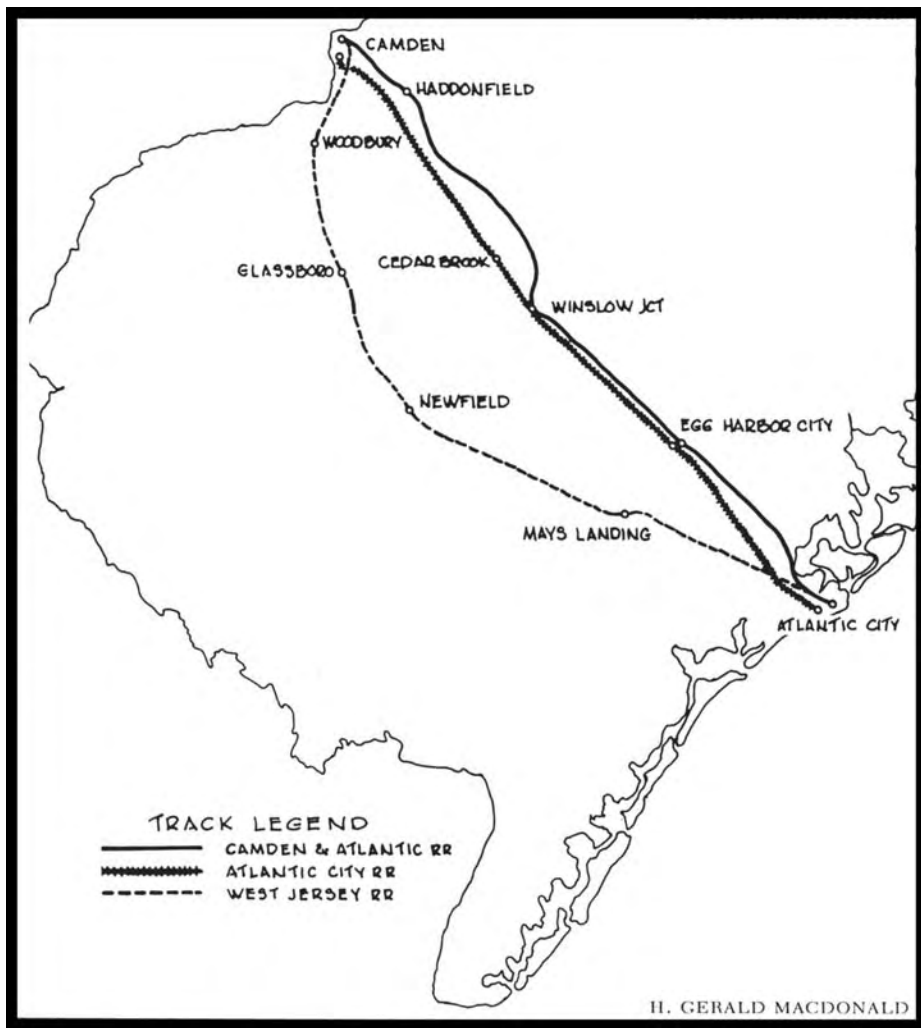
(Adapted from *Railroads in New Jersey*²¹)

Figure 2-7. Early rail route from Raritan Bay to the southern part of the Delaware River.

Philadelphia & Atlantic City Express Co., 1883–87

The Philadelphia & Atlantic City Express Co. first appeared in the January 1884 shippers guide²² which indicates it was probably in operation in 1883 in order to be printed in the 1884 annual. The Philadelphia & Atlantic City Express Co. appears to have been a subsidiary of the Philadelphia & Atlantic City Railroad. In fact, this express is listed as the ‘Philadelphia & Atlantic City Railroad Express Co.’ in some Philadelphia directories.

As mentioned earlier, the Philadelphia & Atlantic City Railroad was a narrow gauge road that was built in 1877 to compete with the Camden & Atlantic Railroad, whose route it mostly paralleled. This route is shown in Figure 2-8 after the Philadelphia & Atlantic City became the Atlantic City Railroad. The Philadelphia & Atlantic City Express Co. (P&AX) is listed in Philadelphia directories up to, and including, 1887. Express duties on this road may have been taken over by the Camden & Atlantic Express Co. about 1887. No P&AX labels, covers, or shipping receipts have been reported, although they were probably issued and used during the four-year tenure of this company.



(Copied from *Railroads in New Jersey*²³)
Figure 2-8. The competing Camden to Atlantic City railroads.

Philadelphia & Reading Railroad Express Co., 1873–87

Information in old Philadelphia business directories provides an estimate of the lifetime of the Philadelphia & Reading Railroad Express Company (P&RX). The earliest entry was found in the 1873 edition,²⁴ the last P&RX entry was located in an 1887 directory.²⁵ The P&RX was a department within the Philadelphia & Reading Railroad Co. Unfortunately, the business directories do not identify the specific railroads on which the P&RX ran their express business. We did, however, find that in 1887, the P&RX was credited with operating on the Williamstown & Delaware River Railroad²⁶ in New Jersey. The Williamstown & Delaware River was the property of the Philadelphia & Reading Railroad at that time.

In 1886 the P&RX enjoyed express privileges on the Philadelphia & Atlantic City Railroad.²⁷ The tenure of the P&RX on this road appears to have been short-lived, perhaps only one to three years. The termination date of this liaison is not exactly known, but the Camden & Atlantic Express was reportedly on the Philadelphia & Atlantic City road in 1887; maybe working alongside the P&RX, or maybe as the replacement for the P&RX.

There are no reported P&RX labels, covers or shipping receipts that specifically show New Jersey duty. However, general use shipping labels, such as shown in Figure 2-9, could very well have been used in conjunction with P&RX's South Jersey express operations.

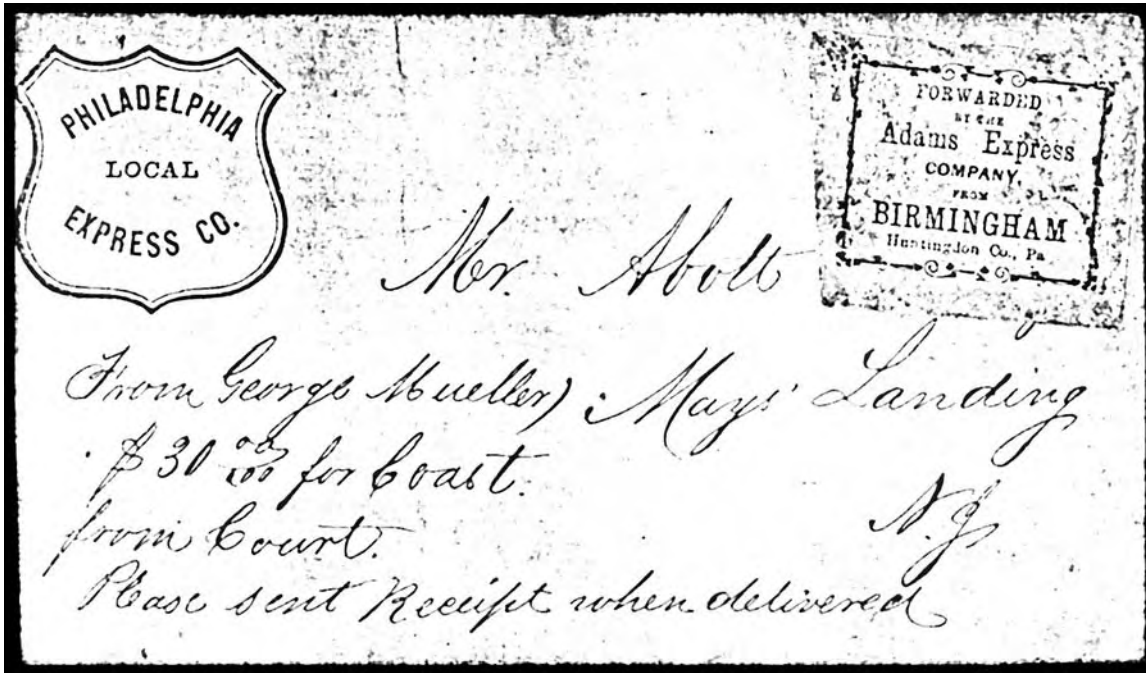


(P&RX-L10²⁸)

Figure 2-9. P&RX green on buff, 38x29 mm, perforated 12.75 label.

Philadelphia Local Express Co., 1856–1918+

The Philadelphia Local Express Co. first appears in the 1856 Philadelphia Business Directory²⁹ with no mention of a New Jersey office. This company was probably devoted to the Philadelphia metropolitan area at inception and for many years immediately thereafter. It wasn't until 1887 that we find mention of express service to Camden by this company.³⁰ However, the Figure 2-10 cover bears a Philadelphia Local Express Co. (PHLX) corner card, is addressed to Mr. Abott in Mays Landing, N. J. and this cover appears to have been used earlier than the late 1880's. The cover was originally given to an Adams Express Co. agent in Birmingham, Huntington County, Pennsylvania and then was subsequently transferred to the PHLX for final delivery. The Adams Express label on this cover is suspected of being an 1860–70 usage.



(Courtesy Frank Q. Newton, Jr.; PHLX-C1³¹; ADX-L205³²)

Figure 2-10. Early PHLX cover to Mays Landing.

This cover was probably transported by messenger on a ferry that crossed the Delaware River to Camden, and then perhaps by stage to Mays Landing. The first passenger train service into Mays Landing didn't begin until 1880 when West Jersey Railroad trains steamed into town via the West Jersey track route shown in Figure 2-8. If this cover was delivered to Mays Landing after 1880, it could have been carried by messenger from Camden aboard a West Jersey Railroad train. At this time we do not know exactly when the PHLX began expressing into South Jersey.

The PHLX provided money and freight express service to the Jersey Shore in at least the towns of Atlantic City and Long Branch, as evidenced by the inscription on their Figure 2-11 label. This PHLX expanded-express routing most likely didn't occur until regular rail service was instituted from Camden to each of these cities. No doubt the PHLX also provided express service to other towns that were among the normal passenger stops for the railroads the PHLX used.

The PHLX was still in business in 1918 according to one contemporary Philadelphia business directory.³³ By way of familiarization, several of the existing Figure 2-11 labels are known as horizontal tete-beche pairs. This is the only PHLX label that has been reported.



(PHLX-L1³⁴)

Figure 2-11. PHLX black on orange, 40x24 mm, imperforate label.

The last PHLX year of operation is unknown at this time, however, we do know that all major railroad-hosted U. S. express companies were consolidated into the American Railway Express Company on July 1, 1918. Perhaps the PHLX business ended around this same time.

Williamstown & Delaware River Express Co., circa 1887

The Williamstown & Delaware River Railroad initially ran between Atco and Glassboro in 1883 and remained in business until 1889. It became part of the Atlantic City Railroad (owned by the Philadelphia & Reading Railroad) in March 1889. One reference has been seen that indicates this road operated its own Williamstown & Delaware River Express subsidiary in 1887.³⁵ Perhaps the Williamstown & Delaware River Express was in business during several of the six years the railroad operated under the Williamstown & Delaware River name. No labels, covers or shipping receipts have been seen from this express company.

Additionally, the Camden & Atlantic Express and the Philadelphia & Reading Express were reported as working on the Williamstown & Delaware River Railroad in 1887. Three co-existing expresses on the same road was somewhat unusual. There probably was a changeover of express responsibilities in 1887 that would explain two of the simultaneous express listings. In addition, maybe one or more of the contemporary express reports was outdated, or just erroneous.

Corrections to Part 1

At the top of page 48, the statement that the Sussex Railroad was previously part of the Morris & Essex Railroad does not appear to be historically correct. The 'original' Sussex Railroad was sold to the Delaware, Lackawanna & Western Railroad on July 15, 1881.

(This report will be continued in the February 2004 NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

¹ Roth, Steven M, "Blood's Despatch Revisited," *The Penny Post*, Nov. 1991, pp 21-22.

² Barrington, W., *New Railway Guide Containing all the Rail Roads in Pennsylvania & N. Jersey etc.*, 1863.

³ Campbell, R. A., *Campbell's Shippers Guide and Travelers' Directory, etc.*, 1870, Express Index page

⁴ *Lloyd's Railroad, Telegraph & Express map of the United States and Canadas from Official Information*, 1867, [July 1863 inset information used].

⁵ Gopsill, James, *Gopsill's Philadelphia Business Directory for 1873*, p. 208.

⁶ *Rand, McNally & Co.'s Improved Indexed Business Atlas and Shippers' Guide*, 1887, p. 12.

- 7 Edson, William D., *Railroad Names*, 1999, p. 98.
- 8 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1897*, p. 230.
- 9 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1887*, p. 209.
- 10 Mosher, Bruce H., *Catalog of Private Express Labels and Stamps, 2002*, p. 64.
- 11 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1890*, p. 247.
- 12 Boyd, S. Fred, *Boyd's Co-Partnership and Residence Business Directory of Philadelphia City*, 1899, p. 1092.
- 13 Boyd, S. Fred, *Boyd's Co-Partnership and Residence Business Directory of Philadelphia City*, 1914, p. 1637.
- 14 "Philadelphia-Cape May Express, 1849," *Mekeels Stamp News*, Sept. 16, 1955, p. 2.
- 15 Mosher, p. 108.
- 16 Philips, David G., Editor in Chief, "Moore's Express—c. 1849," *American Stampless Cover Catalog, Volume II, Fourth Edition*, 1987, p. 26.
- 17 Mosher, p. 119.
- 18 Edson, p. 77.
- 19 Edson, p. 66.
- 20 Edson, p. 95.
- 21 Cunningham, John T., *Railroads in New Jersey The Formative Years*, 1997, p. 189.
- 22 Bullinger, Edwin. W., *The Mercantile Agency Special Edition of Bullinger's Postal and Shippers Guide for the United States and Canada etc.*, January 1884, p. 7.
- 23 Cunningham, p. 107.
- 24 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1873*, p. 208.
- 25 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1887*, p. 210.
- 26 Rand, McNally & Co.'s *Improved Indexed Business Atlas and Shippers' Guide*, 1887, p. 15
- 27 Reid's and Price Lee & Co's *Consolidated Railroad Guide etc.*, Nov. 1886. p. 434.
- 28 Mosher, p. 130.
- 29 McElroy's *Business Directory*, 1856, p. 764.
- 30 Gopsill, James, *Gopsill's Philadelphia Business Directory for 1887*, p. 210.
- 31 Mosher, p. 130.
- 32 Mosher, p. 11.
- 33 Boyd, S. Fred, *Boyd's Co-Partnership and Residence Business Directory of Philadelphia City*, 1918, p. 1597.
- 34 Mosher, p. 130.
- 35 Rand, McNally & Co.'s *Improved Indexed Business Atlas and Shippers' Guide*, 1887, p. 15.



NEW JERSEY PRIVATE EXPRESS COMPANIES: PART 3

Buck's Express and The Hope Express Company

By Bruce H. Mosher

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While recently browsing at the Camden County Historical Society Library, we came across the *New Jersey State Business Directory for 1866*.¹ This was the only annual edition of this volume in the CCHSL, and it was found to contain some previously unreported private express information. Figure 3-1 shows excerpts from the illustrated headings in this Directory. These two lists concentrate on named express companies operating in New Jersey in 1866, while most of the individual expressmen that were also included in the full Directory listings have been left out.

Express Companies.	
West Jersey Express Co.,	Bridgeton
Dannehower & Willett, Market st.	
Ferry,	Camden
Freehold & New York Express,	
A. Yard,	Freehold
Hoboken Express Co., 172	
Washington,	Hoboken
Raub's Hoboken and New York	
Express Co., 172 Wash'n,	Hoboken
City Express, Wm. H. Dohrman,	
6 Exchange pl.,	Jersey City
United States Express Co.,	
Pavonia av.,	Jersey City
White A., Grove c. Morgan,	Jersey City
Seward R.,	Millburn
Buck & Pomeroy, 134½ Market,	Newark
Budd's Express Co., 134 Market,	Newark
Newark & New York Express,	
Harrison, c. Market,	Newark
New Jersey Express Co., 162	
Market,	Newark
New Jersey Express Co.,	
Church c. Dennis, G. R.	
Dunn, Sup't,	New Brunswick
ORANGE & NEW YORK EXPRESS,	
O. & E. Reeve, Main,	Orange
Ward T. H., Main,	Orange
Blundell's Express, 120 Congress	
	Paterson
PATERSON EXPRESS CO.,	
138 Main, M. S. Crane, Sup't,	
(See card)	Paterson
South Orange & New York,	South Orange

Agents, Express.	
CLIFT EDWARD, New Jersey	
Ex. Co., 93 Main,	Bordentown
Hope & Co.,	Clinton
Hope Express Co., 193 Broad,	Elizabeth
New Jersey Express Co.,	
203½ Broad,	Elizabeth
Breese & Co., S. side Park,	Morristown
Breese & Co., J. Gasner, 42½ E. Main,	
	Orange
Burroughs C. C., N. J. Ex. Co.,	
48 E. State,	Trenton

Figure 3-1. 1866 New Jersey Express Companies

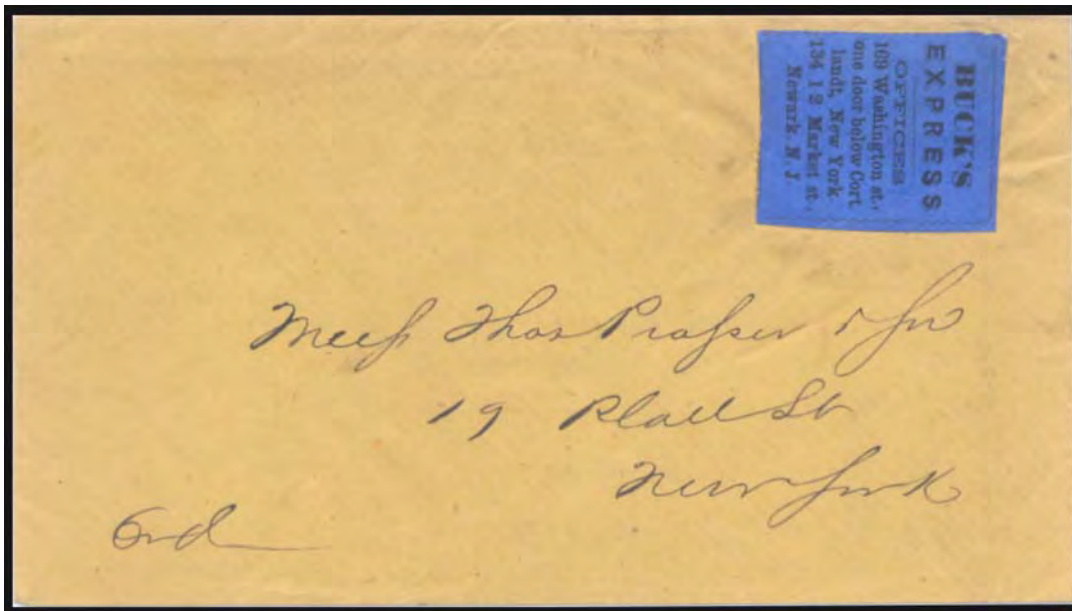
Some historical information is known about several of the express companies in these lists, among which are Buck & Pomeroy (previously Buck's Express) and The Hope Express Company that will be the discussion topics in this article. Note that the United States Express Co. was discussed in Part 1 (but not their 1866 New Jersey operations) and Breese & Co. was discussed in Part 2 under its alternate name of Brees' Express. The remaining 1866 listed expresses, for which historical information is known, will be discussed in future parts of these New Jersey express companies' articles.

Any readers who have access to other annuals of the “New Jersey State Business Directory” should find additional lists of New Jersey expresses and express agents published in them. The author is very interested in receiving photocopies of all such annual lists from these books.

Buck’s Express, 1861–65

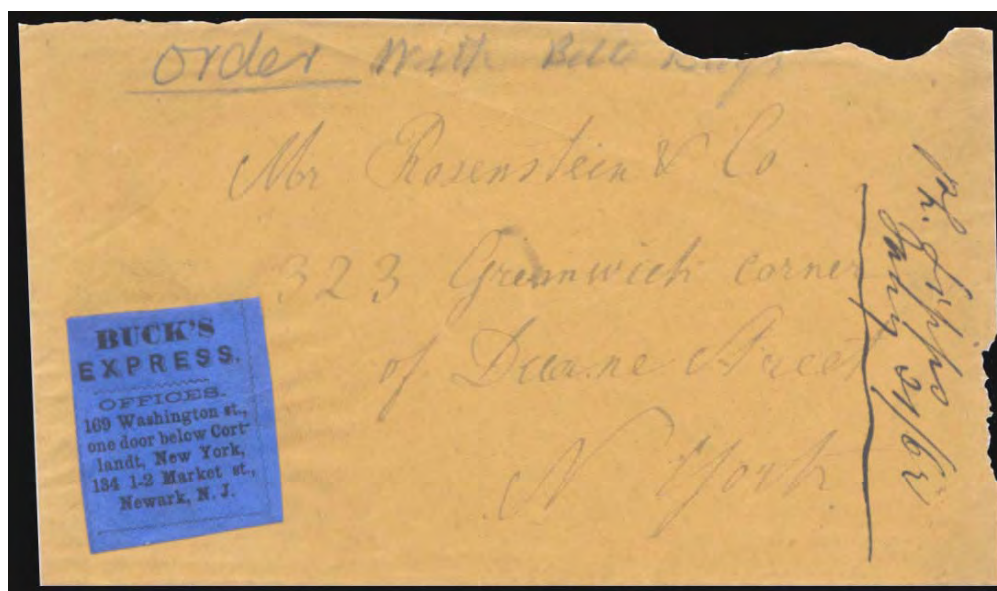
The Buck & Pomeroy Express is believed to be a one year (1866) successor to its predecessor, Buck’s Express. Evidently, a gentleman named ‘Pomeroy’ joined with Buck in 1866 for about a year’s partnership. Buck’s Express had previously maintained an office at the same 134½ Market Street address in Newark, N. J. for several prior years and also delivered express mail between New York City and Newark. The New York office of Buck’s Express was at 169 Washington Street (one door below Cortlandt), according to the address printed on their labels. Samuel L. Buck was the proprietor of Buck’s Express, beginning in approximately 1861² and continuing until 1865. In 1859 the predecessor express company at the 134½ Market Street address was called Buck & Smith. The 1860 name of the express business at this address has not been identified.

Three, and possibly five, Buck’s Express covers bearing its labels have been reported. Two blue Buck’s Express labels were used on amber envelopes addressed to New York are shown in Figures 3-2 and 3-3. These labels are printed in black on blue paper and measure about 26x31mm at the outer rectangular border extremes on each. The first envelope appears to be early 1860s vintage, based on the similarity of its affixed label to the label on the Figure 3-3 cover. The second envelope is docketed “order” near the top and “Jany 21/62” along the right side. This cover apparently was delivered in January 1862 and probably hosted a now discarded merchandise order to addressee Mr. Rosenstein & Co. in New York City. These labels most likely indicate that any express fees for letter delivery by Buck’s Express had been paid by the consignor.



(Bill Sammis Collection; BUKX-L3 label³)

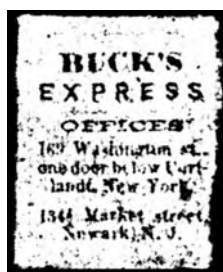
Figure 3-2. Early 1860’s Buck’s Express cover to New York City.



(Bill Sammis Collection; BUKX-L2 label⁴)

Figure 3-3. January 1862 Buck's Express cover to New York City.

A third cover (whose present owner is unknown) was sold by Parke-Bernet Galleries, Inc., in the May 1941 Auction of Edward Knapp's Collection. This cover was Lot 795 and its catalog description reads: "BUCK'S EXPRESS, New York and Newark, N. J., blue label, Newark local use. Aug. 20, 1861. . ." A partial illustration of this cover was included that revealed it was addressed to "Mr. Thea. F. Johnston" at Jacob Johnston & Co. in Newark, N. J. The black on blue 25x30mm label on this cover is shown in Figure 3-4. This illustration is not very good because it was scanned from a dark photocopy of the Lot 795 halftone in the Parke-Bernet Catalog. There is a thin, wavy rectangular line around this label that doesn't show in the figure, but it is similar to the



(BUKX-L1⁵)

Figure 3-4. 1861 Buck's' Express blue label.

lines around the Figure 3-2 and 3-3 labels. The Lot 795 description also includes mention of a similar (to Figure 3-4), single, red, Buck's Express label, but no illustration was provided and no other record is known of this red label.

Buck's Express is discussed in the American Stampless Cover Catalog (ASCC)⁶ under the heading "Buck's Express - c. 1850" and is described as operating solely between Newark and New York. However, no mention of this express was found in the 1847 to 1857 Newark Business Directories, so the 'circa 1850' citation is considered to be wrong. The ASCC Catalog states that "The two [Buck's Express] covers recorded bear adhesive labels, 25x30mm, printed in dark blue on light colored paper." No illustrations are shown. The cited covers with labels have not been seen and no other record of these two covers has been found. We could speculate that the cited covers may be those shown in Figures 3-2 and 3-3, but with the labels erroneously described. However, this would not seem very plausible since the Figure 3-3 cover is clearly docketed "Jany 21/62" versus the "c. 1850" citation in the Catalog. We don't have any way to validate or further describe the ASCC Buck's Express covers because the express material used as reference for this section of the American Stampless Cover Catalog is not available for our review.

Hope Express Company, 1852–68?

One of the earliest descriptions of the Hope Express Company that has been found was penned in 1858 by Alexander Stimson⁷ who stated:

“THE HOPE EXPRESS COMPANY, 74 Broadway, [New York City] (whose line runs from this city via the Central R. R. of New Jersey, and Delaware, Lackawanna and Western R. R.; also via Lackawanna and Bloomsburgh R. R.; Lehigh R. R., and North Pennsylvania R. R., to Philadelphia,) was founded three to four years ago [translates to 1854–55] upon an express business built up by A. D. Hope, and long known as Hope’s Express. He is Superintendent of the present very much extended line, and is a hard-working, faithful, and excellent manager.”

Note: The bracketed information was inserted by the author of this article.

In a relatively recent history of the Central Railroad of New Jersey (a.k.a. Jersey Central Railroad),⁸ the author states:

“The earliest express company doing business on the Jersey Central was “Hope’s Express” named for and operated by Mr. A. D. Hope, father of Passenger Traffic Manager W. C. Hope, then residing in Somerville. Mr. Hope was the first railroad agent at Phillipsburg from which point he made daily trips to New York to care for his express business. The agency work was attended to before leaving in the morning and after returning in the evening.”

The earliest reported Hope Express cover with a label pasted on it is shown in Figure 3-5. This blue folded letter is date-lined “Somerville, N.J. Aug. 30 1852” on the inside. Somerville was a Central Railroad of New Jersey station in Somerset County. The large affixed label is black on red glazed paper and exhibits glue stains around it. This letter reportedly contained an advertisement sheet that may have defined a book which was being ordered for an enclosed \$3.00, as indicated by the upper-right front inscription.

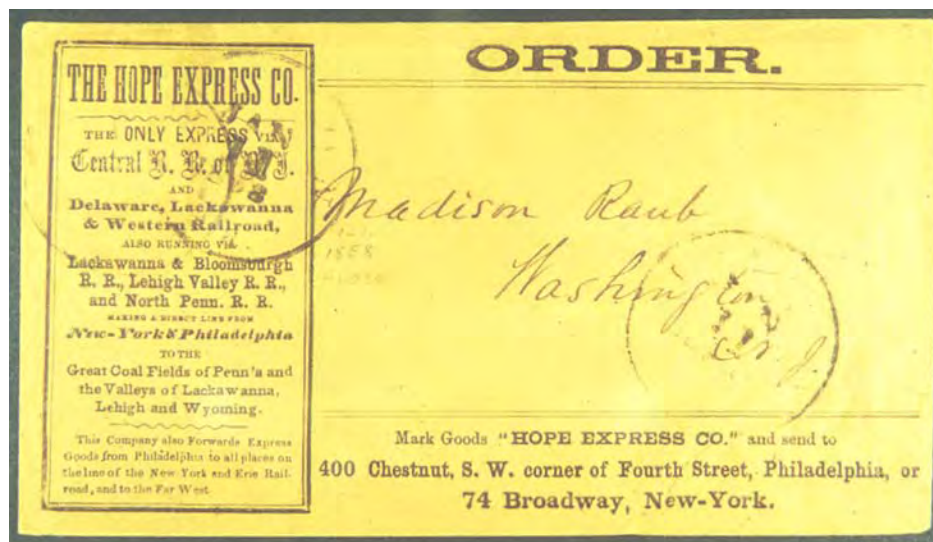


(Courtesy NJPHS)

Figure 3-5. August 1852 folded letter forwarded by Hope’s Express.

It is believed that “Hope’s Express” was the earliest form of this company’s business name. Perhaps the 1854–55 business start date that was derived above from Stimson’s 1858 comments only applied to “The Hope Express Company” that was somehow different than the “Hope’s Express” organization. We also note that the 1853 New York Directory⁹ contains this entry under ‘Expresses’: “Hope’s New Jersey and Pennsylvania [Express], 74 Broadway,” but there is no Hope’s Express entry in the 1852 New York City directory. It seems plausible that the brand new Hope’s Express endeavor wasn’t directory-listed until the year (1853) after its business was initiated (1852).

An early Hope Express ‘ORDER’ cover that is pencil annotated Jan 11, 1858 is shown in Figure 3-6. This cover was previously illustrated at the top of page 56 in the September 1983 *NJPH*. This yellow cover is printed in dark brown. Presumably the annotated date came from an 1858 order for goods that was found inside this cover, and/or by deciphering the partly legible circular date cancel. It is not unusual to find merchandise orders, carried by private expresses in the mid-19th Century, that contained written instructions for ordered goods to be shipped via the ‘earliest express.’ Many of these order sheets also had colored express labels glued to them to identify the preferred express company for delivering the ordered goods.



(Courtesy NJPHS)

Figure 3-6. 1858 Hope Express Merchandise Order Cover.

Figure 3-6 is the first pre-printed “ORDER” envelope that we have seen from an express company. No doubt other 19th century expresses printed and gave away similar order envelopes to promote use of their free order-delivery services. The advertisement at the left of this cover states: “THE HOPE EXPRESS CO. / THE ONLY EXPRESS VIA / Central R.R. of N.J. / AND / Delaware, Lackawanna & Western Railroad,” and then goes on to list three other Pennsylvania railroads that it also operated on. This cover is addressed to Madison Raub, Washington, N.J. and does not bear an U.S. postage stamp (nor telltale residue from one being affixed), so it may not have been handled by the U.S. Mail system. While the poorly struck date cancels are reminiscent of U.S. Post Office circular cancels, they may have come from private handstamps.

There is more than a page of Hope Express Agent names, all located in New Jersey and Pennsylvania towns, published in the back of Stimson’s 1860 express history book.¹⁰ The inclusion of seven railroads and 85 town agencies (mostly in Pennsylvania) under ‘Hope Express Company’ indicates that this organization operated a large network of express collection and delivery offices in the 1860’s. New Jersey oriented excerpts from these listings are shown in Figure 3-7. Under the ‘New Jersey Central Rail Road’ heading, all but Easton are New Jersey towns while just the first five towns under the ‘Delaware, Lackawanna & Western Rail Road’ heading are in New Jersey. In total, 27 New Jersey-based, 1860 Hope Express agencies are present. Incidentally, the middle initial of Superintendent “A. S. Hope” is in error on this page in Stimson’s 1860 book. Hope’s middle initial is “D” as recorded in several contemporary accounts, including Stimson’s own writings. Interestingly, Mr. Hope’s first name has not been found in print, so perhaps he always went by his first two initials.

HOPE EXPRESS COMPANY.			
A. S. HOPE, Superintendent, New York.			
NEW JERSEY CENTRAL RAIL ROAD.			
OFFICE.	AGENT.	OFFICE.	AGENT.
Elizabeth City	M. D. Wilson	Lebanon	John Heine
Craneville	Baldwin	Clinton	Wm. A. Hope
Westfield	Chas. Clark	High Bridge	A. Rockafellow
Scotch Plains	V. L. Frazer	Clarksville	C. Chapin
Plainfield	M. F. Cushing	New Hampton	W. Welsted
New Market	C. C. Morgan	Asbury	J. Allen
Bound Brook	A. C. Mollison	Bloomsbury	Jos. Smith
Somerville	Jno. W. Taylor	Valley	Wm. Johnson
Raritan	C. P. Beekman	Springtown	J. Umlatt
North Branch	Wm. Judd	Easton	Jno. M. Seigfried
White House	Davis & Haver	Belvidere	A. N. Easton
Flemington	Geo. F. Crater		
DELAWARE, LACKAWANNA AND WESTERN RAIL ROAD.			
OFFICE.	AGENT.	OFFICE.	AGENT.
Washington	J. J. Samus	Granville	
Oxford Furnace	Marrone	Seranton	Jno. D. Fuller
Bridgeville	G. Bogart	Clark's Summit	Sherman
Delaware	W. H. Hemingway	Abington	N. Phelps
Columbia	Enos Goble	Factoryville	W. V. Mace
Del. Water Gap	L. Broadhead	Hop Bottom	Geo. Thompson
Stroudsbury	Jno. N. Stokes	Oakley's	D. K. Oakley
Oakland	Coleman	Montrose Depot	B. Case
Pocono	G. F. Conklin	Montrose Village	
Gouldsboro	A. W. Jones	New Milford	C. G. Merrill
Tobyhanna	L. E. Ford	Nicholson	A. D. King
Moscow	Jno. Lattouche	Great Bend	John Colston
Dunnings			

Figure 3-7. 1860 Hope Express Agents in New Jersey and Pennsylvania.

In 1863, The Hope Express Co. delivery routes and agencies still followed the Central Railroad of New Jersey (CRRNJ) and the Delaware, Lackawanna and Western Railroad (DL&WRR) rails as shown in Figure 3-8. This routing information is taken from an 1867, Eastern U.S. railroad map that contained 1863 express agency information.¹¹ In 1863, the state’s CRRNJ tracks extended eastward from Phillipsburg to Elizabeth City while the New Jersey portion of the DL&WRR entered from Pennsylvania at the Delaware River train bridge (near Delaware, N. J.) and headed southeast to the town of Junction in Hunterdon County that was also a station on the CRRNJ route.

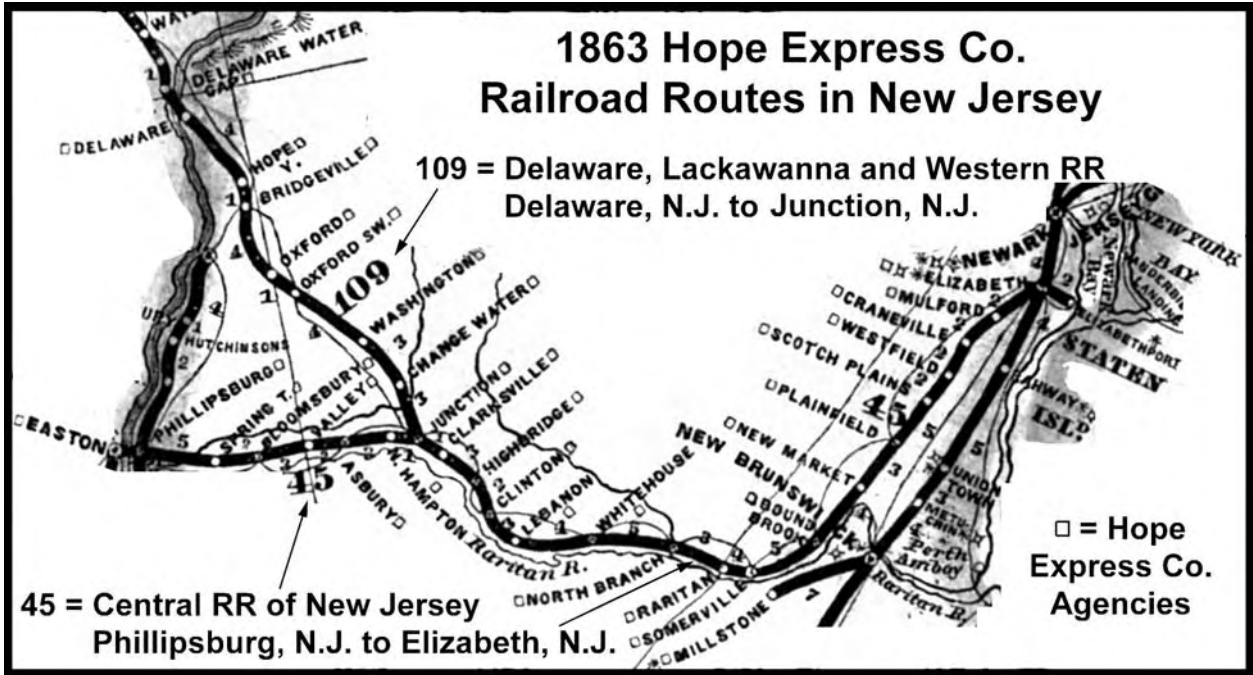


Figure 3-8. 1863 Hope Express Routes in northern New Jersey

Two Hope Express labels that relate to New Jersey operations have been reported and are shown below in Figure 3-9. The first label is black on orange and its outer rectangle measures 86x52mm. Express labels this big are known used on the back of larger mail envelopes, but are used mostly on packages. Three Bridges, N. J. is in Hunterdon County and was a station on the South Branch Railway that ran southwest from Somerville to Flemington. The South Branch Railway reportedly began in 1863 and became a part of the CNJRR in July 1864.¹² This may explain why this railroad branch does not show on the 1863 express map shown in Figure 3-8.



(Courtesy Frank Q. Newton, Jr.; HOPX-L20¹³)

(HOPX-L1¹⁴)

(Bill Sammis collection)

Figure 3-9. Two Hope Express labels and an early corner card.

NJ PRIVATE EXPRESS COMPANIES: PART 3 ~ Bruce H. Mosher

The second label shown in Figure 3-9 is also black on orange and its circle design is 22mm in diameter. This label is known used on a folded letter that carries the dateline 'Easton Apr 19/54' (1854) with "Order" written (presumably by the mailer) on the outside near the label. This folded letter is addressed to Geo. W. Dow & Co., New York. We also have record of this Hope Express label affixed to an 1855 cover, but don't know any other details. The third item in Figure 3-9 is a 54x34mm, blue corner-card image that is embossed in the upper left corner of an envelope. The only report of this corner card is on an unaddressed envelope. It isn't known if this type of Hope Express cover ever saw any contemporary express or U.S. Mail usage, but we assume that some were used to carry letters or merchandise orders.

Another Hope Express corner card is shown in Figure 3-10 on a complete cover. It is addressed to Oxford, N. J. and since it bears no postage, it appears to have been delivered outside the U. S. Mails by Hope Express. Oxford is a town on the DL&WRR in Warren County. A short letter was enclosed in this envelope that is handwritten on a Western Union "Blank No. 1" form that contains a pre-printed "186_" dateline, but neither the city of origination, nor the exact year, is stated. This corner card design measures 38x42mm and is printed in violet on a buff colored envelope.



(Bill Sammis Collection; HOPX-C1¹⁵)

Figure 3-10. 1860's Hope Express envelope addressed to Oxford, N. J.

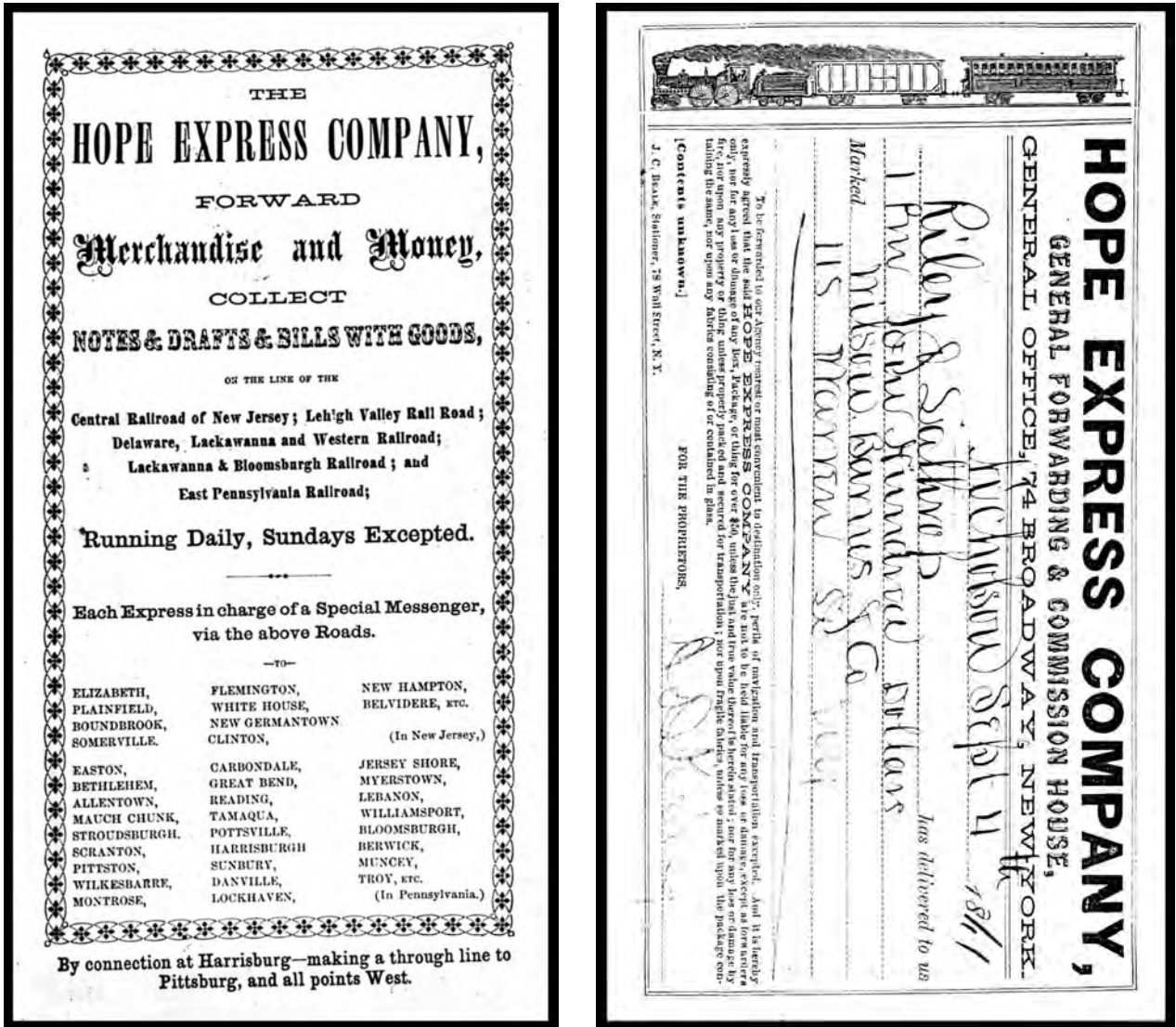


Figure 3-11. September 1861 Hope Express shipping receipt. Back view (left) and front view (right).

To date, no Hope Express receipts that were issued in New Jersey have come to the author’s attention. However, several receipts for Pennsylvania to New York City express shipments are known. These shipments obviously passed through New Jersey en route, and of perhaps more importance, these receipts list some of the contemporary Hope Express agency offices that existed in New Jersey. One such receipt is shown in Figure 3-11. It originated in Nicholson, Penna., on September 4, 1861 for the consignment of one package that contained four hundred dollars. This receipt is signed by A. D. King who was previously noted as the Hope Express agent in Nicholson (see Figure 3-7). The Hope Express agency at Nicholson was in conjunction with the DL&WRR, so the receipted \$400 package was probably transported to Junction, N. J., and then was transferred to a CRRNJ train for delivery to Wilson Barnes & Co. in New York City. Ten Hope Express agencies in New Jersey are listed on the back of this receipt.

**THE
HOPE EXPRESS COMPANY**
FORWARD
MERCHANDISE AND MONEY,
COLLECT
NOTES AND DRAFTS AND BILLS WITH GOODS,
ON THE LINE OF THE
Central Railroad of New Jersey; Lehigh Valley R. R.
Delaware, Lackawanna & Western N. B.; Lacka-
wanna and Bloomsburg R. R.; East Pennsylv-
ania N. B.; Lebanon Valley R. R. and
Pennsylvania Central R. R.
Connecting at Pittsburg with all Roads West and S. W.
RUNNING DAILY, SUNDAYS EXCEPTED.
Each Express in charge of a Special Messenger, via
the above Roads to

Elizabeth, Plainfield, Bound Brook, Somerville, Flemington, Whitehouse, New Germantown, Clinton, New Hampton, Belvidere, in New Jersey.	Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, Pittsburg, Stroudsburg, Scranton, Pittston, Wilkesbarre,	Montrose, Carbondale, Great Bend, Tamaqua, Pottsville, Sunbury, Danville, in Pennsylvania, Cincinnati, Chicago, St. Louis,
---	--	--

And all Points West and South West.

HOPE EXPRESS COMPANY,
GENERAL FORWARDING AND COMMISSION HOUSE,
Principal Office, 162 Broadway, N. Y. Branch Office, 416 Broadway.

A. D. King

HOPE EXPRESS CO.

RECEIVED PAYMENT FOR PROPRIETORS,

A. D. King

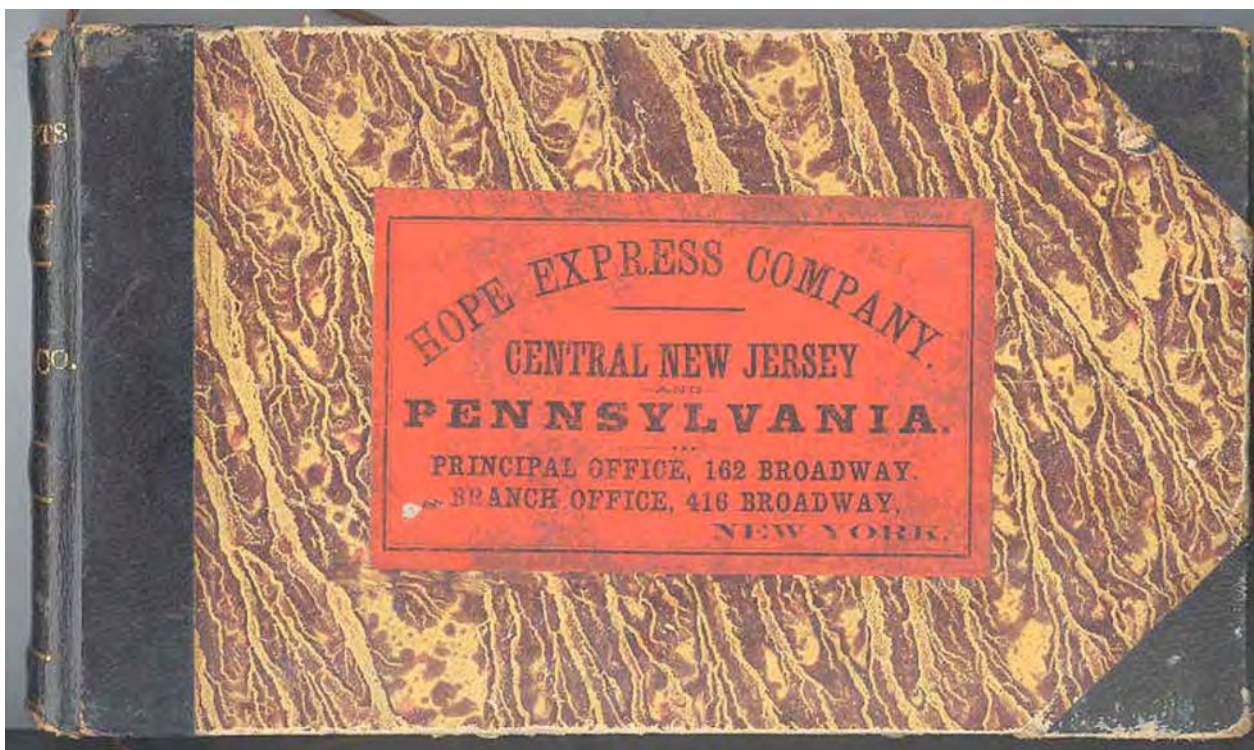
Figure 3-12. 1864 Hope Express payment receipt.

A Hope Express payment receipt is shown above in Figure 3-12. It was issued on November 23, 1864 by A. D. King (in Nicholson, Pa.?) for receipt of 35¢ for the transportation of one package to New York. The left side of the receipt is enlarged to the left side of Figure 3-12 and this shows the same ten New Jersey Hope Express agencies that appeared in the previous shipping receipt.

We would speculate that these ten agencies were the largest (or busiest, or both) Hope Express offices in New Jersey. Of further interest on this receipt are the new, New York City Office addresses in the header at 162 and 416 Broadway. The Hope Express move from 74 Broadway to these new locations probably happened sometime in the early 1860's. The move apparently did occur before 1863 according to the 1863 New York Business Directory entry that appears under 'Expresses':¹⁶ "Hope Express Co. 416 B'way."

The Hope Express book in Figure 3-13 below contains 250 express receipts that were to be filled out and usually given to consignees by a Hope Express agent when shipments were received. This book has one completed and 249 unused receipts in it. All of the receipts are pre-printed with a New York dateline. The completed receipt is dated Dec. 22d 1866 and was written for the shipment of one package to McKeesport, Penn. This receipt was never removed from the book, so perhaps the sender was given custody of the entire book. The black on orange label glued to the front of this book measures 117x66.5mm.

The chronology of the demise of the Hope Express Company is not explicitly known. We do know that this company probably was not in business late in 1869, because it does not appear in Campbell's 1870 Shippers Guide.¹⁷ The most recently dated, Hope Express paper-artifact is the December 1866 receipt in the Figure 3-13 book. Evidently, this express company ceased operations between 1867-69. Review of the 'Expresses' listings in annual New York City Business directories for the late 1860's should reveal the years when the Hope Express Co. no longer maintained a Principal Office in New York. In addition, absence of Hope Express listings in the late 1860's New Jersey Business Directories also should be usable to establish their final operating year.



(Courtesy Bill Sammis; HOPX-L40 label¹⁸)

Figure 3-13. 1866 Agent's book of Hope Express receipts.

In the absence of the desired and helpful directory information, we estimate that The Hope Express Company went out of business sometime in 1868. The Hope Express business on the CRRNJ and the DL&WRR in New Jersey and Pennsylvania was probably acquired by the Central Express Company, as this is the 1870 express company that was operating on these roads and in Hope's prior New Jersey (and Pennsylvania) agency towns, according to the aforementioned Campbell's Shippers Guide. The Central Express business will be discussed in a future part of this New Jersey expresses series.

(This report will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

ENDNOTES

¹ Published by Talbott and Blood, printed in New York. The 'Express Companies.' listings were excerpted from pages 109 & 110. 'Agents, Express.' listings were excerpted from pages 18 & 19.

² Pierson, B. T., *Directory of the City of Newark for 1861-62*, Twenty Seventh Edition, p. 498.

³ Mosher, Bruce H., "BUCK'S EXPRESS (ca. 1860)," *Catalog of Private Express Labels and Stamps*, 2002, p. 53

⁴ Ibid.

- 5 Ibid.
- 6 Phillips, David G., Editor in Chief , “Eastern Independent Letter Mail and Express Company Markings/ Buck’s Express – c. 1850,” *American Stampless Cover Catalog*, Volume II, Fourth Edition, 1987, p. 10.
- 7 Stimson, A. L., “Part Fourth,” *History of the Express Companies: and the Origin of American Railroads*, 1858, p. 195.
- 8 Anderson, Elaine, *The Central Railroad of New Jersey’s First 100 Years, 1849–1949 A Historical Survey*, 1984, p. 14.
- 9 Rode, Charles R., *The New-York City Directory for 1853–1854*, p. 56.
- 10 Stimson, A. L., “Hope Express Company.,” *Express Office Hand-book and Directory, etc.*, 1860, pp 222–3.
- 11 Lloyd’s Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset information used].
- 12 Edson, William D., *Railroad Names*, 1999, p. 84.
- 13 Mosher, Bruce H., “HOPE EXPRESS CO. (Unkn.),” *Catalog of Private Express Labels and Stamps*, 2002, p. 90
- 14 Ibid, p. 89.
- 15 Ibid.
- 16 Trow, John F., *Wilson’s Business Directory of New York City*, 1863, p. 151.
- 17 Campbell, R. A., *Campbell’s Shippers Guide and Travelers Directory, etc.*, 1870, p. V.
- 18 Mosher, p. 90



NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 4

The West Jersey Express Company

By Bruce H. Mosher

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West Jersey Express Company, 1862–1908

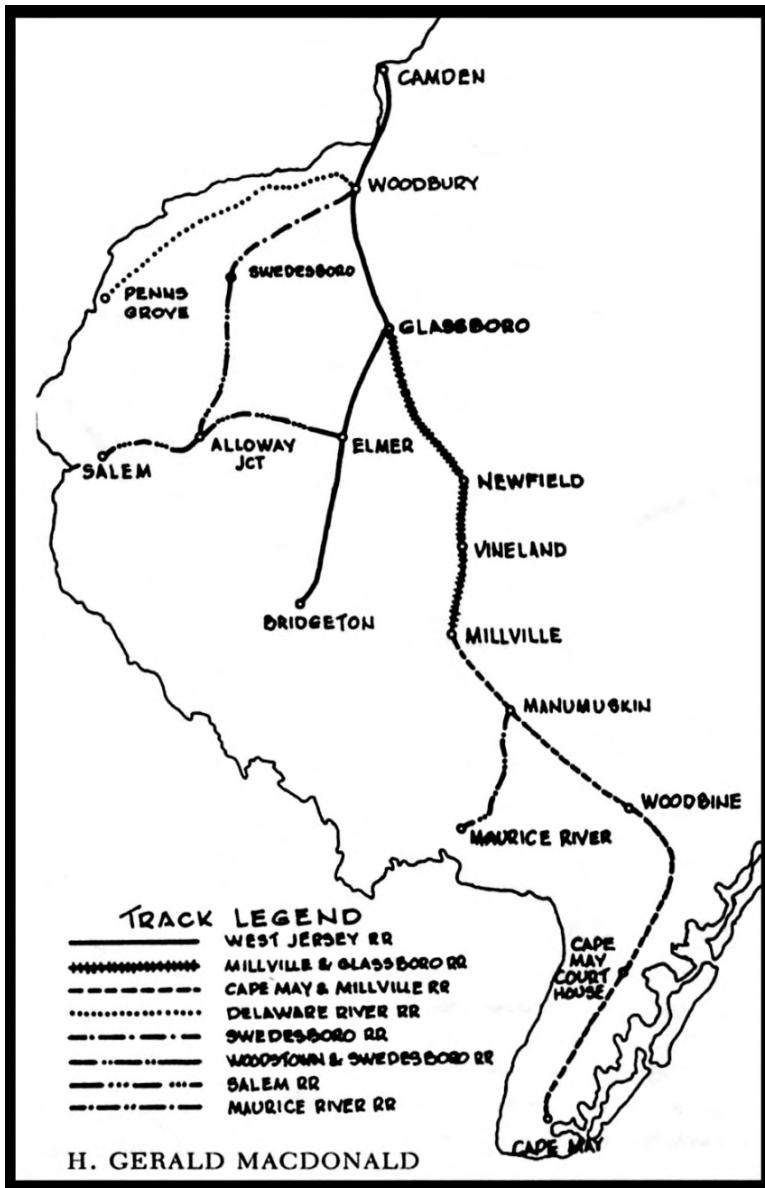
The New Jersey Legislature granted a charter to the West Jersey Railroad (WJRR) Company on February 5, 1853. The WJRR broke ground at 7th Street in Camden on June 20, 1855, and reached Woodbury in April 1857. After several slow construction years, the WJRR eventually achieved passenger service from Camden to Bridgeton in July 1861. By 1869 the WJRR had extended its lines to Cape May and into many towns east and south of Camden.

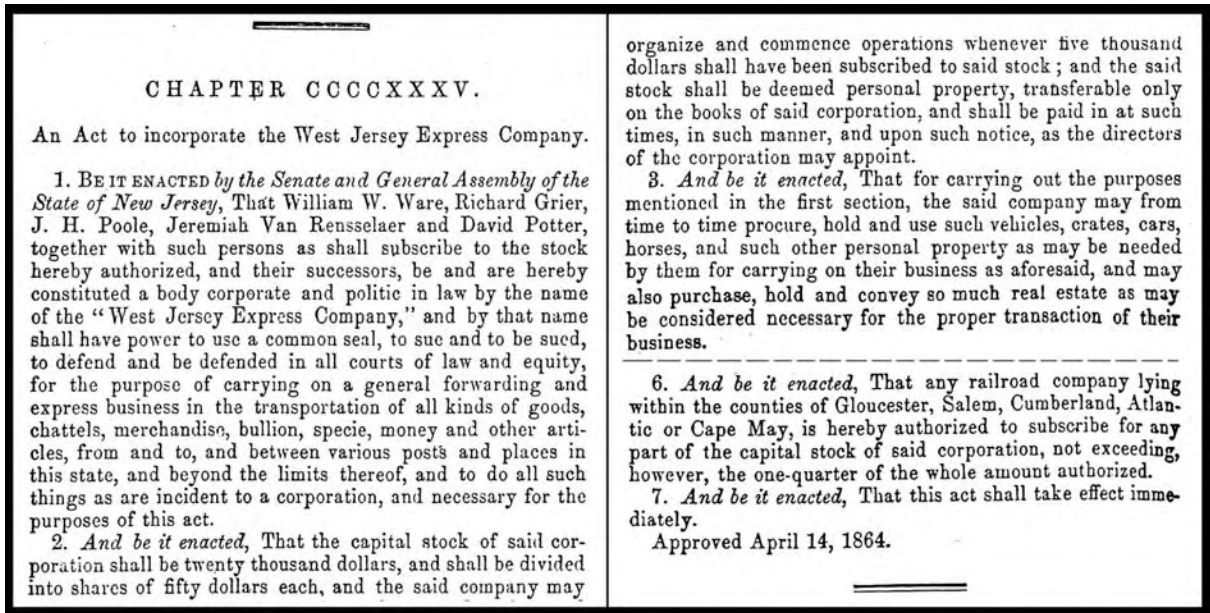
Some of this road expansion was accomplished through the acquisition of seven smaller South Jersey roads. Figure 4-1 shows the heritage of the WJRR lines by the early 1880's.

Prior to this, however, the 1864 New Jersey Legislature enacted a provision to incorporate the existing West Jersey Express Company that operated over the WJRR lines. We suspect that the West Jersey Express was a subsidiary or department of the West Jersey Railroad, although this has not been corroborated in any known historical reference. Thanks to Craig Mathewson's diligent research, some interesting portions of this Legislature enactment, as documented in the Laws of New Jersey, Session of 1864, are reproduced on the following page:

(Adapted from p. 125¹)

Figure 4-1. West Jersey Railroad lines in the 1880's.





(Excerpted from pp 743 & 744²)

Figure 4-2. April 1864 incorporation of the West Jersey Express Company.

A year later (in 1865), we have evidence of the first known West Jersey Express (WJX) receipt, shown in Figure 4-3. This receipt is dated May 5th 1865 and was written for the shipment of one package of merchandise from the N. Trotter & Co. in Philadelphia to Whitaker & Weaver in Bridgeton, NJ. As can be visualized from the Fig. 4-1 map, we surmise this shipment was transported by ferry across the Delaware River to Camden and then was taken to



Figure 4-3. May 5, 1865 West Jersey Express receipt

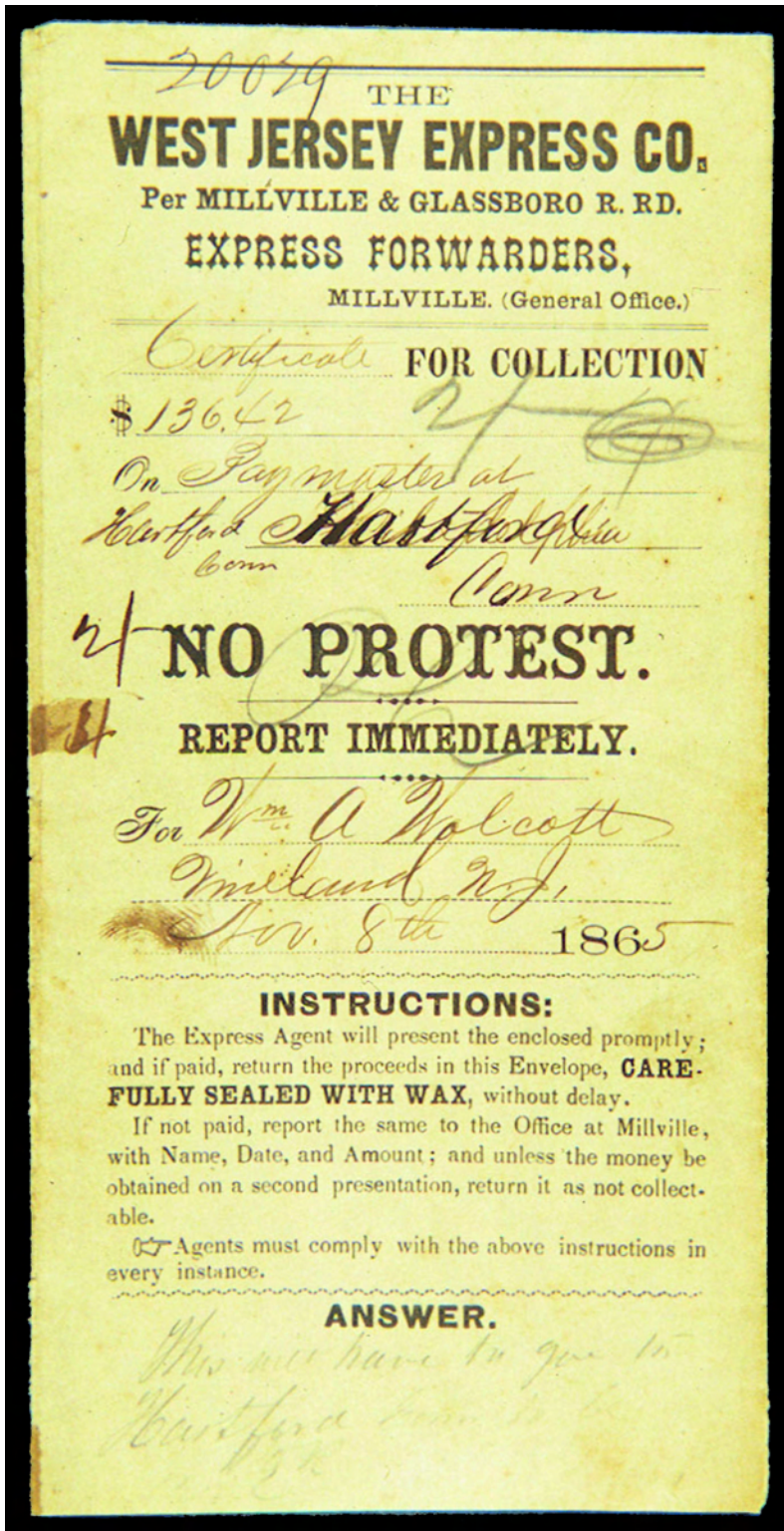
Bridgeton by a West Jersey Express messenger aboard the WJRR. This receipt contains a manuscript-canceled two-cent U. S. Internal Revenue stamp (Scott R15) to pay the Federal document tax imposed during the Civil War. The right-side, open-end style on this express receipt form was very popular with many express companies during the middle of the 19th Century.

A very similar West Jersey Express receipt has been seen that was used on July 10, 1865 for the shipment of sheet iron and a package of merchandise from the N. Trotter & Co. in Philadelphia to John Read in Vineland, N. J. This receipt also has a manuscript-canceled two-cent U. S. Internal Revenue stamp (Scott R15) affixed on the left side. Both of these receipts are pre-printed 'Philadelphia' on their dateline. Starting about 1865, the West Jersey Express office in Philadelphia was located at No. 5 Walnut Street as is printed on both of these receipts. It seemed rather common for express companies of this era that operated in New Jersey (like the West Jersey Express Co.) to have an established agency office in Philadelphia, and sometimes in other eastern Pennsylvania towns, to handle the express traffic originating there (or for transferring express merchandise from other incoming/outgoing expresses) that was destined for delivery/pickup in South Jersey. In 1904 (and probably long before this), we do know that the General Offices of the West Jersey Express Company were located in Philadelphia.³

The first West Jersey Express office listing in the Philadelphia Business Directories was recorded at 3 Walnut Street. This entry was found in McElroy's Philadelphia Directory for 1862.⁴ The same listing occurs in the 1863 and 1864 McElroy directories. Based on these references, we estimate that the West Jersey Express Company was in business as early as 1862, perhaps even in 1861. The Philadelphia directory listings of West Jersey Express offices continued annually through the 1910 directory wherein the last recorded West Jersey Express office was located at the foot of Market Street at the Delaware River.⁵ This West Jersey office location was reported as early as the 1867 Philadelphia Directory and according to the preprinted "187_" dateline on the receipt illustrated in Figure 4-6, the office was in the Ferry Building.

Another West Jersey Express historical document is shown in Figure 4-4 (see following page), an 11x22.2 cm collection envelope that was used on November 8th, 1865 in Millville, N. J. It appears that William A. Wolcott of Vineland, N. J. engaged the West Jersey Express to collect \$136.42 from the "Paymaster at Hartford, Conn." for him. Obviously, this Certificate for Collection was addressed beyond West Jersey's normal express routes and would have been transferred to at least one other express (possibly the Adams Express Co. in Philadelphia) in order to reach Hartford for delivery. The necessity for the out-of-state transfer was also obvious in 1865, as we find "This will have to go to Hartford" handwritten near the bottom of the envelope under "ANSWER."

The collection envelope is marked "2/—" in two places which meant that the West Jersey Express charged two bits (25 cents) to handle the return of this collection money to Mr. Wolcott. Then perhaps the second "2/—" was entered by one of the other involved express companies (Adams Express?) which also charged an express handling fee of two bits (25 cents). Mr. Wolcott would have been billed for the 50-cent total express fee via a West Jersey Express bill of lading, or waybill form. The "20029" manuscript number at the upper left may have been the West Jersey Express' waybill number for this collection transaction.

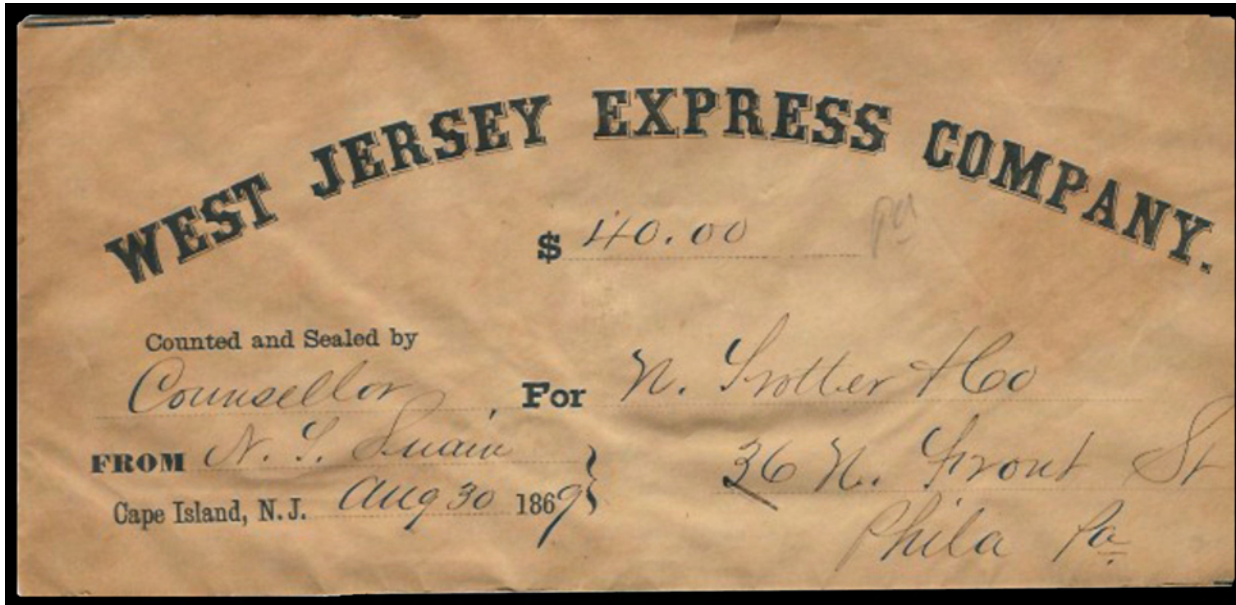


(Courtesy NJPHS)

Figure 4-4. November 1865 WJX Collection envelope for \$136.42.

The “Per Millville & Glassboro R. Rd.” inscription appears in the pre-printed header at the top of this collection envelope. This indicates that the West Jersey Express Co. had contracted for express services on the Millville & Glassboro Railroad (M&G RR) in November 1865, and probably earlier than that. The M&G RR began operations in 1861 and subsequently became part of the West Jersey Railroad in April 1868.⁶

The West Jersey Express Money Package that is illustrated in Figure 4-5 on the following page originated in the City of Cape May on August 30 1869.⁷ Cape Island was the early name for the City of Cape May before it was changed by a charter amendment on January 15, 1869. This envelope was preprinted with the Cape Island name and put into use by the West Jersey Express Agent prior to availability of envelopes that were inscribed “Cape May” or “Cape May City.” The \$40.00 in this envelope from N. T. Swain in Cape May City was destined for the N. Trotter & Co., 36 North Front Street in Philadelphia.



(From Edward T. Hines' website⁸)

Figure 4-5. August 1869 West Jersey Express \$40.00 Money Package.

By 1870 the West Jersey Express Company had expanded its operations throughout southern New Jersey and into Atlantic, Cape May, Cumberland, Gloucester and Salem Counties

(all of which were mentioned in their incorporation enactment (see Figure 4-2). West Jersey had express offices and/or agencies in all 133 places listed in Table 4-I.⁹ [See following page.] All of these locations are attributed to being on the West Jersey Rail-road lines.

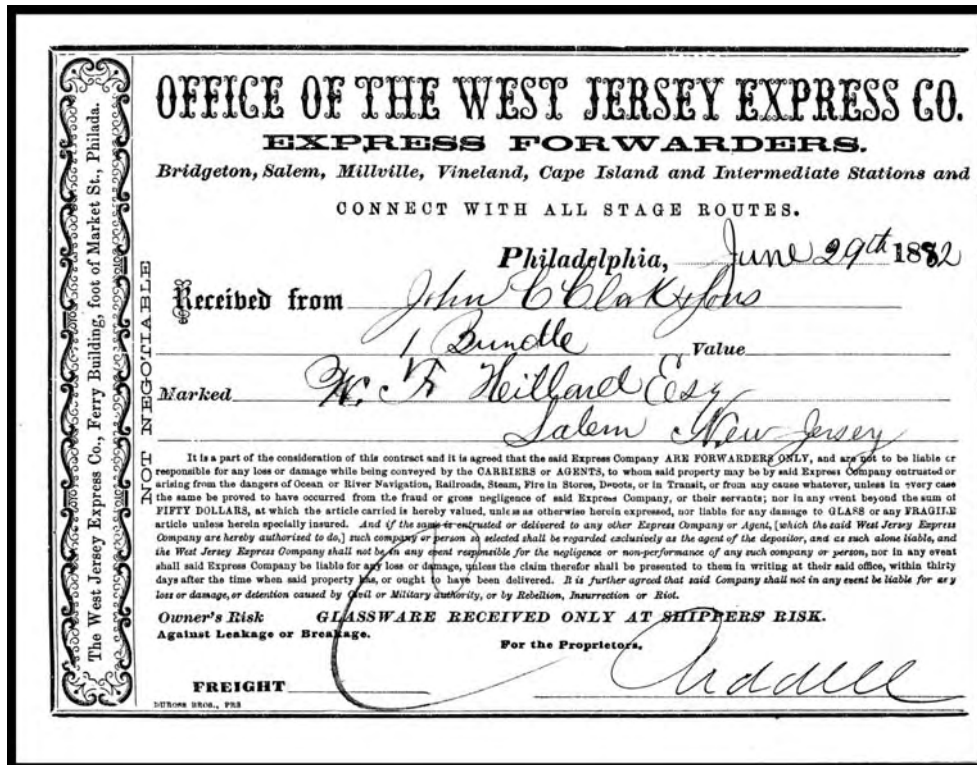


Figure 4-6. June 1882 West Jersey Express receipt (Craig Mathewson collection)

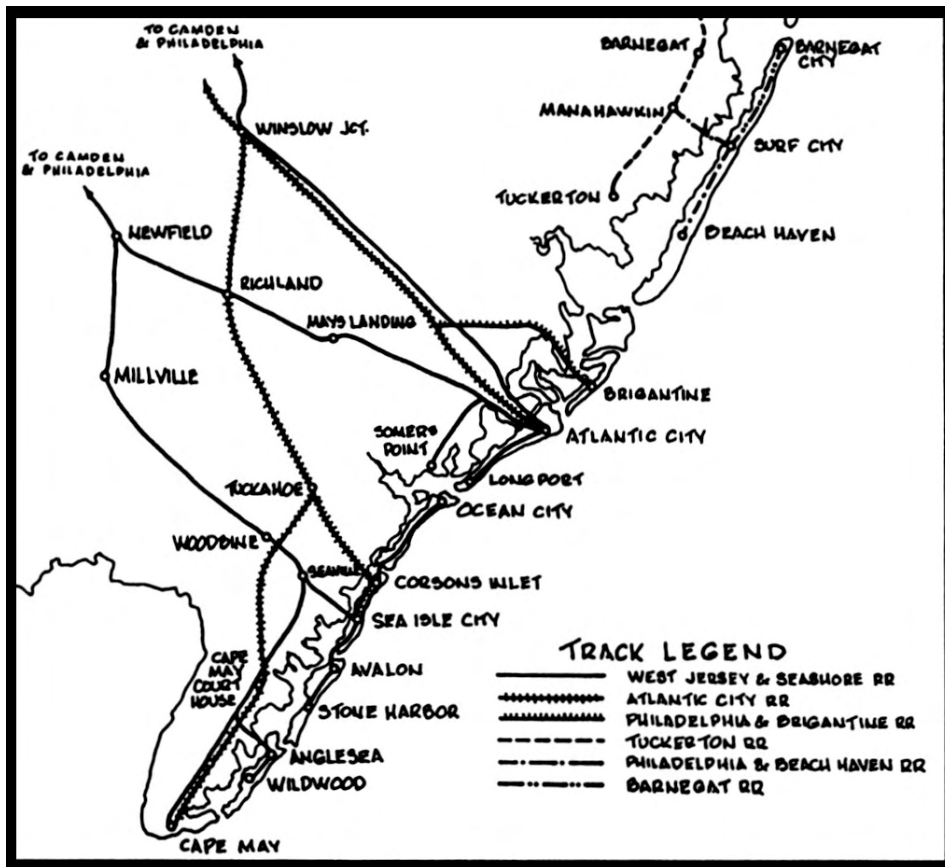
Table 4-I. 1870 West Jersey Express stations

PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY	PLACE	NEAREST RR STATION	COUNTY
Action	*	Salem	East Creek	Woodbine	Cape May	Ludlum	Seaville	Cape May	Red Bank	Woodbury	Gloucester			Gloucester
Allowaystown	*	Salem	Elmer	Salem	Salem			Salem	Richmanville	Paudling	Salem			Salem
Ashbury	Woodbury	Gloucester	Ewans Mills	Glassboro	Gloucester	Malaga	*	Gloucester	Rio Grande	*	Cape May			Cape May
Auburn	Salem	Salem	Ewings Creek	Belle Plain	Cumberland	Manamuskinn	Oakland	Cumberland	Roadstown	Bridgeton	Cumberland			Cumberland
Barnsborough	*	Gloucester	Fairtown	Bridgeton	Cumberland	Mantua	*	Gloucester	Salem	*	Salem			Salem
Battentown	Glassboro	Gloucester	Finley Station	*	Cumberland	Marlboro	*	Gloucester	Sculltown	Salem	Salem			Salem
Beesley's Point	Seaville	Cape May	Fishertown	*	Cumberland	Mauricetown	Bell Plaine	Cumberland	Seaville	*	Cape May			Cape May
Bell Plaine	*	Cumberland	Fishing Creek	Rio Grande	Cape May	Middleton	*	Cape May	Sharptown	Salem	Salem			Salem
Bennetts	*	Cape May	Five Points	Glassboro	Gloucester	Middleton	*	Salem	Shiloh	Bridgeton	Cumberland			Cumberland
Billingsport	Woodbury	Gloucester	Forest Creek Stn	*	Gloucester	Middleton	Mt. Pleasant	Cape May	South Dennis	Seaville	Cape May			Cape May
Bowertown	Bridgeton	Cumberland	Forest Grove	*	Gloucester	Millville	*	Cumberland	South Seaville	Seaville	Cape May			Cape May
Bricksboro	Manamuskinn	Cumberland	Franklinville	*	Gloucester	Mt. Pleasant	*	Cape May	South Vineland	*	Cumberland			Cumberland
Bridgeport	Woodbury	Gloucester	Frestown	Daretown	Salem	Mt. Pleasant	Glassboro	Gloucester	Springtown	Bridgeton	Cumberland			Cumberland
Bridgeton	*	Cumberland	Gibbstown	Woodbury	Gloucester	Mullica Hill	Glassboro	Gloucester	Sleedmans	Woodbine	Cape May			Cape May
Buena Vista	Vineland	Atlantic	Goodfint	Mantua	Gloucester	Newfield	Glassboro	Gloucester	Suckahoe[sic]	Mt. Pleasant	Cape May			Cape May
Buena Vista	Bridgeton	Cumberland	Goshen	Swains	Cape May	Newkirk	*	Salem	Swain	Glassboro	Cape May			Cape May
Camden	*	Camden	Glassboro	*	Gloucester	Newport	Millville	Cumberland	Swedesboro	Glassboro	Gloucester			Gloucester
Canton	Salem	Salem	Gloucester City	*	Camden	North Dennis	Seaville	Cape May	Townsend's Inlet	Seaville	Cape May			Cape May
Cape City	*	Cape May	Green Creek	Rio Grande	Cape May	North Vineland	*	Cumberland	Unionville	*	Gloucester			Gloucester
Cape Island	Cape City	Cape May	Greenwich	Bridgeton	Cumberland	Oakland	*	Salem	Vineland	*	Cumberland			Cumberland
Cape May	*	Cape May	Hagerstown	Salem	Salem	Oceanville	Swains	Cape May	Watson	Yorktown	Salem			Salem
Carlsburgh	Finley	Cumberland	Haltown	Salem	Salem	Palantine	*	Salem	Welchville	Salem	Salem			Salem
Cedarville	Bridgeton	Cumberland	Hancock's Bridge	Salem	Salem	Parkville	Woodbury	Gloucester	Westville	Seaville	Gloucester			Gloucester
Centerville	Palantine	Salem	Harding	*	Gloucester	Paulding	*	Salem	Williamstown	Glassboro	Camden			Camden
Clarkesboro	Woodbury	Gloucester	Harmony	Finley	Cumberland	Pedricktown	Woodbury	Gloucester	Willow Grove	Malaga	Cumberland			Cumberland
Claysville	Salem	Gloucester	Harrisonville	Glassboro	Gloucester	Penn's Grove	Salem	Salem	Woodbine	*	Cape May			Cape May
Clayton	*	Cape May	Harrisonville	Salem	Cumberland	Pennsville	Salem	Salem	Woodbury	Paudling	Gloucester			Gloucester
Cold Spring	*	Gloucester	Heslerville	Bell Plaine	Camden	Petersburg	Seaville	Cape May	Woodstown	*	Salem			Salem
Cranes	*	Gloucester	Hurtville	Barnsboro	Cumberland	Pitts' Grove	Pittstown	Salem	Yorktown	*	Salem			Salem
Cross Keys	Glassboro	Camden	Husted	*	Cumberland	Port Elizabeth	Manamuskinn	Cumberland						
Daretown	*	Salem	Jericho	Bridgeton	Cumberland	Port Norris	Bell Plaine	Cumberland						
Deerfield St.	*	Cumberland	Lawrenceville	Barnsboro	Gloucester	Postertown	Seaville	Cape May						
Dennisville	Seaville	Cape May	Leesburg	Bell Plaine	Cumberland									
Dias Creek	Seaville	Cape May	Little Worth	Mt. Pleasant	Cape May									
Dividing Creek	Manamuskinn	Cumberland												
Dorchester	Bell Plaine	Cumberland												

NJ EXPRESS COMPANIES: PART 4 ~ Bruce H. Mosher

A later West Jersey Express receipt for transfer of one bundle from John C. Clark & Sons to W. F. Heillard, Esq. in Salem, N.J. is shown in Figure 4-6 (see above), originating in Philadelphia. This receipt blank was printed before 1880 (the preprinted “187_” dateline is overwritten) and was used on June 29th 1882. On this receipt, the third line down includes ‘Cape Island’ as an express forwarding destination which is an indication that this form was probably printed around 1870 before the January 1869 name change to Cape May City was fully recognized by the company. The large manuscript “C” at lower left by the “FREIGHT _____” line may indicate that this was a collect shipment. Most contemporary express-company instructions stated that every COD shipment must be clearly marked on the package being shipped and on the accompanying waybill. The instructions, however, do not usually delineate that such clarity be used on receipts that are given to the consignor, such as that shown in Figure 4-6. Note that the left-side printed Philadelphia West Jersey Express office is now located in the Ferry Building at the foot of Market Street.

In 1896, the West Jersey Railroad and the Camden & Atlantic Railroad merged to form the West Jersey and Seashore Railroad (WJ&SS RR). As might be anticipated, the West Jersey Express continued to operate on this newly named road until the express company was sold approximately eleven years later. The railroad map in Figure 4-7 shows the eastern extent of the WJ&SS RR lines after the merger.



(Adapted from page 216¹⁰)

Figure 4-7. Map showing the eastern portion of the West Jersey and Seashore Railroad.

Figure 4-8 shows a West Jersey Express receipt that was used to document the transport of merchandise on the WJ&SS RR. It exhibits a more “modern-looking” overall format and contains a “Camden, N. J.” pre-printed dateline. The location of the West Jersey Express offices in Camden are printed on the left side as “Foot of Federal Street and No. 307 Federal Street.” No doubt the express office at the foot of Federal Street coincided with, or was very near, one of the Delaware River ferry buildings on the New Jersey side.

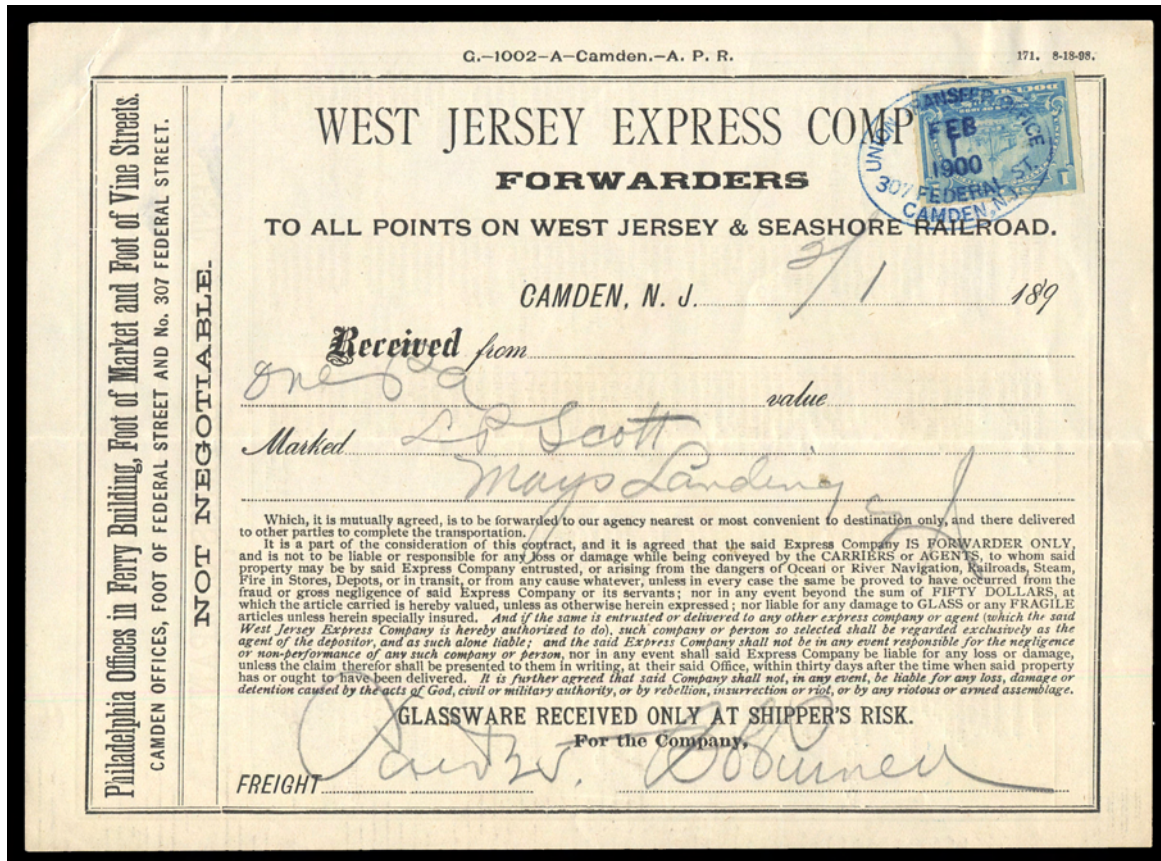


Figure 4-8. February 1900 West Jersey Express receipt.

The above receipt has a one-cent documentary revenue stamp (Scott R163) affixed to pay the Federal document tax that was imposed during the Spanish-American War. The stamp is nicely tied to the receipt with a clear “FEB 1 1900” oval handstamp from the “UNION TRANSFER OFFICE, 307 FEDERAL ST. CAMDEN, N.J.” It appears this is from a handstamp owned by another business tenant also residing at the 307 Federal Street office. These tax stamps were usually canceled by the affixing express agency’s handstamp, or with a manuscript overwrite by the agency’s express agent. At upper right, outside the receipt’s frame line, “171. 8-18-98.” is preprinted. This probably means that this receipt blank is West Jersey Form 171 and copies were issued (or printed) on August 18, 1898. The illustrated receipt was used February 1, 1900 to record the consignment of one package for delivery to L. P. Scott in Mays Landing, N. J. The express fee for this delivery was 25 cents and was marked paid on February 1.

It is interesting to note that the inscription “Glassware Received Only at Shippers’ Risk” is printed near the bottom of this receipt. There apparently was a lot of South Jersey manufactured glassware that was expressed by the West Jersey Express Company. The glass merchandise shipments had to be high volume business in order to have the cited admonition preprinted on all their receipt forms. The Figure 4-6 “187_” receipt contained the same preprinted caveat while the 1907 receipt in Figure 4-10 contains a similar glass-shipper’s risk statement at the bottom.

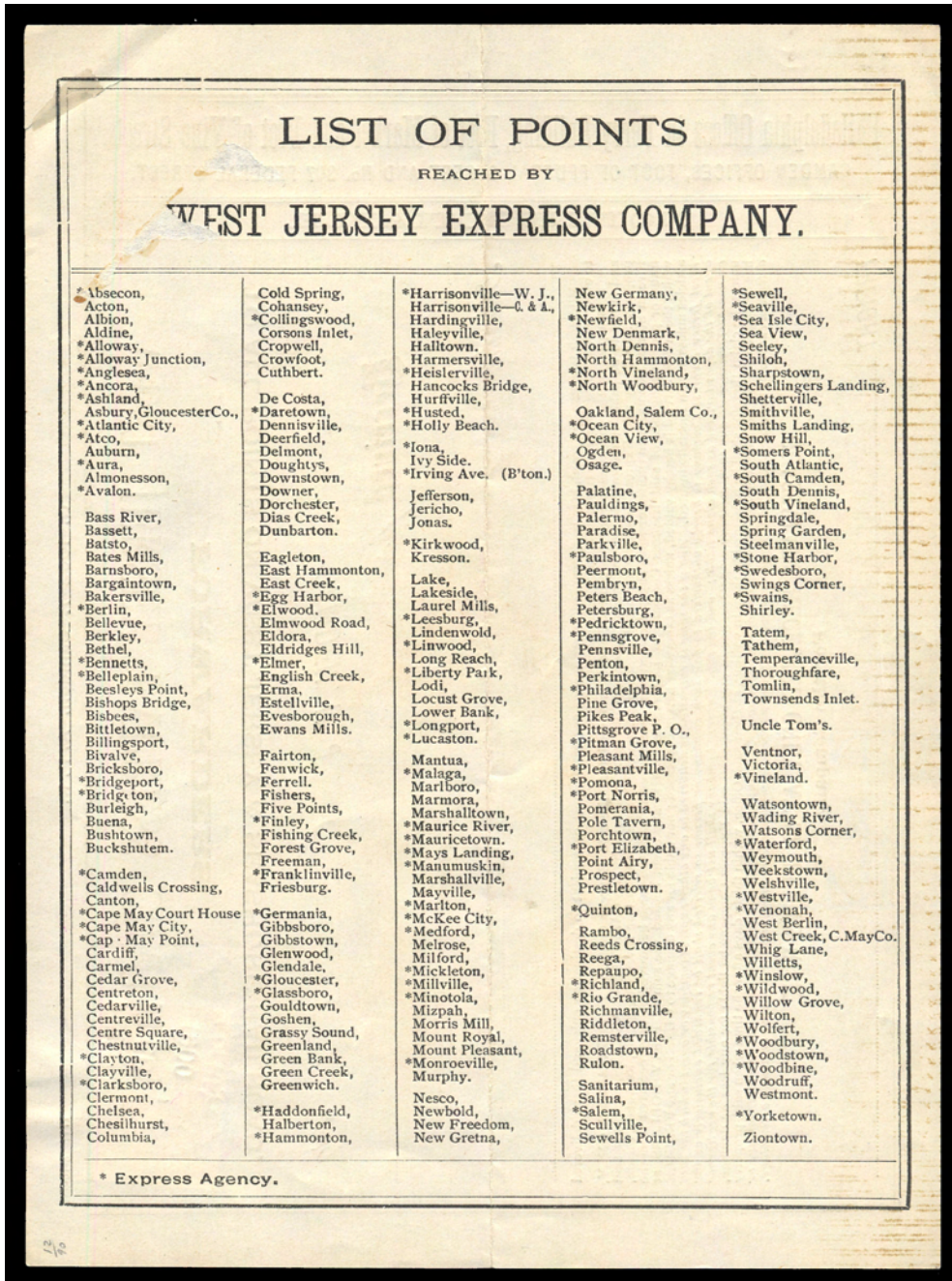


Figure 4-9. Back of the August 1898 West Jersey Express receipt.

The back of the August 1898 receipt form is shown in Figure 4-9. A total of 306 ‘points,’ or places (normal train stops at cities, towns, hamlets, and specific local depots) that were reached by the West Jersey Express are listed. Most of these points are in southern New Jersey, but a few eastern Pennsylvania locations (Philadelphia, Spring Garden [Phila.], Willow Grove, etc.) are noted in the list. Ninety-four West Jersey Express Agency locations within this list are marked as being operational in 1898.

The most recent Bill of Lading (BOL) from the West Jersey Express that has been seen is shown in Figure 4-10. Designated as form 78, bill of lading blanks were issued on May 21, 1907 and the illustrated example was used on March 16, 1908. This BOL documents one bundle of brass valves that was shipped from Coy & Sons Co., in Philadelphia to the Coy & Sons Co., facility in Bridgeton, N. J. The back of this form contains an updated list of express ‘points’ similar to that shown in Figure 4-9. Review of this 1907 list reveals that 12 named points were deleted and 18 named points were added, for a net gain of 6 points (for a total of 312 in 1907) relative to the 1898 list. Also four new express agencies are marked to bring the 1907 total to 98. From the text found on this document, it appears that ‘receipt’ and ‘Bill of Lading’ were different descriptive names for the same express document.

216760

A. D. 8840
(Formerly A. M. R. & A. 203-a—Philadelphia.)

78. 6 x 8 5-21-07

Read the Conditions of this Contract to which the Shipper agrees by accepting this receipt embracing the same.

WEST JERSEY EXPRESS COMPANY
DIRECT TO ALL POINTS ON WEST JERSEY AND SEASHORE RAILROAD.

(NOT NEGOTIABLE.)

Philadelphia, *Mar. 16* 1908-

Received from *Coy & Sons Co*

One (1) Bundle Brass Valves at \$

Marked *Coy & Sons Co*

Bridgeton, N.J.

Which the Company agrees to carry upon the following terms and conditions, to which the shipper agrees, and as evidence thereof accepts this bill of lading.

1. In consideration of the rate charged for carrying said property, which is regulated by the value thereof and is based upon a valuation of not exceeding fifty dollars unless a greater value is declared, the shipper agrees that the value of said property is not more than fifty dollars, unless a greater value is stated herein, and that the Company shall not be liable in any event for more than the value so stated, nor for more than fifty dollars if no value is stated herein.
2. If the Express Company has not an agency at the point of destination, it shall carry the property to its agency nearest or most convenient thereto, and there notify the consignee, or deliver the property to some other carrier to continue the transportation. The West Jersey Express Company shall not be liable for loss or damage occurring after such delivery, nor for detention after having tendered the property to a connecting carrier.
3. The Express Company shall not be required to make free delivery at points where it maintains no free delivery service, nor at any point beyond its established delivery limits.
4. The Express Company, unless negligent, shall not be liable for loss, damage or detention of said property caused by civil or military authority, piracy, insurrection, strikes or riot, or by the act of any person acting as an officer of the law, whether with or without lawful process, warrant or authority, or by the dangers of railroad transportation, the perils of navigation, changes of temperature, heat, cold, wet or decay, nor for the death, injury or escape of live freight, the Company not being a carrier thereof except at owner's risk.
5. Said property is accepted as merchandise only and the Express Company shall not be liable in any event for the loss of money, specie, bonds, coupons or other negotiable papers, which the Company does not receive or carry except through its money department provided for that purpose.
6. The Express Company shall not be liable for loss, damage or detention of said property unless a claim therefor shall be presented to it in writing at this office within ninety days from this date with this contract or a copy thereof annexed; nor shall the Company be liable in any suit to recover for the loss, damage or detention of said property unless the same shall be commenced within one year after such loss, damage or detention shall have occurred, and not afterwards.
7. Articles of GLASS, articles contained in glass and fragile articles are accepted at OWNER'S RISK.
8. If any C. O. D. is not paid within thirty days the shipper agrees that the Express Company may return the property, and that he will pay the charges for transportation both ways.
9. The terms and conditions of this contract shall apply to any forwarding or return of said property, and shall inure to the benefit of every carrier to whom the same may be entrusted to complete the transportation.

For the Company, *[Signature]*

FREIGHT:

The Liability of this Company is limited to \$50.00, unless a greater value is stated in this receipt. Fragile articles and matter consisting of or contained in glass at owner's risk.

Philadelphia Office, Ferry Building, Foot of Market Street, Lower Side.

Figure 4-10. March 1908 West Jersey Express Bill of Lading.

A similar West Jersey Express receipt is also known that was used on January 8, 1908. However, the form 78 blank for this receipt was issued on November 27, 1905. This 1908 receipt documents a single package shipment from Philadelphia to Bridgeton between the Coy and Sons Co. facilities. The back of this 1905 receipt blank contains a list of the same 312 express points that are printed on the back of the May 21, 1907 receipt blanks.

The WJRR and the WJ&SS RR are known to have been part of the Pennsylvania Railroad (PRR) system for many of their operating years. The Adams Express Company was an established forwarder on the PRR for many of those years. In 1901–08 we have reports that Adams Express also operated on some portions (maybe throughout?) of the WJ&SS RR beside the West Jersey Express (but Adams Express was not present in 1899). So, it should not be surprising to learn that on October 1, 1908, the Pennsylvania Railroad sold the West Jersey Express Company to the Adams Express Company. Apparently, all of the West Jersey Express assets were acquired by Adams, and the West Jersey Express was reportedly dissolved as of the sale date.

The West Jersey Express was in business approximately 46 years from its 1862 postulated beginning until the October 1908 sale. We have to believe that this company expressed many tons of merchandise during those years. Yet we have not seen, nor heard of, one West Jersey Express label or stamp, nor one West Jersey Express envelope corner-card that has survived into collector's hands. Based on the quantity and variety of labels known from other similar-sized express companies that operated in the 19th Century, we strongly suspect that the West Jersey could not have efficiently conducted their vast expressing operations without using several (even many) office label types and issues. We believe that West Jersey Express labels and corner cards were probably contemporarily issued and used, but none have surfaced yet at the dealer or collector level. It is certainly anticipated that someday a West Jersey Express label or corner card (either would become a potential 19th-century express rarity) will eventually expose itself and be reported.

(This report will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

ENDNOTES

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- 1 Cunningham, John T., *Railroads in New Jersey The Formative Years*, 1997.
 - 2 *Laws of New Jersey, Session of 1864*, NJ, 1864, pp. 743-744. A summary of the West Jersey Express incorporation information was previously reported by Gerard Neufeld on p. 71 of the November 1984, NJPH.
 - 3 *The Express Gazette*, "Directory of Express Officials," January 15, 1904, p. iv.
 - 4 McElroy, *Philadelphia Directory for 1862*, 1862, page 880.
 - 5 Boyd, S. Fred, *Boyd's Co-Partnership and Residence Business Directory of Philadelphia City*, 1910, p. 1772.
 - 6 Edson, William D., *Railroad Names*, 4th Edition, January 1999, p. 60.
 - 7 This envelope was previously reported by Gerard Neufeld on page 71 of the November 1984, NJPH.
 - 8 Item 18784 at http://www.edhines.com/express_p_3.htm April 24, 2004.
 - 9 Campbell, R. A., "New Jersey," *Campbell's Shippers' Guide and Travelers' Directory*, etc., 1870, pp. 75–82.
 - 10 Cunningham, John T., *Railroads in New Jersey The Formative Years*, 1997.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 5A Wells Fargo & Company's Express

By **Bruce H. Mosher**
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Wells, Fargo & Company

Wells, Fargo & Company was founded on March 18, 1852 for the purpose of capitalizing on a perceived urgent need for private express service in the California gold mining districts and to provide banking and letter delivery services in California. Two American Express executives, Henry Wells and William G. Fargo, plus their associates, started the company in New York City where its headquarters was established for the first 20 years of business. Wells Fargo began its express business in California later in 1852 and quickly became the predominant express company west of the Mississippi River for the remainder of the 19th Century. Wells, Fargo & Company was one of the four largest express companies ever, and perhaps it alone was the largest in United States history.¹

Wells Fargo always had a corporate desire to operate its own express routes from the California coast all the way across the United States to the eastern seaboard. Its acquisition of the Erie Express Company fulfilled this long-standing aspiration to provide transcontinental express service. An interesting sidelight of this acquisition was the “creation” of the readily-recognizable Wells Fargo diamond symbol and logo that was conveniently appropriated from the now-defunct Erie Express logo. The similarity of these logos can be seen in the *Figure 5-1* company labels that illustrate both types.



ERIX-F1 WFCX-L150²
Figure 5-1. Similarity of the Erie Express and Wells, Fargo & Co. Express diamond logos.

The Wells Fargo & Company Express operated throughout the United States until 1918 when the Government consolidated all the major U.S. express companies by federal proclamation. On July 1, 1918 the domestic express assets of Wells Fargo, plus six other large express companies, were merged into the American Railway Express Company. Wells Fargo did continue their Mexican and Cuban express business after the proclamation and into the 1940's.

In 1898 the company implemented a minor corporate name change that merits explanation. “Wells, Fargo & Company's Express,” was the early possessive form, and official name, of the express business. “Company” referred to the group of people, other than Wells and Fargo, who founded the business, and not other companies owned by Wells and Fargo. In August 1898, the comma in “Wells, Fargo” and the “apostrophe s” at the end of “Company's” were dropped from the old name.³ Thereafter the revised name became “Wells Fargo & Company Express.” This may sound like a small nit, but the difference between the two official company names is used in this article to help time-date several historical items.

Wells Fargo Express Operations within New Jersey (1888 – 1918)

Prior to 1888, there were no Wells Fargo Express contracts on any railroads operating within the State of New Jersey. Then in 1888, Wells, Fargo & Co. completed the purchase of the then existing Erie Express system on March 16th. This was historically significant, because, after the Erie’s express routes were combined with already existing Wells Fargo express routes, our nation’s first transcontinental express capability which was operated by a single company emerged.⁴ This acquisition was also the first time that Wells, Fargo & Company contracted to do express business in New Jersey since the Erie Railroad (and its Express) traveled across the northeast corner of the Garden State. The Erie Express acquisition provided the basis for Wells, Fargo & Co.’s “Ocean to Ocean” expressing announcement, which became an often-used route-coverage motto that became prominent in Wells Fargo’s advertising through the end of the 19th and into the 20th Century. Two of the Ocean to Ocean promotional mini-maps used by Wells Fargo are shown in Figure 5-2. These mini-maps additionally became prominent Wells Fargo company logos.

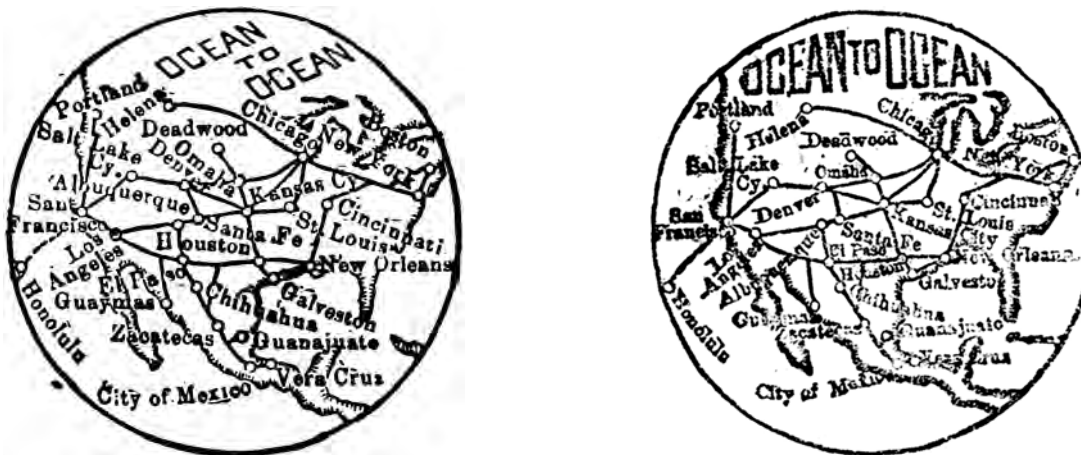
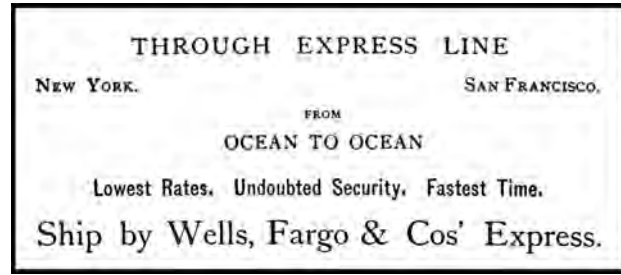


Figure 5-2. Ocean to Ocean advertising maps.

The left mini-map is from a Wells Fargo office label (an example will be shown in Figure 5-13). The right mini-map is printed on the advertising side of the Figure 5-17 express receipt and also appears in the design of the New York Depot office label shown in Figure 5-14. These mini-maps were also used as the corner card designs on some post-1888 Wells Fargo business envelopes and were printed on other, post-1888, Wells Fargo business forms. [Note: Figs. 5-13, 5-14, and 5-17 will appear in Part 5B.]

The western “Ocean” terminus was provided by Wells Fargo operations in coastal California (San Francisco, Los Angeles) via the Southern Pacific Railroad and also at Portland, Oregon via the Oregon & California Railroad. The eastern “Ocean” terminus was at New York City and was reached by railroad ferry from Erie’s railhead at the Jersey City waterfront on the Hudson River. The Boston seaport was later accessed by Wells Fargo Express rail service. Wells Fargo already had express contracts on several mid-continent railroads to complete their transcontinental coverage. A rather simple Wells Fargo advertisement from an 1891 book published in Jersey City is shown in Figure 5-3.⁵



(Courtesy Dr. Robert J. Chandler)

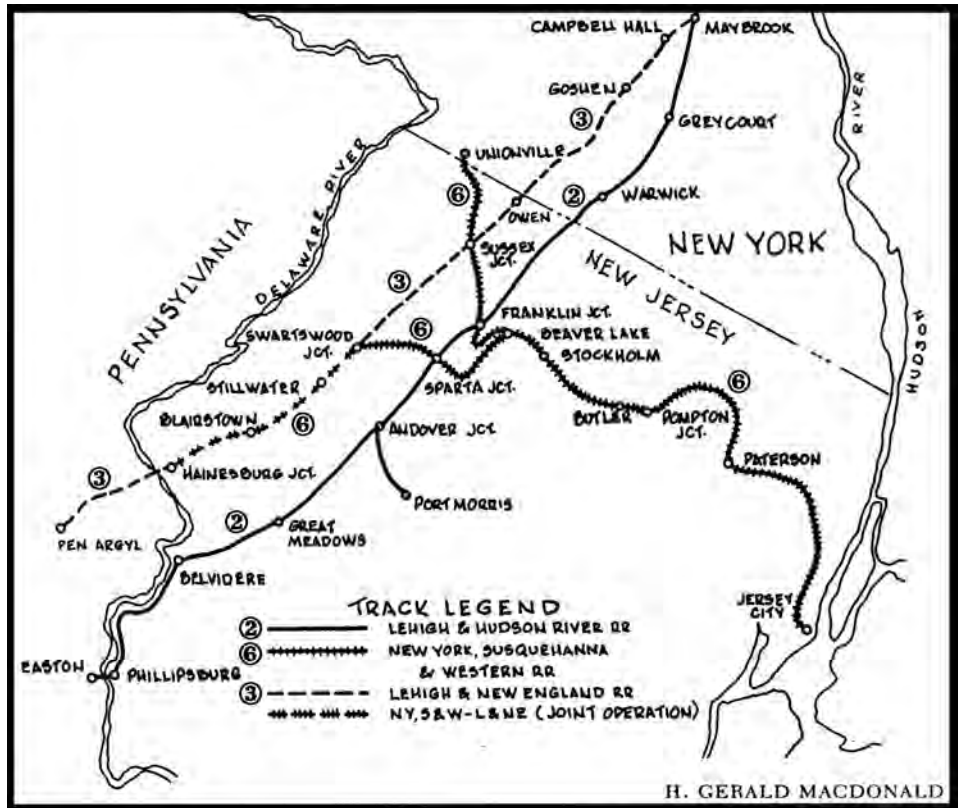
Figure 5-3. 1891 Ocean-to-Ocean advertisement.

The Erie Express Company was a department of the New York, Lake Erie and Western Railroad (contemporarily known as the “Erie Railroad”) that extended from Binghamton, New York to Hoboken and Jersey City. The Erie Railroad tracks entered northern New Jersey just northwest of Mahwah and wended their way southward through Bergen County to the Jersey City wharfs on the west side of the Hudson River. Wells, Fargo & Co’s Express continuously operated on the Erie Railroad for slightly over thirty years from March 16, 1888 until June 30, 1918.

In early 1888, the Erie Express also operated on the Lehigh & Hudson River Railway (L&HR) and the Northern Railroad of New Jersey (NRR of NJ). The L&HR route traversed Warren and Sussex Counties to carry rail traffic from eastern Pennsylvania to eastern New York State. The NRR of NJ (a semi-autonomous branch of the Erie Railroad) entered the state just north of Northvale (about 2 miles west of the Hudson River), then roughly paralleled the Hudson southward to Jersey City. The express privileges on these two roads were acquired by Wells Fargo in March 1888 when they made the Erie Express purchase.

In subsequent years, Wells Fargo & Co. also contracted for express rights on the New Jersey portions of the New Jersey & New York Railroad (1901 to 1918), and the New York, Susquehanna & Western Railroad (1906 to 1918). These roads owned track in northern New Jersey that was utilized to move freight from eastern Pennsylvania through New Jersey to eastern New York State, or to New York City. In addition, the Wells Fargo & Company Express contracted with the Lehigh & New England Railroad from 1897 to about 1914 and the Morristown & Erie Railroad (approximately 1905 to 1918) to provide intrastate express service on these roads.

The approximate New Jersey routes of these railroads are shown in Figures 5-4 and 5-5, and Table 5-I summarizes the extent of the Wells Fargo Express routes on them. Initially (1895 to 1907), based on reference material at hand, the active Wells Fargo expressing portion of the Lehigh and Hudson River Railroad (L&HR) ran from Swartwood Junction, N.J. northeastward to Owen, N.J. near the New York state line. During this period, express on L&HR trains to the southwest (Swartwood Junction to Columbia, N.J., which is south of Hainesburg Junction) was provided by the National Express Company. Around 1906, Wells Fargo took over the express contract on the New York, Susquehanna & Western Railroad and also assumed the express privileges for the entire L&HR route (Columbia to Owen) in New Jersey.



(Adapted from p. 247)⁶

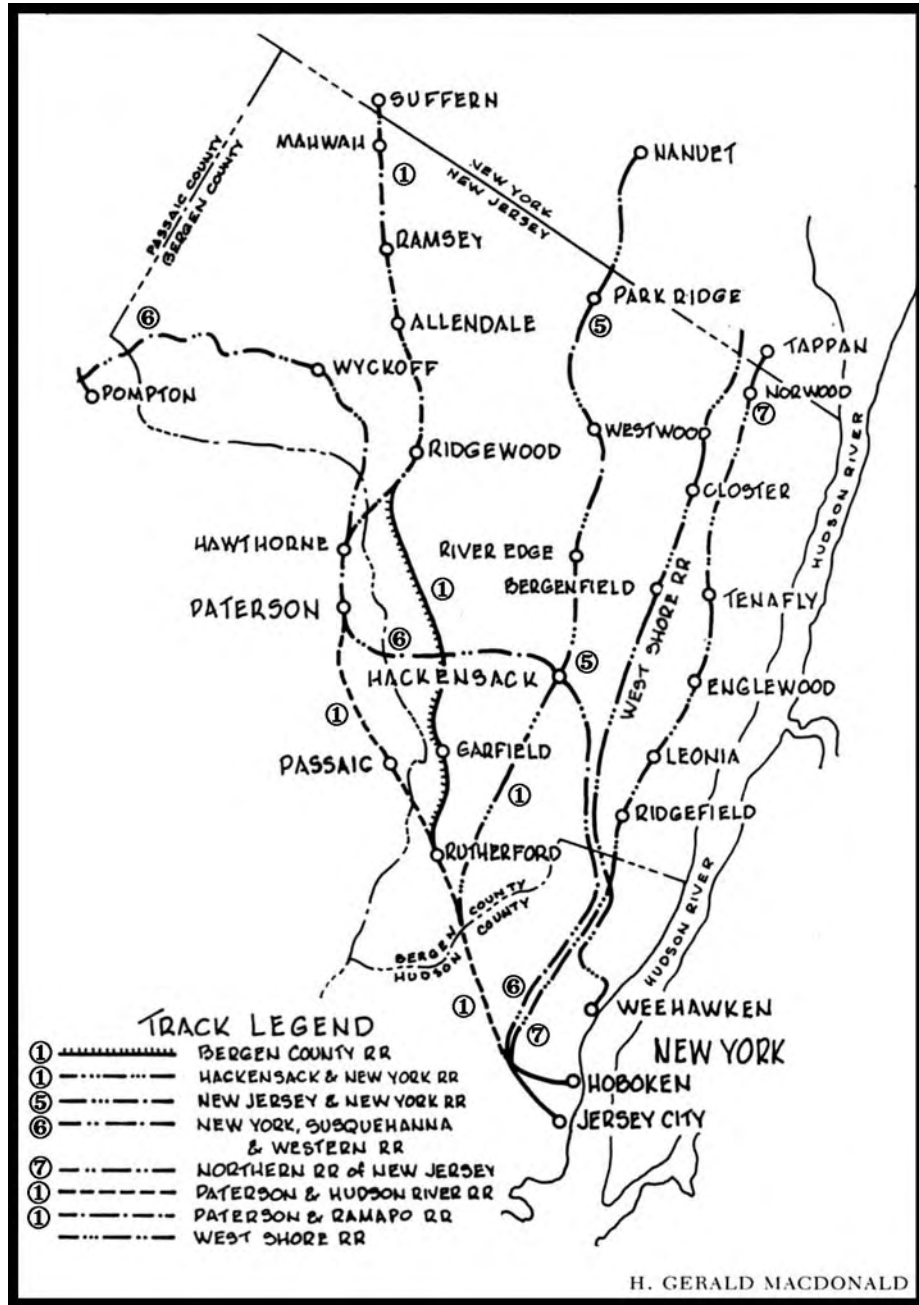
Figure 5-4. Wells Fargo railroad routes in northern N.J. (Part 1).

Wells Fargo signed their first contract with the L&NE on July 20, 1897 and it was good for one year from January 1, 1897 to December 31st. The following excerpts are taken from that contract:⁷

For 40 percent of the gross to the Railroad company, "THE RAILROAD COMPANY AGREES TO PROVIDE ON EACH OF ITS DAILY PASSENGER TRAINS OPERATED OVER WHAT IS KNOWN AS THE NEW JERSEY DIVISION, SUFFICIENT FACILITIES OF THE KIND CUSTOMARILY FURNISHED TO EXPRESS COMPANIES BY RAILROAD COMPANIES, FOR THE TRANSPORTATION OF ALL FREIGHT AND EXPRESS MATTER WHICH MAY BE TENDERED BY THE EXPRESS COMPANY AT ANY STATION AT WHICH PASSENGER TRAINS MAY STOP, AND TO RECEIVE AND TRANSPORT SUCH FREIGHT AND EXPRESS MATTER UPON SUCH PASSENGER TRAINS LEAVING SUCH STATION NEXT FOLLOWING SAID TENDER, AND WILL CARRY SAME WITHOUT DELAY OR DETENTION TO DESTINATION....."

A further note, to the Interstate Commerce Commission, the General Auditor says, on December 15, 1910. "I HEREBY CERTIFY THAT IN ACCORDANCE WITH AN AGREEMENT ENTERED INTO BETWEEN WELLS FARGO & COMPANY AND THE LEHIGH & NEW ENGLAND RAILROAD COMPANY IN THE YEAR 1897 AND EXTENSIONS OF SAID AGREEMENT FROM TIME TO TIME, WELLS FARGO & COMPANY PAYS TWO AND ONE-HALF CENTS PER PACKAGE TO THE LEHIGH & NEW ENGLAND RAILROAD COMPANY FOR THE TRANSPORTATION OF PEACHES CARRIED BY SAID RAILROAD COMPANY FOR WELLS FARGO & COMPANY."

The routes of the Paterson & Hudson River Railroad, and the Paterson & Ramapo Railroad, the Hackensack & New York Railroad, and the Bergen County Railroad are shown in Figure 5-5. These four roads were absorbed by one of these three succeeding companies — New York & Erie Railroad that became the Erie Railway that became the New York, Lake Erie & Western Railroad (a.k.a. 'Erie Railroad') - in 1852 [P&HR RR & P&R RR], 1869 [H&NY RR], and in pre-1884 [BC RR]. Early express service on the West Shore Railroad (also shown in Figure 5-5) was conducted by the National Express Company. [Also see Table 5-I, following page.]



(Adapted from p. 174)⁸

Figure 5-5. Wells Fargo railroad routes in northern N.J. (Part 2).

Ref. #	Railroad Name	Enter From	First N.J. Town	County	Exit to	Last N.J. Town	County	Approx. N.J. Track
1	Erie RR	NY	Mahwah	Bergen	Hudson R.	Jersey City	Hudson	35 Miles*
2	Lehigh & Hudson River R'y	PA	Phillipsburg	Warren	NY	DeKays	Sussex	60 Miles
3	Lehigh & New England RR	---	Swartswood Junction	Sussex	NY	Owen	Sussex	20 Miles
4	Morristown & Erie RR	---	Morristown	Morris	---	Essex Fells	Morris	12 Miles
5	New Jersey & New York RR	NY	Montvale	Bergen	Hudson R.	Jersey City	Hudson	50 Miles
6	New York, Susquehanna & Western RR	PA NY	Columbia Quarryville	Warren Sussex) Hudson) River	Jersey City	Hudson	100 Miles
7	Northern RR of New Jersey	NY	Northvale	Bergen	Hudson R.	Jersey City	Hudson	25 Miles
* Erie RR also had additional mileage within N.J.								7/14/04

Table 5-I. New Jersey railroads that contracted with Wells Fargo & Co. Express.

The Table 5-II chart chronicles the 30-year history of the Wells Fargo Express operations on New Jersey railroads and is based on information found in 1886 to 1917 annual shipping guides and other pertinent historical references. Dr. Robert J. Chandler has kindly supplied some of the historical Wells Fargo railroad contract information that was used to generate Table 5-II. There were never any Wells Fargo express services within New Jersey that operated outside of these railroad contracts, as far as is presently known.

Several comments follow about the information in Table 5-II.

1. The Reference numbers shown for the railroads are identical with those in Figures 5-4 and 5-5 (where they appear as encircled numbers) and in the first column of Table 5-I.
2. The Railroad Operations dates are copied from *Railroad Names* by William D. Edson that was published by Mr. Edson in January 1999.
3. The January year dates in the top row of this chart represent annual E.W. Bullinger Postal and Shipping Guide references that are the historical sources for the information in each column. The other annual dates represent various contemporary documents containing pertinent information that is included in the chart. Many years are missing from the top row entries because no contemporary documentation could be found for those years that detailed the then-current express contracts on New Jersey railroads.
4. Mr. Edson lists the Northern Railroad of New Jersey as having an 1859–68 existence, after which it became part of the Erie Railway from 1868–78. Then by railroad name change, it became a part of the New York, Lake Erie & Western Railroad from 1878–95 and subsequently came under the Erie Railroad in 1895 and thereafter. The NRR of NJ retained its name identity independent of the Erie Railroad (but was operated by the Erie) according to other contemporary documents and this is the reason it is listed separately in this chart and throughout this article.

Table 5-II. Wells Fargo Express Service on Railroads in Northern N.J.

Ref. #	Railroad or RR-Branch in NJ	Railroad Operations	June 1886	April 1887	Jan. 1888	Jan. 1889	Jan. 1890	Jan. 1891	Jan. 1892	Jan. 1893	Jan. 1894	Jan. 1896	Jan. 1897	Jan. 1898	Jan. 1899	Jan. 1900	Jan. 1901	Jan. 1903	Jan. 1904	Jan. 1906	Jan. 1907	Jan. 1908	Jan. 1909	Jan. 1910	Jan. 1911	Jan. 1912	Jan. 1914	Jan. 1915	Jan. 1917		
1	New York, Lake Erie & Western RR	1878-95	ERIX	ERIX	WF	WF	(renamed as the 'Erie RR' in 1895)																								
1	Erie RR	1895-1960				WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	
2	Lehigh & Hudson River Railway	1881-1976	USX	ERIX	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	
3	Lehigh & New England RR	1895-1975				??	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	
4	Morristown & Erie RR	1903-???																													
5	New Jersey & New York RR	1874-1967	USX	USX	USX	USX	??	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	
6	New York, Susquehanna & Western RR	1881-???	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	
7	Northern RR of NJ	1859-68	USX	ERIX	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	7 July 04

NOTES:

ADX = Adams Express Company
 ERIX = Erie Express Company [Began May 15, 1886; sold to Wells Fargo on March 16, 1888]
 NATX = National Express Company
 USX = United States Express Company
 WF = Wells, Fargo & Company's Express (to 1898); Wells Fargo & Company Express (after 1898)
Italicized entries are estimated express services (no validating references have been found)
 ?? = Don't know what express company was on this road

Table 5-II: Wells Fargo Express Service on Railroads in Northern NJ.

Wells Fargo information that confirms its 1911 express routes on New Jersey railroads was found in a July 24, 1911, Wells Fargo & Company Express bulletin (see the excerpted portion in Figure 5-6). This bulletin was issued by the Office of Vice-President and General Manager E. A. Stedman to officials, agents and employees. It contains the following New Jersey-related Wells Fargo information.

- The New Jersey & Eastern New York Division was one of four divisions in the Greater New York Department.
- E. J. Crowe was Superintendent of this Division. He worked out of the Wells Fargo office at 50 Church Street in New York City.
- This Division included contracts on these roads:
 - Erie Railroad (only the sections operating in N.J. are cited here):
 - Main Line: Jersey City to Binghamton, N.Y.
 - Newark Branch: Paterson to Newark
 - Greenwood Lake Division: Jersey City to Greenwood Lake, N.Y.
 - Bergen County Railroad
 - Northern Railroad of New Jersey
 - New Jersey & New York Railroad
 - New York, Susquehanna & Western Railroad
 - Morristown & Erie Railroad
 - Lehigh & Hudson River Railway [sic]
 - Lehigh & New England Railway

This is almost identical to the list of 1911 railroad names that are in Table 5-II, which information was obtained from a different reference source. Only the Bergen County Railroad has been added to this Wells Fargo list. However, the contemporary shipping guides show this road as a branch of the Erie Railroad, so it can be assumed to be included within the Erie RR entry in Table 5-II.

Wells Fargo & Company
Express

Office of Vice-President and General Manager

CHICAGO, ILL., July 24, 1911.

TO OFFICIALS, AGENTS AND EMPLOYEES:

Effective August 1st, 1911, the Company's service on lines indicated below will be under the jurisdiction of Officials named:

GREATER NEW YORK DEPARTMENT
E. J. HICKEY, General Superintendent, New York.
C. V. FOWLER, Superintendent, New York.

CHICAGO DEPARTMENT
H. B. CALKINS, General Superintendent, Chicago.
T. P. EARL, Superintendent, Chicago.

EASTERN DEPARTMENT
T. M. DE WITT, General Superintendent, Cleveland, O.

NEW JERSEY & EASTERN NEW YORK DIVISION.
E. J. CROWE, Supt., 50 Church Street, N. Y. City.

Erie Railroad:

Main Line	Jersey City, N. J. to Binghamton, N. Y., incl.
Jefferson Division	Susquehanna, Pa. to Carbondale, Pa.
Montgomery Branch	Goshen, N. Y. to Montgomery, N. Y.
Newark Branch	Paterson, N. J. to Newark, N. J.
Newburgh Branch	Greycourt, N. Y. to Newburgh, N. Y.
Piermont Branch	Sparkill, N. Y. to Suffern, N. Y.
Newburgh & New York Branch.....	Harriman, N. Y. to Newburgh, N. Y.
Greenwood Lake Division.....	Jersey City, N. J. to Greenwood Lake, N. Y.
Honesdale Branch	Lackawaxen, Pa. to Honesdale, Pa.
Pine Island Branch	Goshen, N. Y. to Pine Island, N. Y.
Wyoming Division	West Hawley, Pa. to Scranton, Pa.
Middletown & Crawford Branch.....	Middletown, N. Y. to Pine Bush, N. Y.

Bergen County Railroad	Morristown & Erie Railroad
Northern Railroad of New Jersey	Lehigh & Hudson River Railway
New Jersey & New York Railroad	Delaware Valley Traction Co.
New York, Susquehanna & Western R. R.	Boston, Mass.
Wilkes-Barre & Eastern R. R.	Lehigh & New England Railway

Figure 5-6. 1911 Wells Fargo jurisdiction announcement (excerpt).

(This Wells Fargo section will be continued in the November 2004 NJPH, with treatment of the New Jersey Wells Fargo Letter Carrying Service and Parcel Delivery Service; this report on other express companies of New Jersey will be continued in the February 2005 NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.



ENDNOTES

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- ¹ The other three largest express companies were Adams Express Company, American Express Company and the United States Express Company.
- ² Note: The alphanumeric numbers that appear under each label's illustration in the above article are references to the pertinent label listing numbers in Mosher's Catalog.
- ³ Bartz, James L., *Company Property of Wells, Fargo & Co's. Express 1852-1918*, 1993, p. 152.
- ⁴ Wells Fargo & Company advertised that they were "The Only Complete and Continuous Express Line Between the Atlantic and Pacific Oceans, with Direct Connections to all Parts of the World." see Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal and Shippers Guide for the United States and Canada*, January 1899, p. 6.
- ⁵ Costello, A. E., *History of the Police Department of Jersey City, 1891*, Jersey City, N. J.
- ⁶ Cunningham, John T., *Railroads in New Jersey, The Formative Years, 1997*.
- ⁷ 11 March 2003 E-mail from Dr. Robert J. Chandler.
- ⁸ Cunningham, John T., *Railroads in New Jersey, The Formative Years, 1997*, ob cit.

**NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 5B:
Wells Fargo & Company's Express**

By Bruce H. Mosher
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[The article is continued from NJPH August 2004, Vol. 32, No 3, which covered the foundations of Wells Fargo in New Jersey; here Bruce covers the services offered. ~ Ed.]

Letter Carrying Service

Express letter pickup and delivery service continued to flourish in 1852 when Congress passed a law granting express companies the right to carry letters that were placed within Government stamped envelopes. Prior to 1852, many express companies were already participating in the letter carrying business, some legally (where no U.S. postal service was available), but many illegally as they chose to unlawfully compete with the Postal Office Department (POD). Beginning in 1852, the Government (i.e., the POD) derived its revenue from express forwarders the same as from their ordinary postal business—from the sale of stamped envelopes. Wells, Fargo & Company (and other private express companies) bought large quantities (i.e., millions) of stamped envelopes from the POD, and obtained its profit by selling these at an increased price after they had privately printed a paid express frank on each envelope next to the Government imprinted stamp. From 1868 to 1895, Wells, Fargo & Co. charged five cents for each two-cent (or earlier three-cent) stamped envelope they sold that carried their printed frank. Wells Fargo also bought and issued somewhat limited quantities of pre-printed franks on higher-denomination stamped envelopes, and then charged appropriate escalated prices when they were sold to the public.

Many envelope franks were issued by Wells Fargo between 1852 and 1895, but most of their express usages predate 1886. However, we do note that the last Wells Fargo-issued, envelope frank design that could have been used in New Jersey after 1886 is shown in Figure 5-7. As with all pre-printed express franks, the frank's presence on pre-printed envelopes verified that the express letter-carrying charge was prepaid. At this time, we do not know of a single usage of this franked envelope style that was initiated from a Wells Fargo agency in New Jersey, but such usage could probably have occurred.



Figure 5-7. Wells Fargo Frank that was used from 1883 through 1895.

Wells Fargo carried letters that were enclosed in these franked, stamped envelopes, after collecting same from drop boxes placed at different points in the business sections of Western towns; and then delivered them in the business districts of other towns. This pickup/delivery service was not, however, extended to any residential neighborhoods. The Wells, Fargo letter carrying business never amounted to much east of Kansas City, because the postal facilities in the East were sufficient for the public's mail service needs. But this service was definitely of great importance in the development of private business along the Pacific Coast, particularly during the first fifteen years (1852–67), or more, of its existence.

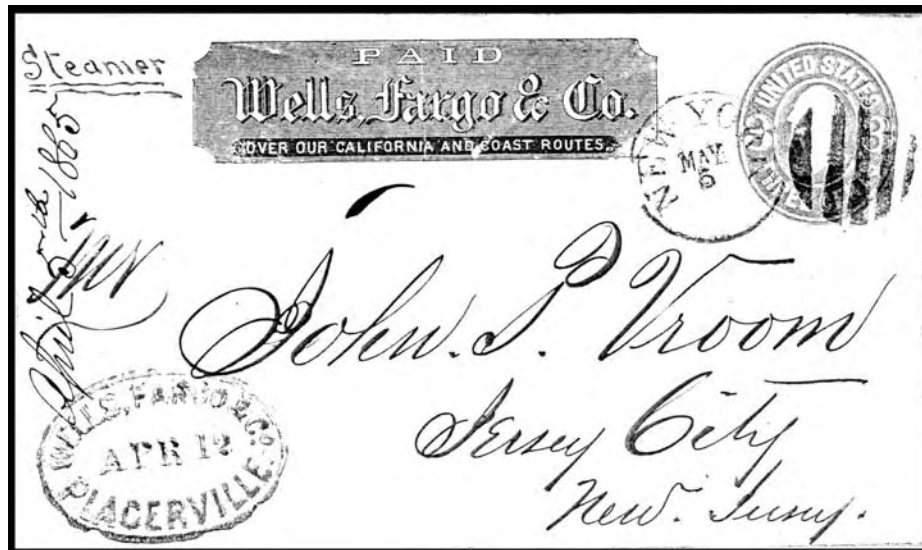
On May 5, 1895, Wells, Fargo and Company announced that they would discontinue letter carrying in the United States. Wells, Fargo & Co., President, John J. Valentine, gave this rationale when he announced the end to their letter conveying service.¹

“—The improvement of the general postal system from year to year has rendered our letter carrying business of constantly decreasing importance, and we have decided to discontinue it in this country. We shall continue it in Mexico, where it is still of value to the communities. It has been of small pecuniary interest to us of late years, but one of the important reasons for stopping it is to preclude the possibility of the lottery companies making use of those facilities for the distribution of their literature. Although we have never made any business of carrying letters in the East, we have brought letters to Eastern cities, and we have reason to believe that some of the lottery people were conducting their operations by this means, so I told our manager to stop the letter carrying. We thought this would be more in conformity with the spirit of the anti-lottery act of Congress, to which we desire to give support.”

In addition to notification of the curtailment of their nationwide letter-carrying business, Valentine’s statements also provide these insights into their Eastern letter-carrying business:

1. Wells, Fargo & Co. probably never began collecting franked letters in New Jersey (nor any other eastern state) on a regular basis for delivery within the eastern states.
2. Wells, Fargo & Co. delivered franked letters that were addressed to New Jersey (and other eastern) towns that had been collected along their routes in the Western states. This practice probably started in the 1860’s and ended as a result of the above announcement. Most probably letters addressed to Eastern towns would have been sent to New York City by steamer and then upon arrival, given to a local express carrier for delivery, or put into the U.S. mail for upstate and out-of-state destinations. An example of such a cover is shown in Figure 5-8 that was given to Wells Fargo in Placerville, California in 1865 for delivery to Jersey City.

This cover bears the annotation “Steamer,” ostensibly the intended routing, although cover dating analysis indicates it may have instead traveled by Overland Express (23 days San Francisco to New York City). In any event, this cover was postmarked by a New York postal clerk upon arrival in the City, and then we assume the POD subsequently delivered it to John P. Vroom in Jersey City.



(Courtesy Wells Fargo History Dept.)

Figure 5-8. 1865 ‘Steamer’ cover from Placerville, Calif. to Jersey City, New Jersey.

3. Wells, Fargo & Co. probably delivered franked letters that had been deposited in Mexico or Cuba for delivery to New Jersey (and other eastern) towns, even after the 1895 notification. The cover shown in Figure 5-9 may be one early 20th-Century example of this practice (the back of this cover has not been seen to learn if there is any evidence that the cover was indeed delivered to Keyport.)



Figure 5-9. August 5, 1905 cover from Mexico City to Keyport, New Jersey.²

In order for the Figure 5-9 cover to have been delivered to Keyport, in Monmouth County, Wells Fargo would have had to transfer this letter to another express company or local carrier. Keyport was a town on the Central Railroad of New Jersey which, in 1905, had active contracts with Adams Express Company and the United States Express Company. Wells Fargo could have handed this cover off to either of these companies at Elizabeth, Jersey City or Newark for final delivery to Keyport. We doubt that it will ever be conclusively known whether this cover was delivered to the Keyport address by cooperative express company efforts, unless there is some revealing information recorded on the back of it.

The December 1878 cover illustrated in Figure 5-10 appears to be a normal use of a stamped envelope for POD mail delivery from San Francisco, California to Elizabeth, N.J. It is shown here because of the Wells Fargo frank printed on it. It appears that the sender did not want Wells Fargo Express to deliver this letter (although maybe they could have) because apparently the sender struck through the paid frank with two wavy defacing lines. U.S. mail service is strongly suspected because the stamp cancellation and circular date handstamp on it look authentic.

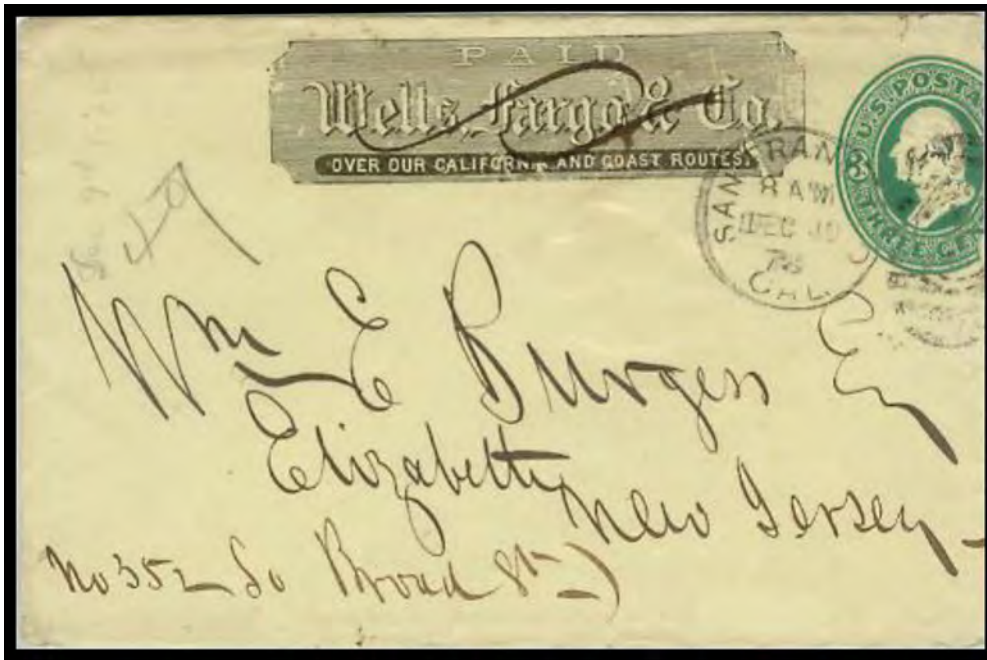


Figure 5-10. Franked envelope used as a normal USPOD mailing envelope in 1878.

There is another possible explanation for the travels of this cover. Perhaps the sender deposited the cover in a Wells Fargo pickup box and when a Wells Fargo messenger retrieved it, he then dropped the letter at the San Francisco Post Office for POD delivery, because in 1878 he knew there was no direct Wells Fargo express service to New Jersey (or maybe the messenger had some other reason). There is one telltale characteristic of this cover that tends to obviate this postulated Wells Fargo involvement—no Wells Fargo handstamp cancellation is present as is normally seen on many covers where a California Wells Fargo agent is initially involved in accepting such a letter. It may have been possible that this cover somehow avoided being struck with a Wells Fargo cancellation handstamp, but we doubt that such happened.

Two Wells, Fargo & Co. Express cover illustrations were previously published in the NJPH. The first is shown in Figure 5-11³ and in the accompanying 1984 text, Brad Arch asks for information about Wells Fargo's involvement in New Jersey. This article provides some of that requested information, albeit 20 years later. The second cover is reproduced in Figure 5-12 and it was published in 1985.⁴ Both of the depicted Sc. U58, franked 3¢ stamped envelopes were sold to the public by Wells Fargo from Spring 1865 to Spring 1871.

An obvious explanation for the Figure 5-11 cover involves its normal transit through the U.S. mails sometime after 1865 as a stamped envelope (i.e., ignoring the pre-printed Wells Fargo frank.) The home office of the Wells, Fargo and Co. was in New York City from 1852 to 1872 and it is very conceivable that a Wells Fargo employee (or friend/relative of an employee) from that office had access to these envelopes and simply used one in Dover, N.J. to mail a letter. Dover is in Morris County approximately 30 miles west of New York City. The destination town of Table Rock, California had an U.S. Post Office beginning in 1857, so the POD would have been able to deliver this letter via normal Government mail-service. The sender may not have given a thought about crossing out (or defacing) the frank, because there probably was no intention for Wells Fargo to become involved in its delivery.

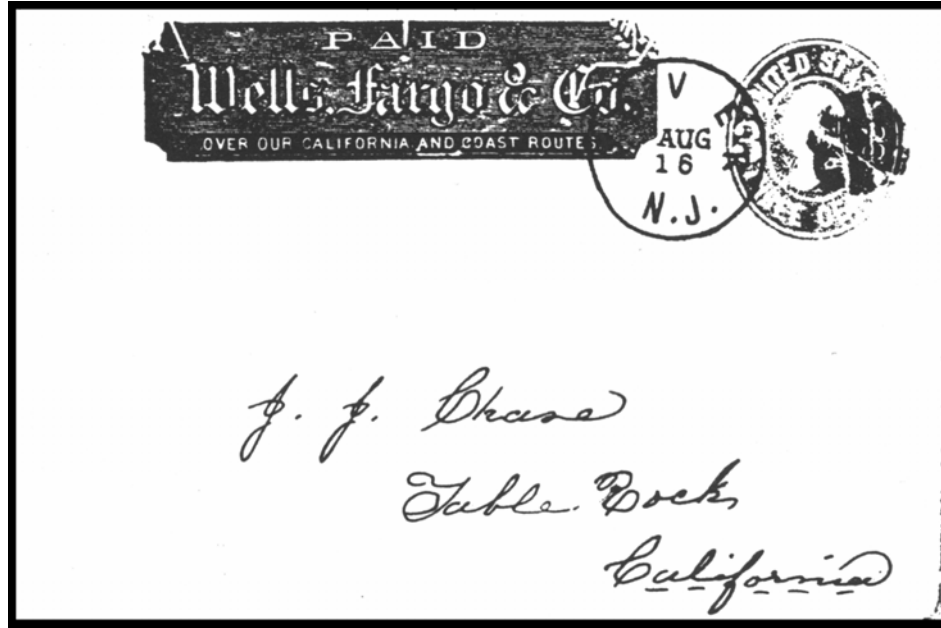


Figure 5-11. Franked envelope likely used as a normal USPOD mailing envelope from Dover, NJ.

Since the cover shown in Figure 5-12 does not bear an originating POD postmark (unless it was mailed from Elizabeth, N.J.), it could have been mailed from any town in the United States, even possibly from somewhere in New Jersey. In 1985, Jim Walker did not speculate on Wells Fargo's involvement in delivering this cover, however, he did remark that the circular Elizabeth postmarking handstamp [assumed struck by the POD] "tends to late 1860's usage." We believe that this cover is another example of a postally-used stamped envelope whose sender had no intention of depositing it with Wells Fargo for delivery. It certainly wound up in the POD's hands for final delivery as evidenced by the "FORWARDED" handstamp and the postmark style.

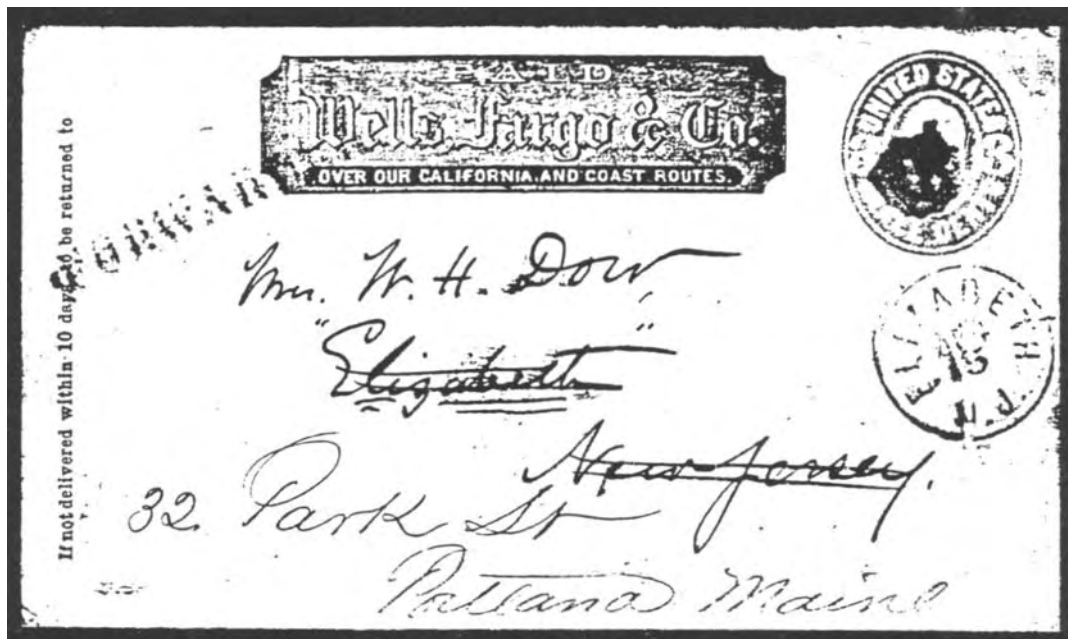


Figure 5-12. Another example of a postally-used stamped envelope.

Another possible scenario for the usage of either the Figure 5-11 or 5-12 envelope could be explained from their possession by someone who had bought them out West, but never mailed them. After returning to the East, and still having the ‘surplus’ stamped envelope with him, he decided to recover some of his purchase expense by using it to locally post a letter through the U.S. mail.

Parcel Delivery Service

A few paper remnants of the Wells Fargo Express transportation business in New Jersey have been located and are illustrated and discussed here to provide token insight into the contemporary nature of their package express business. No doubt huge quantities of Wells Fargo Express paper items were put into use during their 30 years of service in New Jersey, but finding surviving examples of such items has been a definite research challenge. This situation is contrasted by the abundance of Wells Fargo paper memorabilia that exists today from their 66 years of operations throughout the western United States.

One Wells Fargo office label has survived that bears a New Jersey town name printed on it. It was most likely used on a parcel that was expressed from Englewood, N.J. and it is shown in Figure 5-13. This label depicts the condensed Ocean to Ocean ‘mini-map’ that appears as an enlarged image in the left side of Figure 5-2. The Englewood label was issued between 1888 and 1898 (when the comma in the Wells Fargo name was dropped). Englewood was a station on the Northern Railroad of New Jersey about 15 miles north of Jersey City (see the Figure 5-5 map).

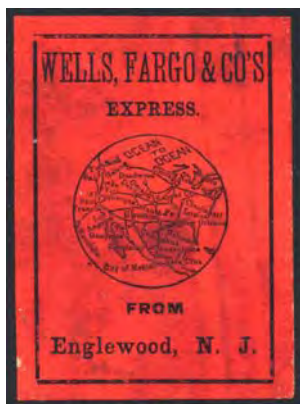


Figure 5-13. This label shows the globe seen in Fig. 5-5.

This label is printed black on red paper, imperforate, and measures 40x59 mm at the outside of its rectangular frame. This and similar labels are called ‘office’ labels because when pasted onto shipped parcels by the receiving express agent, they defined the town from which the parcel started its journey. Wells Fargo regulations demanded that all agents affix their office label on all outgoing parcels. Offices with large amounts of package business had their labels pre-printed with their town/office name. Smaller offices used blank Wells Fargo labels on which they wrote the town name. No other Wells Fargo labels with imprinted New Jersey town names are known by the author, although probably thousands (perhaps millions?) were issued and used. If you know of any of these label types with New Jersey towns on them, please send the author a color photocopy (or scan) of them. There were also general (i.e., location non-specific) labels and stamps that were issued by Wells Fargo during the 1888–1918 timeframe and many of those could have been used on expressed parcels from New Jersey.⁵

Two related Wells Fargo office labels from New York City are shown in Figure 5-14. Although these items do not carry New Jersey town names, they could easily have been used on Wells Fargo Express packages that traveled through New Jersey or maybe even went to in-state destinations. The New York Depot label is printed black on red paper and its rectangular design measures 62x103 mm. This label was probably issued in the 1888–98 timeframe. Note that this label carries the second Ocean to Ocean mini-map that is shown in the Figure 5-2 enlargement. The Brooklyn, N.Y. label is also black on red paper but is smaller at 42.5x57 mm. It was probably issued sometime between 1898 and 1917.

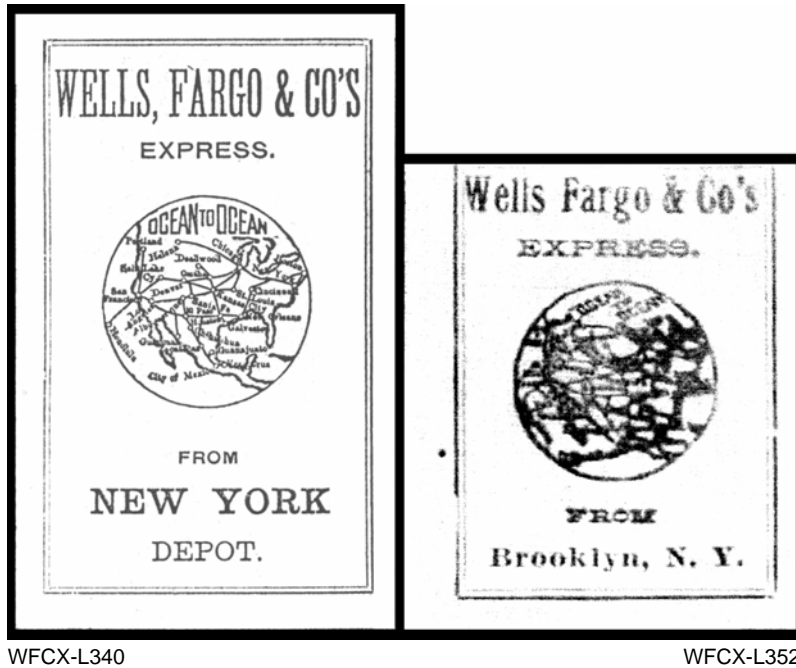
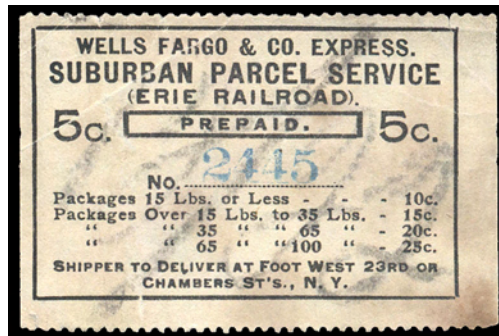


Figure 5-14. Two Wells Fargo office labels.

An interesting Wells Fargo stamp that tells a bit of express history is illustrated in Figure 5-15. Its inscription indicates that the Wells Fargo & Co. Express provided parcel delivery service aboard Erie Railroad trains that steamed into the New York City suburbs. Instructions on the stamp admonish the shipper to drop his packages at the foot of West 23rd Street or at the foot of Chambers Street in lower Manhattan. No doubt these were riverfront addresses where ferries that carried Erie trains back and forth across the Hudson River would dock. There was probably a Wells Fargo agency of some type at each waterfront address for the collection and dissemination of express packages. Thus, interestingly, the suburban destinations of the packages being transported and paid for by this stamp were actually in New Jersey!



WFCX-S40

Figure 5-15. Suburban Parcel Service to New Jersey.

This perf 12 stamp is printed black on light gray paper and its exterior rectangle measures 56x36.5 mm. There is an aqua-colored, handstamped, '2445' control number in the center. Such control numbers were probably repeated on the waybill, or receipt, to aid in tracking packages. The package express rates are listed as: 10¢ for up to 15 pounds, 15¢ for 15 to 35 pounds, 20¢ for 35 to 65 pounds, and 25¢ for 65 to 100 pounds. We do suspect that 10-cent and possibly 20-cent stamps were also issued in this style. Then the illustrated 5-cent stamp makes sense for use

NJ EXPRESS COs. Part 5B: WELLS FARGO ~ Bruce Mosher

in combination with the 10 and 20-cent stamps to makeup the 15 and 25-cent rate charges. As of 1914, the Interstate Commerce Commission was establishing and regulating express transportation rates of parcels for all the express carriers in the United States. The 1914 package rates are known to be somewhat higher than those defined on this stamp.⁶ Incidentally, no other values of this stamp have been reported at this time.

The printed express rates on the stamp sound very much like turn-of-the-century package transportation rates. So, this stamp was probably issued between 1898 and the early 1900's. These stipulated rates certainly covered parcel shipping from within the City to Hoboken, Jersey City and Newark, and probably to Paterson and Passaic plus intervening train stops. There is also the possibility that these rates were valid for package shipments throughout northern New Jersey to any existing Erie Railroad station. However, it is strongly doubted that the cited rates included transfer to another express company for final delivery, as such conjunctive routing probably entailed collection of an additional express fee.

The Wells Fargo Express receipt shown in Figure 5-16 is the only one presently known with a pre-printed New Jersey town on the dateline. In this example, this receipt blank was issued for use in the 1890's by Wells Fargo Express agents in Newark. These receipt blanks were probably printed late in the 1890's because there is no comma after 'Wells' in the header, nor in the Wells Fargo references in the fine print. The absence of a form number on this receipt seems unusual, since Wells Fargo was normally very diligent in assigning and printing form numbers on all their business forms. Does that make this a fraudulent Wells Fargo receipt? We don't know for sure, but we really doubt that it is bogus.

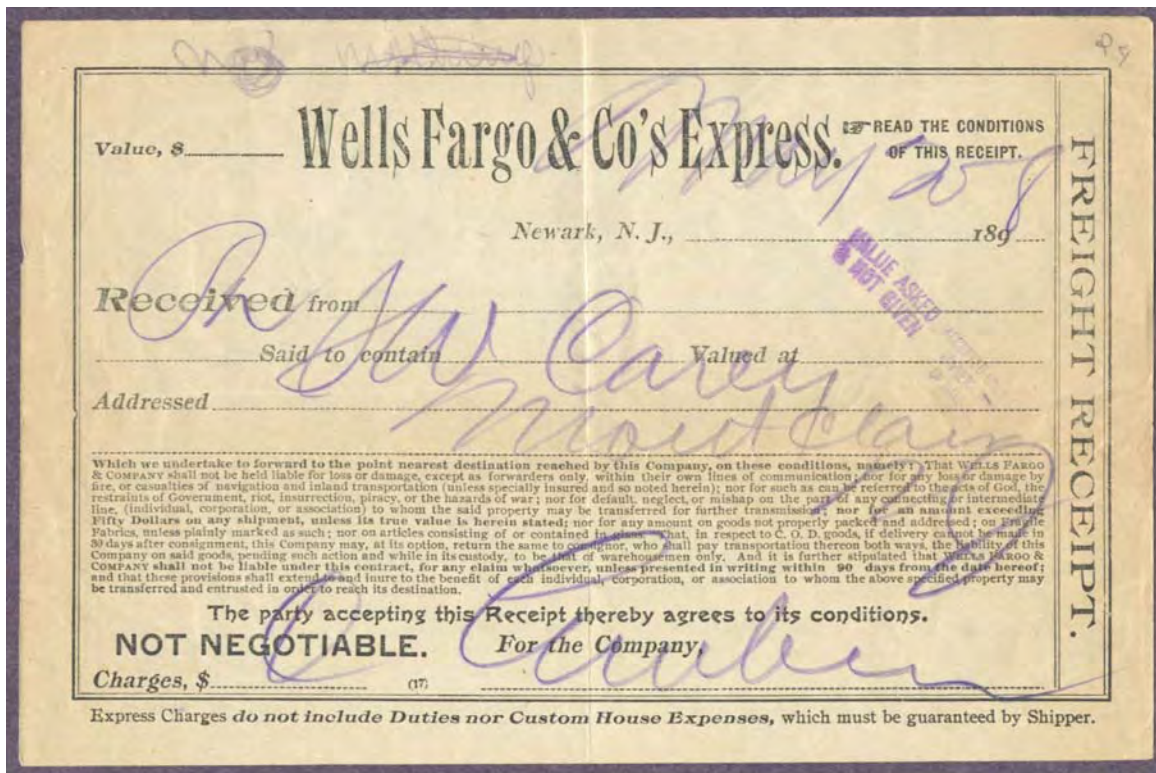


Figure 5-16.

The illustrated express receipt was used May 25, 1898 to document the shipment of one package to S.W. Carey in Montclair, N.J. (Essex County). The expressing charge is documented as “0”, indicating that this might have been an inter-company shipment that was being transported free. Newark and Montclair were both stations on the Main Line of the Erie Railroad. A violet handstamp appears under the dateline that reads “VALUE ASKED & NOT GIVEN.” It was common practice for express agents to ask the shipper to define the shipment’s value for insurance indemnity purposes. All the major expresses of the 19th Century included \$50 worth of ‘free’ shipment insurance in their express fees. So, in this case, the shipper could not claim more than \$50 in damages in the event he had to file an insurance claim. The major express companies of this era also allowed shippers to buy more than \$50 of insurance for an additional fee.

The back of this receipt is illustrated in Figure 5-17 and while it contains ‘normal advertising stuff,’ we can learn a lot about the diversity and extent of the Wells Fargo & Company Express business from this documented ‘stuff.’ One unusual entry that does leap out is the statement “Carries and Delivers Money, Valuable Parcels, Packages, Merchandise, Letters, Etc.” If this form was really printed no earlier than 1898, as we have speculated, somebody at the Wells Fargo form design office may have forgotten to remove the word “Letters” from the quoted statement. As reported above, Wells Fargo stopped carrying letters in 1895, possibly three years before this form was printed. However, one feasible reason that “Letters” was not removed is because envelopes that looked like letters, but contained valuable papers inside or envelopes with a Wells Fargo label affixed, were both treated as packages and not as letter mail.

Shipments are forwarded in Charge of Messengers, and by the Swiftest Trains, Stages and Steamers.

Wells Fargo & Co's Express.

EXPRESS CARRIERS
Over Railroad, Stage and Steamboat Routes,
Throughout the United States and Territories.

ALSO IN
British Columbia and Mexico.

EXPRESS FORWARDERS
From New York to
Liverpool, London, Havre, Paris, Hamburg,
And all the Principal Points in **EUROPE.**

And, by Steamers from San Francisco, to
ALL PACIFIC COAST PORTS.

The Company's Line Covering some 36,000 Miles.

Connections are made with ALL RESPONSIBLE EXPRESS COMPANIES, thus reaching nearly every Hamlet, Town and City in the UNITED STATES AND CANADA.

<p>Carries and Delivers Money, Valuable Parcels, Packages, Merchandise, Letters, Etc.</p> <p>Fills Commissions, Records Deeds, Pays Taxes for Non-Residents, Serves Legal Papers.</p> <p>Reclaims Baggage, Etc. At Depots and Hotels, and Redeems Goods in Pawn.</p>	<p>PAYS MONEY BY TELEGRAPH Between all its Principal Agencies, at REDUCED RATES AND WITH UNEQUALED PROMPTNESS</p> <p>Money Orders, Are sold at Specified Offices, and also paid at such, and by Express Companies throughout the country</p>	<p>COLLECTS Drafts, Notes, Bills, Coupons, Dividends and other paper.</p> <p>Attends to Orders For Goods and Household Supplies to be Returned by Express.</p> <p>Foreign Travel, Etc. Attends to Passengers and Baggage, coming or going, and to Transportation of Goods in Bond.</p>
---	---	---

Orders for Exchange—Foreign and Domestic—are taken at all Offices.

Favorable Rates for Produce, Vegetables, Fruit, Game, etc.

Fair Rates, Quick Despatch and Careful Handling.

Figure 5-17. The reverse of Figure 5-16.

NJ EXPRESS COs. Part 5B: WELLS FARGO ~ Bruce Mosher

Of historical interest, we note that the 1898 Wells Fargo Lines in New Jersey only amounted to a little over 200 total miles as estimated from the data in Table 5-I. When compared to the 36,000 nation-wide miles stated on the back of this receipt, the Wells Fargo operations in New Jersey accounted for less than one percent of the company's total expressing lines at about the turn of the century. Incidentally, "Line" in this usage included railroad, stage and steamboat travel mileage.

The L&NE tracks included a short, 2.5 mile spur that ran from Glenwood Junction, N.Y. (just above the state line) southeastward across the state line to Glenwood, N.J. The receipt shown in Figure 5-18 was issued on April 15, 1907 at the Wells Fargo Express agency in Glenwood. This receipt documents that \$3.00 was charged to, and paid by Brown & Bailey for the transportation of "1 Crt B Mch" (one crate of brass machinery?), weighing 300 pounds, from Glenwood to Andover, N.Y. The receipt contains form number "(28)" at the upper left corner.

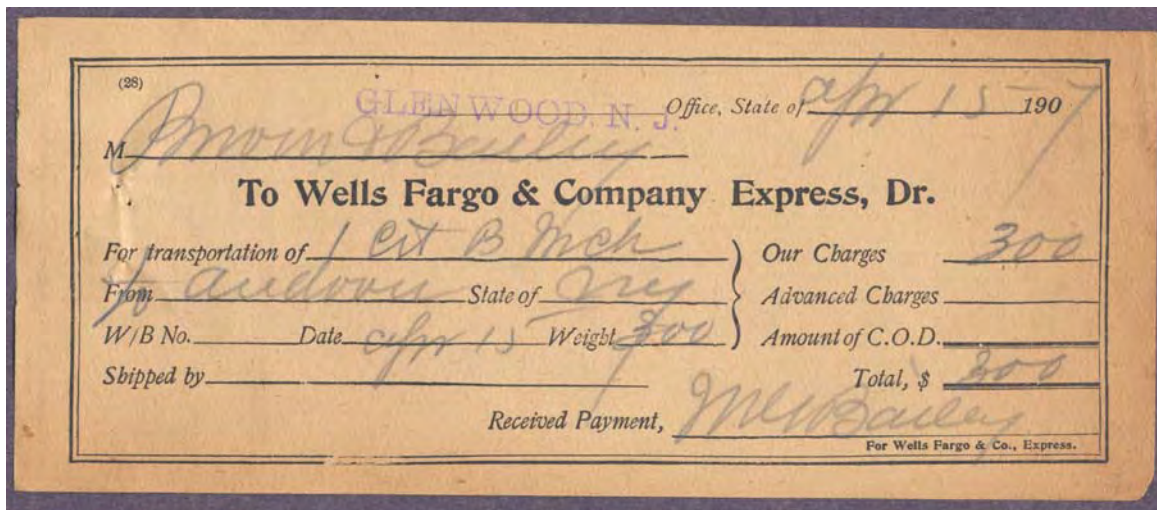


Figure 5-18

The letterhead shown in Figure 5-19 was used by Wells Fargo, Passaic, N.J., Agent C. H. Post in the early 1900's. The particular letter at hand is dated June 6, 1906. Passaic was a station on the Main Line of the New York Division of the Erie Railroad and on the Main Line of the New York, Susquehanna & Western Railroad. Since no specific railroad affiliation is printed on the Figure 5-17 letterhead, this stationery could have been used by Agent Post for Wells Fargo Express business involving either of these roads. We also note that form number "(18)" appears at the upper left of this letterhead.

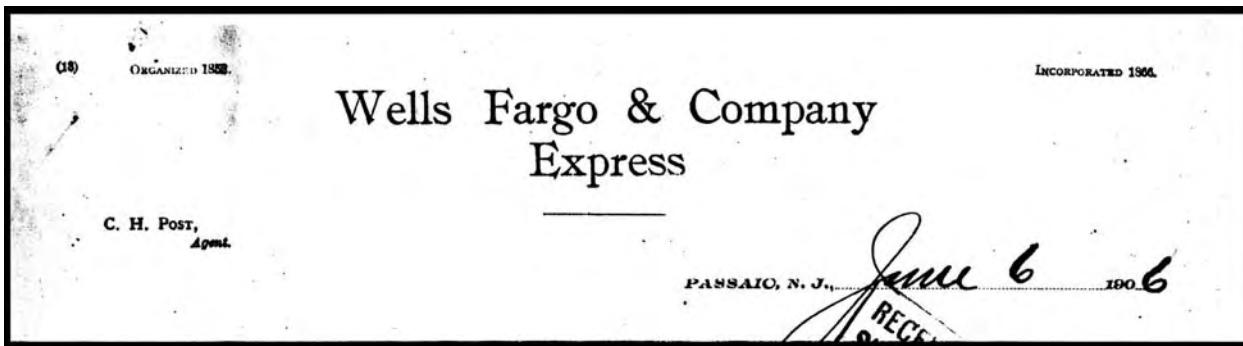


Figure 5-19

This concludes the currently researched history of the 30-year tenure of the Wells Fargo & Co. Express on the railroads within the state of New Jersey. Special thanks is given to Dr. Robert J. Chandler at the Wells Fargo Historical Services in San Francisco for researching the old Wells Fargo contracts with the railroads and for his helpful comments about, and contributions to, the material in this article.

(This report will be continued in the February 2005 NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric numbers that appear under each label's illustration in the above article are references to the pertinent label listing numbers in Mosher's Catalog.

ENDNOTES

-
- ¹ "Express Mails. Wells, Fargo & Co. will discontinue its letter service." *Express Gazette*, May 15, 1895.
 - ² Item #2932708619, sold on Ebay 9 June 03.
 - ³ Arch, Brad, "Wells, Fargo Express in New Jersey," *NJPH*, September 1984, p. 50.
 - ⁴ Walker, Jim, "WELLS, FARGO via NJ," *NJPH*, September 1985, p. 58.
 - ⁵ Such labels and stamps are illustrated in the Wells, Fargo & Company's Express section of the author's *Catalog of Private Express Labels and Stamps*.
 - ⁶ Chandler, W. H., "New Jersey Rate Sheet," *Merchant's Parcel Post & Express Guide, Parcel Post and Express Charges From New York City to All Express Stations in the United States*, 1914.



NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 6A: Expresses Operating from Newark Offices

By Bruce H. Mosher
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Early Newark City Directories

One of the best sources for learning of 19th Century express companies is in the pages of contemporary city directories. Some of these directories contain business sections where 'Expresses' are listed together and sometimes express company advertisements appear in these directories. Curiosity about the extent of two early Newark expresses (Baldwin and Brittin) led us to The Newark Public Library to research the old city directories for pertinent express information. In addition to learning about Baldwin's and Brittin's expresses, a lot of information about other old Newark expresses was obtained and is discussed in this report.

The earliest group of Newark city directories (1844–65) were compiled by B. T. Pierson (P), but they did not contain a consolidated list of express names until the 1858 edition. The 1844–56 expresses reported here were identified by finding the names of individual expressmen in the Newark city directory pages. As a consequence of this research technique, some early Newark expresses and expressmen are probably missing from this report. The 1857 and 1860 Newark business directories we consulted were compiled by William H. Boyd (B), and both annuals contained a consolidated 'Expresses' list of companies. From 1858 to 1882, consolidated Newark 'Expresses' lists were examined for contemporary express company information. We did note that the Library's 1865 Newark directory was published by James Gopsill (G) and it does not contain a list of Expresses, so our 1865 Newark express data is very lean.

1844–65 Newark Expresses

The majority of the 1844–65 Newark-based expresses are listed in the Table 6-I chart. The information in this chart is rather self-explanatory. The 'X' notation means an express entry exists in the cited annual directory. These old directories also contained the local Newark addresses for all their listed expresses. The boldface expresses/expressmen listed in Table 6-I are subsequently discussed in this report. Other words, abbreviations and acronyms used in the tabulation are explained in the NOTES at the bottom. Most of the early Newark expresses provided service to and from New York City. No other information is presently known about these other express companies that are not discussed, except the New Jersey Express Co., and it will be the topic of a future part of this New Jersey private express series.

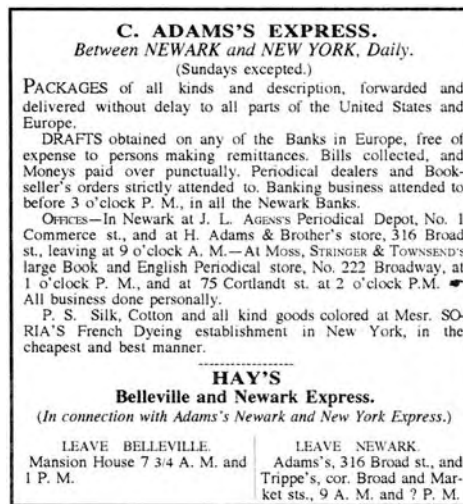
Table 6-1. Newark Expressmen/Expresses (1844-65)

Company Name (Directory)	1843	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65
Adams, Crowell	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(P)	(B)	(P)	(P)	(P)	(P)	(G)
Baldwin, Charles W.	collect	HRDX	HRDX	HRDX	HRDX	HRDX	HRDX	X	HRDX	X	HRDX	HRDX	X	X	X/Dead	X	-	-	-	X	X	X	-
Barnett & Co.														?	X	X	-	-	X	X	X	X	-
Bowly Banner & Co.																							
Breese's Express																							
Brittin, John A.																							
Buck & Smith																							
Buck, Samuel L.																							
Budd, Ira																							
Caufield, David E.																							
City Express																							
Clearman, Peter S.																							
Day & Co.																							
Day, Amos																							
Day Express Co.																							
Fair, Samuel																							
Gardner & Co.																							
Lewis, William																							
Lindsley, Henry																							
Lindsley, John P.																							
Martin, W. & J.																							
New Jersey Express																							
Orange Express																							
Smith, James R.																							
Willis & French																							
Willis & Heberton																							
Willis, Charles E.																							
Directory Year	1843	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65

NOTES:
 --- = no occupation listed
 - = no express listing collect = collector bordg = boarding lock = lock manufacturer NNYX = Newark & New York Express
 ? = express status unknown collect = collector ADX = Adam's & Co. Express HRDX = Harnden's Express Co. harness = harness maker
 '57 Boyd's directory contained an express company list '58 Pierson's express company lists start
 (B) = Boyd, (G) = Gopsill, (P) = Pierson
 22Jan05

Crowell Adams Express (1846–56)

The initial identification of “C. Adams’s Express” was found in the Fall 1851, unnamed, New Jersey newspaper advertisement that was reproduced on page 50 of the September 1985 *NJPH* (same ad that is shown in the top part of Figure 6-1). Crowell Adams conducted a twice daily (except Sunday), express service from Newark to New York City. In 1851, Adams’s Express left from Agens’s Periodical Depot at 1 Commerce Street and from H. Adams & Brother’s (probably relatives of Crowell) store, 316 Broad Street, at 9 A.M. Then at 1 P.M. it departed from the Moss, Stringer & Townsends Book and English Periodical store located at 222 Broadway. His express returned from New York (75 Cortlandt office) at 2 P.M. to Newark. Crowell’s express handled packages of all kinds plus drafts, bill collections, periodicals, books and normal banking transactions for customers. Incidentally, we would speculate that Crowell adopted the awkward “Adams’s” possessive name for his company to help differentiate it from the larger (and better known) Adams & Co. Express, owned by Alvin Adams, that also operated in New Jersey and New York City.



(Copied from Sept. 1985 *NJPH*)

Figure 6-1. 1851 Adams’s and Hay’s Express advertisements.

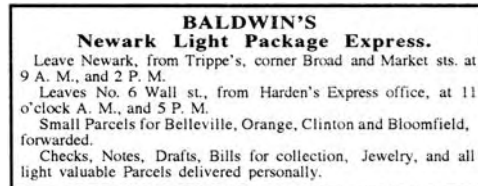
The 1845 Newark City Directory records Crowell’s occupation as “boarding,” possibly meaning that he ran a boarding house in Newark. Starting in 1846, Crowell is listed as an express agent at his 139 Washington office. By 1851, he had moved to 316 Broad Street, presumably to a store that his family owned at that address. By 1857 (according to the city directory), Crowell had left the express business. No express covers or labels have been reported that are attributable to Crowell Adams’s Express.

The 1851 advertisement also showed that Hay’s conducted a feeder express from Belleville, N.J. to Adams’s in Newark, leaving at 7:45 A.M. and 1 P.M. Hay’s also collected express matter at Adams’s in Newark at 9 A.M., plus sometime in the afternoon and returned them to Belleville. Hay’s express was not found in the Newark directories, possibly because his office (or home) was in Belleville. The tenure of Hay’s Express is not presently known, nor are any other details about this express.

Baldwin’s Newark Express (1844–57)

Charles W. Baldwin conducted a local parcel express twice daily from Harnden’s Express office at 6 Wall Street in New York to and from Newark. He began about 1844 as an Harnden’s express agent and was usually listed as an Harnden agent in the ensuing directories up to 1857. In 1843, Baldwin’s occupation was listed as “collector,” but there is no indication of what he collected. Baldwin’s Express was located at 293 Broad Street in Newark for most (maybe all) of its existence and his residence is listed initially at 361 Broad, eventually moving to 355 Broad Street. Two 1857 Newark directories provide different definitions of Baldwin’s final express year. Boyd’s 1857 directory lists him as an express agent; however, Pierson’s 1857 directory does not contain his name, but does list his wife as a widow. The difference in these two citations could be explained by different directory research and issue dates during 1857. Charles W. Baldwin’s name does not appear in the 1858 and later Boston directories. Based on this information, it is estimated that Baldwin’s Express ended sometime in 1857.

The 1851 newspaper ad in Figure 6-2 states that Baldwin left Trippe’s store (corner of Broad and Market Streets in Newark) at 9 A.M. and 2 P.M. to deliver his collected express matter to New York. This included checks, notes, drafts, bills for collection, jewelry, and all light valuable parcels. No weight definition of Baldwin’s ‘light’ parcel has been found, but the newspaper ad (and some express labels) for this express contains the stipulation “Light Package” on them. Baldwin left Harnden’s New York office at 11 A.M. and 5 P.M. for Newark. He also forwarded (possibly via another local express out of Newark) small parcels on to Belleville, Bloomfield, Clinton and Orange, N.J.



(Copied from Sept. 1985 NJPH)

Figure 6-2. 1851 Baldwin’s Express advertisement.

At one time, this express was known as “Baldwin’s Newark Bank Package Express,” according to its circa 1848 label, used on a September 7, 1848 folded letter to New York and shown in Figure 6-3. The ornate border around this green label measures 44 x 50 mm. The “Bank Package” phrase in this business name was probably used to provide local bankers with some confidence that Baldwin’s Express would cater to the banking community’s secure transportation needs. Baldwin certainly didn’t restrict his transported express matter to bank parcels, because the label also states “Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels delivered personally.” This statement indicates his express services were available to anyone who was willing to pay for secure transit of their (light weight) goods. The quoted Baldwin statement also appears at the end of his 1851 newspaper ad that refers to his business as a ‘light package’ express.



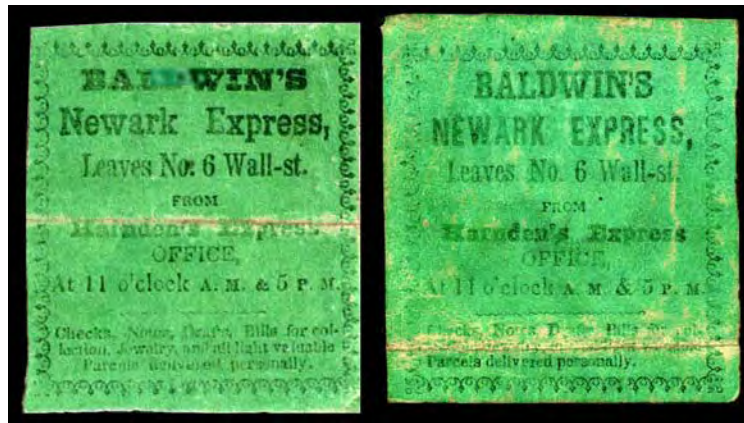
(BLDX-L7 label)

(Ex Hahn)

Figure 6-3. Baldwin's Bank Package Express label on 1848 folded letter.

It is interesting to note that the Figure 6-3 label misspells his employer's name as "Harden." This misspelling also appears in the 1851 newspaper advertisement. Baldwin certainly should have known how to spell 'Harnden' correctly, but the typesetters probably made the spelling mistake and Baldwin (or his designated reviewer) didn't do a good job of proof reading. Possibly the same typesetter generated both the misspelled express label and the 1851 express ad, but this seems rather remotely plausible. Incidentally, the other five types of reported Baldwin's Express labels all contain the correct spelling for Harnden.

Two other Baldwin's Express labels are shown in Figure 6-4 and both simply state the business as "Baldwin's Newark Express." These black on green, 42 x 47 mm labels also indicate that Baldwin expressed "Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels delivered personally." The Baldwin's label at the left (Figure 6-4) is known to have been used on January and March 6, 1848 covers, while the right label is known with "Dec 14, 1847" penciled on its reverse, hopefully by someone familiar with its original host document. The chronological order in which the Baldwin's Express labels were issued is not known, but a guess from some of the usage dates would indicate: 1) Baldwin's Newark Express, 2) Baldwin's Bank Package Express, and 3) Baldwin's Newark Light Package Express. Of course, there is always the possibility that all three label types were issued concurrently, for whatever business or personal reasons Baldwin might have had.

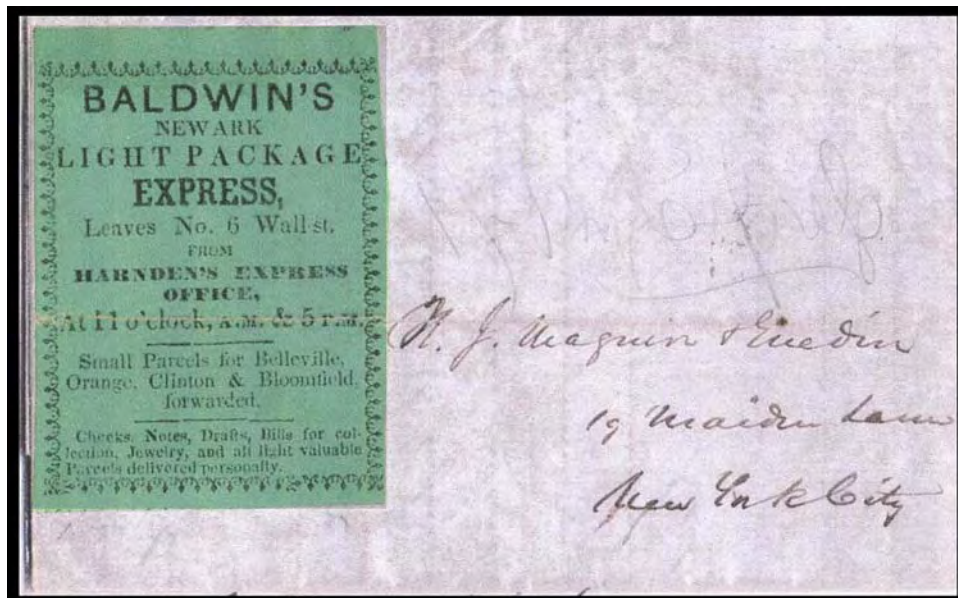


(BLDX-L3 label)

(BLDX-L5 label)

Figure 6-4. Baldwin's Newark Express labels used 1847/1848.

In addition to the heading on his 1851 newspaper ad, Baldwin also used at least three slightly different labels that carried the “Light Package” express designation. One of these labels is shown in Figure 6-5 on a folded letter that was dated July 2, 1850. The difference between the three ‘Light Package’ labels is not in the printed wording, but in their overall height, their width remaining fairly constant. The Figure 6-5 green label measures 44.5 x 57.5 mm and contains 25 vertical fleurs between the end ornaments on each side of the outside ‘frame’ design. A similar, but slightly different, label is 59 mm tall and contains 26 intermediate vertical fleurs, and is known used on an August 1849 folded letter. The third label is 61.5 mm high and contains 27 fleurs; it is only known as an individual label. It seems strange that these three so very similar, but definitely different, label varieties exist (and there may be others that have not yet been found or reported), but we guess that Baldwin had his reasons back in the mid 1800s.



(BLDX-L9 label)

(Ex Hahn)

Figure 6-5. Baldwin's Light Package Express label on 1850 folded letter.

Breese's Express (1855–67)

Breese's Express is the same company that we discussed in Part 1¹, except we called it "Brees' Express" there because it was spelled that way on the family's 1862 receipt shown in Figure 1-2. Since writing Part 1, we have seen "Breese's" used in several contemporary listings of Expresses. Our guess is the two names are phonetically close and the period writers were quick to use "Breese's," because this spelling seemed quite logical, especially if we assume they had not seen the correct "Brees" spelling.

In Part 1 we established that this express started in 1855, but were not exactly sure when it terminated, then estimating perhaps 1869. Interestingly, Breese's Express is not listed in the Newark directories until 1865, although it is known that they serviced Newark long before that time. Looking ahead to Table II,² we see that Breese's Express was last listed in the 1867 Newark Directory, so it now seems practical to identify 1867 as their final business year.

Brittin's Express (1849–54)

John A. Brittin conducted a twice-a-day express between Newark and New York, commencing approximately in 1849 per the oldest known item bearing a Brittin's Express label (see Figure 6-6). This letter sheet from the Newark Library Association is dated September 5, 1849. The first Newark listing of this express appears in the 1850 city directory, which would seem historically correct if Brittin's Express business began in the summer-fall of 1849.



(BRTX-L5 label)

(Ex Hahn)

Figure 6-6. Brittin's Express label on 1849 letter sheet.

Brittin's Express transported packages to New York that had been left at Van Buskirk's Drug Store, 293 Broad at the corner of Market Street in Newark. The 1854 Newark City Directory identifies Brittin's office as 137 Market Street and this is the last annual directory to list John A. Brittin as an expressman. We assume that Brittin's Express ceased operations in 1854, based on this final directory listing. Brittin's Express was not advertised in the 1851 newspaper-page reproduction shown in the September 1985 *NJPH*.

The text on the red Brittin's Express label shown in Figure 6-6 is not very readable, however it is very similar to the text on the pale blue label in Figure 6-7. The red label contains an additional New York express office of "9 Liberty" that was added on the line under "(upstairs)." Also the second Maiden Lane street number is now "70" vice "60" on the blue label. The Figure 6-6 label measures 60 x 52 mm across its design extremes. The outer rectangle on the pale blue label is about 54 x 48 mm.



(BRTX-L1 label)

Figure 6-7. Brittin's Express label on ca. 1850's folded letter.

One potentially different Brittin's Express label was descriptively reported in 1947 by Harry Konwiser³, but with no illustration. The description follows, and appears to contain several misspellings and punctuation errors:

*BRITTEN'S/ EXPRESS/ TWICE A-DAY-BETWEEN/ NEWARK & NEW YORK/
Packages left at the following offices will/ be forwarded immediately./ H. Van
Buskirk's Drug Store/ Newark. 292 Broad, Cor. Market Street,/ New York. 123
Maiden Lane (up stairs/ ""60"/ ""76 Cortland Street/ N. B. Packages forwarded to
all parts of the Union. (On 1848 letter, Watertown, N. Y. to (?); black on blue label
2³/₄x2¹/₄, double rule framed). (Envelope as marked, by hand, "Pr. Russel's Express).*

There are many similarities between this description and the Brittin's label shown in Figure 6-7. We believe that this description came from examining the label on de Windt's letter that Konwiser initially reported in his 1943 Postal Markings column.⁴ That column report reveals that de Windt's letter was addressed to "Elisha Hale, 133 Fulton Street, New York" similar to the Figure 6-7 illustrated item (difference of 'Street' vs. 'St' is noticed). A second Brittin's Express labeled-cover to that address is unknown to the author, but certainly could exist. Konwiser's specific 1943 report was as follows:⁵

Express Data

Heyliger de Windt, of Boston, shows a "black on blue" label, reading "Britten's[sic] Express," etc., indicating this express operated twice a day between Newark, N. J., and New York City, from two offices in Newark and three in New York. The label at hand is attached to the fold of a letter as originally addressed to Elisha Hale, 133 Fulton Street, New York. It was no doubt attached to a shipment. No date is noticed on the letter sheet.

The same New Englander also reports a letter to the same Elisha Hale, as written at Watertown, August 14, 1848, carrying the handwritten "Pr. Russell's Express." As the letter contents refers to a "model shipment" no doubt Russell carried the letter with the express shipment. . . .

This excerpt explains away part of Konwiser's 1947 listing. His "(On 1848 letter, Watertown, N. Y. to (?);). (Envelope as marked, by hand, "Pr. Russel's Express)" comments had nothing to do with the letter bearing the Brittin's Express label.

The relative size of the two Brittin's labels is another reported difference to be reconciled. Konwiser's 2³/₄ x 2¹/₄ inches is over a quarter-inch larger on all sides than the 1.93 x 1.7 inch size of the Figure 6-7 label. This difference seems too large to attribute to a sloppy measurement error. If Konwiser's dimensions represent overall paper size (vs. design size) of the label, then maybe his reported Brittin's Express label had wide white margins around it. If Konwiser's dimensions are correct, we think that label is a larger design, or at least, a different example of the Figure 6-7 label. We will probably never know which postulation is germane until the ex-de Windt letter is located and its Brittin's Express label can be examined.

Buck & Smith Express (1859)

Both the 1859 Newark and 1859 New York City directories list the Buck & Smith express. The New York version contains the following information:⁶

BUCK & SMITH, Newark & New York Express, will collect drafts and forward packages, iron safes, furniture & freight of all descriptions to Newark, Orange, Bloomfield, Bellville, Franklin & Irvington, N. J., office 69 Wash'n, N. Y. & 134½ Market st. Newark

Buck & Smith may have been a short-lived predecessor to Buck's Express as we do not find that express in any prior or subsequent Newark directories.

Buck's Express (1859–66)

When Buck's Express was first discussed in Part 3,⁷ our research at that time indicated this express began about 1861. Now references to this express, working from its office at 134½ Market, have been found in the 1859 and 1860 Newark Directories and we can advance its business start date to 1859. Sometime in the 1866–67 timeframe, Buck's Express and Ira Budd's (Newark) Express merged to form The Newark Express Co. (office at 134 Market). This new express was listed in the 1867 Newark Directory, but not in the 1866, nor 1868, annuals. Also, Buck's Express (alone) was not listed in 1866, but Budd's Express (by itself) was. So, it appears that the last year for Buck's Express was either 1865 or 1866. Based on this information, we postulate that Buck's Express merged with Budd's late in 1866 or early in 1867, so Buck's last operating year is assumed to be 1866.

Amos Day, Day & Co., Day Express Co. (1850–82+)

In 1849, Amos Day was listed as an Adams & Co. express agent in Newark. Prior to that, Day was a lock manufacturer and clerk. In 1850 Amos appears to have started his own express business that he operated from 198 Broadway in Newark, then the next year he moved his office to Ward's (store?) at 312 Broad. His enterprise was called "Day's Newark and New York Express" according to the 1851 Fall advertisement shown in Figure 6-8. Day left Newark daily at 9 A.M. and 2 P.M. and returned from Adams & Co.'s, 16 Wall Street office in New York at 11:30 A.M. and 5 P.M. Day's prior experience at Adams & Co. as an agent, and his subsequent use of Adams' office facilities strongly suggests that Amos was one of a number of semiautonomous express agents who worked for Adams & Co. As "Day's Express," Amos provided these express business functions: collection and payment of notes, drafts, bills, etc., and he also delivered jewelry and light valuable parcels.

<p style="text-align:center">DAY'S NEWARK AND NEW YORK EXPRESS.</p> <p>PACKAGES forwarded to all parts of the United States. Particular attention paid to the Collection and Payment of Notes, Checks, Drafts, Bills, &c. Jewelry and light valuable parcels delivered personally.</p> <p>Leaves Newark, from Ward's, No. 312 Broad st., at 9 o'clock A.M. and 2 P.M.</p> <p>Leaves New York, from Adams & Co.'s, No. 16 Wall st., at 11½ o'clock A.M. and 5 P.M.</p>

(Copied from Sept. 1985 NJPH)

Figure 6-8. 1851 Day's Express advertisement.

Day's Express is listed through 1857, but in the following two years his business is shown as Day & Co. Then in 1860 the business became Day Express Co., that name lasting until 1862. These business name changes may indicate the absorption and deletion of business partners or mergers with other expresses. There is no indication in the Newark directories of any of these kinds of business changes.

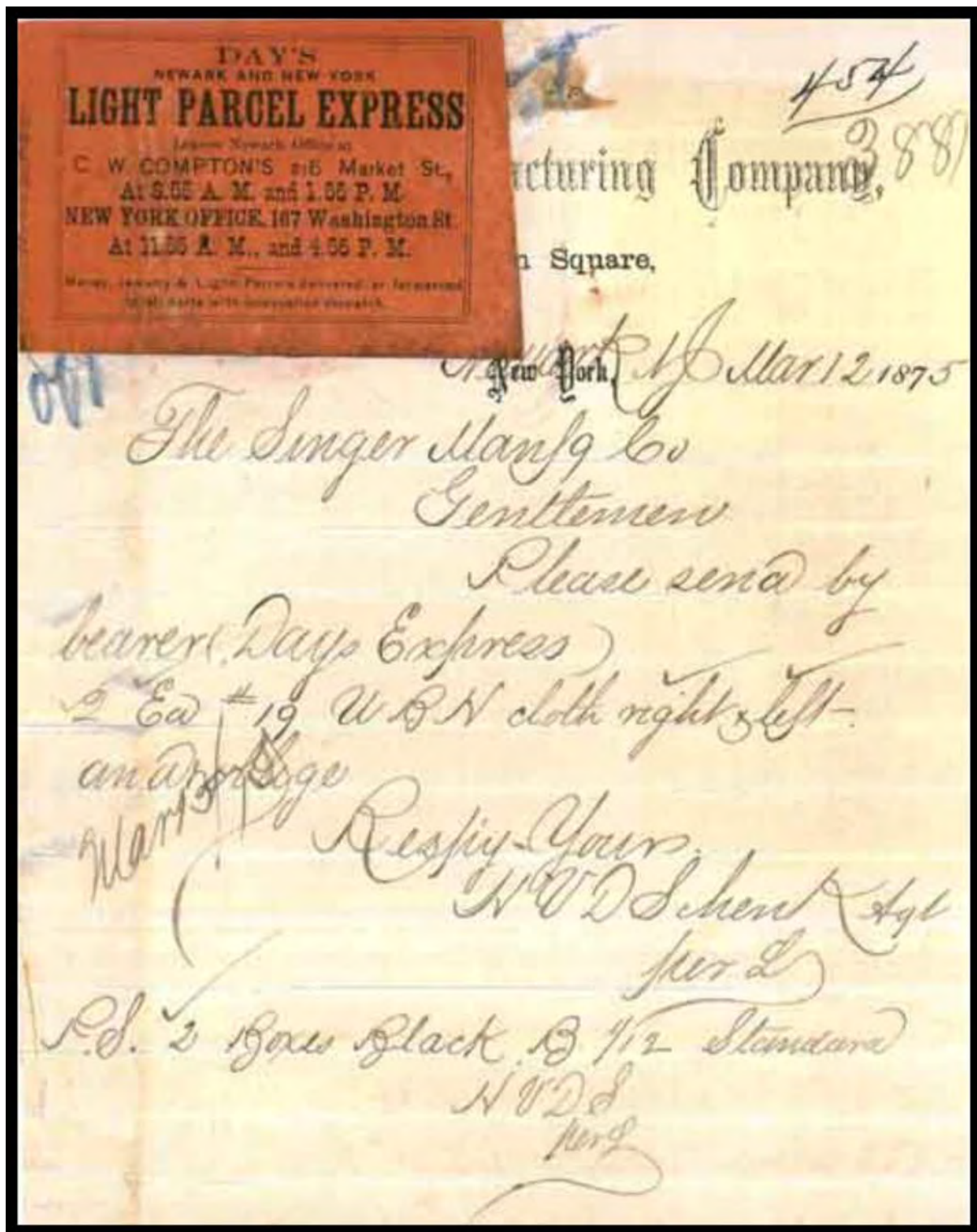


(Courtesy NJPHS)

Figure 6-9. Day Express Co. handstamped cover.

One known indicator of such business partner change is seen in the handstamp on the Figure 6-9 cover. If we believe the city directories correctly recorded the exact titles of the various Day's expresses, the illustrated cover was probably from 1860–62 when the “Day Express Co.” name was reportedly used. The “W. & J. M. Martin” in the handstamp may define the names of the new proprietors during those years. The handwritten note at the top of the illustrated cover reads “Return [?] by Martin tonight Sure Dont fail” which may indicate that Amos Day was out of the express business since he is not mentioned personally, but his familiar company name was still being used.

Only sporadic records of Amos Day as an expressman are found from 1863 to 1870. However, around 1871 it appears that Amos got back into the express business (assuming he had left it) as “Day's Newark and New York Light Parcel Express” that operated from 216 Market in Newark. Figure 6-10 shows a label from this version of Day's expresses that was used in March 1875. This label is printed black on red and measures 61 x 42 mm across the outermost border rectangle. Note that no proprietor's name appears on the label.



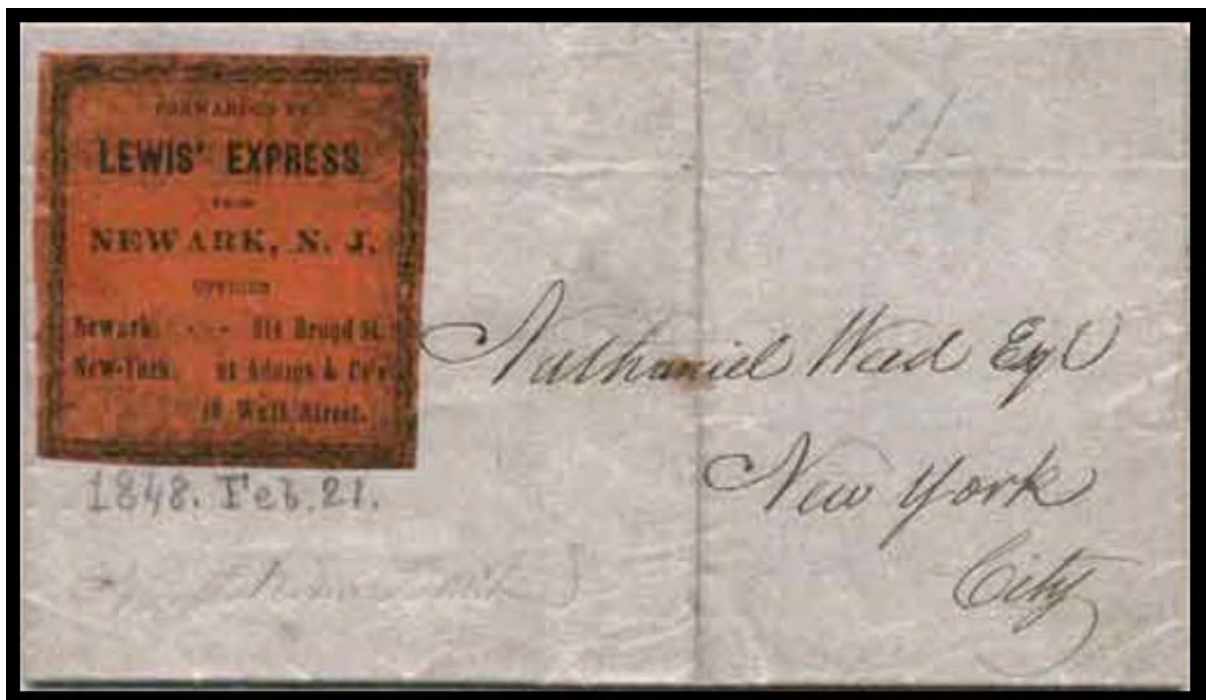
(Copied from the New York U.S. Philatelic Classics website)
Figure 6-10. Day's Express label on 1875 merchandise order.

According to information on this label, Day made daily express trips to its New York office (167 Washington Street) at 8:55 A.M. and 1:55 P.M., and return trips were made to Newark at 11:55 A.M. and 4:55 P.M. Day's express operations are summarized at the bottom of this label in this statement: "Money, Jewelry & Light Parcels delivered or forwarded to all parts with unsurpassed(?) dispatch." This version of Day's express continued until 1882, and probably beyond that date.

Lewis' Express (1847-48)

William Lewis is listed as an express agent at 314 Broad in both the 1847 and 1848 Newark city directories, but not in the 1846, nor 1849 directories. Also, Lewis' Express is not listed in Wilson's 1850-51 Business Directory of New York City, whereas it was listed in the 1848 New York directory (the 1849 directory has not been examined). This information bounds Lewis' Express business operations, as far as can be discerned, to 1847-48.

Only one labeled cover is known from Lewis' Express; it is shown in Figure 6-11. This folded letter from Newark to New York City is dated February 21, 1848, the same as docketed on the outside under the label. The "1/-" at upper right on the cover indicates that Lewis charged one bit (12.5 cents) to deliver this letter. There is an unintelligible entry at lower left that may contain information on the location of the addressee.



(LEWX-L1 label)

(Ex Hahn)

Figure 6-11. 1848 Lewis' Express cover.

The Lewis' Express label is printed in black lettering on orange paper. The outer dimensions of the ornamental frame are 45 x 49 mm. This label reveals that Lewis' New York office was at Adams & Co.'s 16 Wall Street facility which strongly suggests that Lewis was one of a number of semiautonomous express agents who worked for Adams & Co.

(Part 6B of this report on other private expresses with offices in Newark will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE : The alphanumeric numbers that appear under each label's illustration in this article are direct references to the pertinent label numbers in Mosher's Catalog, or in the catalog update article (New U.S. Express/Delivery Company Listings) in the October 2003 issue of *The Penny Post*.

¹ Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 41-43.

² Table II will be published in the second half of Part 6, in the May issue of *NJPH*.

³ Konwiser, H. M., "Express Company Labels of the United States," *The Stamp Specialist, Mahogany Book*, 1947, pg 26.

⁴ Konwiser, Harry M., *Postal Markings*, Quarterman Publications, Inc., 1980, pg 443.

⁵ *Ibid*.

⁶ *Wilson's Business Directory of New York City*, 1859, pp 163-64.

⁷ Mosher, Bruce H., "New Jersey Private Express Companies: Part 3 Buck's Express and The Hope Express Company," *NJPH*, February 2004, pp 28-29.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 6B:
Expresses Operating from Newark Offices

[Continued from the February 2005 NJPH (Vol. 33, No. 1, Whole No. 157)] **By Bruce H. Mosher**
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1866–82 Newark Expresses

The next group of Newark expresses is listed in the Table 6-II summary of the express companies found in the 1866–82 Newark business directories. Discussions of a few of these expresses (those in **boldface** type) follows. We are postponing discussions of Adams Express Co., American Express Co., Central Express Co., and United States Express Co., also seen in this tabulation (*italicized* entries), until future parts of this New Jersey private express series. A portion of the U. S. Express Co. operations was discussed in Part 1.

Company Name	1866	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82
(Directory)	(G)	(G)	(G)	(G)	(G)	(G)	-	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)	(H)
<i>Adams Express Co.</i>																X	X
<i>American Express Co.</i>									-	X	X	X	X	X	X	X	X
Beach & Co.'s									-	X	X	X					
Belleview																X	X
<i>Breese's Express</i>	X	X	-	-													
<i>Buck, Samuel L.</i>	?	-†															
<i>Budd's Express</i>	X	X															
<i>Budd, Ira</i>	X	-†															
Casterline, Frank A. J. (People's)								-	X	X	X	X	X				
<i>Central Express</i>										-	X	X	X	X	X	X	X
Colts Orange and Newark																X	X
Consolidated Co.																X	X
Day, Amos		X				X	√	X	X	X	X	X	X	X	X	X	X
DeCamp, Job (city)		carman	X	X	X	X	√	X	X	X	X	X	X	X	X	X	X
DL&W Express					-	X	√	X	X	X	X	X	X	X	X	X	X
Dime Express (city)													-	X	-	X	X
Empire Express Co.																-	X
European Express																	X
Fair, Samuel	?	X	X	X	X	X	√	X	X	X	X						
Garrig, Jacob		Xdriver	X	√	X	X	?										
Hollinsworth																	X
Lawshe & Co.	-	X	X	X	X	X	√	X	X	X	X	X	X	X	X	X	X
Martin, Charles E. (city)					-	X	√	X	-								
Martins																	X
Matthews (Simeon E.)				-	X	X	√	X	X	X	X	X	X	X	X	X	-
Merchants Newark & NY													-	X	X	X	X
Morehouse, William										-	X	X	X	X	X	X	X
Newark Express Co.†	?	X	-														
Newark Transfer																	X
Newark Union										-	X	X	X	X	-		X
<i>New Jersey Express</i>	?	X	√	X	X	√	√	X	X	X	X	X	X	X	X	X	X
People's (Frank A. Casterline)											X	X	X	X	X	X	X
Philadelphia & Reading													-	X	X	X	X
Reeves, Theodore N.														-	X	X	X
Ross' (city)					-	X	√	X	X	X	X	X	X	X	X	X	X
South Orange																	X
Springfield & Millburn																	X
Stevens, John W.													-	X	X	X	X
Townley, C.H.																	X
Traders' Express		-	X	X	X	X	√	X	X	X	-						
<i>United States Express Co.</i>										-	X	X	X	X	X	X	X
Vernet, George W.											-	X	X	X	X	X	X
Directory Year	1866	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82

NOTES:
 - = no listing Xdriver = express driver (G) = Gopsill
 † = Buck and Budd formed the Newark and New York Express around 1867 (H) = Holbrook
 ? = express status unknown √ = probably listed/existant, but not recorded

Table 6-II. 1866–82 Newark expresses/expressmen

DeCamp City Express (1868–??)

DeCamps' Express was one of the earliest companies to pay for an illustrated ad in the Newark city directories. From this ad (see *Figure 6-12*) we learn that Job DeCamp specialized in moving furniture locally and probably did some train/steamer baggage collection and deliveries. This line of express business was quite different than the parcel expresses that were previously discussed. This company stayed in business through 1882 and maybe beyond. We suspect that DeCamp placed his home address at the bottom of this ad so potential customers could leave requests for his express services at his residence. DeCamp may have had an express 'order board' posted outside his house for customers to write their express-job requests on (it is believed this arrangement was in vogue for expresses of that day, before telephones were widely utilized). Nothing else is presently known about DeCamp's Express.

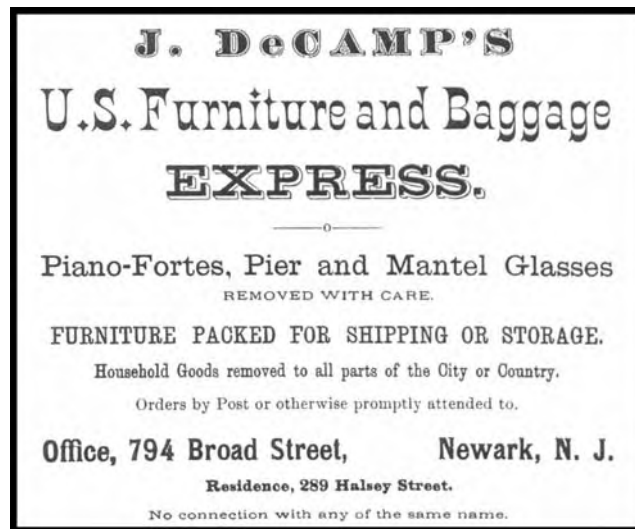


Figure 6-12. 1873 DeCamp's Express advertisement.

Delaware, Lackawanna & Western Express (1870?–86)

The Delaware, Lackawanna & Western Express (DLWX) was first discussed in Part 1 as an express company operating on the Morris and Essex Railroad.¹ At that writing, we did not know when the DLWX began doing business in New Jersey and further speculated that the DLWX may have replaced Trader's Express. More information can now be provided regarding both of those topics. The 1871 Newark directory shows the DLWX operating in Newark with its main express office at 446 Broad, a location they maintained through 1878, and then in 1879–82, they are shown at 444 Broad, which may have been an expansion of the same location, but using a different street number. The DLWX does not appear in the 1870, or prior, Newark directories.

We are now fairly sure that the DLWX acquired Traders' Express in 1875 or 1876. It is interesting to note that Table 6-II shows both Trader's and DLWX doing business in Newark for at least five years during the 1871–75 timeframe. These two companies very well may have been competitors, with both enjoying express privileges on the same Morris and Essex railroad lines. Information on the succession of these express companies is provided below under the Traders' Express discussion.

Merchants' Newark & New York Express Co. (1878-??)

Merchants' Express was one of the many Newark to New York expresses, but one of few to place an advertisement in the city directory. This company was listed from 1878 to 1882 and its ad tells what is presently known about it. Once again, we see the proprietor's home address printed in his business ad and suspect this appears for the previously explained reason.



Figure 6-13. 1879 Merchants' Express advertisement.

Newark Union Express Co. (1876-79)

The Newark Union Express was another early Newark express to place an ad in the city directory. This company seemed to specialize in forwarding furniture, freight and baggage, but they would also deliver any goods purchased in New York back to residences in Newark. One of their New York offices was identified at the Broadway and 22nd Street, American Express Co., office location, so they may have had some affiliation with American Express. There is no proprietor named in this ad, and consequently, no residence address. The Newark Union Express Co. appeared in the 1876 through 1879 Newark City Directory listings. No other information is presently known about this apparently short-lived, express company.

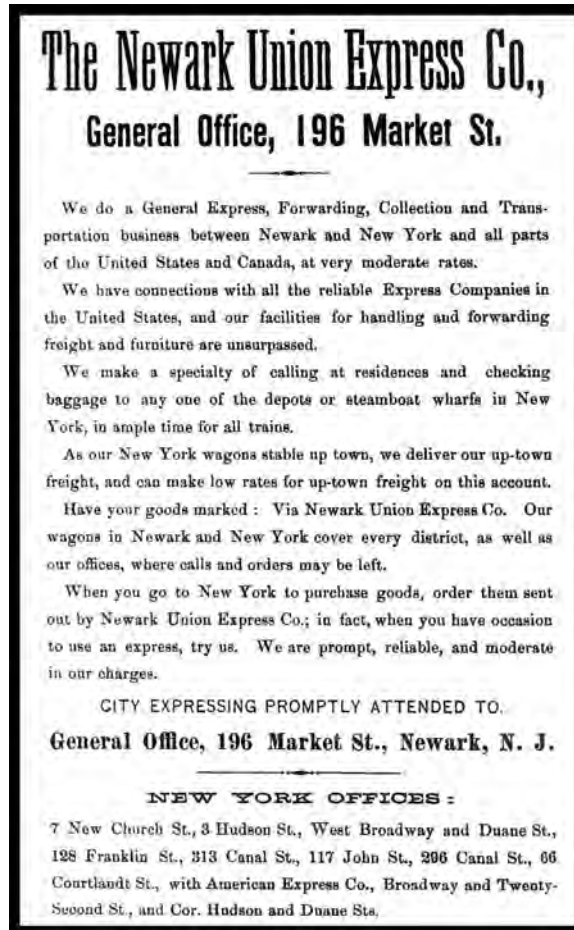


Figure 6-14. 1877 Newark Union Express advertisement

Philadelphia & Reading Express (1873–87)

The Philadelphia & Reading Railroad Express (P&RX) was discussed in Part 2 where its business life was established as being from 1873–87.² By 1879, the P&RX opened an office in Newark that existed until at least 1882, and probably beyond that. During this timeframe the Central of New Jersey Railroad had regular schedules into Newark and this road was controlled by the Philadelphia and Reading. It appears that these circumstances facilitated the P&RX having an office in Newark. A P&RX label was previously shown in *Figure 2-9*, no additional, collectible P&RX paper has surfaced since Part 2 was written.

Traders' Express (1868–75)

When the Traders' Express Co. was discussed in Part 1,³ we were very unsure about the longevity of this company. Referring to Table 6-II, note that Traders' is listed in the 1868 through 1875 city directories. As discussed earlier, the last operating year for Breese's Express was 1867. So, we now believe that Trader's Express acquired the Breese Express assets to accomplish this express company transition. A Traders' Express label that was used in their Newark office was previously shown in *Figure 1-4*. No additional artifacts from Traders' Express have been reported since Part 1 was written.

The last office (1875) for Traders' Express was at 182 Market in Newark. Maybe, not too coincidentally, the Delaware, Lackawanna and Western Express (DLWX) moved into that same address according to the 1876 Newark directory. This creates speculation that the DLWX acquired Trader's Express and its assets late in 1875 or early in 1876. Perusal of the 1876 *Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*⁴ reveals that the DLWX was operating on the Morris & Essex Division of the DL&W railroad in 1876, so apparently they did take over Traders' Express as speculated.

Other Newark Express Companies

Other Newark expresses, in addition to those listed in Tables 6-I and 6-II, have come to our attention and are now discussed. The early (pre-1882) express companies discussed below were not found in the 1844–82 Newark city directories.

Ewins Dispatch Express (ca. 1848–52)

The Ewins Dispatch Express operated from Adams & Co.'s Express office at 16 Wall Street in New York. Its only known label (*Figure 6-15*) contains a short list of offices at Providence, Philadelphia, Newark, and Brooklyn. The label itself is black on red and measures 40 x 33.5 mm at the outer perimeter of its ornamental border. The cited Newark office was at 314 Broad, the same address used by William Lewis for his express office in 1848–49. This Newark address may have been used by the semiautonomous New York–Newark expresses that were related to Adams & Co. operations. Interestingly, no reference was found (unless we missed it) to Ewins Express in the 1845–55 Newark city directories. There was one close entry in the 1851 Newark directory for “Ewens ____ (sic), express 295 Broad,” but this was deemed not to be related.



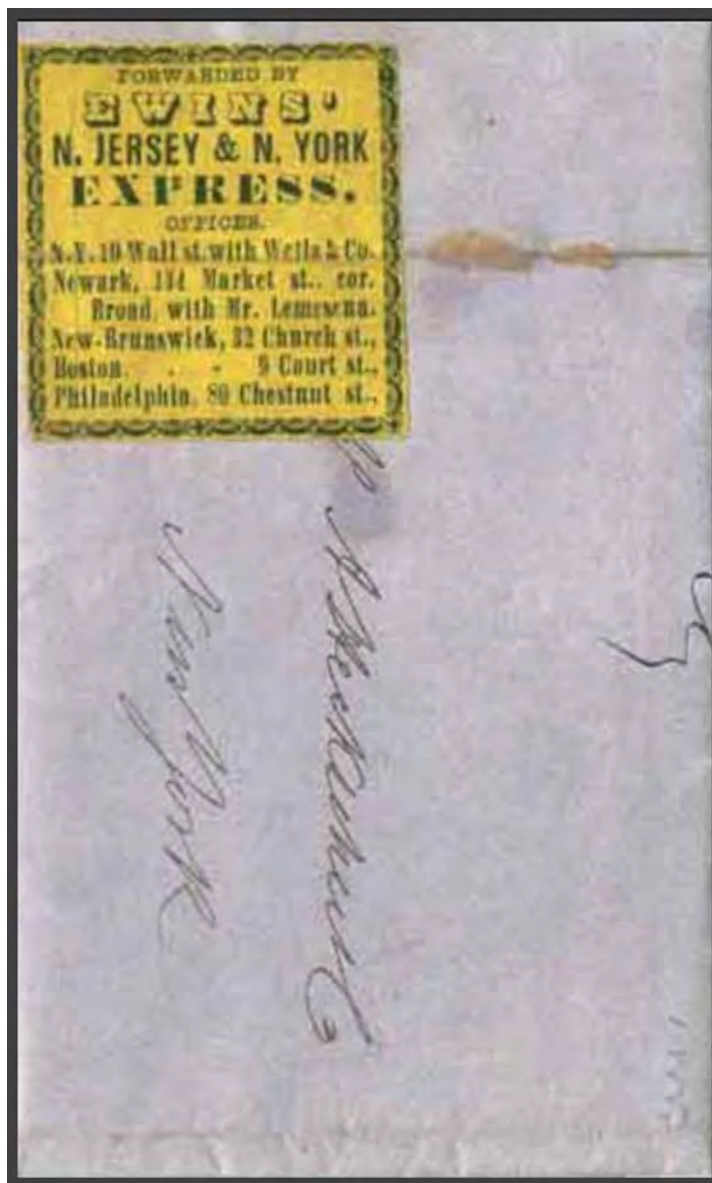
(EWND-L1 label) (From ex-Hahn cover)

Figure 6-15. Ewins Dispatch Express labe

A few dating clues exist about Ewins Dispatch Express. The folded letter that hosts the illustrated label was owned by the late Cal Hahn and he described it as “Sent from New York via rail to Providence Ca. [circa] 1852.” There are no other visible markings on the front of this folded letter, so we can only guess that Cal’s information came from contents within the letter. Wilson’s 1848 New York City Directory lists “Ewins & Co. 16 Wall” under ‘Expresses.’ Based on the evidence at hand, Ewins Dispatch (aka Ewins & Co.) Express is estimated to have operated from 1848 to 1852, but perhaps it started sooner and maybe it lasted longer.

Ewins' New Jersey & New York Express (ca. 1851–55)

The “Ewins” in the ‘Ewins’ New Jersey & New York Express’ may be the same person that ran the previously discussed express, or he may be a relative, or he may be someone else with the identical last name. We do not know the relationship at this time. The lone testaments to this company are two express labels; one is shown affixed to a folded letter in *Figure 6-16*. The Newark office printed on this label is at 134 Market Street, corner of Broad. Mr. Lemesena is cited at this address, so it may be a personal residence or more probably, Lemesena worked at the establishment at this address. A New Brunswick office at 32 Church Street is also printed on the label. The label is black on yellow and measures 44 x 46 mm.



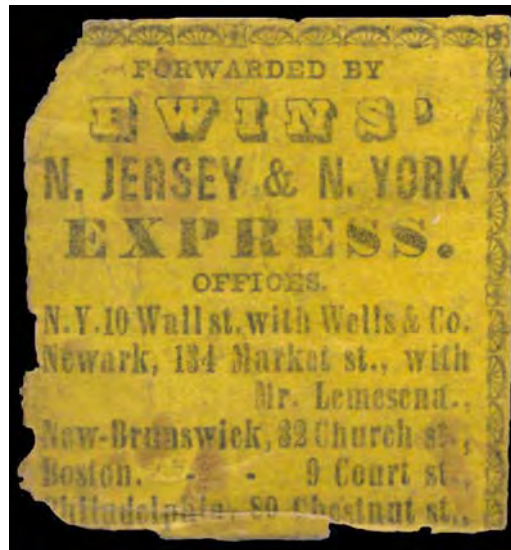
(EWSX-L1 label)

(Ex Hahn)

Figure 6-16. 1855 Ewins' Express cover.

The printed Ewins New York office address is with Wells & Co. (Express) at 10 Wall Street. This may mean that Ewins' Express was associated with Wells & Co., however, there is also speculation that this Ewins' Express was one of the semiautonomous expresses that worked for Adams & Co. The illustrated folded letter was dated October 10, 1855. No mention of this express was found in the 1845–60 Newark city directories.

The second label is very much like the first and is shown in *Figure 6-17*, the only difference being that the “cor. Broad” words have been removed from the Newark office address. This label is the same color and size as that in *Figure 6-16* and is affixed to a mortgage that is dated April 1, 1851. So, we have two dated items - 1851 and 1855 - for Ewin's New Jersey & New York Express. No additional information is presently available about this express company.



(EWSX-L2 label)

(Bill Sammis collection)

Figure 6-17. 1850's Ewins' express label.

Fearey's Mustang Express (ca. 1887–88)

Because of its Scott U.S. Specialized Catalogue listing for many years, Fearey's Mustang Express is one of the best known local Newark expresses. Jabez Fearey was the local Newark agent for the Pacific and Atlantic Telegraph Company, who also found time to run his Mustang Express. Fearey used a red adhesive stamp (Scott 66L1) that initially appeared on June 21, 1887 and was valued at five cents (see the text in *Figure 6-18*). The Scott listing is under “Local Stamps,” but the editors are not sure that Fearey & Co. was a local post because they state “Some authorities consider this item to be an express company label rather than a [local post] stamp.” after their listing.⁵ Our opinion, based upon Dr. Mitchell's contemporary 1887 report in *Figure 6-18*, is that Fearey's adhesive is an undenominated express company 5¢ stamp.



Figure 6-18. An 1887 Mustang Express discussion, in the *Philatelic Journal of America*.⁶

Jabez Fearey & Co.'s letter, or parcel, delivery fees and conditions in the above 1887 discussion are quite explicit and are summarized in Table 6-III.

Delivery distance from Broad and Market streets	Delivery fee for consignor	Fee for recipient's immediate Answer
Within one mile	10¢	5¢
More than one mile	20¢	5¢

Table 6-III. Fearey's Mustang Express rates in 1887.

We see that a Mustang Express letter or parcel delivery from Newark to New York City (more than a mile) would have cost 20 cents. This would require four Mustang Express 5¢ stamps to show that the express fee was prepaid. However, only twelve cents (two cents more than half of this fee) would have been charged if the Mustang Express delivered a letter less than a mile to the Newark Post Office and placed it in the U. S. mails. Letters delivered by Fearey's Express and bearing multiple Mustang Express stamps have not been seen by the author, and may not exist. Reports of such covers would be highly appreciated.

The Scott Catalogue lists "1870" as the issue date for Fearey's 66L1 stamp. Others have copied this date and republished it. We find no listing of Jabez Fearey & Co. in the 1860 to 1882 Newark city directories. In Dr. Mitchell's report, he does not define a starting date for Fearey's express, but he certainly speaks about its operations in 1887, including the initial acquisition and appearance of Fearey's 50 mustangs. An examination of the Newark city directories for 1887, ±4 years, would probably produce a much more accurate estimate of the Jabez Fearey & Co. business tenure. For now, we will postulate that the Mustang Express was started in 1887 (maybe earlier), but certainly not as early as 1870.

Jabez Fearey died November 16, 1890 at Matawan, N.J.⁷ He was local manager of the Postal Telegraph Co., in Newark at the time of his death. Fearey's obituary says "He was proprietor of the Mustang Express of Newark, a local post that run[sic] in that city several years ago...." This past tense account, if accurate, indicates that Fearey's Mustang Express may not have lasted into 1888, since three years ago (i.e., 1887) would seem to be a reasonable minimal interpretation of 'several years ago.' Here again, according to this 1890 account, 1870 is not even close to the contemporary time for Fearey's Express business. Including the cited historical uncertainty, we estimate that the Mustang Express ended sometime in 1888.

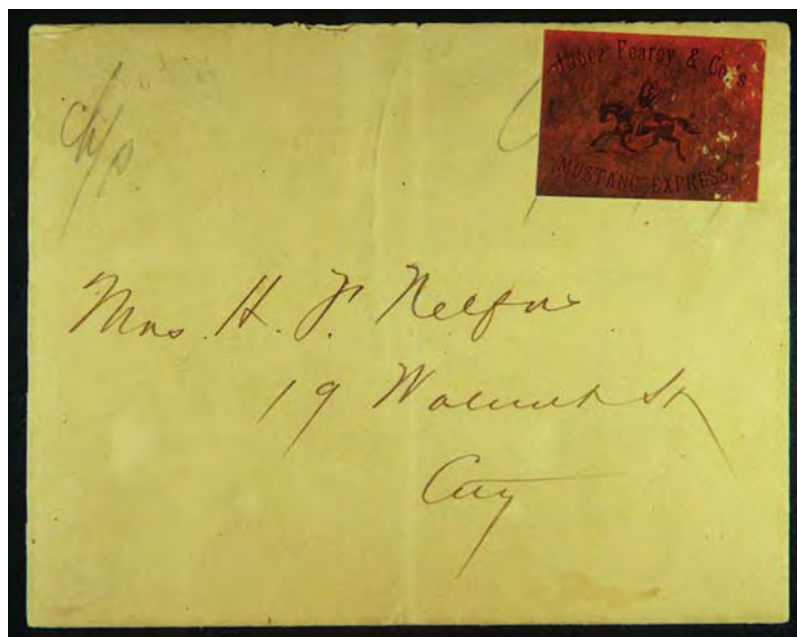
An interesting cover is shown in *Figure 6-19*. It appears that, based on Dr. Mitchell's reprint of Jabez Fearey's Mustang Express published rates, the attached 5¢ adhesive would pay half the rate (10¢) for Fearey to transport this letter less than a mile to the Newark Post Office. Also, the adhesive appears to have been 'precanceled' with four killer bars that do not tie it to the envelope. So, is this a legitimate use of a Fearey stamp on a local Newark letter? Maybe Mitchell erred in his quotation of Fearey's value of these adhesives, or maybe Mitchell was describing a different Mustang Express adhesive, or maybe Mitchell was right and Fearey revalued the adhesives prior to this usage, or maybe Fearey changed his rates so this usage was consistent with his new rates. There are too many possible explanations and no known reference material to use for evaluation. If this is a legitimate Fearey adhesive use on cover, note the postmark date of "188_" fits in with our postulated business era of this express.



(Courtesy NJPHS)

Figure 6-19. 1880's Mustang Express labeled cover.

Another Fearey-adhesive hosted cover is shown in *Figure 6-20*. This cover appears to have been locally posted by the Mustang Express with no Post Office involvement. The adhesive is tied to the cover with an indiscernible manuscript marking. Once again, the use of a single, 5¢ adhesive stamp is somewhat befuddling. One conceivable explanation within Fearey's published rate structure is for this cover to be an Answer letter from a prior Mustang Express delivery. Subsequent to delivery (of perhaps a different letter), the messenger applied the 5¢ adhesive stamp after receipt of the five-cent Answer fee. This cover bears a manuscript "Ch/p" marking at upper left which might represent a payment, delivery route, or Answer letter (is the "p" an "A"?) indication. The handwriting in this marking is similar to what can be discerned written over the adhesive stamp.



(Courtesy NJPHS)

Figure 6-20. Mustang Express labeled cover.

A curious forgery of the Mustang Express adhesive is shown at the left in *Figure 6-21*, a genuine Sc. 66L1 is shown on the right. The age of the forgery is unknown and only one copy of this forgery is presently known. The paper is light yellow in color, but a somewhat dirty yellow (maybe from age and handling). This forgery resembles a low resolution photocopy of the mounted carrier in the center of the original adhesive, plus some modifications were made to the punctuation surrounding the lower lettering. Some of the original fine details in the peripheral lettering are present, however, so the overall forgery label does not appear to be a complete low-resolution copy. In addition to the color differences in the adhesive papers, these significant variations in the forged label are noticed:

1. The overall image is approximately 5% to 7% larger, depending on where comparisons are made.
2. The “J” has a dot over it.
3. The rider’s vest has no defined waistband.
4. There is much less detail in the horse’s image:
 - a) the lower part of the reins is missing,
 - b) the saddle blanket has been replaced with solid black,
 - c) the horse’s tail is less stranded,
 - d) no shading detail exists in the withers or flank areas of the horse.
5. There are two bold dots at the upper left of “Mustang” versus quotation marks (there may also be an open parenthesis preceding the first dot).
6. There are two bold dots plus an open parenthesis following “Express” instead of quotation marks.

Reports of additional copies of this forged Mustang Express label (or any similar forgeries) would be appreciated by the author.



Figure 6-21. Mustang Express adhesives.

New Express Co. (ca. 1907)

The New Express advertisement shown in *Figure 6-22* was taken from a 1907 shippers guide.⁸ This express ‘distributed’ express merchandise in Newark and Jersey City, so it is assumed they maintained offices in both cities. No other information is presently known about the New Express Company.



Figure 6-22. 1907 New Express advertisement.

More Newark Expresses Existed

Our research time at The Newark Public Library ended with the 1882 city directory, so the related portion of this report is ended at 1882. In 1881 and 1882, 30 Newark express companies were listed in the city directories, an increase of 13 expresses compared to 1880. New express company starts in many other cities in the northeastern states were on the rise in the ensuing years, and most probably in Newark, too. No doubt, many additional local express companies can be found in the 1883 and later Newark directories, and there are also probably some very interesting, express company advertisements residing in those annuals. Maybe someone will get a chance to pursue these historical sources in the future and then compose a sequel to this report.

Acknowledgment

We are forever grateful to the late Calvet (Cal) M. Hahn for providing good illustrations in 1998 and 2003 for many of the early New Jersey label-bearing covers discussed in this article. Cal also briefed the New York Chapter of the U.S. Philatelic Classics Society on many of these New Jersey express covers during their June 10, 2003 monthly meeting. Color scans of his New Jersey briefing material can be seen at <http://nystamp.palace-designs.com/June2003.html> .

(Another section of this report will follow in the next NJPH.)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE : The alphanumeric numbers that appear under each label's illustration in this article are direct references to the pertinent label numbers in Mosher's Catalog, or in the catalog update article (New U.S. Express/Delivery Company Listings) in the October 2003 issue of *The Penny Post*.

ENDNOTES:

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- ¹ Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 45-46.
 - ² Mosher, Bruce H., "New Jersey Private Express Companies: Part 2 Some South Jersey Express Companies," *NJPH*, August 2003, pg 111.
 - ³ Mosher, Bruce H., "New Jersey Private Express Companies: Part 1 Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, pp 43-44.
 - ⁴ Compiled and published by Edwin W. Bullinger.
 - ⁵ *Scott Specialized Catalogue of United States Stamps & Covers*, 2005, pg 408.
 - ⁶ *Philatelic Journal of America*, Oct. 1887, pg 222.
 - ⁷ Obituary, *The Independent Philatelist*, Bayonne City, N. J., Dec., 1890. Reprinted on page 114 of the September 1990 *NJPH*.
 - ⁸ Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal and Shippers Guide for the United States and Canada, etc.*, 1907, pg 142.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 7 More about Wells Fargo & Company's Express

By Bruce H. Mosher

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Wells Fargo Operations within New Jersey

As we previously reported, Wells Fargo & Company's Express was active in Northern New Jersey from April 1888 through June 1918, furnishing 30 years of Garden State express service. Thanks to recent offerings in eBay auctions, many additional vintage Wells Fargo artifacts from New Jersey have surfaced for historical recognition. These newly identified items involve

- The Wells Fargo Atlantic Library Association,
- Suburban Parcel Service from New York City,
- Memorabilia from Garfield, Montclair, Rutherford and the Morristown & Erie Railroad,
- Office and COD labels from several New Jersey towns.

Wells Fargo Library Associations

Wells Fargo established general Circulating Libraries (identified as Wells Fargo Library Associations) for its employees in New York and Jersey City, Chicago, Kansas City, San Francisco and the City of Mexico during the late 1890s. Then in 1900, smaller Reference Libraries were installed at 30 additional express terminal points (i.e., Wells Fargo depots) in the United States, including a Wells Fargo library at Newark, N.J. The following books were initially furnished at each reference library:

1. Bible and Concordance
2. Standard Dictionary
3. Century Atlas
4. Shakespeare and Concordance
5. Fallow's Synonyms
6. Bartlett's Familiar Quotations
7. Hayden's Dictionary of Dates

President John Valentine stated that Wells Fargo had initiated the Circulating Libraries for these reasons:¹

These depositories of information not only enable employes[sic] to keep in touch with the current events of the day, but also to improve their minds and fit themselves for promotion in the company's service—making the man a better employe and the employe a better man

Unfortunately the fallacy is very general that a man who has gone to school eight or ten years in his youth is educated. Nothing could be a greater mistake; because, properly considered, education goes on from the cradle to the grave; and the man who cherishes an abiding interest in whatever is taking place in the world at large proves, as a rule, the most efficient workman.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 7: More Wells Fargo - Bruce Mosher

One Wells Fargo Atlantic Library Association was located in New York City, headquarters for the Wells Fargo Atlantic Division, and another in Jersey City (which may have been a subsidiary of the company's library in New York). Library membership was open to all Company employees for monthly dues of ten cents. *Figure 7-1* illustrates a 1904 monthly dues receipt from the Jersey City Library.

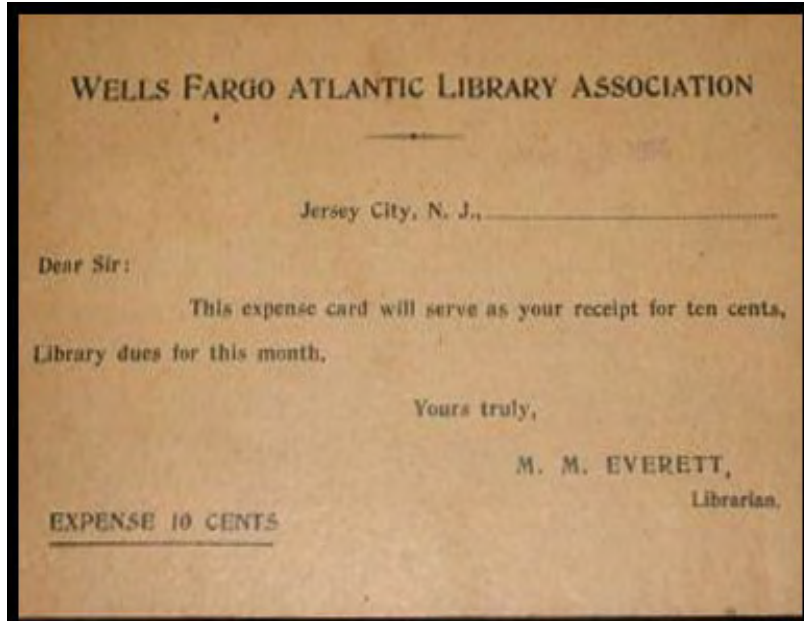


Fig. 7-1: 1904 monthly library dues receipt.

Suburban Parcel Service

The only Wells Fargo denominated stamp shown in Part 5B² bore the inscription "Suburban Parcel Service" and this stamp was speculated to have seen widespread use on packages that were transported from New York City to New Jersey suburbs. We can now confirm that this was the intended use for this stamp that is shown again in *Figure 7-2*. *The Express Gazette's* 1902 announcement of this new, non-business oriented service stated the following:³

On October 1st the Wells-Fargo Express inaugurated on the Erie Railroad and branches a suburban parcel service. This service is for the benefit of suburban residents who make purchases in the metropolis. It saves them the trouble of caring for their packages. It does not apply to business shipments. The packages are sent to the West Twenty-third or Chambers Street stations. Shipments are limited to one hundred pounds each. Packages of money, jewelry, and valuables are not included in this arrangement. Charges must be prepaid by means of a stamp affixed to the package, the value graduated according to the weight. Stamps are sold in books containing twenty, each valued at five cents. This arrangement is in line with similar service established in some of the largest cities by other companies.



Fig. 7-2: Suburban Parcel Service prepayment stamp.

It is now clear that Wells Fargo had only issued five-cent stamps for this Service, but nothing higher in face value. It was then necessary for the purchaser to apply multiples of these stamps to his packages according to the rate schedule printed on the stamp. There is no evidence at hand to indicate that the ultimate delivery distance from New York was a factor in determining the prepaid delivery rates.

A contemporary broadside that defined specific instructions for the Suburban Parcel Service operations was jointly issued in 1902 by Wells Fargo and the Erie Railroad. It was probably distributed in the early-Fall time frame of 1902. This broadside was printed on both sides and contained 22 specific instructions. The front side is illustrated in *Figure 7-3*. Of particular interest for New Jersey-involved service operations are the First and Fourth Instructions:

1. On October 1st, 1902, Wells Fargo & Company Express will, in conjunction with the Erie Railroad Company, inaugurate a Suburban Parcel Service from New York to all stations between Jersey City, N. J., and Suffern, N. Y., inclusive, on the Main Line, Erie Railroad, including the Newark Branch; to all stations on the Greenwood Lake Division and branches thereof to and including Hewitt, N. J.; to all stations on the New Jersey and New York Railroad, including New City Branch; to all stations on the Northern Railroad of New Jersey and Piermont Branch.

4. Every Erie Railroad Ticket Agent within the territory named will be supplied with a number of these [stamp] books for sale to commuters and residents of the suburban towns; additional books will be furnished upon requisition to the Superintendent, which should be made before the supply on hand is exhausted. Wells Fargo & Company Express Agents at such towns as Newark, Orange, Passaic, Paterson and Englewood, N. J., will also keep books of Suburban Parcel Service stamps for sale.

Instruction 19 (on the back) also contained some interesting service instructions:

19. Suburban Parcel stamps are good only for the transportation of personal and family packages to the home station of the purchaser [of stamps], and agents should give close attention to the character of shipments received at their stations, to which these stamps are affixed. If they discover that this service is being used for any class of business shipments, or for packages destined to stations other than the home station of the purchaser, they should at once advise the Superintendent, giving the name of the consignee, the number of his book of stamps and full particulars of the shipments forwarded thereunder.

Wells Fargo & Company Express

Co-operating with the Erie Railroad Company

IN A

Suburban Parcel Service

Instructions to Agents, Baggage Agents, Train Baggage Masters and Messengers

1. On October 1st, 1902, Wells Fargo & Company Express will, in connection with the Erie Railroad Company, inaugurate a Suburban Parcel Service from New York to all stations between Jersey City, N. J., and Suffern, N. Y., inclusive, on the Main Line, Erie Railroad, including Newark Branch; to all stations on the Greenwood Lake Division and branches thereof to and including Hewitt, N. J.; to all stations on the New Jersey and New York Railroad, including New City Branch; to all stations on the Northern Railroad of New Jersey and Piermont Branch.

2. New York Offices of the Suburban Parcel Service will be located at Chambers Street and West Twenty-third Street Stations, Erie Railroad Company, where regular Suburban Parcel Service Agents will be in attendance from 8:00 A. M. to 6:30 P. M. daily except Sunday. **Packages must not be received for transportation at any other office.**

3. All packages forwarded by Suburban Parcel Service must be prepaid by parcel stamps affixed thereto. These stamps are issued in books, each containing twenty 5-cent stamps.

4. Every Erie Railroad Ticket Agent within the territory named will be supplied with a number of these books for sale to commuters and residents of the suburban towns; additional books will be furnished upon requisition to the Superintendent, which should be made before the supply on hand is exhausted. Wells Fargo & Company Express Agents at such towns as Newark, Orange, Passaic, Paterson and Englewood, N. J., will also keep books of Suburban Parcel Service stamps for sale.

5. These books are numbered and should be sold in numerical order—the lowest number first.

6. At time of sale the purchaser must be requested to sign the contract on perforated leaf, which must then be torn out and forwarded, without delay, to the Superintendent.

7. Remittances for Stamps sold must be made to the Cashier, Wells Fargo & Company Express, 63 Broadway, New York City, on the 1st, 8th, 16th and 24th of each month, and must be accompanied by a report of books sold, and remaining undisposed of, on the form provided for that purpose.

8. Agents must be very particular not to confuse settlements of Suburban Parcel Service business with any other accounts of their offices. The accounts must be kept absolutely separate and distinct.

9. Rates.—The following rates will be charged:

For Packages weighing 15 pounds or less	10 cents.
“ “ over 15 to 35 pounds	15 “
“ “ “ 35 to 65 “	20 “
“ “ “ 65 to 100 “	25 “

No shipment weighing over one hundred pounds will be received for transportation by this service.

10. Shipments by this service must be delivered to and called for at the respective offices in the Erie Railroad Stations. They will be forwarded by all trains having Baggage Cars.

11. All packages will be way-billed on Suburban Parcel Service way-bills. When delivery is made to consignee, he must sign his name in the column provided for that purpose on the way-bill, opposite the entry covering his package. Great care must be exercised to secure proper receipts.

12. Should an insufficient number of stamps be affixed to a package, the way-bill will show in the column headed “Collect Insufficient Stamps” the amount which is to be collected, in stamps, from the consignee before delivery. These stamps must be affixed to the **way-bill** and canceled. Before delivering a package, Agents must always examine the way-bill closely to see if any amount is to be collected from consignee, as they will be held responsible for failure to collect such items.

13. All Suburban Parcel Service Way-bills for packages delivered must be forwarded to Superintendent Wells Fargo & Company Suburban Parcel Service, Chambers Street Station, New York, on the 1st, 8th, 16th and 24th of each month.

Fig. 7-3: 1902 Suburban Parcel Service broadside

This broadside was issued from the office of C. Jackson Willis, Wells Fargo Superintendent in New York, and was approved by E. A. Stedman, the Wells Fargo & Company Express Acting Manager and also by D. W. Cooke, the General Passenger Agent for the Erie Railroad Company. It is not known how long the Suburban Parcel Service persisted. Perhaps it lasted as long as Wells Fargo Express did, until June 1918 (in the United States); that would have meant a longevity of over 15 years for this service. We just don't know anything about the termination circumstances.

New Jersey Memorabilia

The following subsections describe a random sampling of New Jersey-utilized Wells Fargo & Co. Express paper artifacts that still exist today. All of these items are illustrated.

Garfield

In the early 1900's, Wells Fargo Express serviced Garfield, N. J. (Bergen County) via the Erie Railroad's, Bergen County Railroad branch that was previously shown in Part 5A on the Wells Fargo route map.⁴ The invoice shown in *Figure 7-5* was generated to document an express charge of 40 cents for transporting one 60-pound box from the Hammerschlag Manufacturing Co. in New York City to Garfield, N. J., on August 20, 1903. Hammerschlag paid the express charge on August 28 as evidenced by their circular PAID handstamp on this invoice. E. C. Kornhoff (Wells Fargo agent) acknowledged receipt of their payment on August 29th.

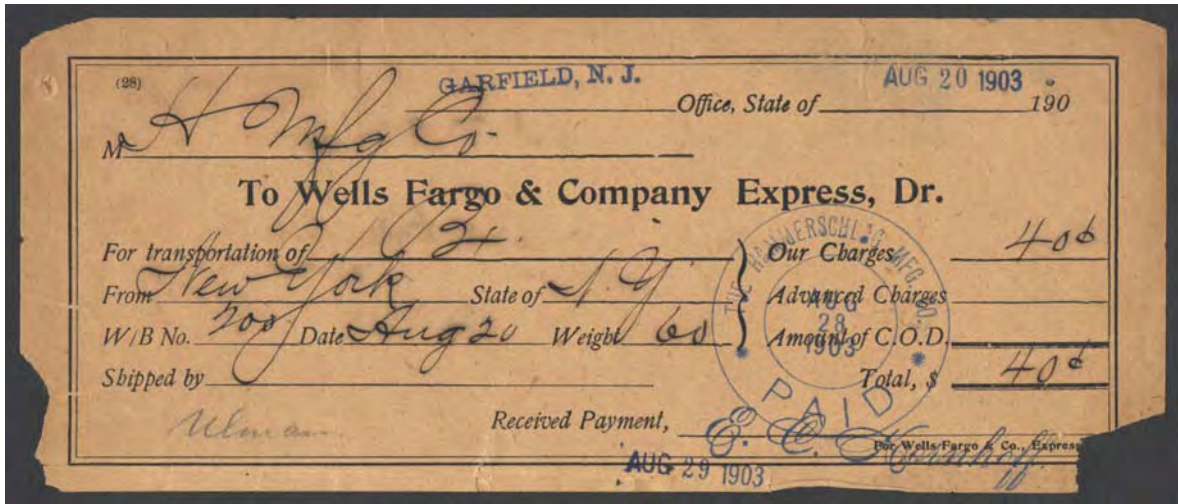


Fig. 7-4: August 1903 Wells Fargo invoice from Garfield, N.J.

It was common business practice for the larger express companies to issue complimentary franks to certain customers for free parcel shipments. The express *Pass* was a manifestation of this practice where a few complimentary shipments were authorized for a customer, but most usually for just a single shipment. Such a pass (a.k.a. *frank*) from Wells Fargo & Co. is shown in *Figure 7-5*. This frank was issued to H. B. Vreeland for a free shipment, not exceeding 20 pounds, from New York City to Garfield. Since no other arrangements are stipulated, this frank was only good for a one time shipment. E. A. Stedman's facsimile signature is preprinted at lower right; he was Manager of the Atlantic Department from 1902 to 1910. Frederick J. Hickey

was the Wells Fargo General Agent in New York City from the 1890s through 1910. His signature is entered vertically along the left side to validate this frank. This frank was probably used around 1905.



Fig. 7-5: Complimentary shipping pass, issued to a Garfield Resident.

The Figure 7-5 frank measures 120x65mm overall and is perforated 14 on the left side. The printing and map are in black and the paper is buff colored. The basic portion of this frank's design is imprinted over a light brown, 93x58.5mm rectangle that is directly printed on the frank's buff paper. The control number at upper right (6945) is red. The Ocean to Ocean mini-map (enlarged in Figure 7-6) is very similar to that previously shown at the left in Figure 5-2,⁵ except all the cities are in Gothic type (vs. serified) and a couple of the short route lines in Texas and Mexico are missing. It is interesting to read on the frank that the recipient is now totally responsible for his shipment, a normal express company stipulation in exchange for providing free transportation.



Fig. 7-6: Ocean to Ocean mini-map.

A 1905 Wells Fargo Money Order Department directive to the Garfield agent is shown in *Figure 7-7*. This memo is from Superintendent W. E. Scott in New York and defines the Garfield agency's sales portion as 33⅓ per cent of their charges on money orders sold locally, beginning June 1st, 1905.

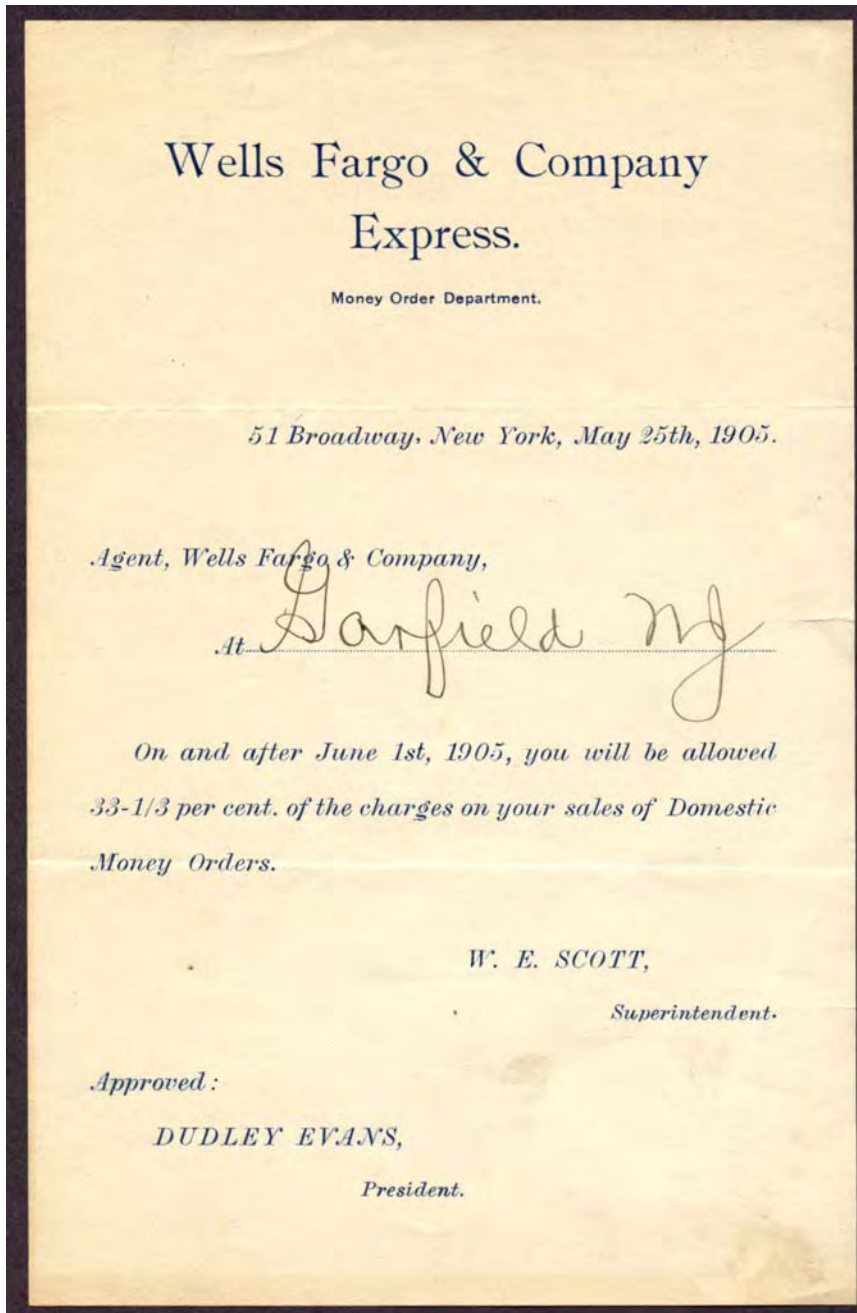


Fig. 7-7: May 25th, 1905 memo from New York office.

Another Wells Fargo item is shown in *Figure 7-8*. It is an August 10, 1904, Atlantic Library Association dues receipt for Garfield agent E. C. Kornhoff's ten-cent payment.

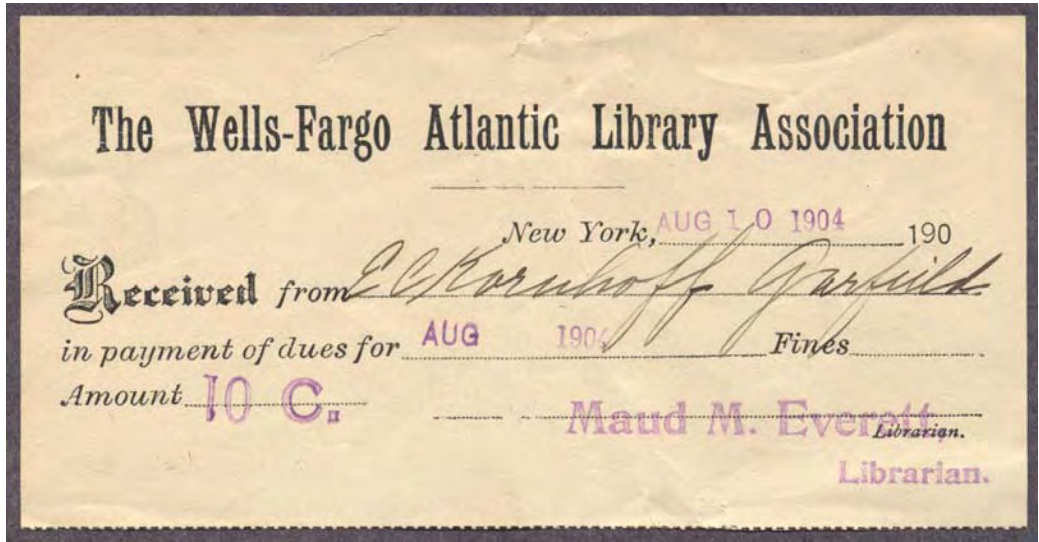


Fig. 7-8: August 1904 ten-cent library dues receipt.

Montclair

Wells Fargo Express serviced Montclair, N. J. (Essex County) via the Erie’s Greenwood Lake, Main Line branch that went from Jersey City to Greenwood Lake, N. Y. The receipt shown in Figure 7-9 was issued in Montclair (handwritten on the date line) to document the consignment of one trunk that was to be delivered to Hallstead, Pennsylvania (a town on the Delaware, Lackawanna & Western Railroad also serviced by Wells Fargo Express).

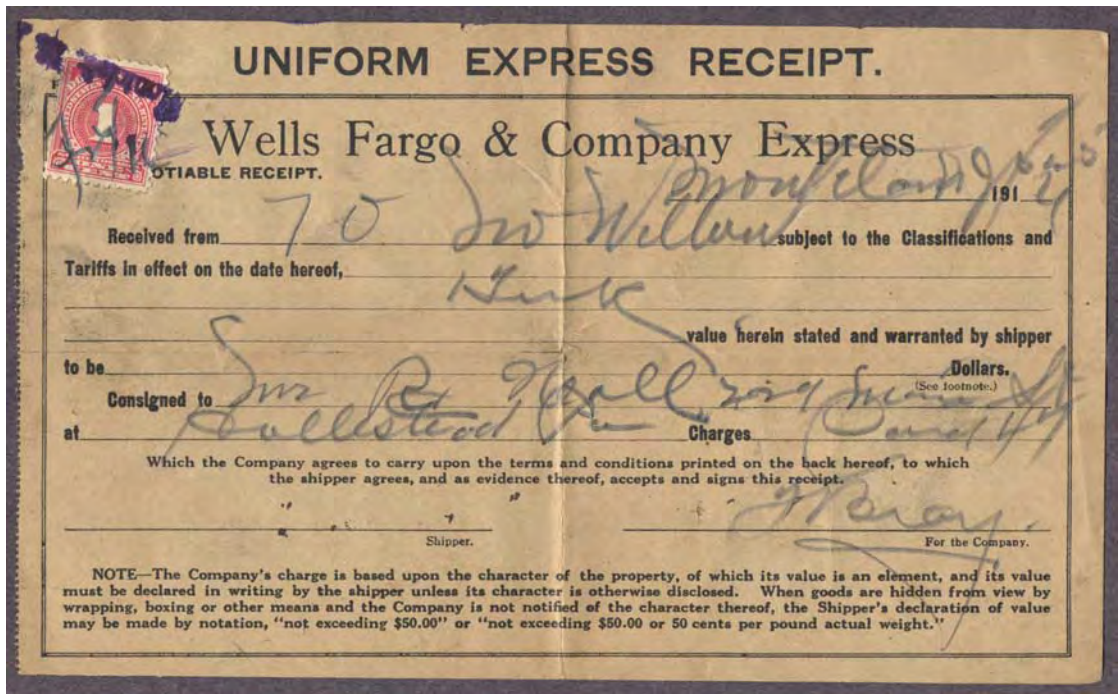


Fig. 7-9: February 1914, Montclair, N.J. express receipt.

The 1914 Uniform Express Receipt in *Figure 7-9* appears to be Wells Fargo's version of the Interstate Commerce Commission's standardized format that had been imposed upon all express companies of that era (thus the 'Uniform' designation). This format is all business in content with no room for Wells Fargo advertisements or propaganda. Likewise the reverse of this receipt has 13 lengthy express Terms and Conditions printed on it, but no company advertisements.

In the upper left corner of the 1914 receipt is a used Scott R196 revenue stamp that is 'canceled' with a "Montclair, N. [J.]" purple handstamp (see *Figure 7-10*) that was probably applied by the Wells Fargo Agent. This handstamp ties the R196 to the receipt and is very over inked so that it exhibits a blurred appearance. Also, the lower end of the "J" that was obviously part of the purple handstamp is visible at the very upper left corner of the receipt (lower right corner on the inverted *Figure 7-10* enlargement).



Fig. 7-10: Montclair, N.J. purple handstamp.

Rutherford

From 1888 to 1895, Wells Fargo Express serviced Rutherford, N.J. (Bergen County) via the New York, Erie and Western Railroad's Eastern Division that ran from New York City through New Jersey to Port Jervis, N.Y. The postal card shown in *Figure 7-11* was mailed on November 15, 1892 to notify Mrs. Williams that her express package had arrived at the Rutherford express station. She could pick up her package after payment of the 65-cent express charges. No other identifying information was provided on the card, so hopefully Mrs. Williams was expecting such a package.

This card is a Scott UX10, one-cent postal card that is postmarked "Nov 15 8 AM 1892 Rutherford, N.J." It is simply addressed to "Mrs. Williams, Rutherford." Rutherford must either have been a relatively small town in 1892, or Mrs. Williams was a very well-known personality. We also note the standard "Order for Delivery" option printed on the back of the card which would allow Mrs. Williams to designate someone else to retrieve her package, upon presentation of this notice with the pertinent identification information filled in.

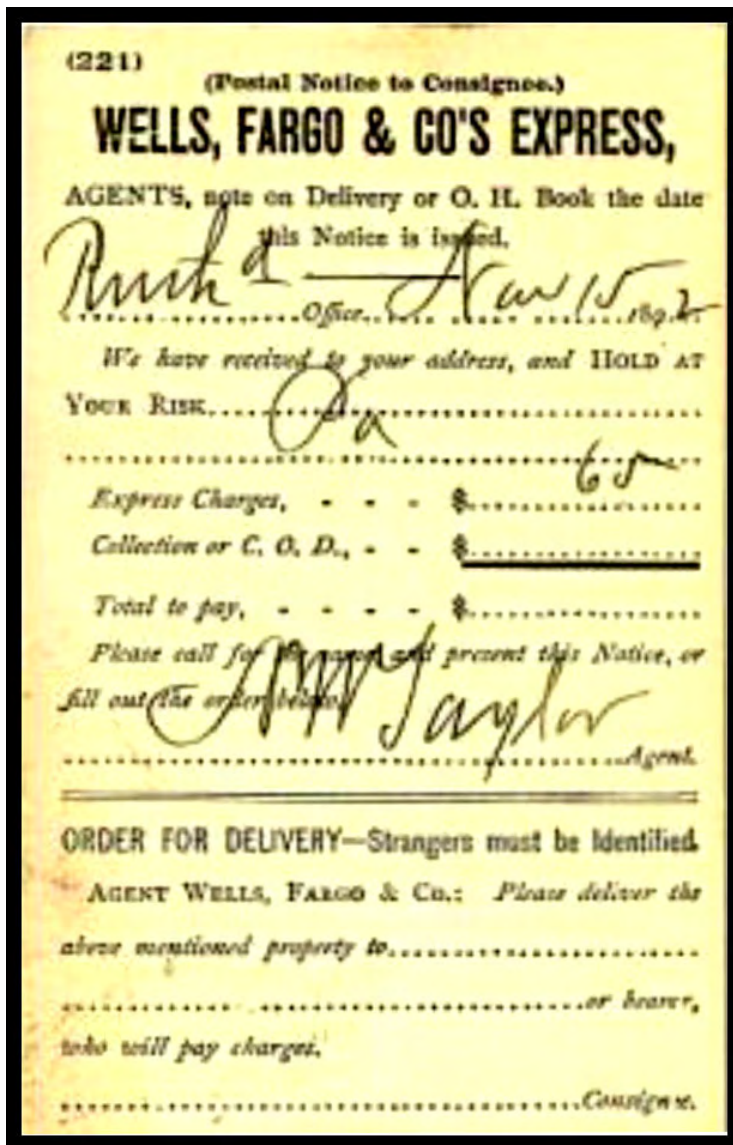


Fig. 7-11. November 1892 notification of express package arrival in Rutherford, N.J.

Morristown & Erie Railroad

The Morristown & Erie Railroad extended 10.6 miles between Morristown (Morris County) and Essex Fells (Essex County), N.J. From about 1905 through 1918 the Wells Fargo & Co. Express serviced this small road. It was quite customary for the larger express companies to give annual complimentary express passes to the officials of the railroads with which they maintained active express contracts. Such a pass is illustrated in *Figure 7-12* and was issued to Miss E. M. Guldenkirch of the Morristown & Erie Railroad. We guess that being secretary to the road's Treasurer was close enough to being a railroad official, so Miss Guldenkirch was given this annual complimentary express pass.



Fig 7-12: 1917 Complimentary express pass card for personal packages.

This pass is printed on buff card stock and contains the year “1917” in 19mm-high, red outline numerals in the center (this may not show too clearly in the illustration). The pass was valid from January 1 to December 31, 1917 and contained several restrictions for its proper use:

- Only Miss Guldenkirch’s personal packages qualified for free transportation
- Free transported packages could not exceed 100 pounds
- The free transportation was not transferable to anyone else
- Miss Guldenkirch agrees that she did not pay for this pass
- Shipments of money, bonds, jewelry, live stock and business consignments were excluded
- Free transportation also applied to any packages (most likely sent C.O.D.) that were received by Miss Guldenkirch.

The last four conditions are stipulated on the back of this complimentary express pass which is shown in *Figure 7-13*.

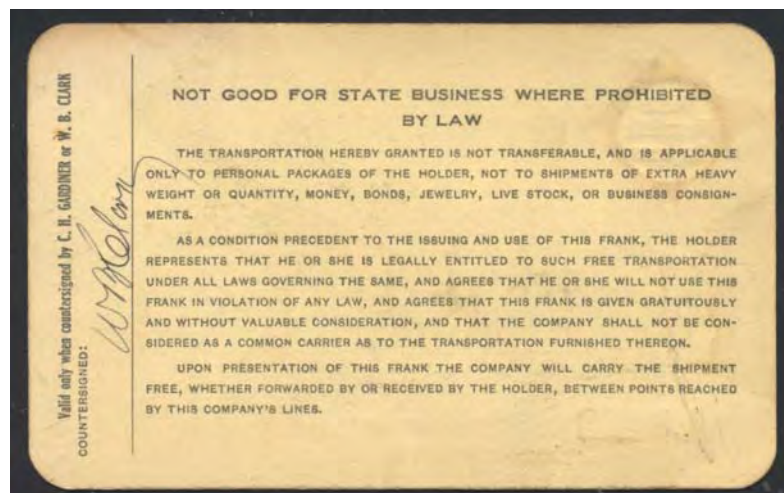


Fig. 7-13: Reverse of the Fig. 7-12 express pass.

Office and COD Labels

In Part 5B,⁶ only one Wells Fargo office label with a New Jersey town preprinted on it was illustrated, that of Englewood. More Wells Fargo labels have subsequently surfaced that contain additional New Jersey towns printed on them. Each of these labels will be illustrated and reviewed to understand their contemporary usage.

C.O.D. Label

The C.O.D. label shown in *Figure 7-14* originated sometime after 1898 (there is no comma after 'Wells'), but before 1912 (when Wells Fargo changed to green Form U-11 C.O.D. labels which all express companies began to use).⁷ This label was pasted on a C.O.D. package that was shipped from Englewood, a Wells Fargo Express station on the Northern Railroad of New Jersey (a branch of the Erie Railroad). This label is printed in black on yellow paper and contains a 65x43mm framing rectangle. It also contains the Ocean-to-Ocean round mini-map that was illustrated at the left in *Figure 5-2*.⁸



(WFCX-L215 label)

Fig. 7-14. Post-1898 C.O.D. express label.

C.O.D. meant “Collect on Delivery,” the same as the present USPS usage. The normal Wells Fargo C.O.D. conditions of the early 20th Century are printed on this label:

This package must not be opened or delivered until the invoice is paid. These are the instructions of the shipper; no discretion is allowed to us. W. F. & CO.

In those days, the recipient could not even look inside the package at his new acquisition until after he paid for it. We wonder if the shippers offered money back guarantees during the era when these C.O.D. labels were in use. Subsequent Wells Fargo C.O.D. labels contained similar statements that were sometimes preceded by “Unless otherwise instructed in writing by the shipper . . .”

Earlier Wells, Fargo & Company instructions for money collections have been located, and it is probable that these instructions were pertinent throughout most of Wells Fargo's 66 years of parcel express business in the United States. The 1868 C.O.D.-related service instructions were documented as follows:⁹

In C.O.D. packages, etc., care must be taken to attach the "C.O.D." label, as the neglect of so doing may occasion error in the treatment of such packages, etc., for which the agent causing the error will be held personally liable.

When bills are taken, accompanying goods to be collected on delivery of same, they must be inclosed in the printed "C.O.D." envelope for that purpose, and marked plainly "C.O.D." on the package, and also the amount of bill to be collected and a "C.O.D." label attached.

Enough charges must be made on the goods to pay for making the collection and returning the money, and the funds are to be returned accordingly, free of further charge.

A portion of the bill must not be collected on delivery of a portion of the goods, unless by special instructions, in writing, from the shipper.

Wells Fargo issued many different C.O.D. label designs during the 19th and early 20th Centuries; the *Figure 7-14* label is just one surviving example.

Form 7 Labels

Four truncated Form 7 Wells Fargo office labels are shown in *Figure 7-15*. Note that the number 7 appears in the upper right corner of each of these partial labels. The top label was preprinted for use in Allendale, N.J., followed by a Hackensack, N.J. label, an Oakland, N.J. label, and the bottom label for use in Verona, N.J. These labels were probably issued sometime between 1898 and about 1910. The reason that the lower portions (and some outside margins) of these labels are missing will be explained later in this report.

Allendale is in Bergen County (see the map in *Figure 5-5*)¹⁰ and was on the Main Line (Jersey City to Port Jervis, N.Y.) of the Erie Railroad. **Hackensack** is also in Bergen County and is the town where the New Jersey & New York Railroad and the New York, Susquehanna & Western Railroad lines crossed (see *Figure 5-5*). The Hackensack label could have been used on packages traveling the NJ&NY, or the NYS&W (after Wells Fargo entered into a contract on that road about 1905). **Oakland** was on the NYS&W Main Line (Jersey City to Middletown, N.Y.) and is located in Bergen County. No other railroads ran through Oakland during the early 1900s. Prior to the 1905 Wells Fargo contract, National Express had the express privileges on the NYS&W, so this Wells Fargo label was definitely issued in 1905 or later. **Verona** is in Essex County and was on the Caldwell Branch (Great Notch to Essex Fells, N.J.) of the Erie Railroad's, Greenwood Lake Division.



Fig. 7-15: Partial Form 7 express labels.

A typical, uncut (as originally issued), Wells Fargo Form 7 label is illustrated in *Figure 7-16*. It contains space near the bottom for the express agent to enter the final station for which express-fee billing had been made, plus a place to enter the accompanying Wells Fargo messenger's name, or to enter the hosting package's railroad routing. The outer rectangle on this label measures about 92x42mm and the surface-colored paper is dark red. The illustrated Allendale label is covered with shellac (or express agent's paste) and the Oakland label shows the tops of entries that were handwritten below on the cutoff portion. We surmise that both these labels were probably used on package shipments and the original labels may very well have contained express information on their bottom entry lines. The Hackensack and Verona labels do not exhibit obvious signs of express usage, and before they were cut back, they may have looked much like *Figure 7-16* in format. No complete Form 7 Wells Fargo office label (nor Form '(7)' labels - see below) is presently known with a New Jersey town name on it.



(WFCX-L135 label)

Fig. 7-16: Typical entire Form 7 Wells Fargo Express label

The usage dates of the Form 7 labels (without the comma after ‘Wells’) are not specifically known, but the usage period was probably 1898–190?. Form 7 labels were first mentioned in the 1888 Wells Fargo, Book of Instructions,¹¹ and from 1888 to 1898 they probably contained a comma after ‘Wells’ as was then the standard printing practice. We do note that a very similar label containing Form number 96 at upper right first appeared in the 1902 Wells Fargo Book of Instructions¹² and may have eventually replaced the Form 7 labels sometime after 1902. Of course, Wells Fargo agents who had Form 7 labels (especially those with their station’s town name preprinted on them) were probably allowed to continue using them until they were all gone, no matter what year that turned out to be.

Form (7) Labels

A pair of partial Form (7) Wells Fargo express labels are shown in *Figure 7-17*. These labels differ quite substantially in design from the previously discussed Form 7 labels, even though they share the same Form numeral. The top label was preprinted for use in Paterson, N.J., the bottom label for Vernon, N.J. The reason these items are not complete labels will be explained later. **Paterson** was on the Main Line of the Erie Railroad and the Main Line of the New York, Susquehanna & Western Railroad. The complete Paterson label could have been used on express package traffic on the Erie, or on the NYS&W. The Wells Fargo **Vernon** label (when it was whole) was probably used on a package transported over the Lehigh and Hudson River Railway from the Vernon station located in Sussex County.



Fig. 7-17: Partial Form (7) office labels

A complete Wells Fargo Form (7) label is illustrated in *Figure 7-18*. It contains space for the express agent to enter the destination express station for which the express-fee billing had been paid, plus a blank line to enter the accompanying Wells Fargo messenger's name, or to enter the package's railroad routing. The outer design limits on this label measure about 98.5x49mm and it contains black lettering on white paper. The outer diamond 'points' in the Wells Fargo logo are red and the opaque part of the central circle is dark blue. The inaugural issue date and subsequent usage dates of the Form (7) labels are presently unknown, however, the illustrated label appears to have been dated January 28, 1910 by Agent C. G. Wallace. Based on this information, we surmise that issuance of the Form 7 labels preceded the Form (7) labels.



(WFCX-L150 label)

Fig. 7-18: Typical complete Form (7) Wells Fargo express label.

The black printing on this particular label is shifted farther left than on many other Form (7) labels that have been seen, including the two partial labels in *Figure 7-17*. Most noticeably, part of the word “Billed” is overprinted onto the right side of the Wells Fargo logo diamond. This overlap did not occur when this label was correctly printed with the black, red and blue portions properly aligned. Some of the other black printing on this label also appears to be shifted a few millimeters to the left (e.g., “Throughout the World” and the straight line under it).

Source of the Partial Labels

The following is the unauthenticated explanation that has been heard regarding the source of the partial express labels illustrated in *Figures 7-15* and *7-17*. This is a recent 2004 revelation and it almost sounds reasonable enough to be true. It seems that during the very early 20th Century, an express agent in Santa Barbara, California (name unknown) purportedly began collecting used and unused express labels that had town names on them. This agent pasted his collected labels onto 6x14 inch, ruled ledger sheets (or pasted them onto inside pages within a ledger book of this size), arranging them alphabetically (with a few noticed variations) by town names in a vertical array on each sheet/page. He pasted the labels on both sides of the ledger pages. Hundreds of express labels were collected and affixed in this manner, supposedly by the Santa Barbara agent.

Quite obviously, this agent was not a serious express-label collector, because he cut away portions of many of his labels until just the express company name and the town name remained as is seen in the above examples. Examination of these ledger sheets of labels leads us to believe that the town names and express company identifications were the most important portions of each express label to this agent. On the surviving ledger sheets that have been seen, his ‘label trimming’ approach appears to have provided some additional mounting space on some of the sheets. Or at the least, perhaps this approach was used to create occasional empty spaces that allowed him to paste down his label collection on a continuing basis, instead of waiting until the entire accumulation was alphabetized and ready for mounting.

During 1900–10, Santa Barbara was only serviced by the Wells Fargo Express on the Southern Pacific Railroad. So, not surprisingly, the purported collector was probably a Wells Fargo Express agent, and consequently, most of his collected labels were from Wells Fargo Express stations. Some of these labels did exhibit Eastern town names on them, but very few (probably less than a dozen) were from New Jersey. Interestingly, not all of this agent’s express labels were treated so cruelly, as some have survived as complete (or nearly complete) items that have been soaked off the ledger sheets and are being actively collected again. We estimate that possibly three-quarters of these mounted labels were destructively cut away to some extent. What a pity! So, now you know [what may be] the rest of the story.

Acknowledgment

We are extremely grateful to Dr. Robert J. Chandler of Wells Fargo Historical Services for contributing pertinent historical information that has been used in this report.

(This report will be continued in the February 2006 *NJPH*)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label's illustrations in this article are direct references to the pertinent label numbers in Mosher's Catalog.

ENDNOTES:

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- ¹ Valentine, Jno., J., Wells Fargo & Company, December 20, 1900 letter "To The Employes [sic] of Wells Fargo Company," courtesy Dr. Robert J. Chandler, Wells Fargo Historical Services.
 - ² Mosher, Bruce H., "New Jersey Private Express Companies: Part 5B, Wells Fargo Company's Express," *NJPH*, November 2004, p. 153.
 - ³ "New York City Notes," *The Express Gazette*, October 15, 1902, p 315.
 - ⁴ Mosher, Bruce H., "New Jersey Private Express Companies: Part 5A, Wells Fargo Company's Express," *NJPH*, August 2004, *Figure 5-5*, p 95.
 - ⁵ *Ibid*, p 92.
 - ⁶ Mosher, Part 5B, p 152.
 - ⁷ Chandler, W. F., "Wells Fargo & Company, Chicago, August 1, 1912. System of Labeling and Waybilling Freight Effective September 1, 1912" *The Express Service and Rates*, 1914, pp 215-16.
 - ⁸ Mosher, Bruce H., "New Jersey Private Express Companies: Part 5A, Wells Fargo Company's Express," *NJPH*, August 2004, p. 92.
 - ⁹ *Tariffs, Rules and Instructions*, Wells Fargo & Company's Overland Express, 1868, p. 18, 33.
 - ¹⁰ Mosher, Bruce H., Part 5A, p. 92.
 - ¹¹ Bartz, James L., *Company Property of Wells, Fargo & Co's. Express 1852-1918*, 1993, p. 63.
 - ¹² *Ibid*, p. 65.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 8A
Little Known Express Companies in New Jersey (A to K)

By Bruce H. Mosher

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This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-7 can be found beginning in NJPH, May 2003 (Vol. 31, No. 2, Whole No. 150) through Part 7 (Vol. 33, No. 3, Whole No. 159).

There were many smaller express companies that existed in New Jersey at one time or another between 1845 and 1918 for which very little information is available—sometimes just a single express label has survived, sometime a trade card has been found, sometimes an entry in a city directory has been noticed, or sometimes just a passing reference to the company name is all that remains. These companies are mainly judged to be ‘small’ because of the dearth of recoverable facts about their business history.

Nonetheless, this part of the Private-Express Companies report-series is devoted to acknowledging whatever data has survived about these small, lesser known expresses. For a few of these companies, we suspect that the ‘small company’ designation may be erroneous (e.g., Dodds Express, Harnden Express Co., Howard Express Co., etc.), but we have no conceivable way to resurrect time-buried or elusive information to find more data that may pertain to them. Many of these small expresses were located in northern New Jersey in the vicinity of New York City. These lesser-known express companies will be discussed in alphabetical order, regardless of their geographical location in New Jersey.

If anyone owns or finds information related to any of these lesser-known express companies, no matter how trivial or insignificant such may seem, the author would appreciate receiving the relevant data to augment the meager existing knowledge concerning that company.

Camden and Philadelphia Express Company

The Camden and Philadelphia Express Company collected and delivered baggage, freight and packages throughout Philadelphia and Camden. The early disclosure of this company has been seen in contemporary advertisements such as shown in *Figure 8-1*. This ad was found in Chew's 1869 Camden City Directory; a similar ad is resident in the 1873 Camden Directory. This company maintained an express office at 236 Federal Street, Camden.

The first listing of this company in a Philadelphia City Directory was in 1867. It was also listed in the 1868, 1869, 1872, 1873 and 1877 directories. The 1877 listing may have been an editorial mistake because it was not mentioned during the two preceding years. The total business longevity of the Camden and Philadelphia Express is thus estimated to have been 1867–73. At this time, no other information is known about this company.



Fig. 8-1: 1869 Camden and Philadelphia Express Co. advertisement.

Connelly's Express

The statement shown in *Figure 8-2* was generated by the D. S. Connelly Baggage and Freight Express on April 13, 1901. This express business was located at the Philadelphia & Reading Railroad Depot in Atlantic City, N. J., where undoubtedly it was most convenient to handle personal baggage from seashore-bound travelers. D. S. Connelly's home address at 120 North Florida Avenue was printed on his statements. Perhaps he also conducted some of his express business from his house. No other information is known about this express.

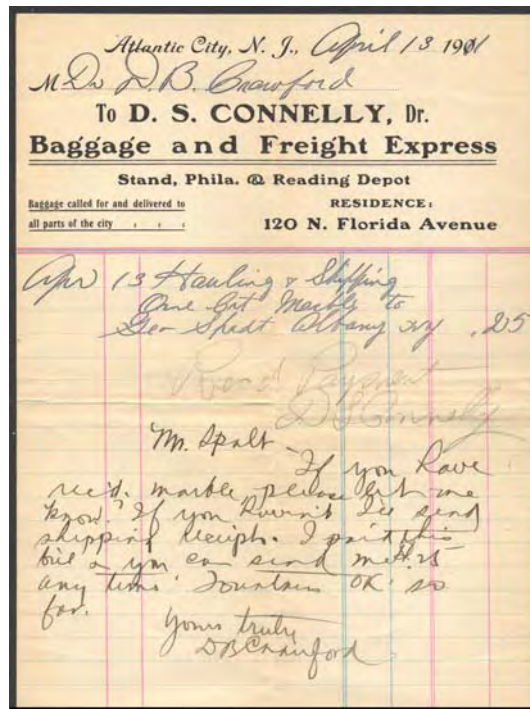


Fig. 8-2: Billing statement from D. S. Connelly's Express.

Crane's Express

Crane's Express appears to have been a local package express company with service between Rahway, N. J. and New York City. The company's offices were at 137 Main Street in Rahway and at 66 Courtlandt Street in New York. One express forwarding label survives this company and is shown in *Figure 8-3*. The label measures 81.5 x 45 mm and is printed in black on orange paper. No operating dates for Crane's Express are known, but the 66 Courtlandt Street address is familiar as it was used as a general express office for several private companies during the 1850s to 1880s.



CRSX-L1

Fig. 8-3: Crane's Express label.

Denning's Express

During the second half of the Nineteenth Century, the New York City wharves hosted many baggage express companies that collected and delivered passengers' baggage to and from train depots and steamboat lines. The first such organization to be discussed is Denning's Erie Railway Baggage Express company whose trade card appears in *Figure 8-4*. The back of this card served as a baggage check stub (see the right side of *Figure 8-4*). This express appears to have worked exclusively with the Erie Railway and its office was right at the Erie Depot on the New York Harbor front. At present, the information on this card summarizes most of what we know about the operations of this company.

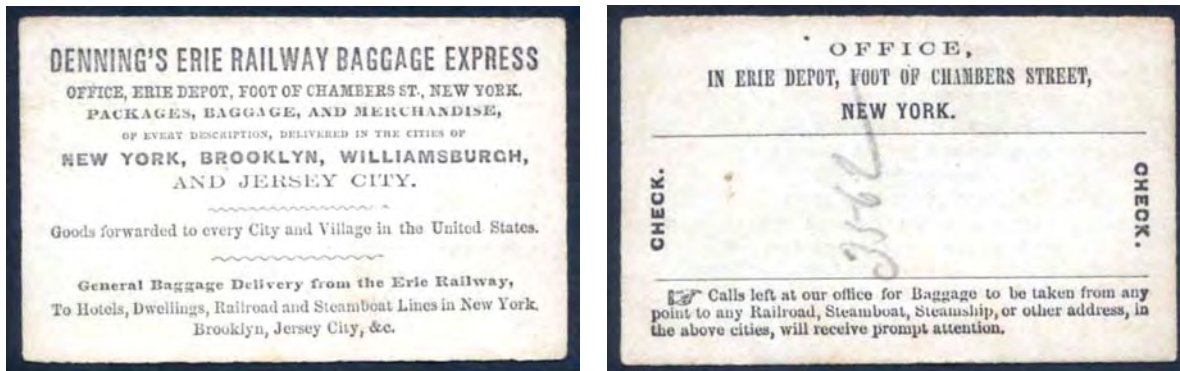


Fig. 8-4: Trade card/receipt from Denning's Express in New York.

The inclusion of Jersey City in its normal delivery routes indicates that Denning's delivery wagons crossed the Hudson River (most likely via one of many available ferries to New Jersey) to make package, baggage and merchandise deliveries. In fact, the reason this company is included in this report is because we believe it traveled into Jersey City to deliver (and probably collect) express goods. Although not stated, Denning's probably picked up baggage from designated Jersey City collection points, especially from the hotels located along its normal delivery routes. However, it does not appear that Denning's maintained an exclusive express office in Jersey City.

The Erie Railway operated under that name from 1861 to 1878, so we expect that Denning's provided express service during many of those same years, and most probably during the mid-1860s through the early 1870s. An entry in the 1867 New York City Directory lists Denning & Co. at Pier 30 N. R. under Expresses. However, this company is not listed in the 1863, nor the 1875 New York directories.

The statement "*Goods forwarded to every City and Village in the United States*" on the ad card meant that Denning's was well connected to the many larger express companies that were also working from New York City. They would have readily arranged to have anyone's express goods placed in care of one of those expresses, to obtain special routing, and to secure delivery anywhere in the Union. It was also probable that Denning's would have delivered most other express goods (other than travelers' baggage) within their advertised delivery zones, if shippers had dropped off their express goods at the Erie Depot office to initiate this transportation.

Dodd & Childs Express Company

At an early age, Charles A. Childs became connected with the express business, as John Hoey and he worked together in the Adams Express Co. for several years. In 1875 he organized the Dodd & Childs Express Company, of Jersey City, and was baggage agent of the Fall River Line of steamers for several years. For many years Childs was also superintendent of the New York Transfer Company, and had charge of the transportation of the United States mail. He was born in Albany, N. Y., and last resided in Jersey City Heights.¹ The 1910 advertisement in Bullinger's Shippers Guide for this company, shown in *Figure 8-5*², indicates they serviced Jersey City, Jersey City Heights, Greenville, Hoboken, West Hoboken and Union Hill, New Jersey. Greenville is currently identified as a 'neighborhood' in Jersey City; in 1910, it was recognized as "Part of Jersey City." The town of Greenville was reportedly absorbed into Jersey City in 1873. Dodd & Childs Express Company's general office and headquarters were at 2 Exchange Place in Jersey City. The illustrated ad was also repeated in the 1911 and 1912 annual volumes of the Bullinger's Shippers Guide.



Fig. 8-5: Contemporary ad for Dodd & Childs Express Company.

Although the *Figure 8-5* advertisement focuses on distribution of rail freight, we believe that Dodd & Childs also conducted a local pickup and delivery service for all kinds and volumes of express goods. The freighting emphasis in this ad may have been tailored for the targeted subscribers of the service book in which it was published (mostly high-volume cargo shippers from large eastern cities.) The 1875 New York City Directory contains the following Express listings for this company under Hoboken: Dodd & Childs, 276 Canal Street; and under Jersey City: Dodd & Childs, 744 & 944 Broadway, 40 Howard Street, foot of Cortlandt Street, and foot of Desbrosses Street. A listing for Dodd & Childs Express at 39 Ann Street was found in the 1894 New York City Directory. The date of the Dodd & Childs Express Company’s demise is presently unknown.

Dodds Express

Dodds Express was founded by Amzi S. Dodd and became a large baggage express company with principal offices in New York City, Brooklyn and Long Branch, New Jersey. Scattered references to this company have been found that indicate they were in operation from 1867 to 1905; however, the complete inclusive dates of this business remain unknown.

The earliest Dodds Express memorabilia that has been reported is the colorful, 1867, Complimentary Ticket card shown in *Figure 8-6*. This card was issued January 1, 1867. The back of this card proclaims: “PASS FREE from 944 Broadway, New Jersey R. R. and T. Co.,

Camden and Amboy R. R. and New Jersey Central R. R. ... to any Depot or Hotel in New York until December 31st, 1867.” Also stated on the back is this advice “*Show this Ticket to the Messenger of DODDS EXPRESS on the train or boats before arriving in New York ...*” The three cited railroads are all in New Jersey and its passengers would likely have been riding on New Jersey rails at the time they were urged to show their complimentary ticket. Notice that A. S. Dodd’s authorizing signature is present on the front of the card.



Fig. 8-6: 1867 Dodds Express Complimentary Ticket Pass.

Another early artifact from Dodds Express is the August 1, 1868 receipt shown in *Figure 8-7*. This \$366.67 receipt was for the payment of one month’s rent on the store and basement occupied by Dodds Express at Court Street in Brooklyn. Fortunately (for us), the landlord used a Dodds Express receipt form to document this payment. An interesting vignette appears at the left on this receipt (see *Figure 8-8*) of an elephant (maybe Amzi Dodd was a Republican?) with the initials “N. Y. & B. P. & B. Co.” printed in the overhead banner. We can find out what these letters stand for in *Figure 8-10* below. This receipt contains a two-cent revenue stamp that was pasted in the fancy framed box to the right of the elephant vignette.



Fig. 8-7: 1868 rent receipt for the Brooklyn office of Dodds Express.

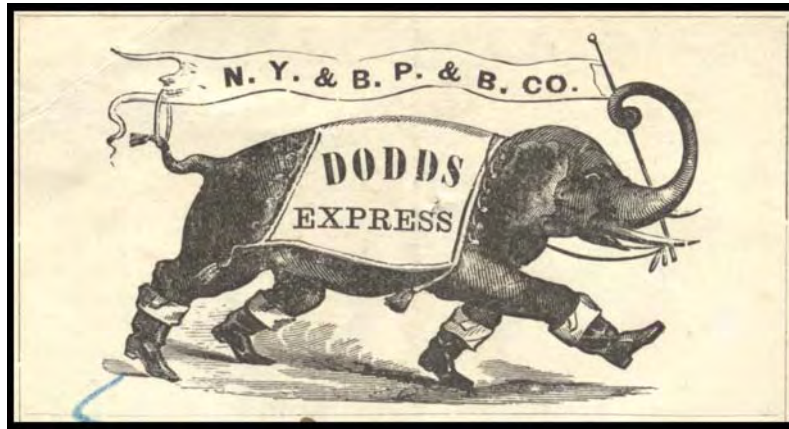
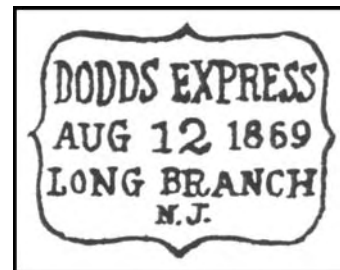
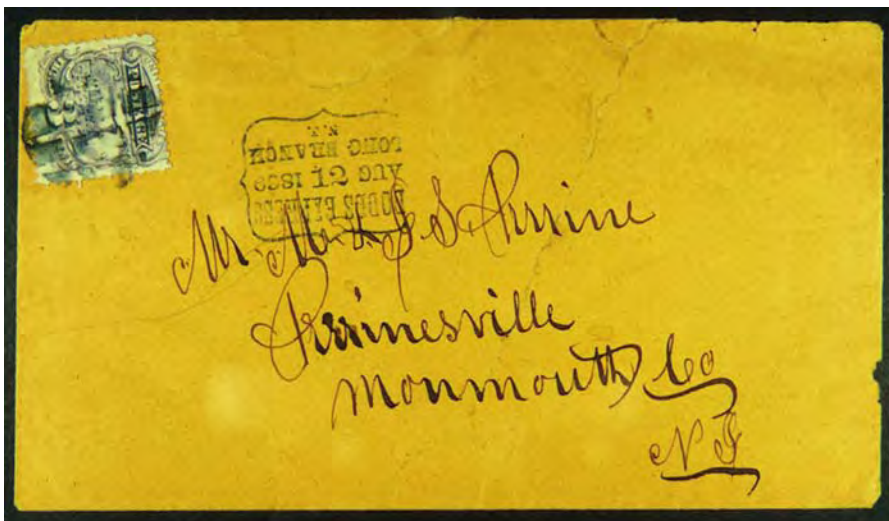


Fig. 8-8: . Political(?) vignette from Dodds Express rent receipt.

Another early Dodds Express artifact is a cover that was sold as Lot 1192 in Siegel’s Auction 825 (June 27–29, 2000). This lot description read:

3c Ultramarine (114). Tied by blue segmented cork cancel, matching "Dodds Express Aug. 12, 1869 Long Branch N.J." datestamp in fancy frame on buff cover to Primesville, N.J.

The described cover is shown in *Figure 8-9* with an enlarged tracing of the upright datestamp alongside. Note that the “12” in the datestamp was inverted in the original handstamp, but has been traced to be upright in the enlargement. The correct transcription of the handwritten address on this cover reveals it was sent to Mr. & Mrs. J. S. Perrine at Perrinesville in Monmouth County, N. J., and not to “Primesville.” This cover seems to prove that Dodds Express also provided expedited letter-mail deliveries, at least during their early years of operation.

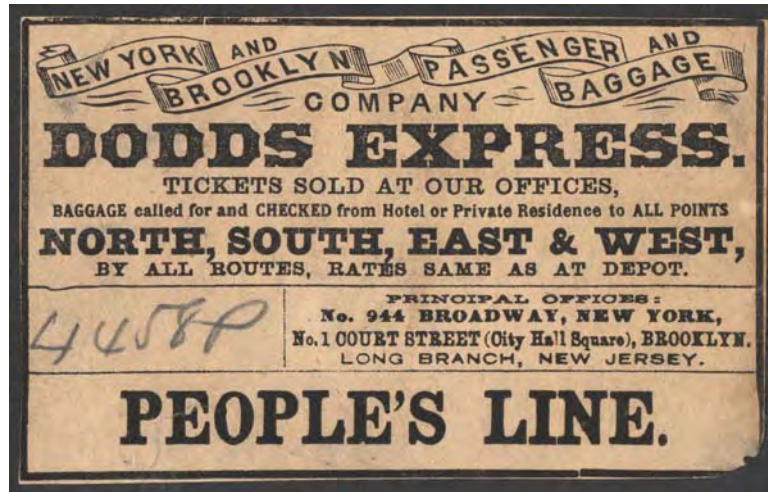


Courtesy NJPHS

Courtesy NJPHS

Fig. 8-9: 1869 Dodds Express cover.

The Dodds Express label shown in *Figure 8-10* was also used as a baggage claim check (notice the handwritten “4458P”) for a traveler’s personal item (perhaps a steamer trunk) arriving (or departing) on a steamer in the fleet of the People’s Line that sailed between New York and Albany on the Hudson River. This label is printed in black on tan paper and measures 98 x 61.5 mm. The identification of this company’s Long Branch, New Jersey office is preprinted below the New York office addresses.



DODX-L1

Figure 8-10. Dodds Express label and baggage check.

The “New York and Brooklyn Passenger and Baggage Company” banner at the top of this label presents the name of the parent company for Dodds Express. The business timing for this parent company is unknown, but perhaps it was started in 1868. Note that the initials of the parent company are identical to that shown on the banner in the *Figure 8-7* 1868 receipt. The proprietor’s name is changed to *The New York Transfer Company* on other historical documents from Dodds Express, such as the 1890 consignment receipt in *Figure 8-11* and the Complimentary Passes shown in *Figures 8-13* and *8-14*. Dated references of 1875 to 1905 have been seen for the New York Transfer parent company, but their complete business longevity is presently unknown. It certainly seems that the *New York and Brooklyn Passenger and Baggage Company* preceded *The New York Transfer Company* as proprietor of Dodds Express, and the former’s business name transpired to the later name by the middle 1870s. Or possibly *The New York Transfer Co.* simply acquired the former Passenger and Baggage Company. In either case, the Dodds Express business name did not change during these proprietor transitions.

The Dodds Express baggage receipt shown in *Figure 8-11* was executed in New York City on June 2, 1890. The more interesting portion of this receipt (relative to the topic of this report) is its identification of Dodds Express offices that were resident in New Jersey around 1890. The office list is printed on the reverse and includes five New Jersey cities: Asbury Park, Jersey City, Long Branch, Ocean Grove and Seabright, as shown in *Figure 8-12*.



Fig. 8-11: 1890 Dodds Express receipt for baggage.

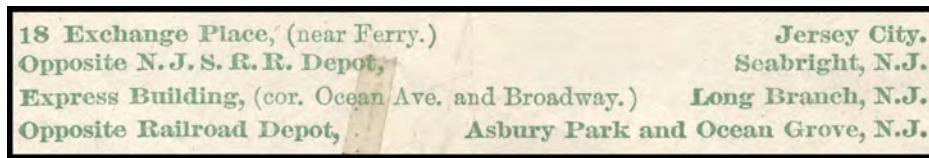


Fig. 8-12: 1890 Dodds Express offices in New Jersey.

A sampling of Express listings for Dodd in New York City Directories reveals the following:

- 1863: No listing for Dodd.
- 1867: Amzi S. Dodd, 944 Broadway, and Pier 17 N. R.
- 1875: A. S. Dodd, 280 Canal Street, 744 & 944 Broadway (under 'Brooklyn' subheading). Reuben N. Dodd, 66 Cortlandt Street (under 'Bloomfield N.J.' subheading).
- 1875: N. Y. Transfer Company: 526, 744 & 944 Broadway, 280 Canal Street, 1535 Third Avenue, Third Avenue at corner of East 124th Street, Fourth Avenue at corner of 42nd Street, foot of Liberty Street, foot of Cortlandt Street, and foot of Desbrosses Street (under 'City' subheading).
- 1894: Dodds Express, 84 Cortlandt Street (under 'Jersey City' subheading).

These entries seem to be germane to the Dodds Express being discussed, except for the 1875 Reuben N. Dodd listing. Apparently another Dodd express was operated from New York to Bloomfield, New Jersey under the proprietorship of Reuben Dodd in 1875. It is not known whether Reuben was related to, or connected with, Amzi Dodd.

A pair of Dodds Express complimentary express passes is shown in *Figures 8-13* and *8-14*. These passes were issued annually for a year's worth of free pickup and delivery of the recipient's personal baggage by Dodds Express. The illustrated passes were issued for the calendar years of 1901 and 1905. The back of each pass (see images at the right in *Figures 8-13* and *8-14*) lists the railroad and steamboat lines that apparently had a Dodds Express contract in place for each pertinent year. Several of the listed companies are known to have operated passenger terminals in New Jersey during the 1901–05 timeframe. The Pennsylvania Railroad, the New York, New Haven and Hudson Railroad, the New York, Ontario and Western Railroad, the Lehigh Valley Railroad, the Erie Railroad, and the Central Railroad of New Jersey all had depots in the northeastern part of the state. Although harder to definitively trace, we strongly suspect that some of the listed steamship lines also had passenger terminals in Jersey City or Long Branch. Incidentally, the complimentary express passes did not provide the recipient with any free personal-transportation fares as that was not their purpose.

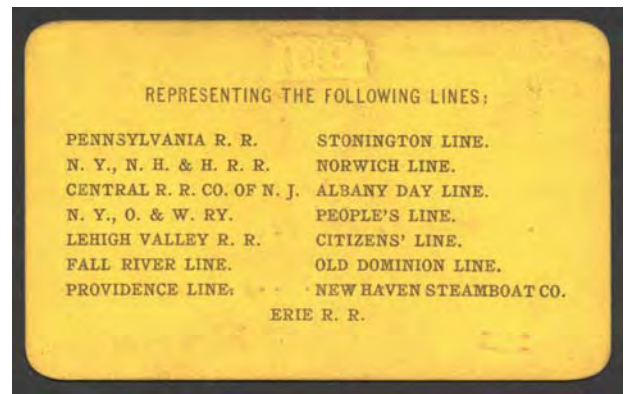
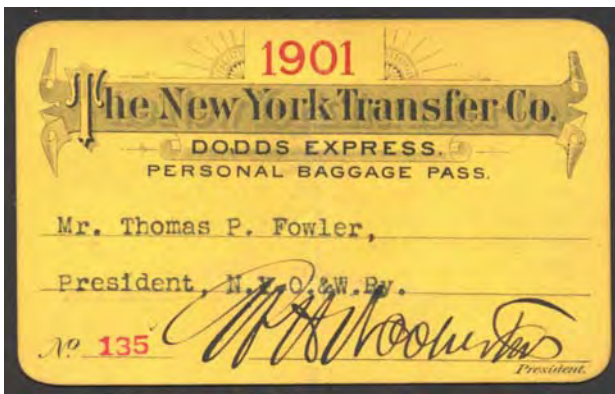


Fig. 8-13: 1901 Complimentary express pass issued by the New York Transfer Company.

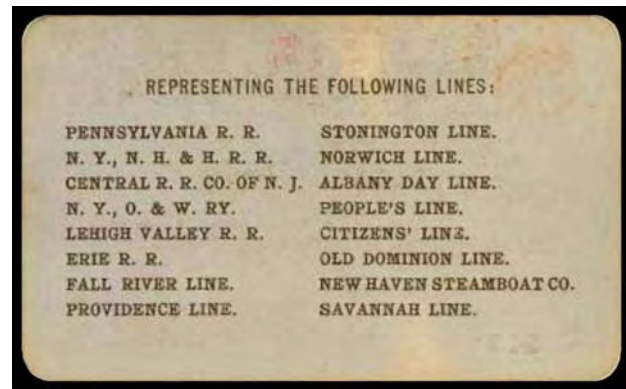


Fig. 8-14: 1905 Complimentary express pass issued by the New York Transfer Company.

Dunlap's Express Company

Dunlap's Express Co. was started in 1874, according to their 1909 advertisement shown in *Figure 8-15*.³ Dunlap's was based in New York City, but also provided delivery service to Hoboken and Jersey City. The following information appears in the 1875 New York City Directory under Expresses that operated in the City: Andrew J. Dunlap, offices at 131 Franklin Street, 96 Worth Street, and 309 West 47th Street. An entry for A. J. Dunlap & Sons was also found in the 1894 New York City directory under Expresses. No other data has been found concerning this company.



Fig. 8-15: 1909 Dunlap's Express advertisement.

Hammonton Package and Commission Express

This express company used a very informative red corner card that is shown on the *Figure 8-16* cover. The Hammonton Package and Commission Express, with W. Hall as proprietor, ran a route from Hammonton, New Jersey, to Philadelphia, Pennsylvania three times a week. The illustrated cover bears an 1851-57 three-cent stamp which is the only clue about the timeframe in which this company probably operated. No other information is known about this express company.



Fig. 8-16: Hammonton Express entire with corner card.

Hardys' Express

Hardys' baggage express operated in Jersey City Heights and New York City. The sole reported label from this company is shown in *Figure 8-17*. This label is printed black on yellow-brown paper; it measures 99 x 66.5 mm. Note that "Jersey City" is printed along the left side. Below is a sample of Express listings found for 'Hardy' in four New York City Directories:

- 1859: No listing for Hardy.
- 1863: Thomas Hardy, 60 Dey Street.
- 1867: M. C. Hardy, 67 Cortlandt Street.
- 1875: Thomas & M. C. Hardy, 3 Hudson Street, 117 John Street, 311 Canal Street, 66 Cortlandt Street (under 'Jersey City' subheading).

The plural form of their company name indicates that probably both Thomas and M. C. Hardy were involved in this express. Their office in Jersey City Heights was located on West Newark Avenue near Five Corners. This label appears to date to the 1867–75 timeframe based solely on the New York office addresses printed on it. No other information is known about this company at this time.



HRDX-L1

Fig. 8-17: Hardys' Express label.

Harnden's Express

Harnden's Express was certainly one of the well-known expresses of its time, but their presence in New Jersey appears to have been very minimal. At least two expresses to New Jersey operated out of Harnden's New York office (i.e., Baldwin's Express and Mills' Express); it may be there were others. One reference has been found that indicates Harnden's had a short, fifteen-mile long, New Jersey route at one time (purportedly in 1863). This reference is in the form of an 1867 New Jersey railroad map that shows the alleged Harnden offices near the Atlantic coastline in the Sandy Hook area on the south side of Raritan Bay and across from Staten Island. The pertinent portion of the map is magnified and shown in *Figure 8-18*. Twelve Harnden Express-serviced towns are identified: Branchport, Eatonton, Hedden, Highland, Hopping, Long Branch, Long Branch Junction, Middletown, Oceanport, Port Monmouth, Red Bank, and Shrewsbury. The Raritan & Delaware Bay Railroad was the carrier of record on this fifteen mile route in 1863–67. No Harnden Express paper artifacts have been reported from any of these locations. Also no other corroboration of these Harnden Express stations is known; so, until further evidence comes to light, we must consider that the map citations may have been a cartographic mistake of some kind.

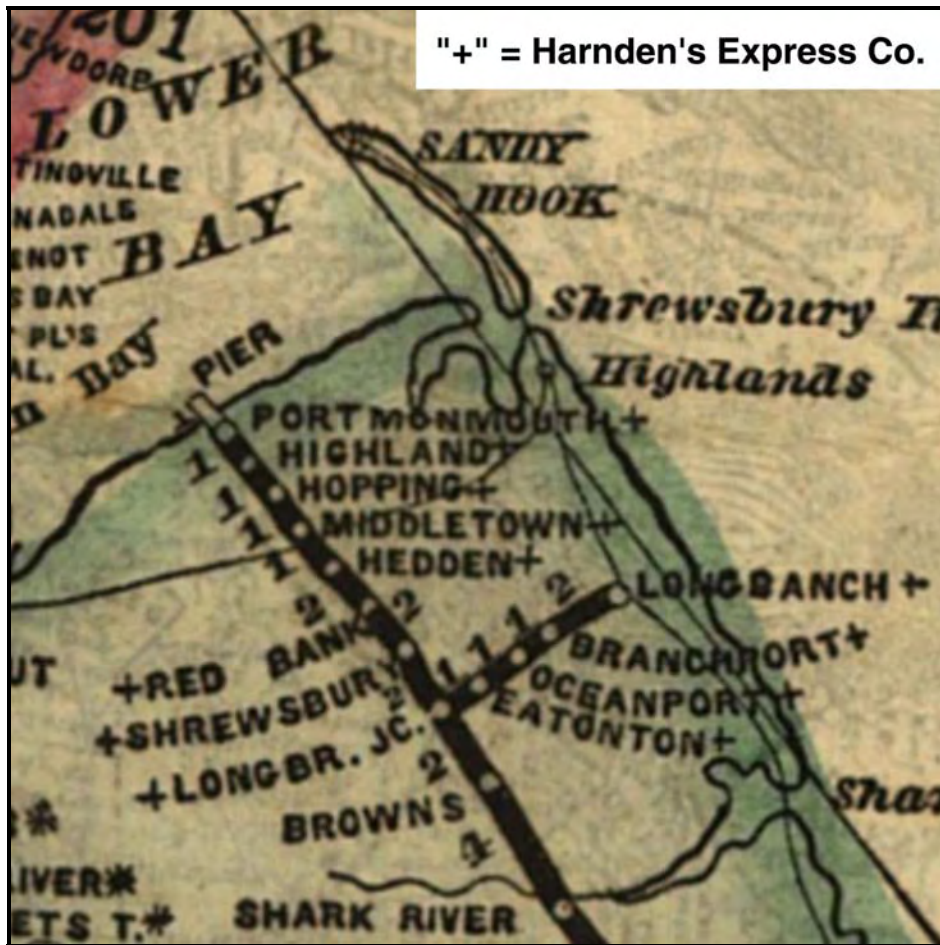


Fig. 8-18: 1863 Harnden's Express route.

Hierspiel's Express Company

The only reported label from Hierspiel's Express Company is shown in *Figure 8-19*. This company, which is presumed to have been a package express, had offices in Jersey City and New York City and also serviced Lafayette, New Jersey. Lafayette, in Hudson County, was an express stop until sometime between 1894 and 1899 when it 'disappeared' from the shipping guide listings for expresses. Lafayette, never a true municipality, was a community that was absorbed into Jersey City around that time. Nowadays, Lafayette is identified as a 'neighborhood' in Jersey City, similar to Greenville. Hierspiel's Jersey City offices were at 124 Pacific Avenue and 316 Communipaw Street. Mr. Hierspiel lived at 149 Pine Street. The illustrated black-on-gold label is 97 x 45.5 mm overall and is probably trimmed back on all sides, relative to its original size. At this time no other information has surfaced about this company.



HSPX-L1

Fig. 8-19: Hierspiel's Express label.

Howard Express Company

The following historical description by A. L. Stimson, published in 1858, has been excerpted relative to the Howard Express Companies:⁴

In January, 1854, Earl disposed of his interest to the remaining partners, and the firm became Howard & Co.

Howard & Co.'s Easton Express was commenced on the completion of the Belvidere and Delaware Railroad to Lambertville, N. J., and thence by wagons to Easton, a distance of 36 miles. The Railroad being gradually opened, the distance for wagoning was lessened, until, in the latter part of the year 1853, the Belvidere and Delaware Railroad was completed to Phillipsburg, (opposite Easton). The Express was then run to Easton entirely by Railroad. The firm was represented by N. G. Howard and A. L. Randall, at Philadelphia, and John Smylie, Jr., at Easton.

The following Railroads are now used by Howard & Co.'s Express: Lebanon Valley; Philadelphia and Reading; Catawissa, Williamsport and Erie; Williamsport and Elmira; Schuylkill Haven and Mine Hill; North Pennsylvania; Belvidere; Delaware; Lehigh Valley; Beaver Meadow; Flemington; Catasauqua and Foglesville.

We do believe that Stimson was aware of the difference between *Howard & Co.'s Express* vice *The Howard Express Co.*, based on other comments that he made in his history books. These two separate companies serviced different express routes, as will subsequently be explained. We note in the above quotation that the Belvidere Delaware Rail Road (incorrectly listed above as *Belvidere & Delaware Railroad* and *Belvidere; Delaware*) and Flemington Railroad (both located in New Jersey) were cited as carriers for *Howard & Co.'s Express*, but later in the 1860s these roads were used by *The Howard Express Co.*, as will be discussed next. Perhaps there was an original Howard express company that did not split into the two business identities until after 1858.

An unused 186_ triple-company express receipt is shown in *Figure 8-20*. Howard & Co.'s Express, Harnden Express and the Howard Express Co. shared the General Express, Forwarding House, Collecting Agency office at 607 Chestnut Street in Philadelphia during 1862–66. This receipt definitely shows that there were two diverse Howard express companies, at least at the time this receipt was printed. *Howard & Co.'s Express* and the *Howard Express Co.* had two distinctly different railroad routes that they serviced. The former company worked only in central and eastern Pennsylvania, while the Howard Express Co. routes were in eastern Pennsylvania and New Jersey.



Fig. 8-20: 186_ unused triple express receipt.

There were twelve towns serviced by Howard Express Co. specifically listed on the back of the above receipt: Ashbury, Belvidere, Bloomsbury, Bound Brook, Clinton, Delaware, Elizabeth, New Hampton, Philipsburg, Plainfield, Somerville, and White House, as revealed in *Figure 8-21*. Most of these towns were stations on the New Jersey Central Railroad's east-west route through north-central New Jersey. The Howard Express Co. also provided express services on the Belvidere Delaware Rail Road that ran along the east side of the Delaware River from Trenton (actually from Philadelphia) north to Belvidere plus the Flemington Railroad from Lambertville to Flemington. The location of most of these towns (i.e., express stations) on these two roads is shown on the 1863 railroad map depicted in *Figure 8-22*.

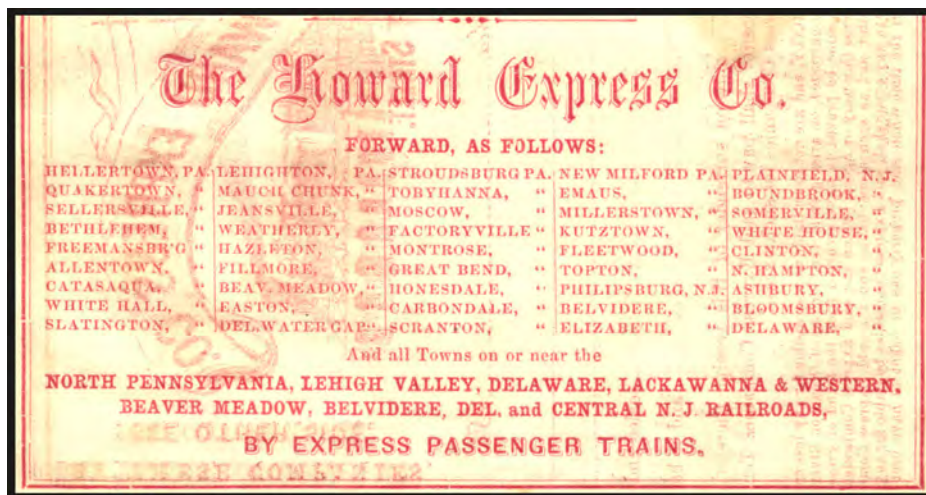


Fig. 8-21: New Jersey offices of The Howard Express Co.

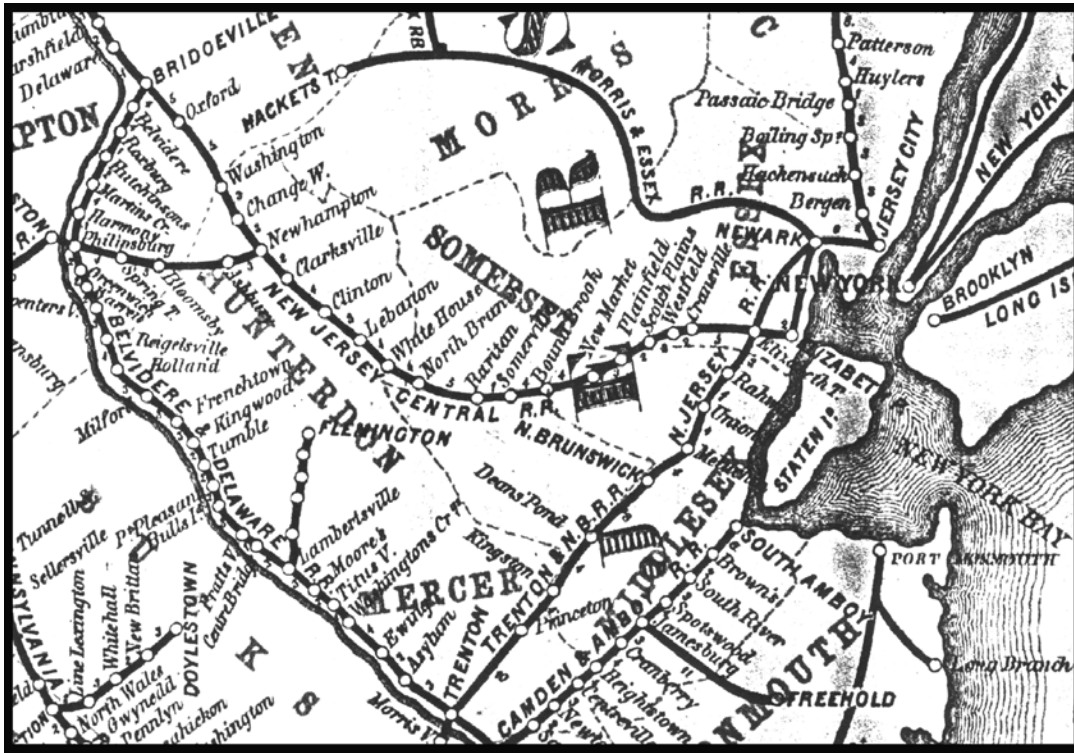


Fig. 8-22: 1863 central New Jersey railroad map.

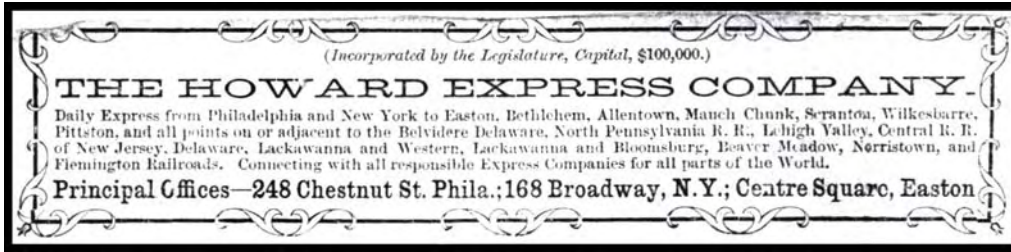
Near the end of Stimson’s 1860 Express book, he provides these details about “The Howard Express Company’s Lines” in New Jersey:⁵

... extend over the following Rail Roads: Belvidere, Delaware Rail Road from Philadelphia to Belvidere, N.J. Distance 93 miles. The principal offices are:

OFFICE.	STATE.	AGENT.	OFFICE.	STATE.	AGENT.
Philadelphia	Pa.	P. Janney	Milford	N.J.	Jas. Might
Trenton.	N.J.	C. C. Burroughs	Easton	Pa.	J. M. Seigfried
Lambertville	N.J.	E. Vanuxern	Belvidere	N.J.	A. N. Easton
Frenchtown.	N.J.	Thos. Renyan			

Flemington Rail Road, Lambertville, N. J., to Flemington, N. J. Distance 13 miles. A. V. Bonnell, Agent at Flemington.

The Howard Express Co. issued office labels, just like many other contemporary expresses. However, no New Jersey towns have been reported on any of their labels that have been seen to date, only Pennsylvania towns. The author would appreciate reports of any Howard Express office labels with New Jersey towns printed on them. An advertisement that is near the top center of a Howard Express envelope is shown in Figure 8-23. This cover dates between 1858 to 1861, based upon the timeframe when their Philadelphia Principal Office was located at 248 Chestnut Street. Among the railroads mentioned are the Belvidere Delaware; Central R. R. of New Jersey; and Flemington. The eastern portions of the CRR of NJ tracks were located in New Jersey (see the Figure 8-22 map).



HOWX-C2

Fig. 8-23: 1858–61 Howard Express Co. ‘corner card.’

The following summarizes the historical information about two of the railroads that hosted The Howard Express Co. The Belvidere Delaware Rail Road (a.k.a. Bel Del) ran from Trenton to Phillipsburg, N. J. in 1854 and was extended to Belvidere, N. J. the following year. The Flemington Railroad and Transportation Company (i.e., Flemington Railroad), provided rail service from Lambertville to Flemington, N. J. beginning in December 1854. On June 7, 1854 the Bel Del agreed to operate the Flemington Railroad and Transportation Company and operations began December 1, 1855. For a time the Bel Del was known unofficially as the Belvidere Delaware and Flemington Railroad, however, these roads did use the plural of this combined name on some of their official stationary and at least one handstamp during 1861–5.⁶ The legal name of these two roads was changed to Belvidere Delaware Railroad (one word vice the original *Rail Road*) in 1885 when both roads officially merged. It is recognized that some incorrect versions of these two railroad company names had been documented in the cited literature.

A specific termination date for The Howard Express Co. is not known, but the last Philadelphia City Directory listing is in the 1868 annual. There is also a Money Envelope from this company that was used in eastern Pennsylvania and dated June 1869.⁷ Their final year of operations may very well have been 1869.

Ingram’s Express

Most of the known information about Ingram’s Express is resident in the contemporary advertisements (like *Figure 8-24*) found in Camden City directories. The illustrated ad came from the 1870 directory; a similar ad appeared in the 1873 Camden City Directory. This company provided local express service throughout Camden and Philadelphia and maintained offices in both cities. Ingram’s Camden Local Express advertised it had connections with other Union-wide expresses, one of which was most likely Adams Express, also with offices at this time in Camden and Philadelphia.

This express started as Mann’s Camden Local Express in 1869 with Lewis W. Ingram as the proprietor. In 1870, the business name was changed to Ingram’s Camden Local Express as seen in the ad. Apparently Mr. Ingram became the sole owner, as the business bore his name in subsequent annual listings through 1876 in the Gopsill’s Philadelphia City Directories. The Camden address of this company may have remained at No. 3 Market Street for the lifetime of this business, but this has not been totally confirmed. At present, no other information is known about this company.



Fig. 8-24: 1870 Ingram's Express advertisement.

Kliver's Express

The front of an old trade card from J. Kliver's Hoboken and N. Y. Express company is shown in *Figure 8-25*. This company had an office at 62 River Street in Hoboken and another at Weber's Hotel. We do not know whether this hotel was in Hoboken (more likely) or New York City (less likely). Because of the hotel citation, this was probably a baggage express. This card is printed in black on white card stock. The status of the back of this card is unknown and no other information has surfaced about this company.

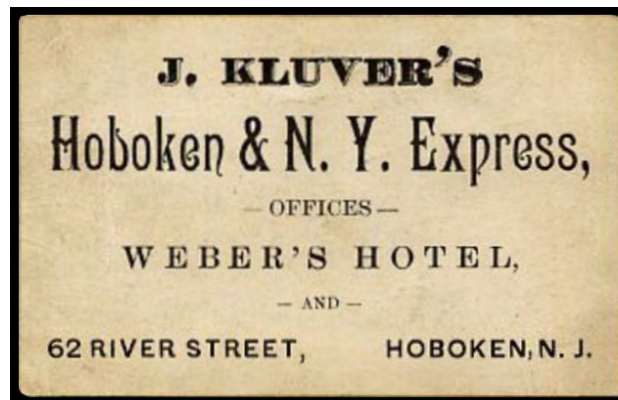


Fig. 8-25: Trade card from Kliver's Express.

(This report will be continued in the May 2006 NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. checks or money orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label's illustrations in this article are direct references to the pertinent label numbers in Mosher's Catalog.

ENDNOTES:

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- ¹ Holice and Debbie, *Our Firemen, The History of the NY Fire Departments*, Chapter 29, Part III, at <http://www.usgennet.org/usa/ny/state/fire/21-30/ch29pt3.html> [Jan 20, 2006]
 - ² Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal & Shippers Guide for the United States and Canada, etc.*, January 1910, compiled and published for the Mercantile Agency by Edwin W. Bullinger, 53 Park Place, New York, p. 61.
 - ³ Bullinger, Edwin, W., *Bullinger's Postal and Shippers Guide*, January 1909, compiled and published by Edwin W. Bullinger, 53 Park Place, New York, p. 83.
 - ⁴ Stimson, A. L., "Part Fourth, History of the Express Business" *History of the Express Companies: and the Origin of American Railroads.*, 1859, New York, pp. 187–88.
 - ⁵ Stimson, A. L., *Express Office Hand-Book and Directory, etc.*, 1860, printed and published by John K. Stimson, Stationer, No. 17 Cedar Street, New York, p. 221.
 - ⁶ Walker, Jim, "The Belvidere Delaware & Flemington Railroads," Figures 5–7, *NJPH*, November 2005, Vol 33, No. 4, whole No. 160, pp. 201–203.
 - ⁷ Edward Hines website at http://www.edhines.com/express_p_3.htm , Item #14089 [Feb 3, 2006].

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 8B
Little Known Express Companies in New Jersey (L to Z)

By Bruce H. Mosher
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[This part continues with discussions of some of New Jersey's smaller, and consequently lesser known, express companies, begun with Part 8A in the last issue of NJPH (Vol. 34, No. 1, February 2006, Whole No. 161). The following express company profiles continue to be presented in alphabetical order, beginning with Mills' Express.]

Mills' Express (1848–55)

Mills' Paterson Bank Package Express was located in Paterson, N.J. and ran express goods between Paterson and New York City. The Paterson street address for this company's office is not known. The initial New York pickup point was at Harnden's Express office at 6 Wall Street. One label from this company has survived (on the *Figure 8-27* letter) and is shown in the *Figure 8-26* enlargement. It is black on orange paper and measures 41 x 57 mm. Mills' Express personally delivered "Checks, Notes, Drafts, Bills for Collection, Jewelry, and all light valuable Parcels." The Expresses sections of the New York directories for the following years have been reviewed and these listings were extracted:

- 1848: No listing for Mills.
- 1849: G-----A Mills, 6 Wall Street.
- 1850: Gustavus A. Mills, 6 Wall Street.
- 1851: Gustavus A. Mills, 6 Wall Street.
- 1852: G. A. Mills' City, 73 Broadway and 109 West Street.
- 1853: Mills', Patterson [sic], 109 West Street.
- 1854: Mills & Co., Patterson [sic]; 109 West Street.
- 1855: Paterson, N.J., G. A. Mills, 169 Washington Street.
- 1856: No listing for Mills.

Based on these records it appears that Mills Express operated from 1849 (we subsequently learn it was as early as September, 1848) to 1855. If this company began operating in the second half of 1848, it probably was not mentioned in the 1848–49 New York City directory which was believed to have been published in July 1848. Review of the early Paterson City Directories might provide additional annual listings for Mills' Express.



Fig. 8-26: Mills' Paterson Express label.

The Figure 8-26 label is known used on a folded letter (see Figure 8-27) that is dated September 7, 1848. This letter is addressed to Messrs. Ward & Co., Wall St., New York and is the only reported example and usage of this label. Nothing further is presently known about the Mill's Express company.



Courtesy George Kramer

Fig. 8-27: Mills' Express cover.

New Jersey Transfer and Baggage Express

The New Jersey Transfer and Baggage Express company used a large parallelogram-shaped label that is shown in Figure 8-28. The label is black on olive green paper and measures 150.5 x 75 mm respectively across the horizontal and vertical points of its diamond shape. The large "1025" in the center may have been a baggage claim-check number that was preprinted on this label. This firm had three offices in Hoboken — corner Newark and Hudson Streets, corner River and First Streets, and at the Rotterdam Pier. William Utz was the proprietor. No other information is presently known about this baggage express company.



Fig. 8-28: New Jersey Transfer and Baggage Express label.

New York & Boston Express Company

This is another old express company that apparently started around 1869. The following introduction to the history of this company was published in 1872:¹

Among the expresses of recent date, no company has been formed on such a scale of liberality in equipments as the one started by James Fisk, Jr., and called the New York and Boston Express. This express commenced with the running of the Narragansett Steamship Company's boats between New York and Fall River, about three years since. The feasibility of this route for a first-class express was very apparent to Mr. Fisk, and he lost no time after the line passed into his hands in carrying out his plans. The enterprise has proved a great success, and under the able management of Mr. G. A. Fuller, has given the entire satisfaction to the merchants and bankers, who are its principal patrons, in New York, Boston and elsewhere.

This express probably started by carrying goods between Boston and New York, then soon began to branch out to the south in the early 1870s.

The most compelling evidence of New York & Boston Express' expansion southward into New Jersey is shown in quarter page advertisements that appeared in the 1870 and 1871 New York City directories. The more specific ad was published in 1871 and is reproduced in *Figure 8-29*.² Both of these ads indicate this express provided service to all points on the then newly formed, New Jersey Southern Railroad, and the 1871 ad shows they also intended to work on the Northern Railroad of New Jersey. The illustrated advertisement specifically names three New Jersey cities where this company probably maintained express agencies — Long Branch, Newark and Paterson. The Newark location is also shown on the company's office label portrayed below [*Figure 8-32*].

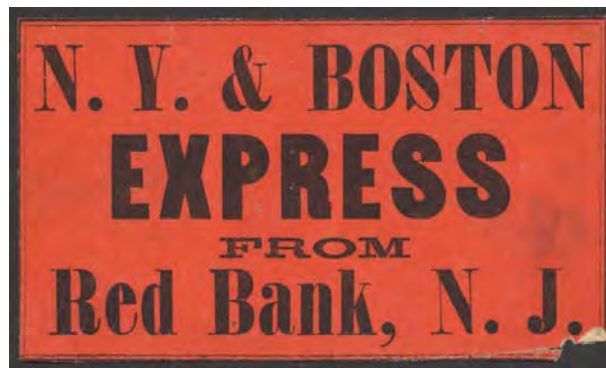
The New Jersey Southern Railroad was formed in 1870 from a combination of the Raritan & Delaware Bay Railroad and the Vineland Railway. This line ran from Bayside on the Delaware River northward to Red Bank, then through connections to New York City. The 1879 map of New Jersey depicted in *Figure 8-30* shows the route of this road running north and south through the southern and middle portions of the state. The New Jersey Southern was a unit of the New Jersey Central Railroad.

The Northern Railroad of New Jersey was opened in 1859 and ran northward from Jersey City and near the Hudson River to Piermont, New York. This road became a subsidiary of the Erie Railroad before 1870. No New York & Boston Express memorabilia is known that exhibit any town references in association with that company's express service on the Northern Railroad.

Additional confirmation of New York & Boston's expansion to the south is shown by the four town names on the office labels depicted in *Figures 8-31* and *8-32*. Farmingdale and Red Bank are northern towns on the N.J. Southern right-of-way, as can be seen on the map. Port Monmouth is on a northern extension from Red Bank and Newark is one of the specific agencies identified in the 1871 advertisement. The exact timing of the New York & Boston Express in New Jersey is not known. In addition to the 1870 and 1871 New York City ads, this company was listed in the 1871 Philadelphia City Directory. No other annual listings were found in the Philadelphia Directories. In fact, this company has only been listed in the 1869-72 Boston City Directories. Review of all the pertinent New York City directories has not yet been conducted, but the New York & Boston Express does not appear in the 1867, nor the 1875 directories. It appears plausible that the New York & Boston Express was only in business from 1869 to 1872. No other information is presently known about this company.



N&BX-L1



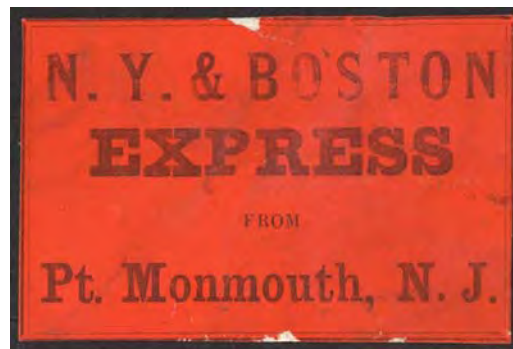
N&BX-L10

Fig. 8-31: New York & Boston Express office labels from New Jersey.

The *Figure 8-31* labels are black on orange and each measures 88.5 x 52 mm across the outside frame lines. The *Figure 8-32* labels are the same color, the left label measures 65 x 41 mm and the right label is 64.5 x 42 mm. The left label below contains the aforementioned Newark office name.



N&BX-L22



N&BX-L15

Fig. 8-32: Additional New York & Boston Express office labels.

Ogden’s Express Company

An early baggage express company, Ogden’s Express, was established in 1855. This company was very active in New Jersey, with offices in Bergen, Jersey City, Hoboken, Hudson City, Lafayette, and Waverly during its lifetime. John Ogden’s Express also had an office in New York City as evidenced by the following citations from a sampling of 19th century New York City directories:

- 1857: No listing for Ogden.
- 1858: John T. Ogden, 67 Cortlandt Street.
- 1859: Ogden _____, 66 Cortlandt Street.
John T. Ogden, 67 Cortlandt Street.
- 1860: John T. Ogden, 67 Cortlandt Street.
- 1863: John T. Ogden, 66 Cortlandt Street.
- 1867: John T. Ogden, 66 Cortlandt Street.
- 1875: John T. Ogden, 23 New Church Street (under ‘Jersey City’ subheading).
- 1894: Silas B. S. Ogden, 80 Cortlandt Street (under ‘Jersey City’ subheading).
Ogden & Co., 45 Church Street (under ‘Jersey City’ subheading).

The final year of the Ogden’s Express (or Ogden & Co.) business is not known, but it would not be surprising to find that it happened sometime during the first two decades of 1900. Silas B. S. Ogden’s relationship to John T. Ogden is not known.

Two labels/claim-checks are known from Ogden’s Express and they are shown in *Figure 8-33*. The first label bears a New York City address of 66 Cortlandt Street, which indicates it may have been issued in the 1860s based on the directory information cited above. At that time, Ogden’s offices in New Jersey were at Bergen Avenue, opposite Hudson Avenue in Bergen; at Storms and Pauley in Lafayette (Hudson County); and at No. 3 Bergenwood Avenue in Hudson City.

The second label is from a later period, perhaps the 1870s or after, and only publicizes their Jersey City, Hoboken and New York express service. The New York office was at 23 Church Street, corner of Cortlandt Street. The two Jersey City offices were at York and Greene Streets and at 620 Newark Avenue. Nothing else is presently known about Ogden’s Express.

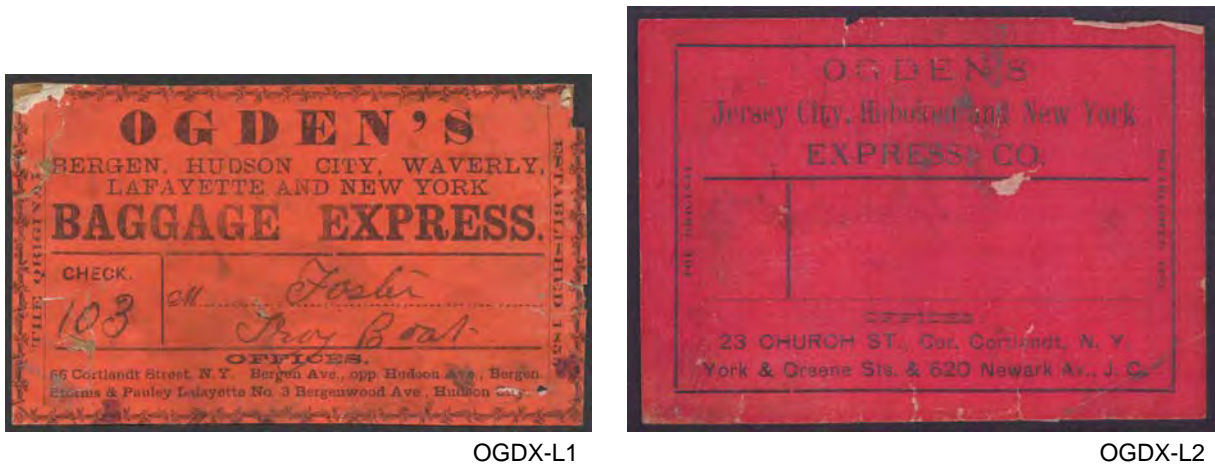


Fig. 8-33: Ogden’s Express baggage check labels.

The left label in *Figure 8-33* measures 110 x 65.5 mm and is black on orange. The right label is black on dark red and its outer framing rectangle is 100 x 69 mm. We note that “The Original” is printed vertically at the left on both labels. Perhaps this was meant to convey John Ogden’s opinion that he was the original baggage expressman (in New Jersey?), in deference to Warren Studley’s baggage express that was started in 1852 in New York City.

Paterson Express Company

The Paterson Express Company ran a quarter-page ad in the 1866 New Jersey State Business Directory.⁴ This ad did not copy very well, but it contained the following information: M. S. Crane, Superintendent. Office in Paterson: with Burnett & Co., 138 Main Street. Office in New York: No. 187 Chambers Street and 66 Cortlandt Street. The Paterson Express Co. was also found under Expresses in the 1867 New York City Directory with offices listed at 187 Chambers Street, 271 Washington Street and 66 Cortlandt Street. Incidentally, the 1863 and 1875 New York directories do not reference the Paterson Express Co. No additional information has been found concerning this express company. Review of the 1864–74 Paterson City Directories should provide additional annual listings of the Paterson Express Co. and narrow the range of years that it was in business.

People’s Express

People’s Orange (New Jersey) and New York Express had a New York office at 23 New Church Street when they issued the label shown in *Figure 8-34*. This label is printed black on light violet and its outer rectangle measures 89 x 54 mm. In the 1863 New York City Directory, People’s Express Company was listed at 416 Broadway. There are no entries for this express company in the 1860 or 1867 New York directories. The office address or extent of operations for People’s Express in Orange, New Jersey is not known.



PEPX-L1

Fig. 8-34: People’s Express label.

Phillips’ Express Company

This baggage express company, which was based in New York City, distributed an informative trade card that is shown in *Figure 8-35*. The Phillips’ Express card was a multipurpose advertisement, claim check for baggage, mini-receipt and possibly a package label. The back of the card (at right) states that Phillips’ handled packages and merchandise in addition

to baggage. The back also indicates that Jersey City was serviced by this express company. The front of this card (at the right side of the left illustration) contains an interesting statement: "Supposed to contain Wearing apparel only." Maybe this statement was provided to alert the customer that they needed to declare anything that was in their baggage which was other than apparel. No other information is known about this company.



Fig. 8-35: Trade card/claim-check from Phillips' Express Company.

Raab's Express Company

Raab's Express Company was a baggage express that maintained two offices in Hoboken, New Jersey, at 172 Washington Street and at the Hamburg-Bremen Steamship Dock on the Hudson River. They also had a New York City location at 222 Washington Street, corner of Barclay Street. This company was found to have the following Expresses listings in a New York City Directory and a New Jersey Directory:

- 1863 NYC: No listing for Raab.
- 1866 N.J.:⁵ Raub's Hoboken and New York Express Co. 172 Washington Street, Hoboken.
- 1867 NYC: Raab & Co, 84 Barclay Street.
- 1875 NYC: No listing for Raab.

The cited directories show two variations in this company's business name. "Raub's" was used in the 1866 New Jersey State Directory listing and "Raab & Co." appeared in the 1867 New York City annual. This company probably existed for less than 10 years, based on the observation that no listings were found in the 1863 and 1875 city directories.

One Raab's Express label has been reported and is shown in *Figure 8-36*. This label is printed black on violet paper and it measures 88 x 50 mm at the extremes of the printing. The large "80" in the center is unusual. We doubt this signifies a prepaid express rate corresponding to 80 cents. Perhaps the "80" is a baggage claim check number that was preprinted on the label. No other information has surfaced about this express company.



RABX-L1

Fig. 8-36: Raab's Express Company label.

Scott's Express

Scott's Express was a baggage express that was located at the Erie Railroad Depot on the Long Dock in Jersey City. Presumably this express also had offices in New York such as seen in the following New York City Directory listings for Scott under Expresses:

- 1859: No listing for Scott.
- 1860: John Scott, 60 Warren Street.
- 1863: George Scott, 60 Warren Street and 67 Cortlandt Street.
- 1867: George Scott, 117 John Street, 114 Rende Street and 67 Cortlandt Street.
- 1875: Scott & Son, residence 120 Clinton Place.
- 1894: George Scott, 1 Lispenard Street (under 'City' subheading).

We have not been able to verify that any of the aforementioned people - John Scott, George Scott or Scott & Son - were unequivocally the same proprietor(s), or even perhaps related to the Scott that ran the Jersey City Baggage Express that is identified on the label in *Figure 8-37*. No pertinent city directories from New Jersey have been available for examination to search out the Scott's Express printed on the label. Perhaps a review of additional New York City directories would aid in solving this quest and surely the perusal of pertinent Jersey City Directories should help in resolving this issue. If any reader is in a position to undertake either (or both) of these searches, please contact the author.

The *Figure 8-37* express claim-check/label is the only known historical artifact from Scott's Railroad & Steamboat Baggage Express. This label is black on (dirty) white paper. Its outside rectangular border measures 87 x 46 mm. The location of the "Erie Rail Road Depot, Long Dock" was on the Jersey City waterfront. Incidentally, the cited Erie Railroad commenced by that name in November 1895, however, its predecessor the New York, Lake Erie & Western Railroad was colloquially known as the 'Erie Railroad' for most of its operating years from 1878 to 1895. Before that (from 1861 to 1878) this road was titled the Erie Railway. This railroad information tends to repudiate that George Scott's Express in New York was the proper firm to relate to the *Figure 8-37* label and inscribed company name.



SCTX-L1

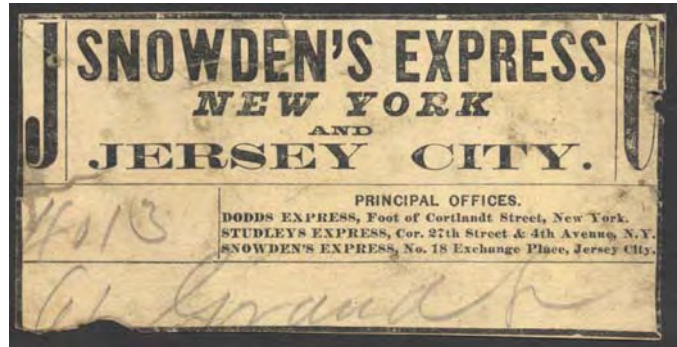
Fig. 8-37: Scott's Baggage Express label and claim check.

Snowden's Express

Only two Snowden's Express labels are known to have survived the years and they are shown in *Figure 8-38*. The company address was at 18 Exchange Place in Jersey City and this company forwarded consigned merchandise and baggage. Snowden's also conducted business from Dodds Express and Studleys Express offices in New York City. The Dodds Express office was at the foot of Cortlandt Street, an address that was reported in Part 8A as found in the 1875 New York City Directory. The Expresses section of this directory also lists Sarah Snowden, 65 & 696 Broadway and 296 Canal Street under the 'Jersey City' subheading. Perhaps this was the same Snowden that conducted the Express business shown on the two labels. Snowden's Express was not listed in the 1867, nor the 1894 New York directories.



SNOX-L1



SNOX-L2

Fig. 8-38: Snowden's Express labels.

The left label in *Figure 8-38* is black on orange and measures 58.5 x 45 mm across the thin rectangular, surrounding frame line. The right label is black on light buff and exhibits a 100 x 50 mm rectangle around the periphery. No additional information has surfaced concerning this express company.

Snow's Express (1856-61)⁶

Charles and Isaac Snow ran a letter despatch and express and delivery business at 168 Broadway, New York from 1856 to at least 1861. Most of the business was done locally at Paterson, New Jersey, and to points along the Hudson River.

This quote was attributed to N. C. Needham in his article "Concise History of U.S. Locals" in the February 1920, *American Philatelist*. Express listings at 129 Main Street in the 1857, 1859 and 1861/62 Paterson City Directories corroborate most of the Snow's Express (also known as 'Snows Express') business time frame. Express occupational listings for Charles and Isaac Snow in the 1856/58 New York City Directories confirm the starting year. A contemporary advertisement that appeared in the October 1857 and November 1858 *Paterson Daily Guardian* is shown in *Figure 8-39*. This ad was probably printed in more newspaper editions than just those two, but a search for additional ads has not been conducted. The relationship of Snow's Express to the 'New York & Erie Railroad' is unknown, but perhaps the last text line shown in the advertisement did not belong with Snow's ad (e.g., note the long separator line above and the comma after Railroad).

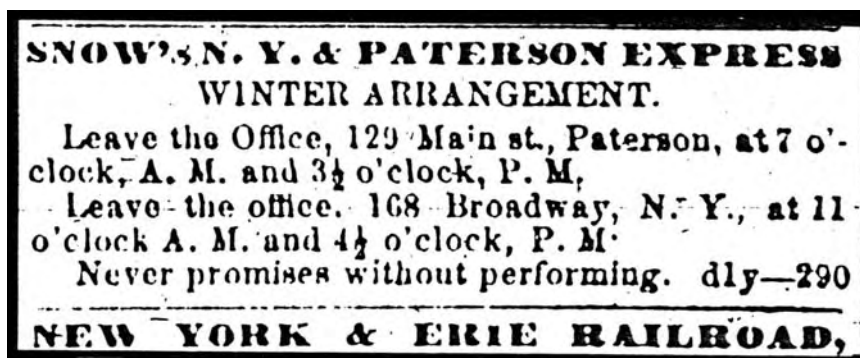


Fig. 8-39: 1857 Paterson Daily Guardian advertisement.

Three versions of the Snows Express stamp are depicted in *Figure 8-40*, the real stamp and two forgeries. A third forgery is known and is cataloged by Lyons.⁷ The original stamp is shown at left in the figure and is not a very clear image. This stamp is apparently very scarce and has not been seen recently. The dimensions of these stamps are not stated. The original stamp is printed in blue on thin paper. The forgeries are found in black on magenta, yellow, pale green and deep blue papers colored through and red on a dark green surface colored paper. Copies of the forgeries are also very difficult to locate.

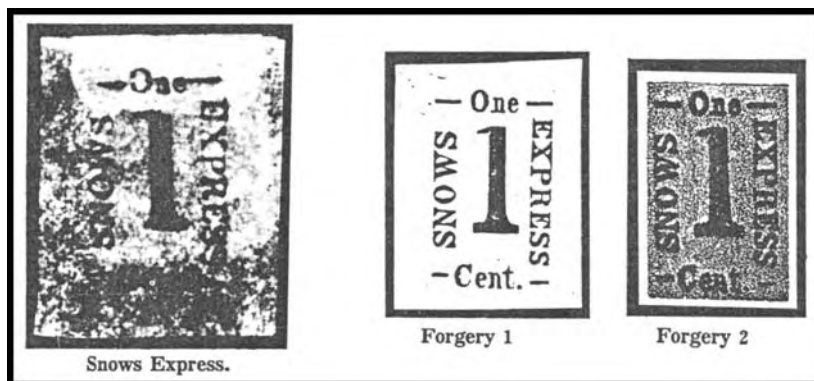


Fig. 8-40: Snows Express stamps.

The possible uses and rates for the Snow Express stamps are not known, but most likely one-cent paid for local delivery of a letter. Higher values of Snow Express stamps may have been issued at one time (e.g., for package delivery charges), however no record of such values has been found.

Stanton's Express

The front of an unusual trade card from Stanton's Jersey City, Hoboken & New York Express is shown in *Figure 8-41*. The start of a foot race is depicted over the caption "The Start." The relevance of this image to the express company is befuddling, unless it was meant to simply convey that Stanton was just beginning his express business. The back of this card is shown reduced at the right in *Figure 8-41* and it features a list of reliable businessmen that reside in Jersey City and who were possibly patrons of Stanton's Express. At the bottom is printed the statement "Entered according to Act of Congress, in year 1881, by H. Mellins, . . .", no doubt 1881 is the issue date of this card. The front of the card shows that the Jersey City express offices were at 414 Grove Street, 188 Newark Avenue and 99 Montgomery Street. Several addresses for the company's New York City offices are given, but no Hoboken express office is cited. No other information is known about Stanton's Express.



Fig. 8-41: Trade card from Stanton's Express.

Tindall's Express

This express company operated from Trenton, New Jersey in the early 1900s. Their address was at 116 Brunswick Avenue in Trenton. One billhead used by Tindall's Express is known and it is shown in *Figure 8-42*. This company specialized in hauling freight, but nothing else has been found that concerns this firm.

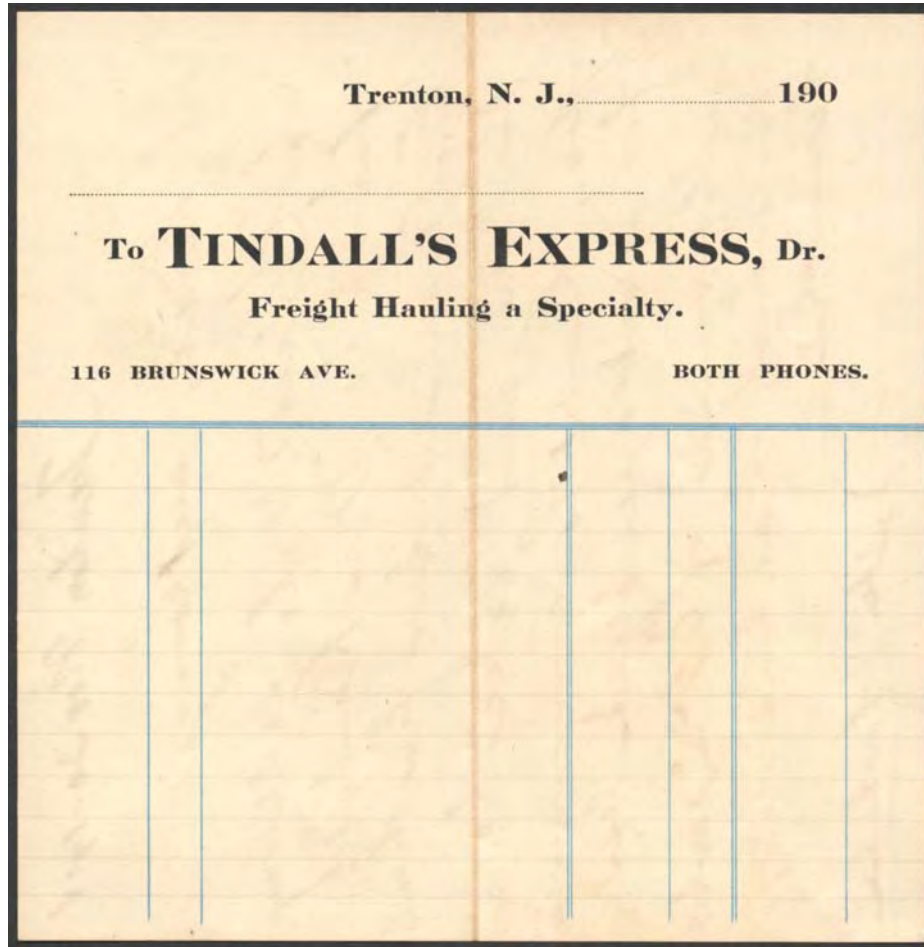


Fig. 8-42: Billhead from Tindall's Express.

Union Transfer Company (1867-1918+)

The Union Transfer Company was a baggage express firm that was incorporated in 1867 in Philadelphia. This company was in business continuously through 1918 and probably beyond that. They did have branch offices in Atlantic City, Cape May and at 324 Federal Street in Camden. This company's trade card is shown in *Figure 8-43*. It was probably issued during the mid-1880s since that is when the Union Transfer Company's 1100 Chestnut Street Branch Office address first appeared for this company in Philadelphia City Directory listings.

The other side of the Union Transfer Company card carries an image of a horse-drawn express wagon (see *Figure 8-44*). The wooden sides of this wagon had "Union Transfer Company, Baggage Express" painted on them. This horse and wagon style was typical of those used by contemporary expresses and no doubt was the type seen on the streets of Camden and Philadelphia during many of the company's operating years.

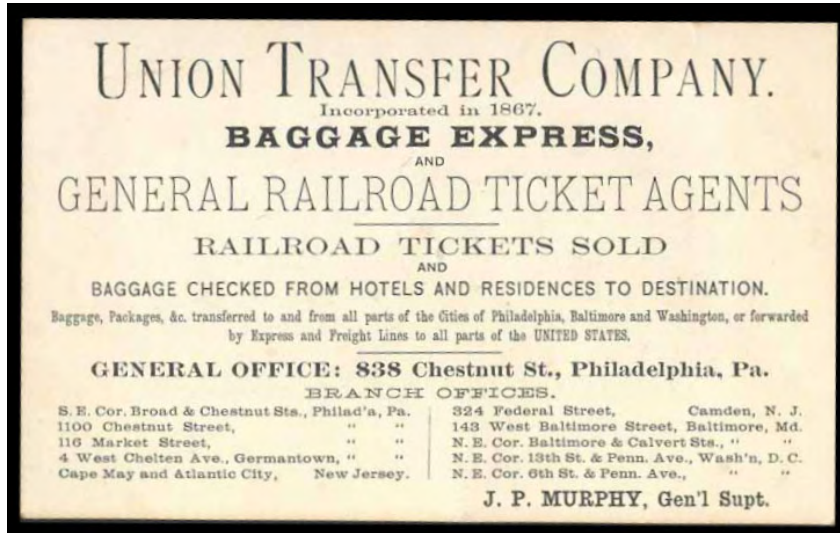


Fig. 8-43: Trade card from the Union Transfer Company.



Fig. 8-44: Express wagon team on reverse of the Union Transfer Company trade card.

Van Riper's Express

Richard D. Van Riper conducted a baggage, freight and package express in several northern New Jersey towns in the 1860s (and maybe slightly longer into the 1870s). A surviving label from this business enterprise is shown in *Figure 8-45*. From this artifact we learn that Van Riper's Express had offices in Bergen, Hudson City, Jersey City, Lafayette (in Hudson County) and Claremont, New Jersey, plus at 73 Courtlandt Street in New York City. Historical records show that Jersey City was consolidated with Bergen and Hudson City in 1869. In the 1863 New York City Directory, Van Riper's Express was listed at 169 Washington Street. In 1867, Van Riper's office was at 57 Cortlandt Street. There was no listing for this company in the 1860 or 1875 New York Directories. Based on this information, it appears that Van Riper's Express was in business mostly during the 1860s. At this time, no other data has been found about this company.



VANX-L1

Fig. 8-45: Van Riper's Express label.

The illustrated Van Riper's express label is printed black on yellow-orange paper. The label measures 84 x 58 mm at the extreme limits of the printed text. This label also served as a claim check for baggage that was consigned to Van Riper's for delivery.

Westcott's Express

Robert F. Westcott and Amzi S. Dodd consolidated their initial express businesses in 1858 to form the Manhattan Express Company. Subsequently, this merger was broken up, and Westcott and Dodd each organized an Express Company of his own: *The Westcott Express Co.* and *The New York Transfer Co.*, respectively. This information came from Stimson's *History of the Express Business*, published in 1881.⁸ The date that the two cited companies were formed is not exactly known, but it obviously happened prior to 1881. Examination of the Expresses sections of several New York City directories yielded this information:

- 1851: No listing for Westcott.
- 1852: Robert Westcott, 59 Broadway.
- 1853: No listing for Westcott.
- 1854: No listing for Westcott.
- 1855: Wescott & Co., 168 Broadway (under 'Brooklyn' and 'City' subheadings).
- 1856: Wescott Express Co., 168 Broadway (under 'Brooklyn,' 'City,' 'Jersey City,' and 'Williamsburgh, L.I.,' subheadings).
- 1857: Wescott Express Co., 168 Broadway (under 'Brooklyn,' 'City,' 'Jersey City,' and 'Williamsburgh, L.I.,' subheadings).
- 1858: Wescott Express Co., 168 Broadway, 140 Chambers Street, 4 Astor Place.
- 1859: No listing for Westcott.
- 1860: Westcott, Dodd & Co., 168 & 945 Broadway, foot of West Chambers Street, foot of Duane Street, 4 Astor Place.

- 1863: Benjamin G. Westcott, 945 Broadway.
- Richard F. Westcott, 162, 785 & 945 Broadway, 70 Warren Street, and West 30th Street corner of Ninth Avenue.
- 1867: Westcott Express Co., 239, 785 & 945 Broadway. 269 Washington Street, Fourth Avenue corner of East 27th Street, 739 Sixth Avenue, 1 Park Place and Tenth Avenue corner of West 30th Street.
- 1875: Westcott Express Co., 785 Broadway, 384 Fourth Avenue, West 30th Street near Tenth Avenue, East 42d Street corner of Fourth Avenue, and 181 Fifth Avenue.
- 1894: No listing for Westcott.

The “Richard F.” recorded in 1863 perhaps should have been “Robert F.” Otherwise, no insight is presently available to reconcile the differences in first names of the cited Westcotts. From the above directory listings, it appears that *The Westcott Express Co.* was initiated around 1856.

One surviving label from Westcott’s Express, shown in *Figure 8-46*, has New Jersey offices printed on it. This company’s principal office was in Brooklyn but it also serviced Williamsburgh, N. Y. (suburb of New York City), Jersey City, Hoboken and Long Branch, New Jersey. The express office addresses in these New Jersey cities are not known at this time, but the railroad depots are probably a reasonable guess. This particular label was used in conjunction with Westcott’s Express baggage service for passengers on the Long Island Railroad trains.⁹ It is interesting to note that the office addresses on the depicted Westcott’s Express label match up very well with the addresses for this company that were found in the 1863 New York City Directory.



Courtesy Bill Sammis

Fig. 8-46: Westcott's Express label (also a baggage check receipt).

The Westcott Express receipt shown in *Figure 8-47* was used on November 8, 1893 to record the consignment of two bags (contents unknown) for delivery to Mr. R. Colburn in Takoma Park, Washington, D. C. This receipt-form designates 16 Westcott Express offices, but only one is in New Jersey — at the Delaware, Lackawanna & Western Railroad Depot in Hoboken. No reason is currently known for the omission of the other New Jersey Westcott Express offices that were previously mentioned (Jersey City and Long Branch).

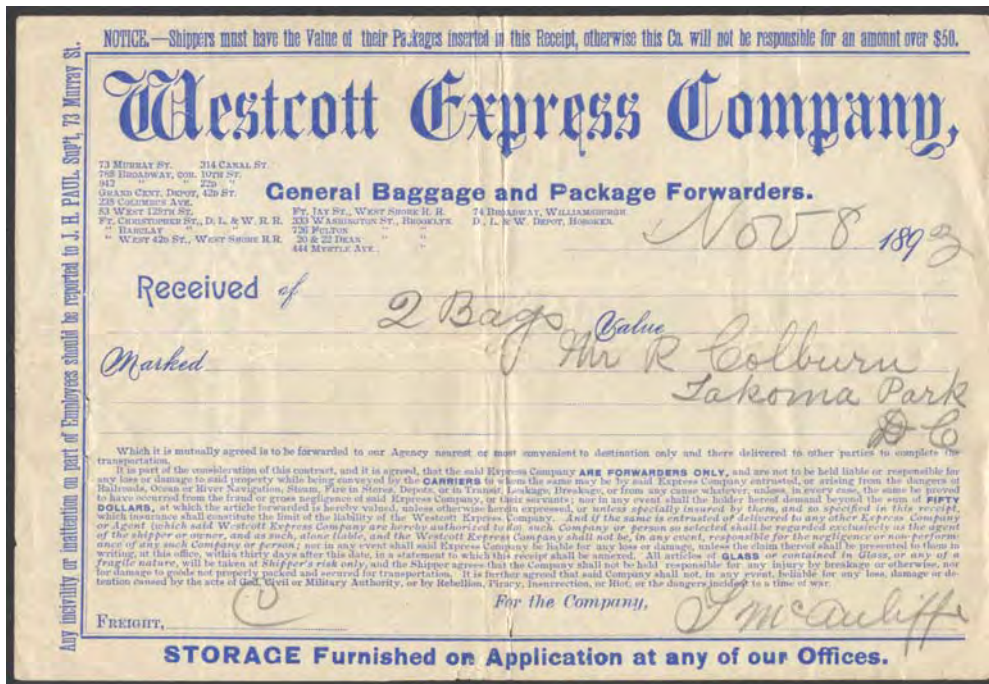


Fig. 8-47: 1893 Westcott's Express receipt.

White's Express

A stampless cover bearing a paid local stamp from White's Branch Express of Jersey City was sold in the 16 February 1979, R. L. Bermuda auction sale by Robson Lowe. This cover is shown in *Figure 8-48* and was described by Lowe as follows:¹⁰

New Jersey

*... The first, which at one time graced the famous Caspary and Lilly collections, is pictured on this month's front cover [see Figure 8-48]. It is lettered **WHITE'S Branch Express Paid** in black on orange paper and is used on a letter written on 30th April 1852 by a daughter to her mother, Mrs. S. Purdy at Sing-Sing [Westchester County, New York] and is endorsed politeness of Robert H. Purdy (her father), who was master of the Hudson River Steamer "Christina".*

The daughter obviously lived on the west bank of the Hudson and as father was headed south, he gave it to White's Branch Express, who charged 2 cents for taking the letter over to New York, where it was put in the post the following day. John White's New York office was at 58 William Street but careful research has not yet revealed the whereabouts in Jersey of their branch office.

There are descendants of the Purdy family still living in Sing-Sing.

This cover (probably a folded letter) is the oldest known example of the use of a White's Branch Express stamp. The stamp measures about 29 x 15.5 mm at the extremes of the fancy border on the stamp. Although the above description does not identify the New Jersey location of White's Branch Express, Brad Arch attributed it to Jersey City, but he did not state a street address for their office.¹¹

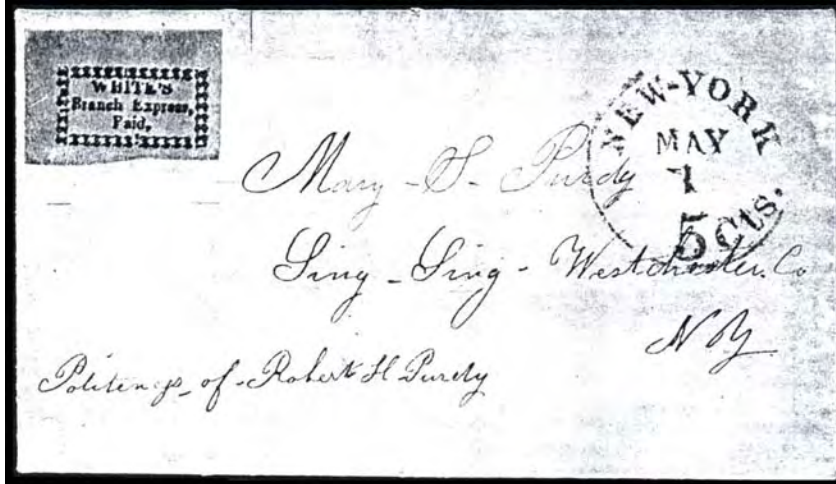


Fig. 8-48: 1852 White's Branch Express label cover.

Another cover has surfaced that also bears a White's Branch Express stamp. It is shown in Figure 8-49 and we see that the White's Express stamp is torn in two, but both segments are pasted to the cover. This cover is addressed to Mr. Thos. R. Oakman in North Marshfield, Massachusetts. Similar to the explanation for the previous cover, this example was also probably taken to New York City and deposited into the U.S. Mails on April 28th. Unfortunately, the year for this New York cancellation is unknown, but the three-cent postage stamp is from the 1851-57 issues, so this cover was probably posted during that timeframe.



Fig. 49a - White's Express stamp enlargement

Courtesy NJPHS

Fig. 8-49: Second White's Branch Express stamp on cover.

In an effort to estimate the business longevity of White's Express, the Expresses sections of several New York City directories were consulted and the following listings were found:

- 1854: No listing for White.
- 1855: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1856: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1857: John White, 58 Williams Street (under 'Brooklyn' subheading).
- 1858: John White, 58 Williams Street.
- 1859: John White, 58 Williams Street.
- 1860: John White, 56 William Street.
- 1863: Archibald White, 117 John Street and 60 Warren Street.

Arthur White, 117 John Street and 60 Warren Street.

- 1867: Archibald White, 117 John Street and 67 Cortlandt Street.
- 1894: John White, 65 Watts Street.

This information is somewhat confusing because Archibald and Arthur White's Expresses appear for 1863 and 1867, only to be followed by John White's Express in 1894. The relation of these two expresses to John White's Express is presently unknown. Obviously, review of more New York City annual directories (plus pertinent Jersey City directories) should provide more insight about the White's expresses.



Fig. 8-50: 1910 White's Express ad.

An interesting 1910 advertisement for White's Express Co. is shown in *Figure 8-50*.¹² This same ad is also found in the January 1911 Bullinger's Shipping Guide. The "Established 1850" date seems to dovetail chronologically with the previously discussed White's Branch Express. The ad also cites express service to Jersey City (just like the earlier White's Express) and to Hoboken. We certainly have seen many other express company business-names change during their extended years of operations, thus "White's Express Co." could be a plausible 1910 title for the firm. So, does the *Figure 8-50* ad pertain to a descendant of the 1850s White's Branch Express? Interesting question, but we doubt that it will ever be conclusively answered.

Summary Reflections

This two-part report on little-known New Jersey expresses presented those firms whose legacy is characterized by at least one historical advertisement or artifact. Probably hundreds more of these small expresses were in business in the more populous parts of New Jersey between approximately 1845 and 1918. Many of these firms are identified by company name in the city directories of the larger New Jersey cities. Republishing the names and locations of the hundreds of small expresses that are tabulated in these annuals would be a formidable research and composition task that is beyond the present scope of these reports. However, if anyone is interested in researching the private expresses adherent to a particular New Jersey city, reviewing the relevant annual city directories would be a good place to start.

(This Express report will be continued in the next NJPH.)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. checks or money orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label illustrations in this article are direct references to the pertinent label numbers in Mosher's Catalog.

ENDNOTES:

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- ¹ Tucker, T. W., "New York and Boston Express," *Waifs from the Way-bills of an Old Expressman*, 1872, pg. 115.
 - ² Commercial Register., *Trow's New York City Directory*, 1871, pg. 52.
 - ³ Adapted from Paul Paone's New Jersey Railroad Information Website (an excellent source for New Jersey RR information) at http://members.tripod.com/njrails/20th_Century/CNJ/CNJ.htm . [Downloaded 31 March 2006.]
 - ⁴ Talbot and Blood, "Advertisements Section." *New Jersey State Business Directory*, C. A. Alvord, New York, 1866, pg 56.
 - ⁵ *Ibid.*, pg 109.
 - ⁶ Information extracted from "The Search for Snows Despatch," Silverberg, James Lorin, *The Penny Post*, November 1992, pp 9-12.
 - ⁷ Lyons, Larry, "Snow's Express Paterson, New Jersey," *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States, Volume III*, 1998, pp 967-8.
 - ⁸ Stimson, A. L., "Part I, Chapter VI," *History of the Express Business, etc.*, Baker & Godwin, New York, 1881, pg 85.
 - ⁹ Note: The Long Island Railroad's own Long Island Express subsidiary was established in the Spring of 1882.
 - ¹⁰ Lowe, Robson, "The United States Eastern Express Companies," *The Philatelist*, January 1979, pg 115.
 - ¹¹ Arch, Brad, "New Jersey's Private Mail Carriers, Local Posts & Express Companies," *NJPH*, Vol. 11, No. 1, Whole No. 51, January 1983, pg 12.
 - ¹² Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal & Shippers Guide for the United States and Canada, etc.*, January 1910, pg 61.

**NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 9A:
The Alvin Adams' Expresses**

By Bruce H. Mosher

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(This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-8 can be found beginning in NJPH, May 2003 [Vol. 31, No. 2, Whole No. 150] through Part 8B [Vol. 34, No. 2, Whole No. 162].

Alvin Adams began his second express company (Adams & Co.) in Boston during 1841 and within a few years his organization was collecting and delivering express merchandise throughout much of the United States. Late in 1842, Adams & Co. began express service in Newark, N.J. Adams' early start in New Jersey precipitated 76 years of Garden State express service by the group of four Adams-owned express companies (i.e., Adams & Co., Adams Express Co., Central Express Co., and New Jersey Express Co.). The Adams group became the most pervasive of New Jersey expresses and provided in-state service for the longest period of time among all express companies.

Adams & Co.

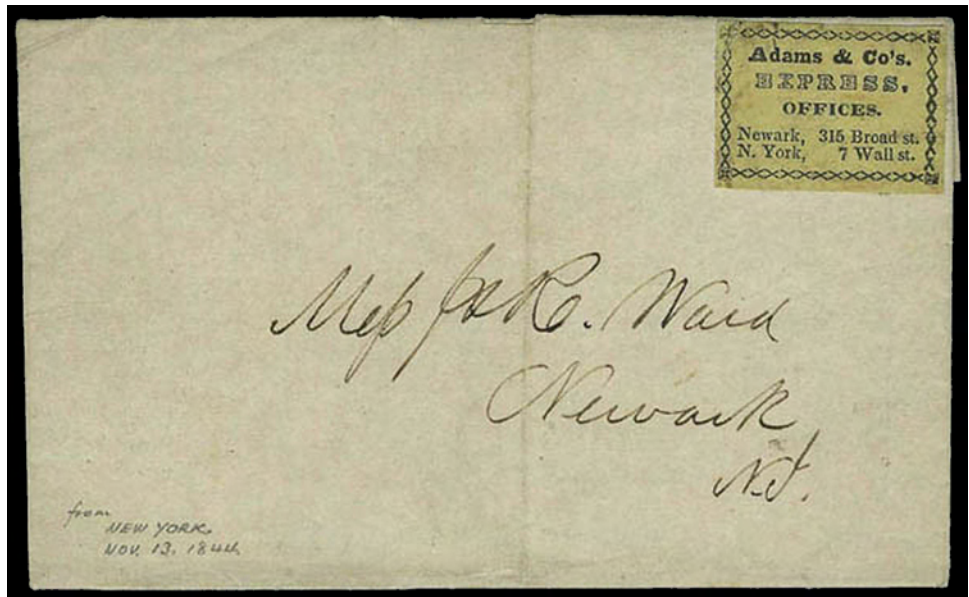
The *Newark Daily Advertiser* of January 16, 1843 noted the beginning of Adams & Co.'s Newark service on the previous December 19. Their first ad (repeated below) appeared January 3, 1843 and established the nature of their express business.¹

NEWARK & NEW YORK EXPRESS. The public are respectfully informed that the subscribers have established an EXPRESS between New York and Newark, N.J. for the transmission and speedy delivery of Packages, Bundles, money, &c., &c.; the Collection of Notes, and Bills and all other business pertaining to a well regulated Express. Orders for articles to be returned by the Express will be delivered free of charge.

Goods of any description forwarded by Adams & Co.'s Express from New York to Philadelphia, Baltimore and Washington—to Boston and all other Eastern Cities and Towns. Office in New York at Adams & Co.'s Express Office No. 7 Wall st.; and in Newark at Smith's Newspaper Depot, No. 334 Broad st. Hours for leaving New York 11 1/2 A.M. and 4-3/4 P.M. NEWARK, 9 A.M. and 1 1/2 P.M.

ADAMS & CO.

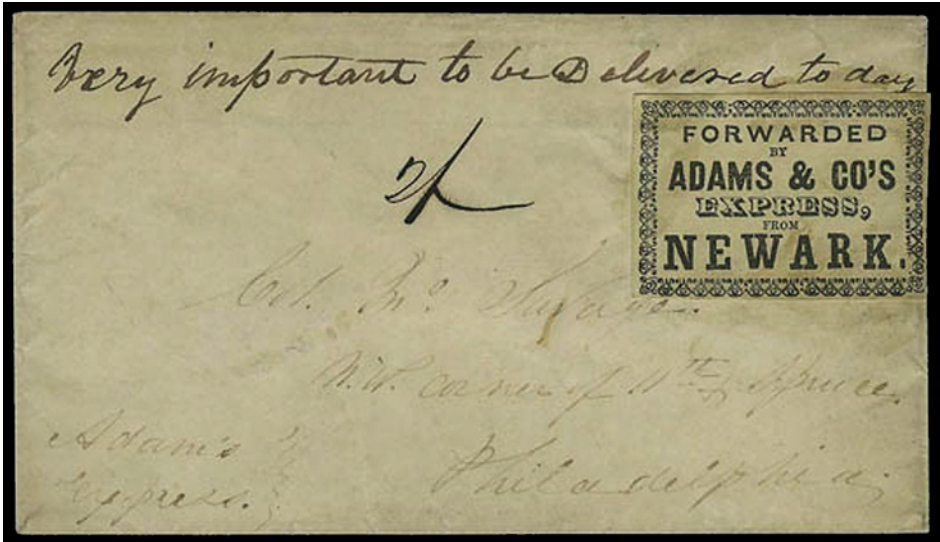
Two label-bearing covers from this service have survived. The earliest was a November 13, 1844 letter (see *Figure 9-1*). It is from New York to J. R. Ward in Newark and reports delivery of a letter to the Butcher Hide Association and encloses a receipt for it. The letter goes on to discuss the leather business and it was signed by W. Corwin. On the outside there is a yellow and black label, 35 x 25 mm, affixed at upper right.² This letter was delivered totally outside the U.S. mails by an Adams & Co. messenger in Newark.



A&CX-L2

Fig. 9-1: 1844 letter delivered in Newark by Adams & Co.

The second cover is a small lady's envelope and seems to be from the same early 1845 period. This cover is undated and is shown in *Figure 9-2*. Addressed to Col. Savage at 11th and Spruce Streets in Philadelphia, it bears a manuscript note "Adams Express" at lower left. At the express office it was rated 2/- (two bits or 25¢) and carries the express company's exhortation in the same pen that reads "Very important to be delivered today" across the top. The affixed label is black on yellow and measures 37 x 25 mm. So far, no other Adams & Co. labels have been recorded from Newark, nor from any other part of New Jersey. Both of these covers were formerly in the well-known Leon Reusille collection.³



A&CX-L26

Fig. 9-2: Circa 1845 letter carried from Newark to Philadelphia by Adams & Co.

In the 1849–50 Newark City Directory by Piersall, Amos Day is listed as the Adams & Co. express agent. By 1850 Day had initiated his own express company so in the 1850–51 directory we find that Henry Lindsey is the Adams & Co. express agent (between Newark and New York), working from a Newark office at 312 Broad Street. There do not appear to be any Adams express agent or office citations in Newark from 1851–55 and we speculate that Adams may have conducted all of their subsequent New Jersey business through one or more of the smaller Newark expresses that were in business during that time.

The *Figure 9-3* advertisement was published in December 1849, presumably in a Baltimore newspaper.⁴ Adams & Co. stated they would deliver consigned parcels, packages and cases to Trenton and Princeton, plus other towns, but no mention is made of service to Newark, N.J.

Adams & Co. have made special arrangements to transport Holiday Presents, and deliver them on the 25th or earlier if desired. Parcels, packages and cases will be received for New York, Trenton, Princeton, Washington, Lancaster, Harrisburg, Carlisle, Chambersburg and Lewistown until the 24th.

Fig. 9-3: December 1849 newspaper advertisement.

The August 11, 1851, Adams & Co.’s, New Orleans & Mobile Package Express consignment receipt (shown below in *Figure 9-4*) was used to document the express transportation of one package from New Orleans to Philadelphia. On the back of this receipt is a list of 29 contemporary Adams & Co., offices including one in Trenton, N.J. as depicted in the right illustration.



ADAMS & CO.
HAVE OFFICES IN THE FOLLOWING PLACES, VIZ:

Boston, Mass.	Lewistown, Pa.
Washington, "	Pittsburg, "
New York, N. Y.	Baltimore, Md.
New London, "	Chambersburg, "
Harrisburg, "	Washington, "
New Haven, "	Norfolk, Va.
Bridgetown, "	Fredericksburg, "
New York, N. Y.	Richmond, "
Trenton, N. J.	Petersburg, "
Philadelphia, Pa.	Wheeling, "
Washington, D.C.	Cincinnati, O.
Lancaster, Pa.	Lynchburg, Ky.
Harrisburg, "	St. Louis, Mo.
Carlisle, "	N. Orleans, La.
Chambersburg, "	

Fig.9-4: August 1851 merchandise receipt and portion of the reverse printing.

The unused Adams & Co. receipt illustrated in *Figure 9-5* includes a presumably later list of 34 contemporary Company offices, including their Trenton, N.J. office (opposite annotated arrowhead). This receipt blank was printed with a Marysville (California), 185_ dateline, but certainly was not usable any later than early in 1855, as Adams & Co. ceased operations on February 23, 1855.

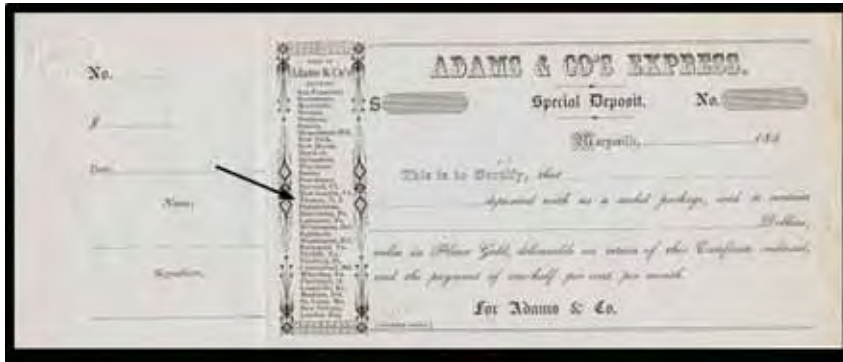


Fig. 9-5: Unused 185_ Special Deposit form for California placer gold.

Adams Express Company

The Adams Express Co. was formed on July 1, 1854 in Boston, Mass., and was comprised of most of the Adams & Co. express operations (except the California business), plus eight other small express companies. Records of the Adams Express Co. business presence in New Jersey between 1854 and 1875 are spotty, mainly because of the limited amount of surviving express documentation from that timeframe. It is not known what happened to the 1850s New Jersey express service (conducted by Adams & Co.), when the eastern operations of that company became part of the Adams Express Co. in 1854. However, we do know that the Adams-owned New Jersey Express Co. and the Central Express Co. were very active carriers in New Jersey during that 21 year span.⁵ In retrospect, the latter two companies may have been formed by the Adams Express Co. with the sole purpose of executing express contracts during the 1850s, 60s and early 1870s with selected New Jersey (and Pennsylvania) railroads, while Adams Express focused on business in other geographical areas.

In June 1860, Alexander Stimson authored and published a historical narrative of the express business in America that included an extensive compilation of the contemporary Adams Express Co. offices in the United States.⁶ Stimson worked for Adams Express around the time he composed this listing of express agencies, but not one Adams Express office within New Jersey was cited. Based on this seemingly creditable evidence, we conclude that Adams Express did not have contracts with any railroads operating within New Jersey in 1860.

The two early Adams Express covers, shown in *Figures 9-6* and *9-7*, were most likely handled by the Company between 1858 and 1865 and were very likely handed over to a cooperating express organization who would deliver them in Newark and New Brunswick, respectively. Very likely the cooperative (and wholly owned) New Jersey Express or Central Express messengers provided this delivery service. There is also, however, the possibility that the Newark-addressed cover was delivered by an Adams Express employee during a period of time when that Company provided express service to Newark, such as is subsequently discussed. The reverse of these covers do not exhibit any markings that would aid in deducing any specific delivery suppositions. The ornate Adams Express corner cards on each of these covers indicate that they probably originated from Philadelphia. The Philadelphia Adams Express office at 320 Chestnut Street was initially staffed around 1858.



Corner card similar to ADX-C47

Fig. 9-6: Express cover used in the late 1850s.

The *Figure 9-7* cover bears an “Ex \$5⁰⁰” manuscript marking that is reminiscent of similar Express agent markings which usually defined the express delivery fee paid by the sender. Since \$5 was far too expensive, compared to contemporary rates, for expressing a text letter/document from Philadelphia to New Brunswick, N.J., perhaps some valuable material or possibly currency was enclosed in this envelope. The latter would support a higher express fee that would have been based upon the declared value of such enclosures.



ADX-C51

Fig. 9-7: Circa 1860 express cover.



ADX-C35a

Courtesy NJPHS

Fig. 9-8: Early 1860s cover to Millburn, NJ.

The cover illustrated in *Figure 9-8* was posted in Hamburg (Sussex County), New Jersey during the early 1860s (the 3-cent stamp was issued no earlier than August 17, 1861). Adams Express had no known express service to Hamburg (nor anywhere else in Sussex County) during the 1860s, so this red corner-card envelope may have been postally used by the sender without regard to its Adams Express heritage. However, another similar cover is known (but not illustrated), that is sans the postage stamp and corner card cancellation, and is addressed in the same hand to Miss Odessa Reeves in Millburn, Essex County. This second cover bears a manuscript “Hamburg/Dec 19.” notation at the top and may have been transported outside the mails by an unidentified organization or person. There are no dating annotations on the front of this cover. The absence of a postage stamp or postal marking relegates the second cover to the realm of uncertainty - a mystery piece of postal history whose transportation journey will probably never be fully understood.

By 1863, some evidence had been published that revealed the Adams Express Co. was present on three railroads operating in the middle of New Jersey—Camden & Amboy Railroad, Freehold & Jamesburg Agricultural Railroad, and the New Jersey Railroad and Transportation Company. The central New Jersey routes of these three lines are shown in *Figure 9-9*. The towns with asterisks after (or next to) their names in the left map indicate they hosted Adams Express agencies. The towns with a circle plus four orthogonal radials after (or next to) their names signifies that a New Jersey Express agency was also present, most likely within the same office and handled by the same agent.⁷ At present, no corroborating documentation has been found to confirm the existence of the Adams Express agencies in the identified roads.

The Camden & Amboy Railroad (#14 in *Figure 9-9*) ran between Camden and South Amboy. This road operated from 1832 to 1867, so the Adams Express contract, whose starting date is not precisely known, could have begun as early as 1854. The Freehold & Jamesburg Agriculture Railroad (#108) operated from 1853 to 1879, so again the Adams Express liaison could have begun in 1854, although this date has not been confirmed. The New Jersey Railroad and Transportation Co. (#13) ran between Trenton and Jersey City during 1834–67 and could have hosted the Adams Express from the mid-1850s on.

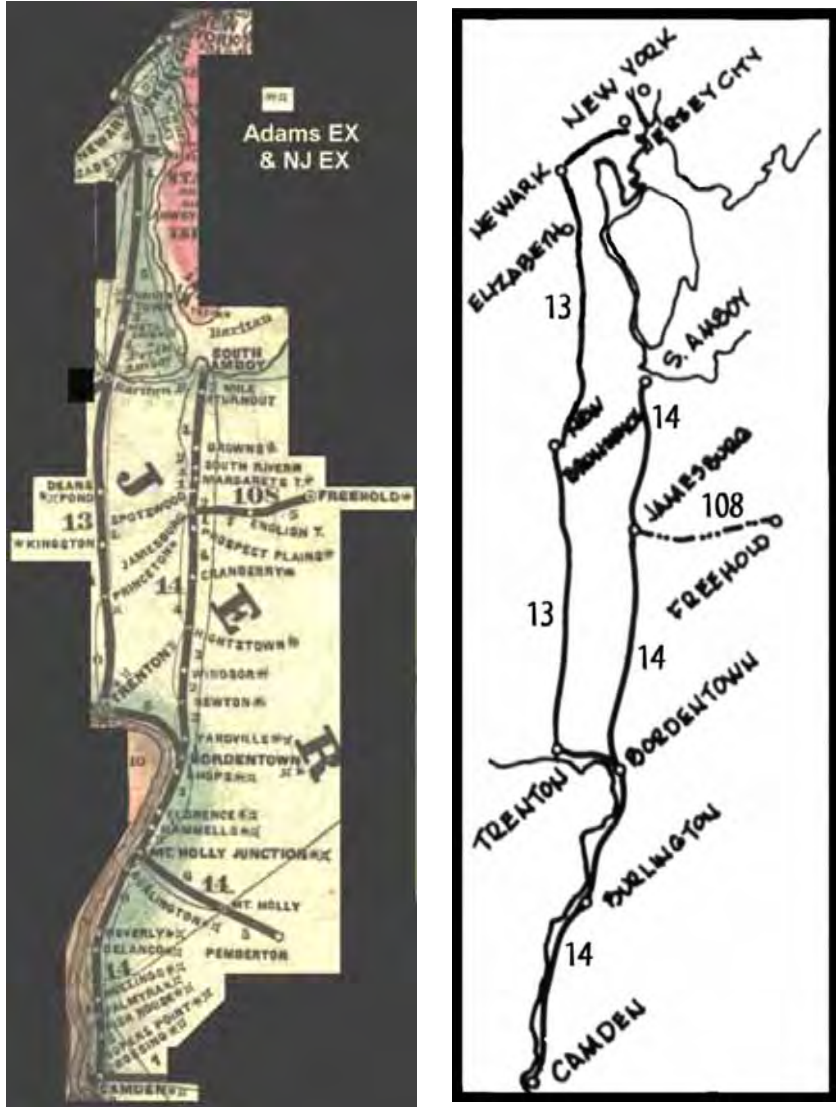


Fig. 9-9:

The Adams Express was hosted on three identified central New Jersey railroads in 1863.

One of the earliest known extensive tabulations of express companies in America and their hosting railroads was published in 1870 by R. A. Campbell.⁸ This 288-page book contains state-by-state listings of towns and places, contemporary railroads and servicing express companies. The New Jersey section is replete with about 817 town and place entries, but not one of those citations indicate that Adams Express provided them with service. There are, however, many New Jersey listings that cite the Adams-owned Central Express or New Jersey Express coverage, as might be expected. Based on this document, we conclude that Adams Express Co., as such, did not have any 1870 rail contracts in New Jersey.

The Adams Express cover shown in *Figure 9-10* contains a colorful red, snorting, winged-horse corner card that was used in the Company’s Philadelphia office. This adhesive-franked envelope was probably posted into the U.S. Mails somewhere in New Jersey (the POD town cancellation is not readable) in the 1870s to mid-1880s, perhaps by an Adams Express employee who lived in the state. It is addressed to Miss Mary E. Doughty in Somerville, N.J.

NEW JERSEY PRIVATE EXPRESS COMPANIES: PART 9A ~ Bruce Mosher



ADX-C65 Courtesy Bill Sammis
 Fig. 9-10: Circa 1880, Adams Express cover addressed to Somerville, N.J.

Later in the 1870s, we learn a lot more about Adams Express Co.'s operations in New Jersey as the Nineteenth Century annual Bullinger's Shippers Guide volumes provide identification of all then-known U.S. and Canada railroad vs. individual express company contracts. The earliest Bullinger's Guide located by the author was published in 1876.⁹

Table 9-I. Adams Express Service on Railroads in New Jersey (1876-99)

Hosting Railroad in NJ	Railroad Operation	Mar. 1876	Sept. 1878	Jan. 1884	Jan. 1885	1887 R-M	Jan. 1889	Jan. 1890	Jan. 1891	Jan. 1892	Jan. 1894	Jan. 1899
Bridgeton & Port Norris RR	1872-79	ADX	ADX									
Camden & Atlantic RR	1852-96	ADX	C&AX	C&AX	C&AX	ADX	C&AX	←→			C&AX	
Camden, Gloucester & Mt. Ephraim RR	1874-89	ADX	ADX	ADX	ADX	ADX	ADX					
Central RR of New Jersey	1850-1976	ADX	CENX	ADX	A	A	USX	←→			USX	
Delaware & Bound Brook RR	1876-79	ADX	CENX									
Delaware Shore RR	1877-81		ADX									
Freehold & New York RR	1877-90		CENX	CENX	CENX	ADX	ADX & USX	ADX & USX				
Lehigh Valley RR	1855-1976	ADX	CENX	CENX	ADX	ADX	ADX	ADX	ADX	ADX	USX	USX
Manahawken & Long Branch Transportation Co.	1895-1909											ADX
New Jersey Southern RR	1869-79	ADX	ADX	ADX								
New York & Long Branch RR	1864?-1976				ADX	A	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX
Pemberton & Hightstown RR	1868-1981	Note 2	Note 2	Note 2	Note 2	Note 2	B	ADX	ADX	ADX	ADX	ADX
Pemberton & New York RR	Unknown		ADX									
Pennsylvania RR	1847-1968	ADX	ADX & CENX	ADX & CENX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Philadelphia & Atlantic City RR	1877-89		ADX	P&AX	P&AX	ADX & C&AX	ADX					
Philadelphia & Reading RR	1836-1924	Note 1	Note 1	Note 1	ADX	ADX & P&RX	ADX	USX	←→			USX
Tuckerton RR	1871-1936	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Union Transportation Co.	1889-1976						ADX					

NOTES:
 1. No railroad stations in New Jersey. 2. Part of the Pennsylvania Railroad.
 A = See Philadelphia & Reading RR. B = See Union Transportation Co.
 ADX = Adams Express Co. C&AX = Camden & Atlantic Express Co. CENX = Central Express Co.
 P&AX = Philadelphia & Atlantic City Express Co. P&RX = Philadelphia & Reading Railroad Express Co.
 USX = United States Express Co.

The New Jersey information from subsequent available Guides is summarized in *Table 9-I* for the pertinent railroad hosts of Adams Express Co., (plus a few related express companies) between 1876 and 1899.¹⁰ Annual reports are not at hand for every year in this time span, because some annual Bullinger's Shippers Guides (or equivalent information) have not been found for the missing years along the top of the Table. It should be noted that the *Table 9-I* express information for 1887 was excerpted from a Rand-McNally railroad atlas (not a Bullinger's Guide) that was published during that year.¹¹

During the earlier years chronicled in *Table 9-I*, there was noticeable express company switching from year-to-year by some railroads. This was probably a consequence of many contemporary changes to the annual express contracts, plus the startup and cessation of several railroad-owned express departments. Another significant observation from *Table 9-I* is the affirmation of nine Adams Express Co., New Jersey railroad contracts that existed by March 1876. Several of the roads listed in *Table 9-I* also operated trains in nearby Pennsylvania or New York, but the tabulated express information is only germane for the New Jersey branches of such roads.

From the trends seen in the Table, we speculate that the Pennsylvania Railroad and the Tuckerton Railroad signed contracts with Adams Express earlier than 1876, possibly soon after 1870. Since there is no detailed historical express-information known for 1871 to 1875, the starting dates for those and other listed railroad contracts cannot be definitively established.

The New Jersey routing maps for three of the *Table I* cited railroads are shown in *Figure 9-11*. Specifically, the Main Line of the Pennsylvania RR through New Jersey, the New York and Long Branch RR, and the Pemberton and New York RR are depicted. Additionally, the Tuckerton RR route is illustrated in *Figure 9-12*.

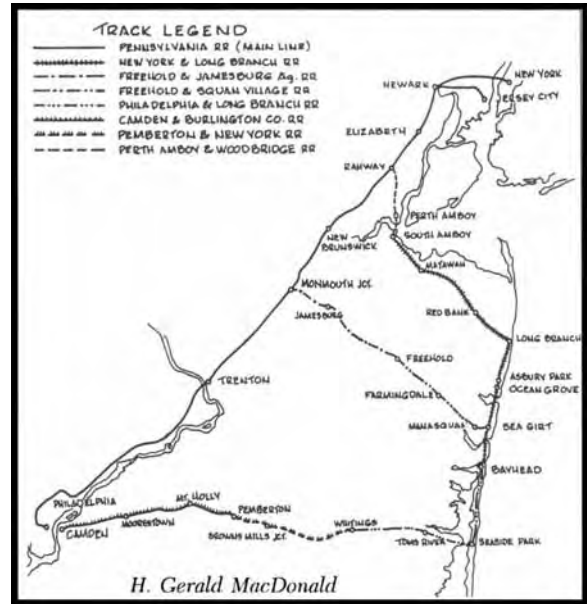


Fig. 9-11: Railroad routes in Central New Jersey.¹²



Fig. 9-12: Railroad routes in Southern New Jersey near the East coast.¹³

[To be continued in the next NJPH]

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric notations that appear under some label and corner card illustrations in this article are direct references to the pertinent identification entries in Mosher's Catalog.

ENDNOTES:

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- ¹ Hahn, C. M., "Adams & Company – The Newark Office," *Essays on Postal History*, #23, 1970, pp 81–82.
 - ² Ibid. Note: Figure 9-1 is reproduced from Hahn, C. M., "Adams' Express and Independent Mail," *Collectors Club Philatelist*, May-June 1990, p. 196.
 - ³ Ibid. Note: Figure 9-2 is reproduced from Hahn, C. M., "Adams' Express and Independent Mail," *Collectors Club Philatelist*, May-June 1990, p. 196.
 - ⁴ "Early Days in Baltimore," *The Adams Express Company 150 Years*, at http://www.adamsexpress.com/content/pdf/adams_history.pdf, copied 2/14/04.
 - ⁵ The New Jersey Express Company is known to have begun operations in New Jersey in 1854 and continued until at least 1888. The Central Express Company, also an Adams owned enterprise, started New Jersey operations in 1858 that lasted until around 1887. The express history of these two companies will be the subject of a future Part in this series that addresses the New Jersey Private Express Companies.
 - ⁶ Stimson, A. K., "Adams Express Company," *Express Office Hand-Book and Directory, etc.*, 1860, printed and published by John K. Stimson, Stationer, No. 17 Cedar Street, New York, pp 206–211.
 - ⁷ Lloyd's Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset information]
 - ⁸ Campbell, R. A., "New Jersey.," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, pp 75–82.
 - ⁹ Bullinger, Edwin W., *The Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*, etc., compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, 1876.
 - ¹⁰ Bullinger, Edwin W., *Bullinger's Shippers and Travelers Guide for the United States and Canada*, compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, September 1878, and Bullinger, Edwin W., *Bullinger's Postal and Shippers Guide, etc.*, compiled and published by Edwin W. Bullinger, 79 Fulton Street or 53 Park Place, New York, January 1884 through January 1899.
 - ¹¹ Rand, McNally & Co., *Rand McNally & Co.'s Improved Indexed Business Atlas and Shippers' Guide.*, Chicago, 1887.
 - ¹² Cunningham, John T., "Chapter 14, The Golden Strand," *Railroads in New Jersey*, Afton Publishing Co., Inc., Andover, NJ, 1997, p. 216.
 - ¹³ Ibid.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 9B: The Alvin Adams' Expresses

By Bruce H. Mosher

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(Part 9 continued from the August 2006 issue. This continues Bruce Mosher's series on New Jersey express companies and their stamps, labels, covers and ephemera. Parts 1-9A can be found beginning in *NJPH*, May 2003 [Vol. 31, No. 2, Whole No. 150] through Part 9A, August 2006 [Vol. 34, No. 3, Whole No. 163].

The Adams Express cover shown in *Figure 9-13* contains a green printed corner-card from their Newark office at 208 Market St. The first Newark City Directory identification of that office address was found in the 1881 annual edition. The POD cancellation date is not year-dated, but the affixed stamp was issued no earlier than September 10, 1887. The succeeding two-cent, U.S. regular postage stamp (Scott 219D) was issued in February 1890, so perhaps the depicted cover was posted sometime between those dates.

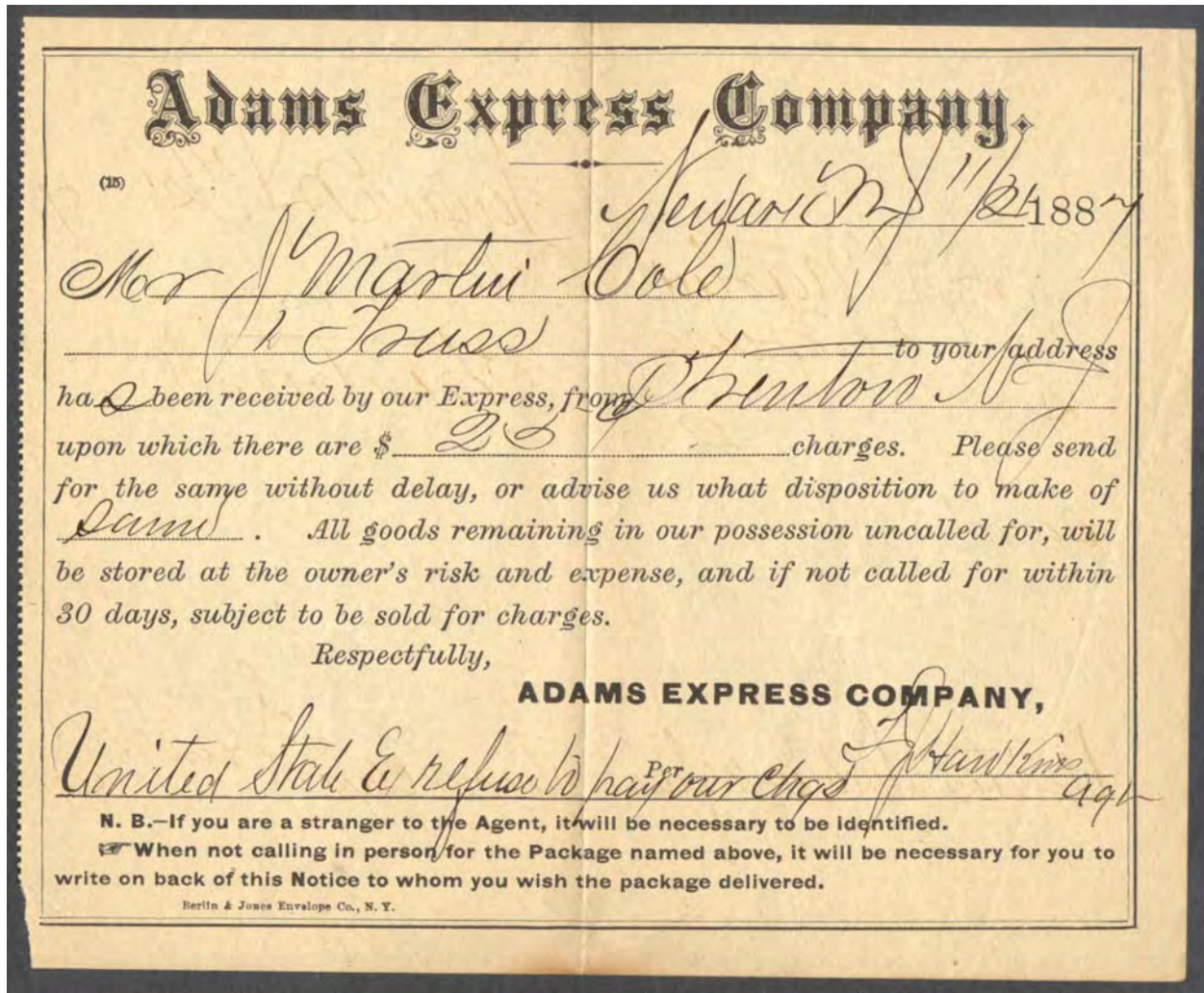


ADX-C77

Courtesy Bill Sammis

Fig. 9-13: Circa 1888 cover destined for Branchville, N.J.

The Adams Express notification document that is illustrated in *Figure 9-14* explained to J. Martin Cole, presumably from Newark or a nearby location, that the Company had received shipment of one (body?) truss for him from Trenton, N.J. He was told he could acquire this truss by paying the 25 cents in express charges that were assessed and due. This document was dated November 21, 1887 and further states that Mr. Cole would have been charged for the storage of his truss if he did not (promptly) come and get it. Although no deadline is quoted for his pending pickup, there probably was a generally understood (at least in the express community) 'grace' limit of maybe two to five days before storage charges were imposed by Adams Express. Finally, Adams Express states that if the truss is not picked up within 30 days, it will be sold (usually at a Company sponsored auction) to recover the express and storage charges.



Courtesy Bill Sammis

Fig. 9-14: 1887 Newark-received, express shipment notice and disposition request.

Another form of express receipt notification by the express companies utilized the U.S. postal services to mail the recipient a formatted postal card that contained the pertinent shipment arrival and retrieval information. An example of such is shown in Figure 9-15, and it was preprinted for use by the Adams Express office in Trenton, N.J. The printing is on the reverse side of a Scott UX-11 Postal Card (first issued in Dec. 1891), and the imprinted dateline reads "189_." Adams Express further stated they would deliver any received express shipment to a subsequently identified address (supplied by the cited recipient of a shipment or his designee), but the Company would also charge an extra fee for this disbursement service.



Fig. 9-15: Unused 189_ shipment pickup notification.

The free package pass shown in Figure 9-16 was given to John Skehan of New Brunswick, N.J. on December 26, 1891 by Adams Express agent, H. Malre in New York City. Mr. Skehan was allowed to use this pass just once in lieu of an express payment to send himself a package addressed to New Brunswick. Single use passes were given out by express companies as favors to individuals, perhaps as consoling awards when something went awry with an express shipment that the individual had consigned or that he had recently received. This particular pass exhibits a lavender, Henry Sanford overprint at lower right as he had recently succeeded John Hoey as the President of the Adams Express Co. Either insufficient time had elapsed since Hoey stepped down and newly printed pass forms were not yet available, or the Company was efficiently using up the old stock of passes that were on hand before changing over to the new issue with Sanford's name preprinted at lower right.



ADX-F16 Courtesy Bill Sammis
 Fig. 9-16: 1891 free package pass for a single shipment to New Brunswick, N.J.

An 1895 feature article in *The Illustrated American* magazine provides an interesting discussion of the Company's handling of a typical express package that was consigned to Adams Express in New York City. The package's journey was traced across the Hudson River and into their Jersey City Depot and then onto a special railroad express-car bound for Chicago.¹ Interesting Jersey City and express oriented excerpts and illustrations from this article are reproduced below:²

The package, if prepaid, must be stamped with the name of the receiving clerk [in New York City], after which it is sent down a steel chute into a large room in the basement. It is carefully packed into a huge trunk, that is lifted onto a large wagon encased in a wire screen, which carries it to the freight and package shed on the pier at Jersey City immediately adjoining the Pennsylvania [RR] passenger station.



Fig. 9-17: Interior of a large Adams Express agency (probably in NYC).

The freight shed about eight in the evening is a sight that well repays a visit to Jersey City. A very large caravansary of commerce this ought to be called, instead of a shed; for it is nearly a fifth of a mile in length, and it has two parallel trains of cars in the northern part.



Fig. 9-18: Express freight and parcel shed in Jersey City.

The runway, however, with its twenty-five to seventy-five large wagons and superb, high-standing, spirited horses, backed up to the platform, is to many eyes a more impressive spectacle than the big string of [railroad] cars. The space between these two is occupied by an ever-shifting, intricate, apparently labyrinthine confusion, composed of a myriad packages of merchandise in transit.

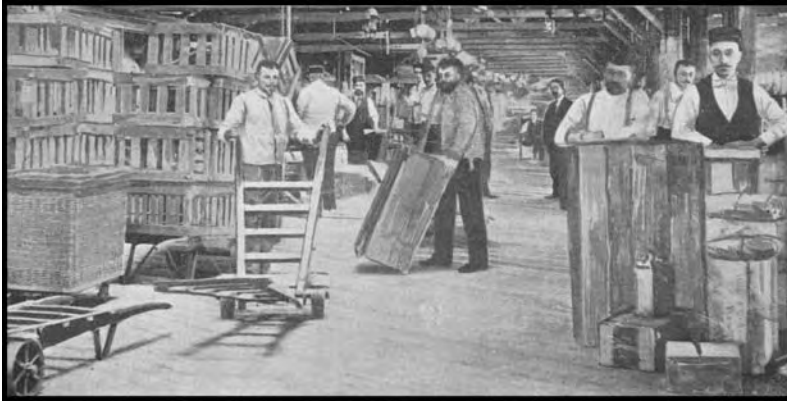


Fig. 9-19: Loading platform for nearby railroad express car.



Fig. 9-20: Adams Express wagons leaving the Jersey City freight shed.

Amid this apparently chaotic collection one sees darting hither and thither hundreds of seemingly mad creatures, shouting and working in a fashion that looks zig-zag and haphazard, but which in reality reveals itself, after a while, to the close observer as a very careful system, a superb method in apparent madness, while the wagons are unloaded and the cars, like gigantic, tame anacondas, absorb all the things on the platform and in the wagons.

The [package] meant for Chicagohas just arrived at this picturesque focus of seeming chaos in the trunk wherein it was packed. The trunk is taken into a large room at the end of the pier and opened for a reassignment of its multifarious contents.

The Chicago [package] after being weighed, is labeled and way-billed and then packed into another large trunk marked for Chicago, which carefully sealed, is put upon a [hand] truck and run up the platform to the Chicago car, where it is stowed away, never to be again handled till the car reaches Chicago twenty-four hours later.



Fig. 9-21: Special Adams Express baggage car is connected in front of the PRR engine.

This brief outline of the handling of this parcel for Chicago applies to all shipments, whether delivered to any of the many offices of the Adams Express Company or to any of their drivers upon the numerous wagons which patrol the streets of New York [and some larger New Jersey cities] and which for visitors, and especially foreigners, constitute one of the sights of the city.

The above article does not mention the issuance of a receipt for the consigned package. Such a document was always completed by the receiving Adams Express clerk or agent, and was given to the consignor at the Agency office (see *Figure 9-17*). A typical express receipt, generated in New York City on October 22, 1898, is shown in *Figure 9-22*. It was issued to record the consignment of one package destined for Elizabeth, N.J. No express fee is indicated, so perhaps the shipper, Bernard, Frank & Co., maintained an open ‘charge account’ with Adams Express. A manuscript canceled, Sc. R163 (Roul. 5.5), one cent Documentary stamp is affixed to this receipt at upper right.

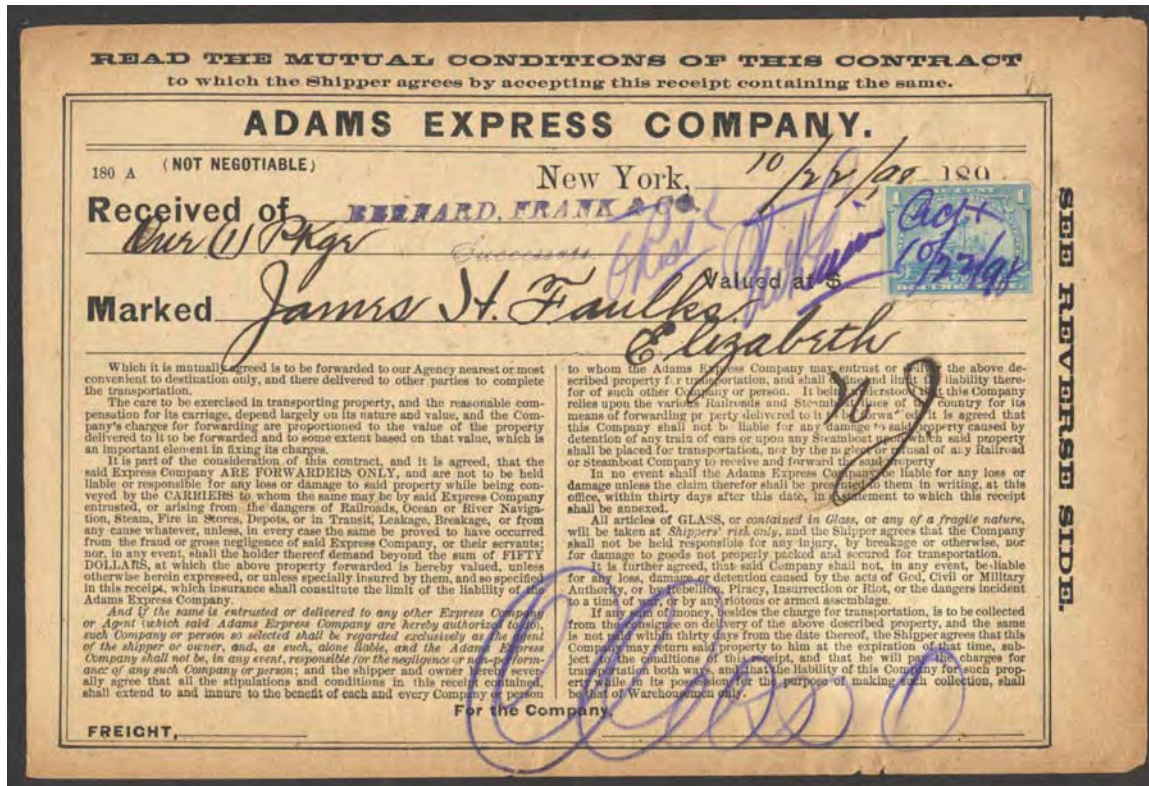


Fig. 9-22: 1898 package consignment receipt for express delivery to Elizabeth, N.J.

A different style of Adams Express receipt that was issued in Camden, N. J. on April 27, 1899, is seen in *Figure 9-23*. This receipt documented the consignment by Mr. Love of one package that was destined for Mr. I. K. Moon in New York City. Mr. Love prepaid 30 cents for this express delivery as signified by the lower left “FREIGHT” annotation. A one-cent Sc. R163, Battleship revenue stamp is affixed at upper left and bears an Adams Express lavender April 27 1899, precanceled date on it. Interestingly, the presence of the siderographer’s initials (JCD?) in the bottom margin of this stamp should allow identification of the printing plate position of this stamp. As seen on other express receipts of this type, “VALUE ASKED & NOT GIVEN” is handstamped in violet at the right above the value fill-in blank. This consignment-time entry by the Adams receiving agent protected the Company against liabilities exceeding \$50.00 had something bad befallen Mr. Love’s package while it was in the possession of Adams Express.



Fig. 9-23: 1899 package receipt written in Camden, N.J.

Additional research of the appropriate Bullinger's Guides provides identification of Adams Express services on New Jersey railroads during the early Twentieth Century. *Table 9-II* tabulates this information on an annual basis for 1900 through 1918. The 1918 cutoff is significant because the U.S. Government federalized the major express companies beginning July 1, 1918 as a consequence of World War I nationalization efforts. Adams Express (plus other large expresses) ceased independent express operations in the United States after that date.

Once again, the unlisted years in *Table 9-II* resulted from not being able to locate surviving Bullinger's Guides for those years. Alternatively, a 1914 Express Guide by W. H. Chandler and a 1916 Rand, McNally & Co., railroad map were consulted to obtain the express data that appears under those dates in the Table. The train routes of a few of the railroads cited in *Table II* have already been illustrated. Specifically, the New York & Long Branch Railroad and the main line of the Pennsylvania Railroad are shown in *Figure 9-11*. Also, the routes of the Atlantic City & Shore Railroad (formerly the Atlantic City Railroad), the Barnegat Railroad, the Philadelphia & Beach Haven Railroad, the Tuckerton Railroad, and the West Jersey & Seashore Railroad are depicted in *Figure 9-12*.

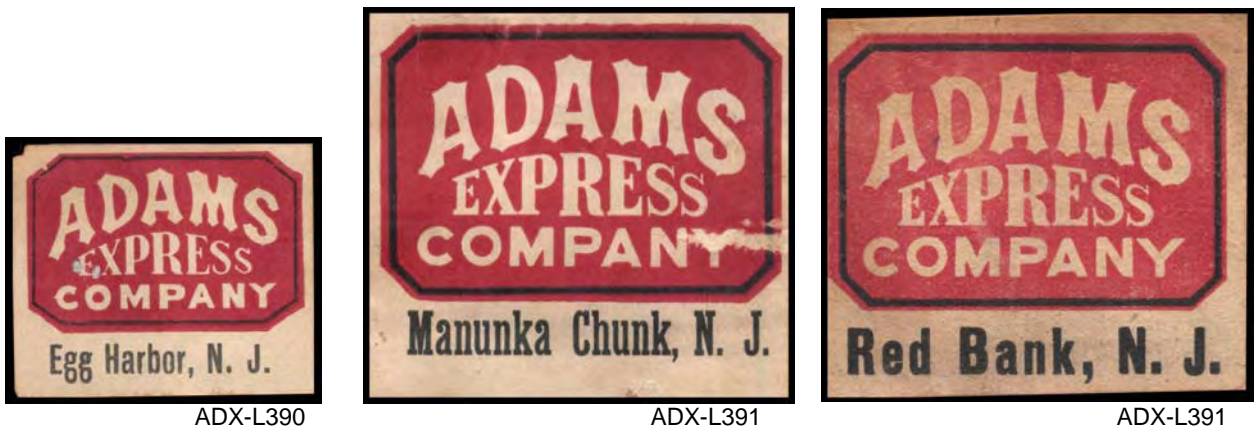
Table 9-II. Adams Express Service on Railroads in New Jersey (1900-18).

Hosting Railroad in N.J.	Railroad Operation	Jan. 1900	Jan. 1903	Jan. 1904	Jan. 1906	Jan. 1907	Jan. 1908	Jan. 1909	Jan. 1910	Jan. 1911	Jan. 1912	WHC 1914	Jan. 1915	1916 Map	Jan. 1917	Jan. 1918
Atlantic City & Shore RR	1905-19??					WJX	WJX	ADX	ADX	ADX	ADX	ADX & USX	ADX	N.L.	ADX	ADX
Barnegat RR	1909-23								ADX	ADX	ADX	ADX & USX	ADX	N.L.	ADX	ADX
Delaware, Lackawanna & Western RR	1853-1960	USX								↑	USX	USX	ADX	ADX	ADX	ADX
Lehigh & New England RR	1895-1925	Note 1	Note 1	Note 1	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	Note 2	ADX	ADX	ADX	ADX
Manahawkin & Long Branch Transportation Co.	1895-1909	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX					
New York & Long Branch RR	1864?-1976	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & USX	ADX & AMEX	ADX & AMEX	ADX	ADX
Pemberton & Hightstown RR	1968-1981	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX			
Pennsylvania RR	1847-1968	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
Pennsylvania & Atlantic RR	Unknown															
Philadelphia & Beach Haven RR	1909-35														ADX	ADX
Tuckerton RR	1871-1936	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX	ADX
West Jersey & Seashore RR	1896-1930	WJX													ADX	ADX

NOTES:
 1. Wells Fargo Co. Express and National Express Co. 2. Wells Fargo Co. Express and USX.
 WHC = Chandler, W. H., "New Jersey," *Merchants' Parcel Post & Express Guide*, New York, 1914, 4 unnumbered pages.
 ADX = Adams Express Company. AMEX = American Express Co. N.L. = Not Listed. RR = Railroad. USX = United States Express Company.
 WJX = West Jersey Express Co.
Italicized entries are estimated express services (no validating references have been found)

Adams Express' memorabilia produced in New Jersey during the Twentieth Century seem to be much scarcer than the pre-1900 items that have already been illustrated. The predominant surviving artifacts are express office labels, but even these are not found to be very common. Although devoid of dateable characteristics, the three labels shown in *Figure 9-24* were found in a scrapbook that contained many other labels reliably dating to the 1905–10 period. A red field with a black border surrounds "ADAMS EXPRESS COMPANY" on all three labels. The town names are printed black on white paper. The design and printing area of the smallest label measures 36 x 29 mm, while on the two larger ones it increases to 58 x 52 mm.

The Egg Harbor label was used on parcels transported by Adams Express on the Atlantic City Division (Camden to Atlantic City) of the West Jersey & Seashore Railroad. Historically, the Pennsylvania Railroad sold the West Jersey Express to Adams Express on October 1, 1908, so the Egg Harbor label was printed and used at some time after that date. The Manunka Chunk label was utilized on shipments assigned to trains on the Belvidere Division (Trenton to Manunka Chunk) of the Pennsylvania Railroad. The Red Bank label was used on parcels expressed via the New York & Long Branch Railroad and could have been used anytime from 1885 to 1918. However, this particular Adams Express label style is believed to have been put into use in the early 1900s (ca. 1905?) and may have been utilized until as late as 1918.



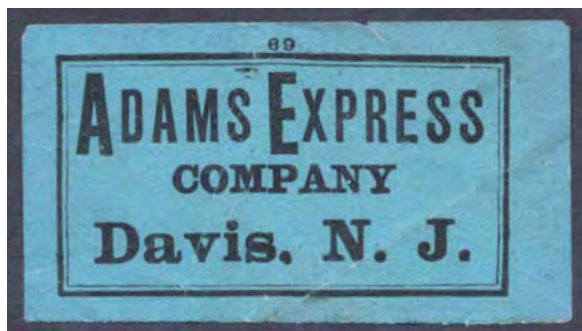
(courtesy Bobby McDearmon).

Fig. 9-24: Circa 1905 express office labels

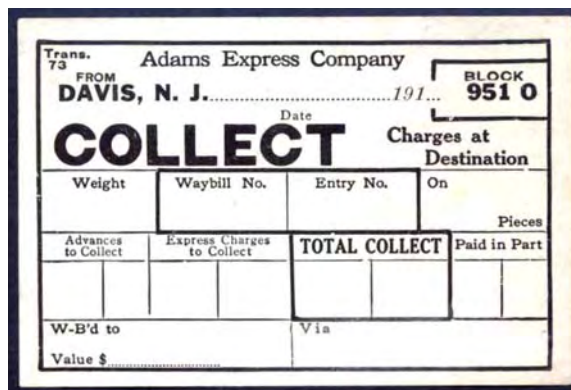
The first known Shippers Guide listing for an express-stop at Davis, N.J. was in 1876 and express service was then provided by Adams.³ Davis was located in the western portion of Monmouth County, a few miles east of the junction of Mercer and Burlington Counties and south of Imlaystown. In 1876, Davis was just a train stop on the Pemberton & Hightstown Railroad (Amboy Division of the Pennsylvania Railroad) and there was no post office at that location. The Davis express stop was continuously listed to 1918 and beyond. The post office in Davis, N.J., was open from March 3, 1884 to March 31, 1919. We note that today there is no longer a town named Davis in western Monmouth County (according to MapQuest).

The blue-green Davis, N.J. office label shown at left in *Figure 9-25* is one of Adams' earlier styles and although no specific dating information is available for this type, we speculate this label was probably printed and used during the 1880s. The Adams' form number "69" appears at top center and the extremes of the rectangle on this label measure 68.5 x 36.5 mm.

The label depicted on the right side is easier to pinpoint because of its 191_ dateline inscription. That characteristic, plus the Adams Express' exclusive, "Trans. 73" form number at upper left, puts this label's probable usage at 1910 to 1912. In August 1912, the Interstate Commerce Commission (ICC) instituted nationwide regulations that required all express companies to use a standardized format for their Collect labels and further stipulated that they contain the standard form designation of "U-8" or "U-10" at upper left.



Similar to ADX-L354



Similar to ADX-L95

Fig. 9-25: Circa 1880s and 1910 express office labels (courtesy Bill Sammis).

One ICC influence that does appear on this label, is the "951 0" Block Number at upper right. The ICC assigned a unique block code number for all rail delivery places in the United States and this system was used to identify and promote a uniform express rate structure throughout the Nation. This COLLECT label is printed black on white paper and a 95 x 61 mm rectangle surrounds the label's printed information.

(This report will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric notations that appear under some label and corner card illustrations in this article are direct references to the pertinent identification entries in Mosher's Catalog.

ENDNOTES:

- ¹ Austin, Henry, "An Adams Express Package," *The Illustrated American*, October 5, 1895, New York, pp 444-446.
- ² Clarifying information inserted in brackets by the author.
- ³ Bullinger, Edwin W., *The Monitor Guide to Post Offices and Railroad Stations in the United States and Canada*, etc., compiled and published by Edwin W. Bullinger, 79 Fulton Street, New York, 1876, pp 12, 61.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 10A

The New Jersey Express Company

By Bruce H. Mosher

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Express historian Alexander Stimson states that the “New Jersey” [Express] and the “Central Express” lines were owned by the Adams,¹ meaning the Adams Express Company. The New Jersey Express began operations in 1854 and continued until late in the 1880s. A fair amount of New Jersey Express historical information and artifacts from this company have been identified and are discussed in this report. Details of the Central Express’ operations in New Jersey will be explored in a subsequent part of this series.

Early Years of Business (1854–59)

The beginning of this company is chronicled by Alexander Stimson’s statements in his early express history:²

“THE NEW JERSEY EXPRESS COMPANY” was chartered by the Legislature of that state in 1854. It incorporated Amos Day, P. W. Martin, Amzi Dodd, R. G. Rankin, and A. S. Dodd. Capital \$100,000. Day has long been an Express-man.

Its route was over the New Jersey and Camden and Amboy Railroads. For several years it was conducted by Messrs. A. S. Dodd and C. A. Darling, gentlemen formerly connected with the National Express. It has offices in New York, Newark, Elizabeth, Rahway, New Brunswick, Princeton, Trenton, Burlington and Bordentown.

The New Jersey Express Co. extended their route to Philadelphia, Nov. 1, 1854; and the Adams Express Company took a considerable interest in its success. The president is J. Van Rensalaer, of Jersey City, and the Superintendent C. A. Darling of New York.

We have previously mentioned expressmen Amos Day (Day’s Express in Part 6A) and Amzi Dodd (Dodds Express in Part 8A). These gentlemen were also busily engaged in running their own express companies when the New Jersey Express Co. was formed. We note that it was not uncommon for some 1800s express officials to be simultaneously involved with two (or more) express companies.

As previously discussed in Part 9A,³ the Adams & Company’s eastern express operations ceased when it became a part of the then newly formed Adams Express Company on July 1, 1854. This author has not been able to determine what happened to the New Jersey operations of Adams & Co. after the consolidation. Now we learn that during the consolidation year, the Adams Express Company launched a new eastern venture titled the New Jersey Express Company. While we do not know the exact month in 1854 that the ‘New Jersey’ began (it was possibly during the summer months), prudent speculation suggests that the New Jersey Express Company may very well have been inaugurated to continue the New Jersey express operations of the defunct Adams & Co. This specific business-handover approach has not been encountered in any publication seen to date; however, the author is still searching for documented corroboration of the speculated relationship between these two express companies.

The New Jersey Rail Road and Transportation Company was chartered March 7, 1832 by the New Jersey state legislature.⁴ Reliable passenger service between Rahway and Jersey City began on the New Jersey Rail Road in January 1836. By 1854 the N.J.R.R. ran between Jersey City and Newark and then to New Brunswick where it maintained a direct track connection to the Camden & Amboy Branch Railroad. The C.&A.R.R. was New Jersey's first railway and its development preceded the N.J.R.R. so that upon the completion of the latter, a continuous rail passage was created between Camden and Jersey City. Company ferries across the Delaware River provided rail service between Philadelphia and Camden while Hudson River ferries connected the Jersey City tracks to New York City. When the New Jersey Express Company was inaugurated in 1854, the combined rails of the C.&A.R.R. and the N.J.R.R. provided the cross-state routing shown in *Figure 10-1*.⁵

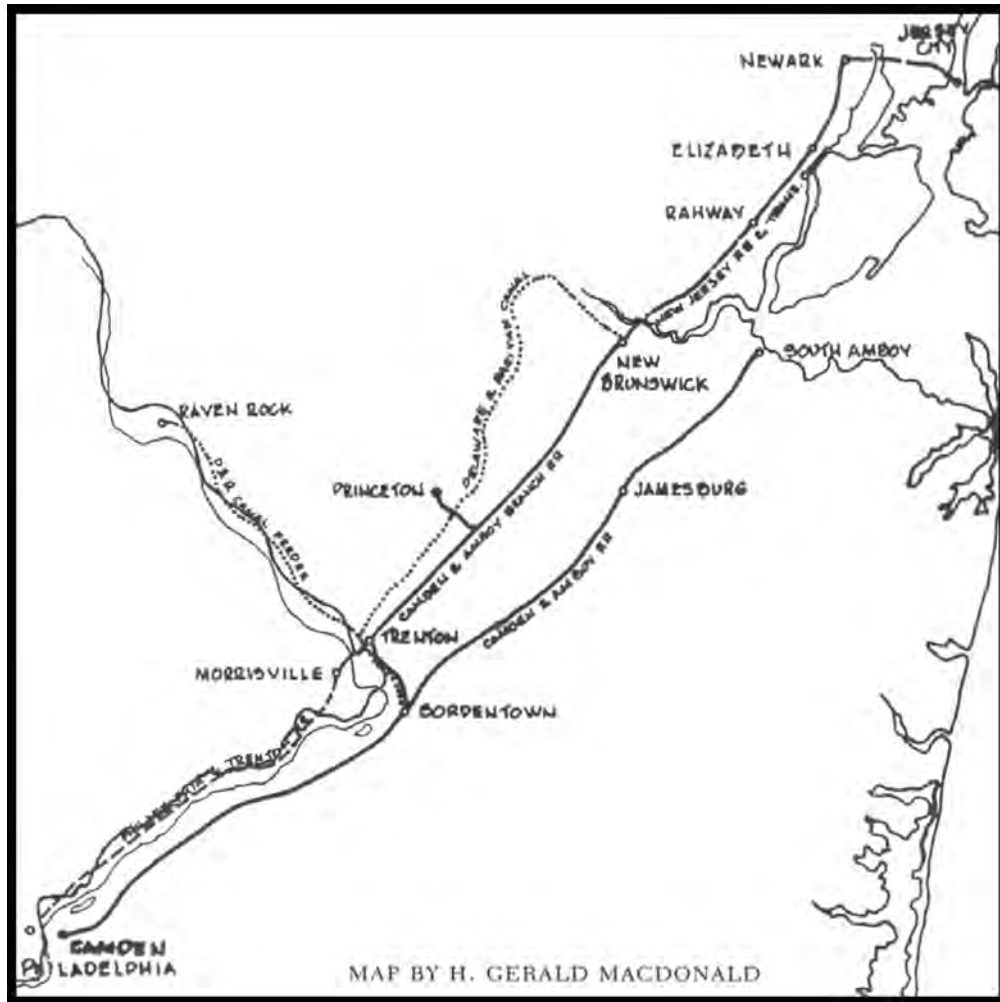


Fig. 10-1: Central New Jersey railroad lines in the 1850's.

The first directory listing for the New Jersey Express appeared in 1855 and this citation read as follows in a popular New York City directory:⁶

- NEWARK, N.J. New Jersey Express Co., 168 Broadway.

In 1856 and 1857 the Trow's New York City Directory listing was revised to:

- PHILADELPHIA and Intermediate places via N.J.R.R. & Trans. Co., & C.&A.R.R. New Jersey Express Co., 168 Broadway.

Another early citation states that on December 5, 1855, the Camden & Amboy Railroad successfully executed an agreement with the New Jersey Express Company for shipping one 500-pound crate on two daily round trips between New York and Philadelphia.⁷

An early advertisement for the fledgling New Jersey Express Company appeared in an 1856 newspaper (probably from Newark) and is reproduced in *Figure 10-2*.⁸ Although the exact newspaper reference was not recorded, the bottom of the adjacent ad was contiguously reproduced and it is marked as "*Dated Newark, May 31, 1856.*" That may or may not be the date of the New Jersey Express ad, but should be close (newspapers of this era were known to have republished dated ads for months after the documented date, i.e., for as long as the client paid).

OHAS. MEROHANT,
Collector of Arrears of Taxes for the Ninth Ward of the City
Dated Newark, May 31, 1856. my31-oaw3m

EXPRESSES.

**SPECIAL EXPRESS NOTICE.
GREATLY REDUCED RATES.**

THE NEW JERSEY EXPRESS COMPANY
having made arrangements with the direct Rail Roads to Philadelphia, are prepared to forward by Passenger lines, twice daily, all kinds of Freight and Packages for the South and West, at REDUCED RATES, and with unparalleled dispatch.

Shippers from Newark may rely upon their goods, valuable parcels, jewelry packages, &c., being delivered in advance of any lines out of New York, and at a saving of the time and expense of sending to New York.

Heavy Freight, per 100 lbs.

Newark to Philadelphia	\$ 50
" " Baltimore.....	1 00
" " Washington	1 50

Hat Cases,

Newark to Philadelphia.....	\$ 75
" " Baltimore.....	1 25
" " Washington	1 75

Freight will be forwarded (if requested) from Philadelphia, by fast freight lines, at low rates, for all points South and West.

BETWEEN NEWARK AND NEW YORK.

<p>LEAVE OFFICE, No. 163 Market st., Newark, at 8½, 8¾, 9¼ and 11¼ A. M. At 1¼, 1¾, 2¼ and 3¾ P. M.</p>	<p>LEAVE OFFICE No. 168 Broadway, N. York., At 10, 10½ and 11½ A. M. At 12½, 2¼, 3¼, 4¼ & 5 P. M.</p>
--	--

Leave Newark for Elizabeth, Rahway and New Brunswick, at 12¼ and 5¼ P. M.

Leave Newark for Princeton, Trenton, Bordentown, Burlington, Bristol, Philadelphia and the South and West, at 11 A. M. and 4 P. M.

Each Express in charge of a Special Messenger.

A. S. DODD, Sup't.

C. PROK. Treas., Newark.
F. W. HANKIN, Agent, New York. d17

Fig. 10-2: Mid-1856 newspaper advertisement for the New Jersey Express.

The cited express stops in the ad (i.e., Elizabeth, Rahway, New Brunswick, Newark, Princeton, Trenton, Bordentown, Burlington, Bristol, and Philadelphia) are consistent with the route traversed by trains on the N.J.R.R. and the C.&A.R.R., except for Bristol and Philadelphia which were in Pennsylvania and possibly reached by ferry crossings on the Delaware River. The New Jersey Express Treasurer, C. Peck of Newark, is believed to have been Cyrus Peck, who had an office at 251 Broad Street in Newark during 1856–59, and at 18 Wall Street in New York City in 1860. Cyrus may be the Peck who was associated with the old Rice & Peck’s Express that operated on the New York & Erie Railroad in the late 1840s.⁹

The cover shown in *Figure 10-3* exhibits one of the early New Jersey Express “horseheads” that was embossed as an upper left corner card. The ‘horsehead’ corner cards appear to have been principally used as company advertising and did not denote that any express franking had been prepaid. There is also speculation that extensive ‘horsehead’ corner-card envelopes were used for intracompany mail. The illustrated cover sold at the June 2000, Siegel Auction, and the lot was described as follows:

New Jersey Express Co., Newark N.J. Blue embossed cameo on locally-addressed buff entire, "Newark N.J. Jul. 10, 1858" circular datestamp, with original enclosure on company letterhead informing the recipient he has a package at their office from N.Y. with \$1.00 due. Extremely Fine and choice.



Siegel Auction 825, Lot 1871

Fig. 10-3: July 10, 1858 usage with enclosure.



Fig. 10-3a: Coles N12 cancel?

The enclosure mentioned in this lot description was not illustrated. The cover’s datestamp appears to have been applied by the Post Office and this cover is assumed to have traveled through the U.S. Mails to Joseph Hines. One puzzling aspect about this cover is the lack of visual evidence on it that proper letter postage was paid. Although highly unusual, the reverse is possibly marked or stamped with such proof. One might speculate that the cover was really carried by the New Jersey Express Co., but the cancel does not resemble what would be expected from an express company (no New Jersey Express handstamped markings are known to the author) and it definitely looks like a postal cancel (and seems to match N12 pictured in Coles,¹⁰ the Newark cancel of this period). Also, there are no markings indicative of express handling on the front side. Perhaps the current owner of this cover can provide clarifying information to resolve this puzzle.

NJ PRIVATE EXPRESS COMPANIES ~ PART 10A ~ Bruce Mosher

The express payment receipt illustrated in *Figure 10-4* was filled out in New York City on August 21, 1858. W. C. Dickerman was charged 38 cents for having his box expressed from Elizabeth, N.J., to New Haven (presumably in Connecticut). As should be realized, the New Jersey Express did not have any service to New Haven, but the Adams Express did in 1858. We speculate that the New Jersey Express picked up the box in Elizabeth and brought it to New York where it was transferred to the Adams Express for delivery to New Haven. If this receipt documents the charge for the total trip, and since the New Jersey Express was owned by the Adams, perhaps all 38 cents went into the New Jersey Express' coffers as the receipt bears no evidence that Adams (or any other express) received part of the payment. Or perhaps, the paid fee only covered the transit to New York and Adams billed Mr. Dickerman separately for carrying it from there to New Haven.

Interestingly, the left side of this receipt indicates the principal office of the New Jersey Express in Jersey City was located in the Jersey City Ferry Building when this form was originally printed sometime between 1854 and 1858.

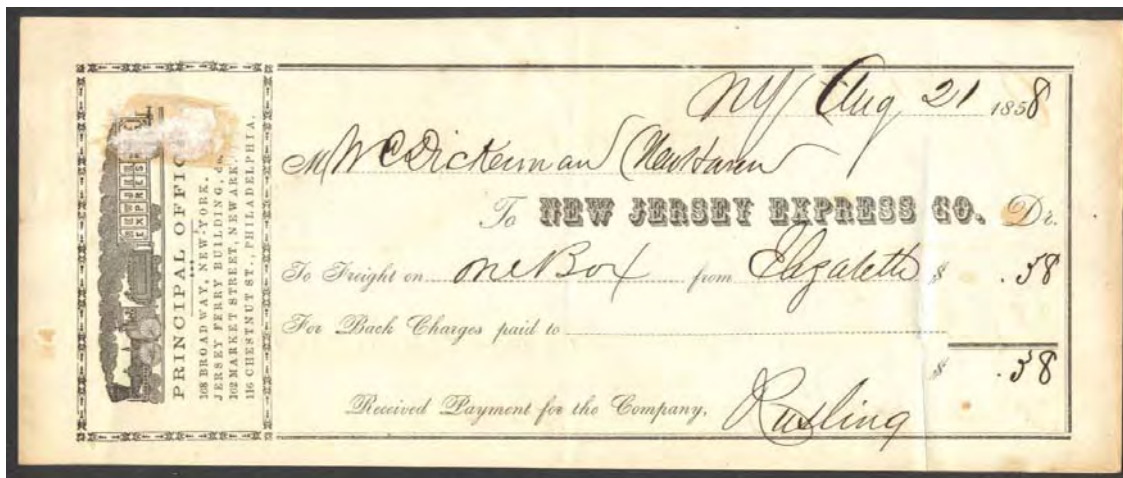
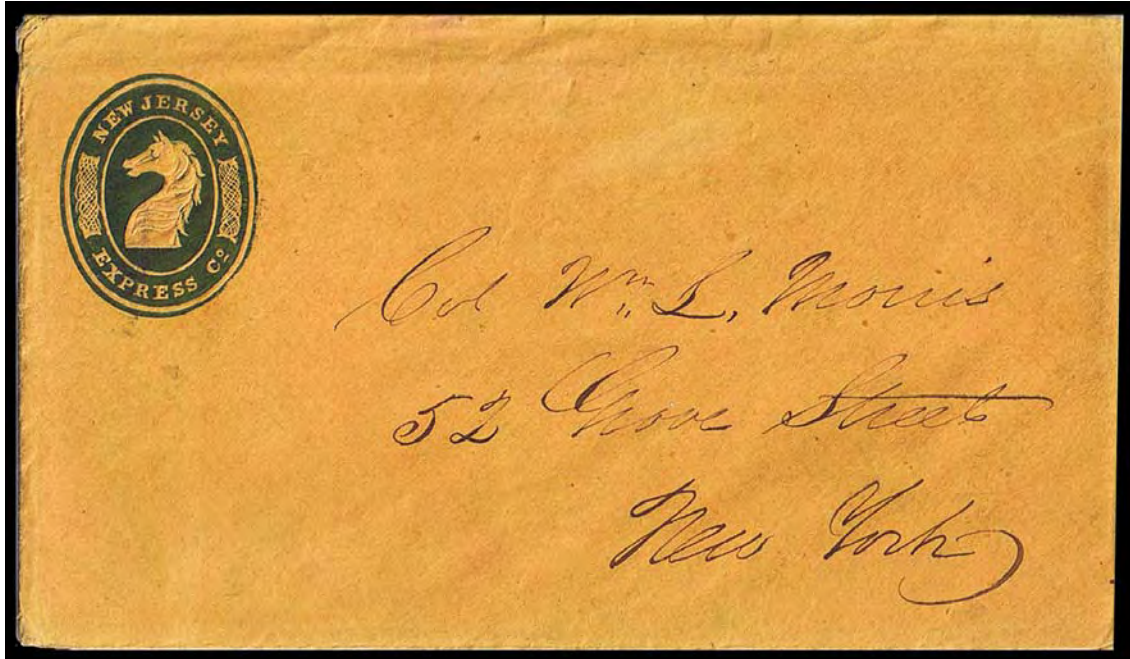


Fig. 10-4: 1858 express payment receipt.

It is easy to date the usage of the *Figure 10-5* cover because the enclosed letter (see *Figure 10-6*) has been preserved. This cover is somewhat different than most of the other 'horsehead' covers appearing in this report because it is endorsed to a private address. It is suspected that this letter was privately delivered to the addressee by a New Jersey Express Company messenger, because of the nature of the inscribed message. There is no evidence of postal involvement marked on this letter. If the letter was really written by the President of the New Jersey Express Co. (see speculation below), we doubt that any fee was charged for his company to execute delivery. The corner card is embossed onto the amber envelope and is dark blue in color. The 'horsehead' logo measures 25 by 30 mm.



NJX-C1 corner card

Courtesy Joe Geraci

Fig. 10-5: 1859 express cover directed to a private address.



Courtesy Joe Geraci

Fig. 10-6: Letterhead of note that was enclosed in the Fig. 10-5 cover.

The company letterhead of the enclosed September 14, 1859 letter is shown in *Figure 10-6*. Interestingly, the manuscript word “Baggage” was inserted into the company name. Presently, we do not know why this addition was made, as no record of a New Jersey *Baggage* Express Company has been found. The complete text of this letter appears to read as follows, as best can be deciphered:

Baggage
Office New Jersey ^ Express Company,
New York Septr.. 14th 1859

Dear Sir

I find it impracticable to be at your office at 1 O,C [o'clock] to day - nor can I be there tomorrow. - If you will Send Mr Widrigge's(?) address I will write & make some arrangement that will be agreeable & satisfactory to him. Tho' I would much prefer a personal interview with him. If he is coming on Soon & will meet me at my office or at your's I will do so.

My only object is to have a just & fair settlement - I desire no unnecessary delay - will pay for it at any moment after We agree upon the amount - I will Call ~~Thursday~~ Friday at a Veation(?).

Yours truly

J. Van Rensselarr

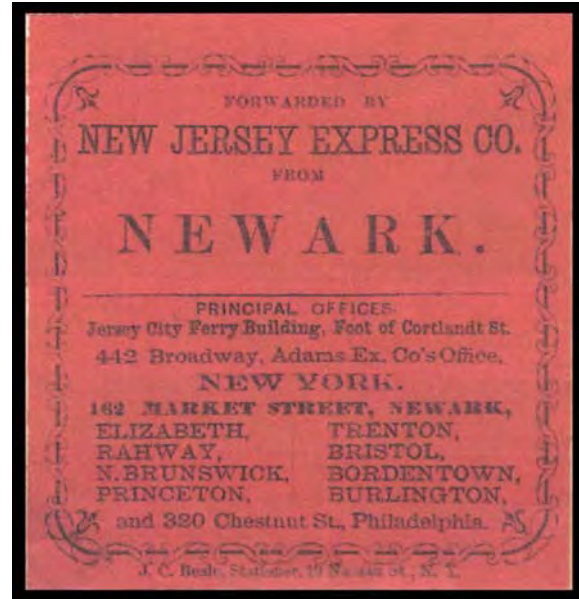
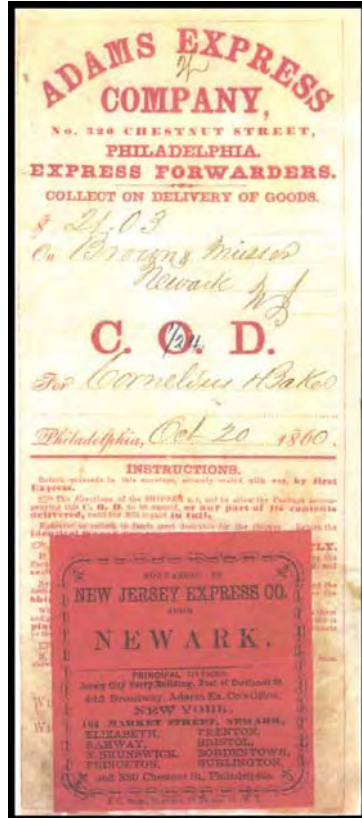
We note that *J. Van Rensalaer* of Jersey City was cited by Stimson as the President of The New Jersey Express Company in 1858. Maybe the aforementioned letter was written by this same person, although the handwritten signature does not appear to precisely spell 'Rensalaer.' Then, perhaps Stimson had it wrong and the President's name was actually 'Rensselarr.'" Currently, there is no obvious way to check on the validity of this latter hypothesis.

The Next Decade (1860–69)

The Adams Express C.O.D. cover shown in *Figure 10-7* originated in Philadelphia on October 20, 1860 and was apparently served on a company (Brown & Musses?) in Newark by a New Jersey Express messenger to collect \$21.03. An enlargement of the company's forwarding label appears at the right. We are not quite sure why the 'New Jersey' was involved in this delivery and collection, since Adams Express occupied a Newark office at the time of execution. Perhaps this C.O.D. envelope traveled from Philadelphia to Newark in the 'New Jersey's' custody for expediency reasons, or perhaps Adams tasked them with local delivery responsibilities in Newark.

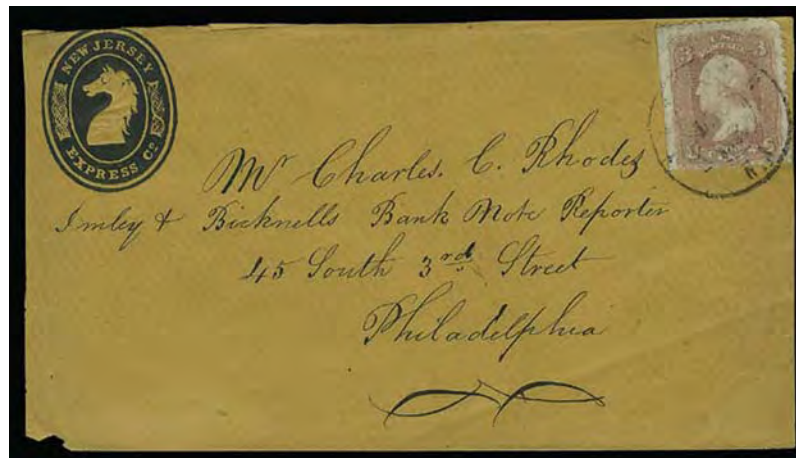
The imperforate label is printed black on red-orange and measures 65 by 68 mm at the design extremes. This cover bears the only reported express label of this type.

An 1863 map of the then extant expresses in the Eastern States indicates that the N.J.R.R. and the C.&A.R.R. still hosted the New Jersey Express in 1863. Additionally, several Pennsylvania towns (i.e., Morrisville, Bristol, Burlington Station and Cornwells) on the Trenton to Philadelphia branch of the N.J.R.R. are included along the express route. This map also indicates that the Adams Express Company was under contract on the original C.&A.R.R. line (Camden to South Amboy).¹¹ But this 1863 report of the Adams' being active on the C.&A.R.R. may not be historically accurate as subsequent annual express listings do not show this liaison. In fact, it is conceivable that the New Jersey Express was really on the latter line and the cartographer somehow thought it was (or should have been) the Adams Express, perhaps because of the extremely close association of the two companies. No other rail carriers of New Jersey Express merchandise are stipulated on the 1863 map.



Ex-Hahn. Courtesy Carriers & Locals Society *Enlargement of label at left.* NJX-L20 label
Fig. 10-7: 1860 conjunctive New Jersey Express and Adams Express cover.

The cover shown in *Figure 10-8* exhibits another New Jersey Express ‘horsehead’ as an upper left corner-card. The illustrated cover was purportedly mailed in Trenton on December 16, 1863 as attested by its double-circle, POD datestamp that is barely visible in the illustration. It is addressed to Charles C. Rhody at Inley & Bicknells Bank Note Reporter in Philadelphia. The embossed corner card is dark blue and measures 25 by 30 mm and the envelope appears to be manila in color.



NJX-C1 corner card Siegel Auction 908, Lot 4949
Fig. 10-8: December 1863, Trenton, N.J. Post Office canceled cover.

NJ PRIVATE EXPRESS COMPANIES ~ PART 10A ~ Bruce Mosher

The request to express one box from New York to Rahway, N.J. is receipted on the *Figure 10-9*, New Jersey Express document. The box was consigned by E. A. Baumann(?) on April 12, 1863 and he prepaid two bits (2/- or 25 cents) for its expedited delivery. In 1863 Rahway was situated on the New Jersey Railroad in Union County, about fifteen miles southwest of Manhattan. This bill of lading carries the form identification “No. 1” on it, the only form number that has been seen so far on any New Jersey Express Co. documentation.

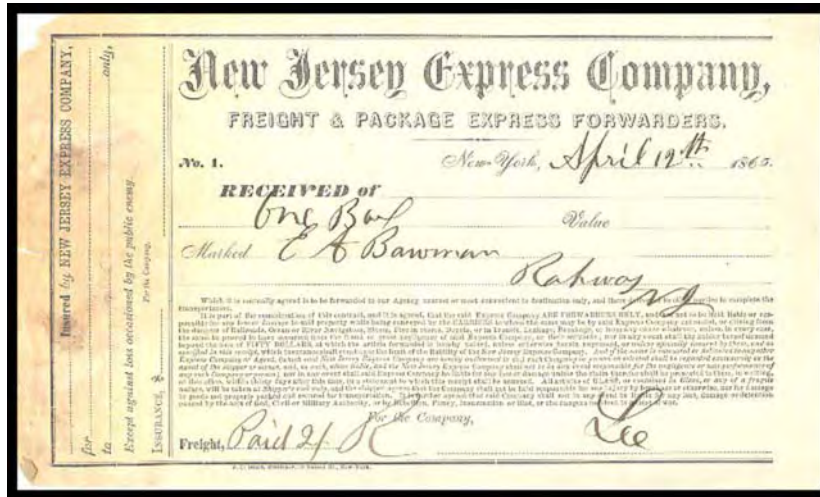


Fig. 10-9: 1865 bill of lading receipt.

Records from 1866 have been found that delineate the following express agents who worked for the New Jersey Express Company:¹²

- Clift Edward, 93 Main Street, Bordentown.
- P. H. Staats, Church Street corner of Dennis, New Brunswick. (Note: Three express covers are known that are addressed to “P. C. Staats,” the express agent in New Brunswick. Looks like the wrong middle initial may have been documented in the 1866 Directory.)
- J. Vandeventer, Nassau Street, Princeton.
- C. C. Burroughs, 48 East State Street, Trenton.

There was also a New Jersey Express agency cited at 203 1/2 Broad Street in Elizabeth, but the agent was not named.

In January 1867 the New Jersey and Camden & Amboy Railroads were folded into a new organization—the United Canal & Railroad Companies of New Jersey. The railroad lines that were held by this company in 1871 are shown in the *Figure 10-10* map.¹³ On June 31, 1871, the tracks and facilities of the United Companies Railroads were leased to the Pennsylvania Railroad and this arrangement lasted 99 years until 1970. The new PRR lines comprised 165 miles of track that the United Companies owned outright (most importantly the 84-mile right-of-way from Philadelphia to New York City), plus the original Camden & Amboy trackage from Camden to South Amboy. The New Jersey Express continued to function under that identity throughout these corporate changeovers and until its demise sometime late in the following decade (i.e., 1880s).

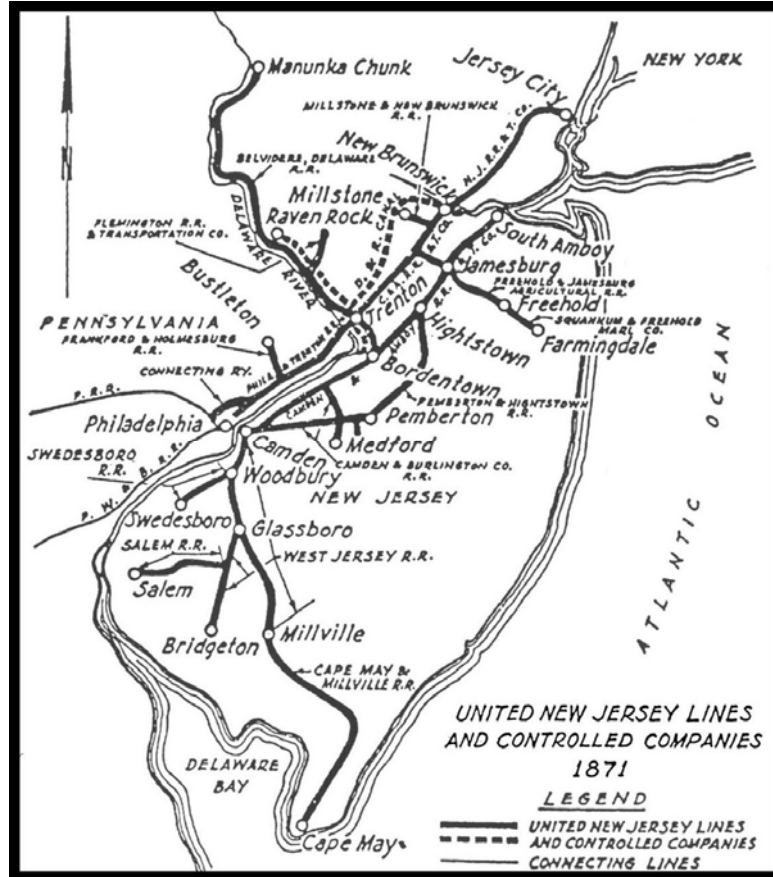


Fig. 10-10: The New Jersey Express Co. was not found on the roads south of Camden nor northwest of Trenton.

The New Jersey Express Company most likely broadened its instate coverage as it continued operations during the late 1860s and 70s. One such expansion occurred on June 21, 1869 when they announced the initiation of express service from New York City to Long Branch, N.J. Notification of this new service appeared in the New York Herald advertisement shown in *Figure 10-11*.¹⁴ This ad does not stipulate the carrier that was used for the new express route. No railroads that hosted the New Jersey Express are known to have stopped in Long Branch in 1869, so perhaps this connection was via ferry boat or steamer from New York (these ran regularly in the summer months to Long Branch to serve the summer holiday crowds¹⁵). This may have been a seasonal service, or perhaps, the Long Branch Express didn't pan out and was quickly abandoned. Later in this report we show a Sea Bright, N.J., New Jersey Express label (Sea Bright did not exist until 1869) which may corroborate that the advertised Long Branch Express was really in operation. Incidentally, the Raritan & Delaware Bay Express Company did service Long Branch in 1870 via the R. & D. B.R.R.

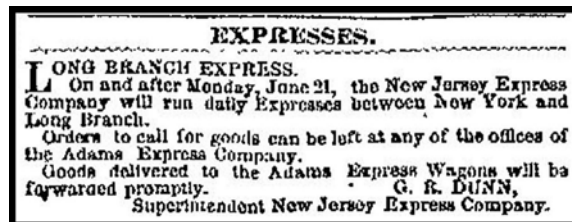


Fig. 10-11: July 5, 1869 NY City advertisement.

The Following Decade (1870-79)

The express delivery notice shown in *Figure 10-12* was mailed inside the envelope that appears to the right. Apparently, in early September 1870, someone had expressed four packages to Mr. Whiting or Mr. Stanton (assumed to be Professors or Headmasters) at the Princeton Theological Seminary. Perhaps the packages were sent by a matriculating student who was planning to attend the Seminary for the Fall term. These packages must have been very heavy because the notice indicates that \$25.00 in express charges was due on each package, and they were not flagged as C.O.D. deliveries. The originating express office that shipped the packages was not defined on the notice. The Princeton, New Jersey Express agent's name appears to be J. Van Derento (or possibly Desento.)

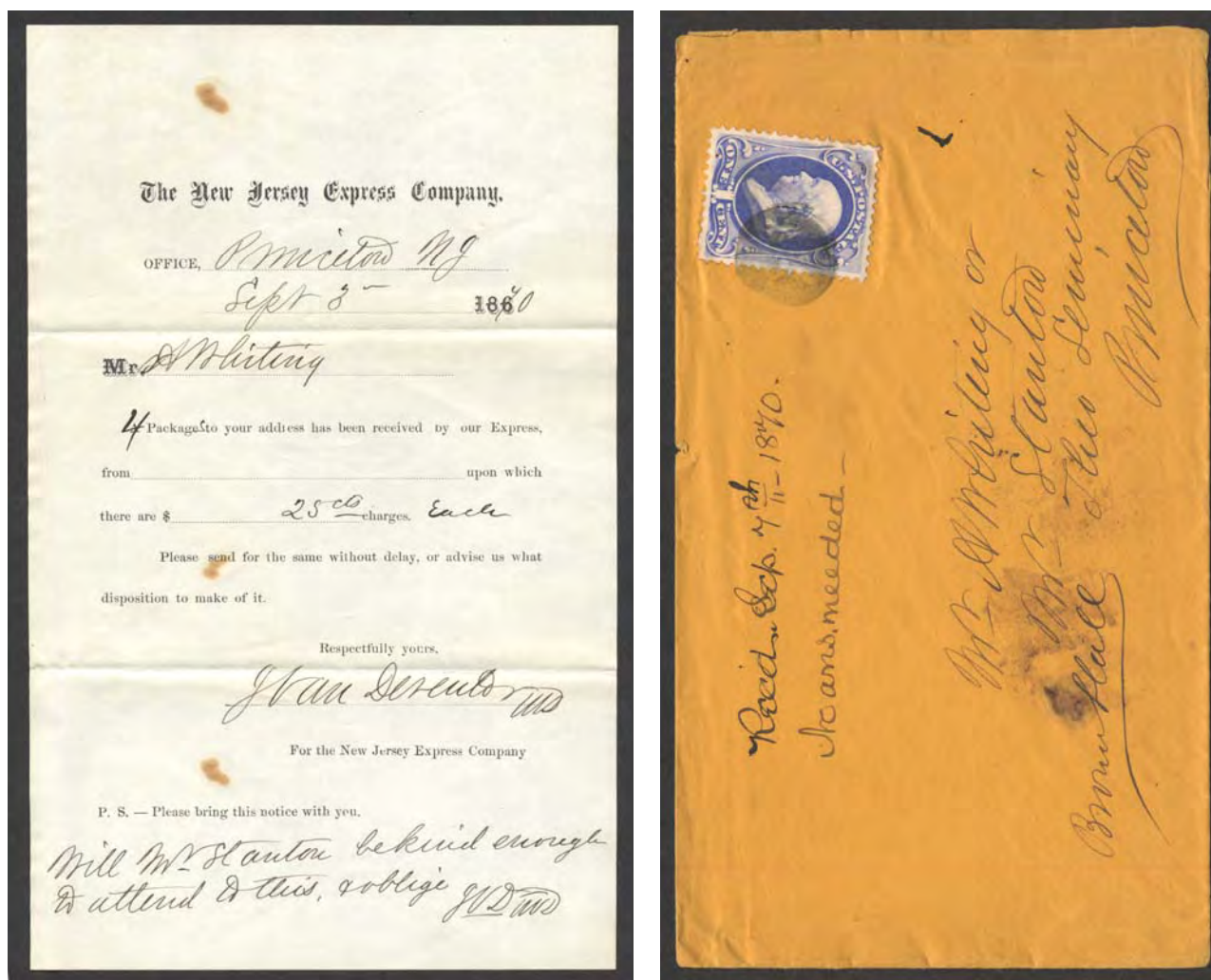


Fig. 10-12: 1870 Express delivery notice from Princeton, N.J., and the envelope that carried it.

The 1870 directory of expresses¹⁶ enumerates approximately 150 places in central Jersey that were serviced by the New Jersey Express Co. These places were listed as station stops on one of the following three rail routes:

- New York & Philadelphia Railway, (New Jersey Railway, Camden & Amboy Branch, and Philadelphia & Trenton.)
- Camden & Amboy, Freehold & Monmouth Junction, Burlington & Mt. Holly.
- Pemberton, Hitestown [sic] & Camden.

Not all of these railroad routes are widely recognized today as historically-correct railroad names. The cited terminology may have been used because of the confusion that may have existed contemporarily from recent railroad-business consolidations plus the colloquial road names that probably prevailed. Perhaps these are the reasons that R. A. Campbell was so verbose in defining each road's routes. Nevertheless, a good idea of the intended railroad routes can be gleaned by correlating the three stipulated identifications with the road names on the *Figure 10-10* map. Interestingly, no Adams Express service places were identified in New Jersey in the 1870 express directory.

By the 1870s (and maybe as early as the mid-1860s), the New Jersey Express Company was no longer printing or using their 'horsehead' corner-card stationary. An ensuing company-envelope style is illustrated in *Figure 10-13* and is known to have been used as early as 1872. The *Figure 10-13* cover very probably was not transported by express, but was sent through the U.S. Mails. The July 17, 1873 date stamp at upper left could have been applied by the addressee upon receipt of delivery and may not have been bestowed by the Post Office. Unfortunately, the strike is very poor and only the impressed date can be clearly discerned. There may be a telltale receiving mark on the back of this cover, but since the back has not been seen, this cannot be confirmed.



Courtesy NJPHS

Fig. 10-13: 1873 posted cover from the New Jersey Express Co.

NJ PRIVATE EXPRESS COMPANIES ~ PART 10A ~ Bruce Mosher

Another form of New Jersey Express stationery, specifically printed for the Superintendent's use, is depicted in *Figure 10-14*. This cover was mailed in New York City and bears a January 3, 1874, blue datestamp that was applied by the initial receiving Post Office at New Egypt, N.J. in Ocean County. It appears this cover was then redirected to Ellisdale in Monmouth County because Millar Howard, the addressee, was no longer residing in New Egypt. A letter dated January 1, 1874, and written on the Superintendent's letterhead is known to have been enclosed in this cover, but the letter is not available for reporting herein.



Fig. 10-14: 1874 Posted cover to New Egypt, N.J.

A very famous New Jersey citizen and inventor—Thomas Edison—reportedly utilized the services of the New Jersey Express Company at one time. The archive of Edison Papers at Rutgers University houses a book of Edison's memoirs entitled "Personal Accounts, PN-75-10-12" that contains about twenty-five bills of lading from the New Jersey Express. These particular BOLs were used between October 1875 and March 1876 and they document the express shipments of merchandise related to autographic presses and telegraph equipment.¹⁷ During that timeframe Edison may have worked in Newark where he maintained a small telegraph manufacturing shop. He subsequently purchased land in Menlo Park, N.J. at the end of 1875, but probably did not build his laboratory there until late in 1876, at the earliest. Perhaps Edison and/or his many company enterprises also made extensive use of the New Jersey Express services in earlier and subsequent periods, and apparently the documentation to support this speculation has not survived the intervening years.

(This report will be continued in the next NJPH)

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label and corner card illustrations in this article are direct references to the pertinent identification entries in Mosher's Catalog.

ENDNOTES:

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- ¹ Stimson, A. L., *History of the Express Business, etc.*, "Part I, Chapter V," Baker & Godwin, New York, 1881, p. 128.
 - ² Stimson, A. L., *History of the Express Companies, etc.*, "Part Third," New York, 1858, pp 133–4.
 - ³ Mosher, B. H., "Adams & Co.," New Jersey Private Express Companies, Part 9A, *NJPH*, Vol. 34, No. 3, Whole No. 163, August 2006, p. 162.
 - ⁴ Cunningham, John T., *Railroads in New Jersey*, Afton Publishing Co., Inc., Andover, NJ, 1997, p. 53.
 - ⁵ *Ibid*, p. 43.
 - ⁶ "Appendix —Expresses", *Trow's New York City Directory*, 1855–56, p. 33.
 - ⁷ PRR Chronology 1855, <http://www.prrths.com/Hagley/PRR1855%20Mar%2005.pdf> . Jan. 23, 2007.
 - ⁸ Perry, Elliott, "New Jersey Express Co.," *Pat Paragraphs*, Bureau Issues Association, Inc., 1981, pg 439. An image of this advertisement was also reproduced on page 4 of the November 1974 *NJPH*.
 - ⁹ Lyons, L. and Bowman, J. D., "New Jersey Express Company," *The Penny Post*, Official Journal of The Carriers and Locals Society, July 2002, p. 43.
 - ¹⁰ Coles, William C., *The Postal Markings of New Jersey's Stampless Covers*, The Collectors Club of Chicago, 1983.
 - ¹¹ Lloyd's Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset express information used].
 - ¹² Talbot and Blood, "Agents, Express," New Jersey State Business Directory for 1866, C. A. Alvord, New York 1866, pp 18, 19.
 - ¹³ Cunningham, John T., *ob cit.*, p. 197.
 - ¹⁴ *The New York Herald*, July 5, 1869, p. 2.
 - ¹⁵ Methot, June, *Up & Down the Beach*, Whip Publishers, Navesink, NJ, 1988, p. 63-63
 - ¹⁶ Campbell, R. A., "New Jersey.," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, pp 75–82.
 - ¹⁷ <http://edison.rutgers.edu/NamesSearch/glocpage.php3?gloc=A199&> January 12, 2007.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 10B: More about the New Jersey Express Company

By Bruce H. Mosher
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This report continues the history of the New Jersey Express Company (started in business in 1854) whose early years of operation were discussed in the previous issue of the *NJPH*.¹

Pre-1880

A recently discovered, New Jersey Express Company, Domestic Bill of Lading [henceforth, "BOL"] is shown in *Figure 10-15*. This BOL documented the shipment of one box from an unknown express office to Clinton, N. J., in Hunterdon County on July 6, 1878. The 35-cent express fee for transporting the box was prepaid by Grom & Cay (or perhaps 'Grom & Company'), the consignors. There was no train (or express) stop in Clinton in 1878, so the box would have been put off at Annandale, N. J., and a notice probably mailed to A. L. Storms (the assumed addressee) to pick up his recently delivered box. Also, the New Jersey Express Company did not provide service on any railroad through Annandale at that time. But, the Central Railroad of New Jersey (CRR of NJ, or New Jersey Central) maintained a contemporary train and express station there and probably collected and received express merchandise on behalf of the New Jersey Express Co.

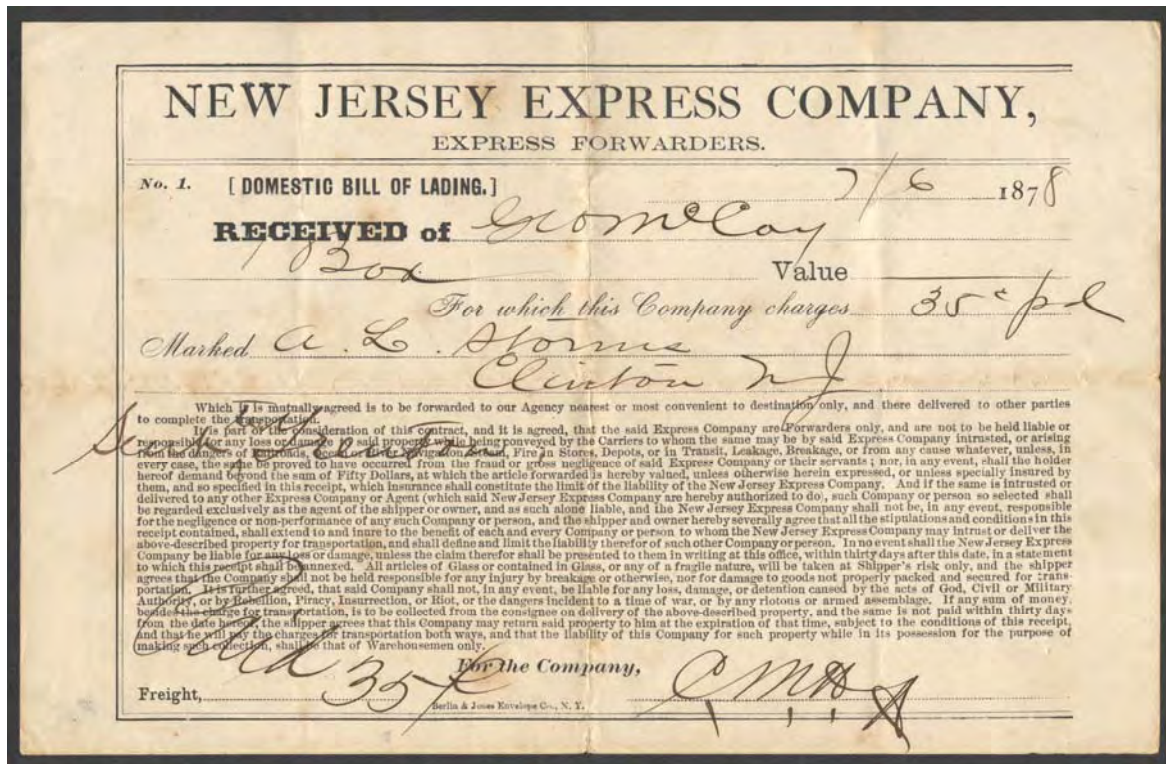


Fig. 10-15: 1878 Domestic Bill of Lading (a.k.a. shipping consignment receipt).

The first sentence of the printed conditions (i.e., the small print) on this BOL is most enlightening for understanding the potential routing that may have been incurred during the delivery of this box. The following is stated about merchandise consigned to the New Jersey Express Company:

[Consignment] *Which it is mutually agreed is to be forwarded to our Agency nearest or most convenient to destination only, and there delivered to other parties to complete the transportation.*

It now seems obvious that the most probable ‘other parties’ in 1878 would have been the Adams and/or Central Expresses because of their close business association with the New Jersey Express Co. This arrangement would also have kept the collected express-fee monies within the Adams Express ‘family’ of businesses.

The box was consigned to the New Jersey Express Company on July 6, 1878 at an unknown location and then sent to Trenton (the manuscript note over the small print at upper left reads “Sent to Trenton”) to begin its express journey. It could then have been transported to Clinton (via the Annandale drop off) by either of the following train routings which capitalized on the cozy business relationships of these express companies.

1. Northeastward by the New Jersey Express on the Camden & Amboy Branch of the Pennsylvania RR to Elizabeth, transferring there to the Central Express on the CRR of NJ’s Main Line for westward carriage to Annandale.
2. Transferred to the Adams Express in Trenton² then north to Trenton Junction (on the Trenton Branch of the New York & Philadelphia New Line). Turned over to the Central Express at Trenton Junction and carried via the New York & Philadelphia New Line (a.k.a. the Delaware & Bound Brook RR) to Bound Brook and then westward to Annandale on the CRR of NJ’s Main Line.

Incidentally, for all candidate transportation routings, the box shipment is believed to have eventually been transferred to the Central Express for the final delivery leg to Annandale.

The railroad map shown in *Figure 10-16* should help to understand the postulated 1878 routing for the box cited on the BOL. Although this 1878 map highlights the Central of NJ RR lines, sufficient railroad paths are illustrated to visualize the aforementioned New Jersey Express, Adams Express and Central Express courses of travel.

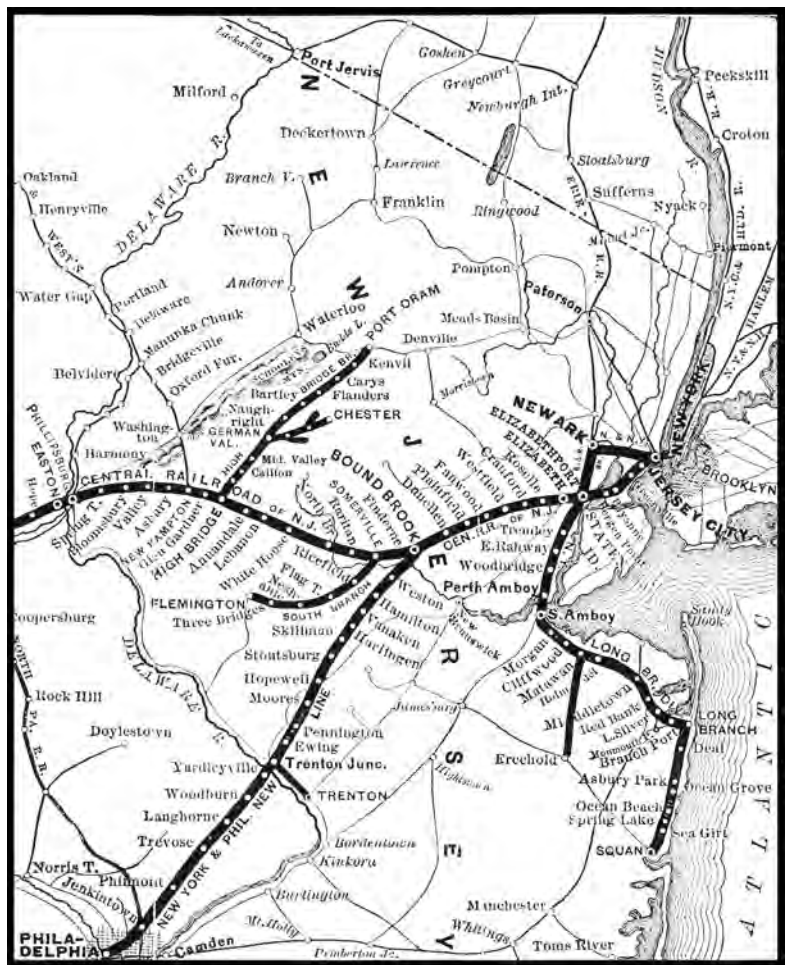


Fig. 10-16: The 1878 central New Jersey railroad lines.³

The Final Years (1880–89)

In Stimson’s 1880 express history, he documented this employee information concerning the New Jersey Express Company:⁴

J. H. Ackerman, the able assistant superintendent of the New Jersey Express, is “aided and abetted” by W. H. Glenn, route agent, and S. Lindsley, cashier, in the Newark office. George Eager is the efficient freight clerk in the New York office.

Review of the 1881 Trenton City Directory reveals the following agency information:

- William H. Glenn, route agent, N. J. Express Co., home address - 144 Academy Street.
- New Jersey Express Co., (George W. Pratt; agent), 105 N. Warren Street. (Home address - 214 N. Greene Street).

There were no Central Express agents listed in the 1881 Trenton directory, so apparently that company did not directly service Trenton at that time.

The most recently dated New Jersey Express Bill of Lading form that is presently known is shown in *Figure 10-17*. Issued on March 8, 1883 in Newark, this BOL documents the prepaid consignment of one case of merchandise valued at \$5.00. The Bolles Brothers were the shippers and the case was prepaid to be delivered to Thomas J. Ingraham in La Porte, Pennsylvania. La Porte was on the State Line & Sullivan Railroad, which road is known to have hosted the Central Express in 1883. The transported case was probably transferred from the 'New Jersey' to the 'Central' at some mutual agency location, perhaps in Philadelphia or Phillipsburg, N.J. This Domestic BOL carries the form identification of "No. 1" on it, the same as on the previously illustrated 1865 and 1878 (*Figure 10-15*) BOL forms.

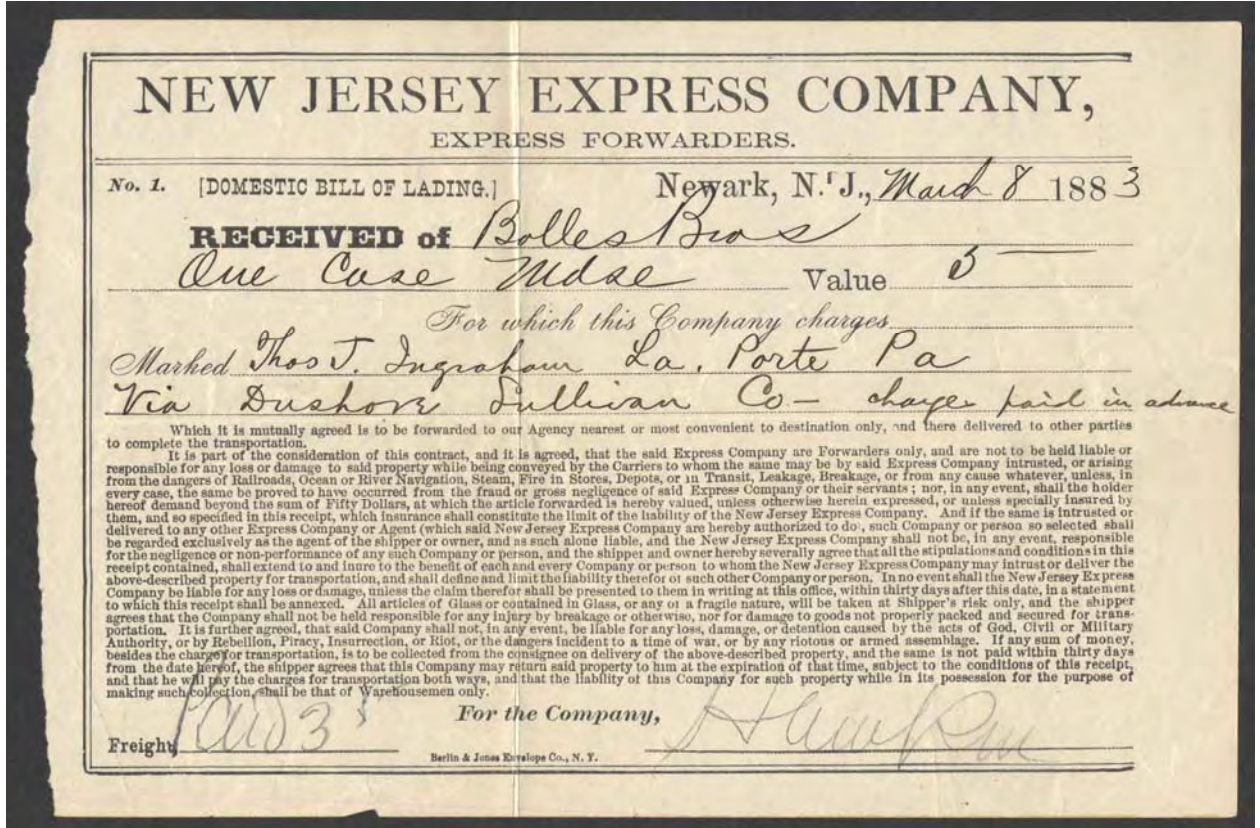


Fig. 10-17: 1883 Domestic Bill of Lading.

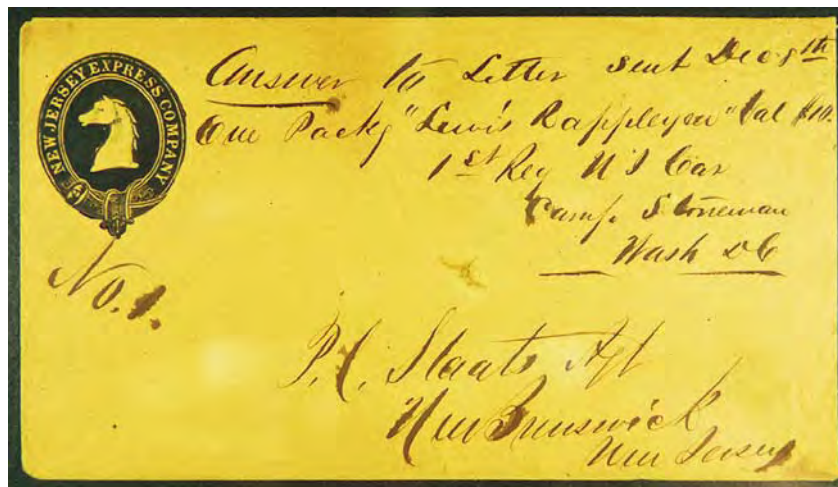
An interesting consignment incident involving the New Jersey Express Company was reported in the November 19, 1883 edition of *The Trenton Times*. It seems that clothier John Goldstein, who operated a store at 120 South Greene Street, hastily (and without prior announcement to his customers or creditors) closed his business on the eve of November 18th and then removed his entire stock from those premises early the next morning. This sudden turn of events left his local creditors in a quandary, so they enlisted the investigative aid of Constable Packer of Trenton. The Constable immediately checked the different express stations in town and struck pay dirt when he located seven cases of goods at the New Jersey Express office on North Warren Street. These cases were being shipped to New York City by an acquaintance of Mr. Goldstein. Additional goods from Goldstein's store were also located at the Bound Brook, N. J., station where they were ready to be shipped out.

The New Jersey Express Company reportedly had been notified the evening of November 18th to call for a number of cases at 120 South Greene Street in the morning. All the cases would probably have been sent to the express depot and forwarded to New York, had it not been for the fact that the boxes were not in good shape and the express company was holding them until they could be better prepared for shipment. Upon discovery by the Constable, the cases and their contents were impounded. The market value of the confiscated merchandise was estimated at several hundred dollars, apparently sufficient to pay all indebtedness that Goldstein had incurred up to that time. In that particular situation, Mr. Goldstein's haste and the express company's strict packaging rules certainly helped to thwart his unmistakable plans to flee Trenton and escape his debts. The details of Goldstein's subsequent arrest and arraignment are not known.

Other New Jersey Express Covers

The cover shown in *Figure 10-18*⁵ is suspected to have been used during the Civil War era. Since no postage is affixed, perhaps it was an internal express letter as implied by the upper inscription:

Answer to Letter sent Dec 8th
One Packg "Lewis Rappleyou" Val \$10.
1st Reg NJ Cav
Camp Stoneman
Wash DC



NJX-C5 Corner card

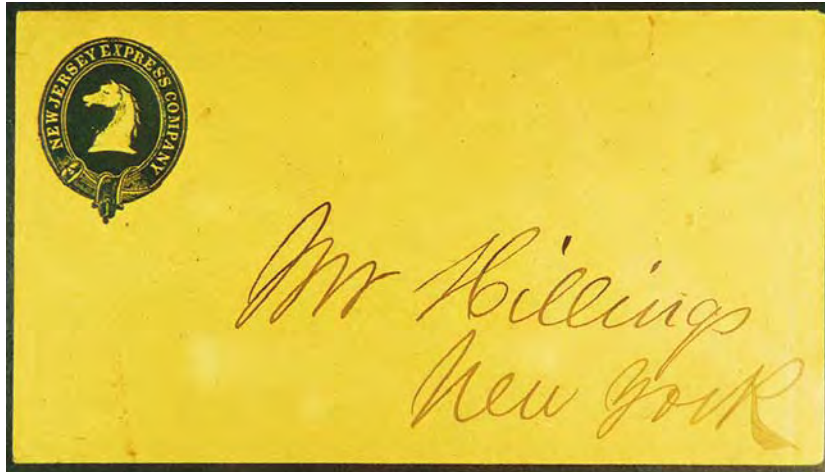
Courtesy NJPHS

Fig. 10-18: Civil War era express letter.

This cover was addressed to P. C. Staats, the New Jersey Express Agent at New Brunswick. The corner card exhibits a somewhat different New Jersey Express 'horsehead' image that included a belt and buckle design at the bottom. The embossed corner card image is dark blue (or maybe black) and measures 27 x 34 mm. The reason for the "No. 1" entry under the corner card is not presently understood.

Another cover of this type was illustrated in the 1945 *Pat Paragraphs* column.⁶ The envelope corner card is the same as shown above and it is addressed to Mr. P. C. Staats, Agent of The New Jersey Express Co., New Brunswick. There do not appear to be any other markings on this cover and it is not franked with any U. S. postage. It was probably transported in the company's own interoffice express mail during the mid-1860s.

The cover in *Figure 10-19* also exhibits the same corner card design and is addressed to Mr. Hillings in New York. This letter was probably transported as internal express mail as Hillings was the New Jersey Express Agent in their New York City office at the time. No other clues exist on this letter that would provide specific dating information, but usage in the 1860s is again strongly suspected.



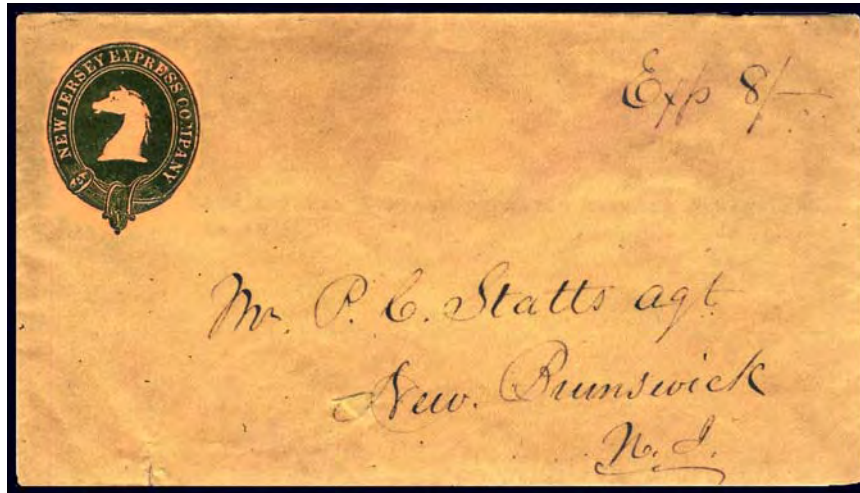
NJX-C5 Corner card

Courtesy NJPHS

Fig. 10-19: Undated cover that may have been used as internal express mail.

The New Jersey Express cover shown in *Figure 10-20* on the next page, is addressed to P. C. Staats (his correct name is believed to have been 'Staats'), the New Brunswick agent for the company, circa 1866. The upper right corner bears the inscription "Exp 8/-" in the same hand as the address. This notation (if contemporarily entered) means that eight bits (equivalent to one dollar) was charged for the express company to transport this letter. Based on other express company's rates during the 1860s time frame, eight bits was a very high fee for delivering an envelope with no apparent special content (i.e., no money, no bonds, no valuable papers, etc.). Two bits (25¢) was the more commonly seen charge for express delivery of a one ounce letter. Since the original enclosures no longer exist, we are at a loss to explain the rationale for the apparent high express-fee.

However, the "Exp 8/-" inscription on this cover is recognized as an important express marking because its presence indicates that the horsehead corner card carried no franking power against any express delivery fees. This is the only New Jersey Express cover seen so far that exhibited an express fee notation on a corner carded envelope that did not bear a postage stamp. An apparent express charge for transporting an envelope between employees working for the same company is also unusual as other known covers that were used for a similar purpose were usually moved free by the imprinted express company as internal express mailings.



NJX-C5 Corner card

Courtesy Nathan Zankel

Fig. 10-20: Circa mid-1860s express cover.

Another ‘horsehead’ cover (see *Figure 10-21* on the following page) was found among George Sloane’s philatelic reference notes (ca. 1950s). This cover may also have seen duty for internal express business since it is addressed to “Mr. C. Hullings” (perhaps it should have been “Hillings” as spelled on other illustrated covers?) in New York. It is a curious cover since it exhibits the stamped imprint of a “1” at upper right that has caused historical speculation to explain its presence. Possibly this marking indicates that 1-cent U. S. postage had been paid, or that a 1-bit (i.e., 12.5 cents) express fee had been charged. The first reason does not seem plausible since there are no other postal markings on this cover. The later is also highly improbable based on many other express cover observations where the express fee notations were usually handwritten by the receiving express agent. The fee number was also usually followed by a slash mark plus a dash to indicate bits (e.g., “1/-” or “Ex 1/”). Of course, the observed marking could also have been spuriously applied by any of its handlers over a span of about 80–100 years. Without the presence of additional consequential information, the reason for the ‘one’ stamping remains a mystery. Incidentally, this cover had previously changed hands in at least two different auctions:

- Lot 724 in William. A. Fox’s, 24-25 January 1990 Auction.
- Lot 1872 in Siegel Sale 825, 27-29 June 2000.

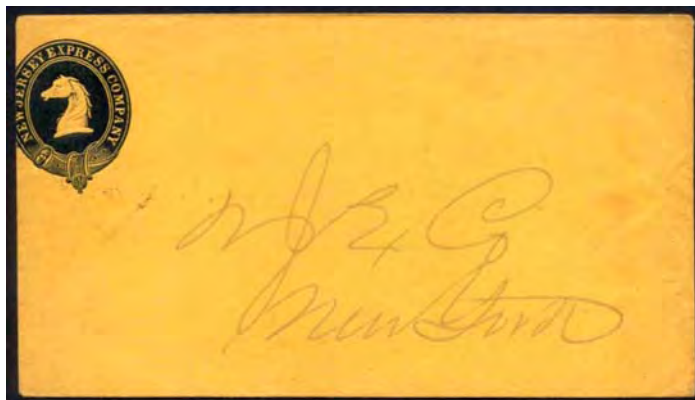


NJX-C5 Corner Card

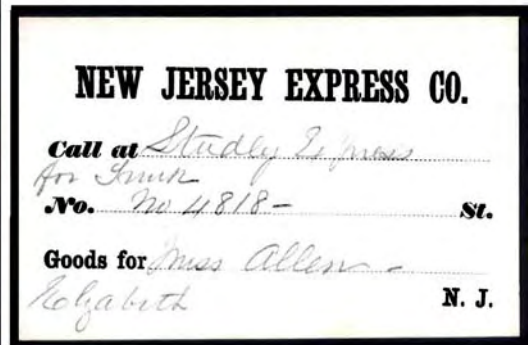
From G. Sloane's Notes

Fig. 10-21: Undated express cover illustrated in Sloane's Notes.

The internal express usage of the New Jersey Express cover illustrated in *Figure 10-22* (it is addressed to "N. J. Ex Co, New York") is very well 'confirmed' by its original contents. This internal usage is corroborated by the preserved enclosure shown at right, a notification message from the Studly Express of New York City. Studly's (better known as "Studley's") Baggage Express began in 1852 before the New Jersey Express was organized and operated from several railroad depots in New York City and northeastern New Jersey. The message card appears to request that the New Jersey Express pick up from Studley's Express (at a train depot in New York City?), a trunk bearing claim-check number 4818 for Miss Allen of Elizabeth, N. J. The express company was presumed to then deliver the trunk to Elizabeth and Miss Allen paid for this express service. There are no dating clues that would reveal the time frame associated with the illustrated cover and notice. The New Jersey Express probably provided these preprinted envelopes and notice forms to Studley, and possibly other baggage expresses in New York, in order to facilitate and encourage baggage delivery consignments to their company.



NJX-C5 Corner Card



Courtesy Bill Sammis

Fig. 10-22: Undated cover and enclosed pickup notice.

Elliott Perry reported that a white paper version of the above envelope (presumed unused) exists in the James S. du Pont collection, but the corner card image is printed in pale red.⁷ This is the only known New Jersey Express Company cover with these characteristics. A similar form of the belt-buckled horsehead corner-card has also been seen (see *Figure 10-23*), but this embossed version is a forgery and only exists as a cut square. The significant differences that distinguish this fraudulent label are the horizontal rope-like piece under the horse's image, the abundant presence of hair on the horse's chest, and the closed horse's mouth. This bogus label was created by an unknown forger and was probably destined for sale to collectors. The forged image measures 27 x 35.5 mm and is printed in dark blue, almost black, on amber paper.



Fig. 10-23: Forged corner card-like image.

Office Labels

Several express office-labels from the 19th century are known that were issued by the New Jersey Express Company for use by their agents to paste onto consigned parcels. The first type is shown in *Figure 10-24* and we note that the cities of Perth Amboy and Elizabeth both hosted stations on the New Jersey Railroad, then subsequently on branches of the Pennsylvania Railroad after 1871. Each label's outer rectangle measures about 81 x 56.5 mm and both are printed black on green paper (the right image shown is shown in black and white). There is presently no information available that identifies the issue dates or usage period of these labels.



NJX-L5 label

Ex-Newton



NJX-L5 label

Courtesy Carriers & Locals Society⁸

Fig. 10-24: Early express office labels used in northern New Jersey.

The next type is the forwarding label pictured in *Figure 10-25*. This imperforate label is printed black on green paper, but its dimensions are unknown at this time. Newark was one of the earliest New Jersey Express stops via the New Jersey Railroad. No vintage information has been uncovered about this label.



Courtesy Carriers & Locals Society⁹

Fig. 10-25: Early Newark office label.

Two similar express labels are shown in *Figure 10-26*. The left label was printed for use at the railroad pier in Lower Manhattan, New York, where a New Jersey express office probably coexisted. The New Jersey Southern Railroad originated in September 1869 (it was formed by the merger of the Raritan & Delaware Bay RR and the Long Branch & Seashore RR) and operated until March 1879 when it became part of the Central RR of NJ. Whether the New Jersey Southern Rail Road Pier retained that identity beyond 1879 is not known. Most likely this label was issued sometime during the 1870s. Crump's Label Press of New York was the printer, its business name appears just above the letters "PANY".

The town of "Old Bridge" (in Middlesex County) is printed on the other label and this town was a station on the Camden & Amboy Railroad. Historically, the forty-two square miles that now comprise the Township of Old Bridge were separated from South Amboy on March 2, 1869 and the town lies about 7.5 miles southeast of South Amboy. The New Jersey Express was found to be present at the Old Bridge train station in 1870,¹⁰ so this label could have been printed as early as that or possibly the year before. Crump's Label Press of New York was again the printer for this label. Both of these New Jersey Express labels exhibit black printing on green paper and measure 73 x 38.5 mm across their design/inscription extremes.



NJX-L10 label Ex-Hahn, Courtesy Carriers & Locals Society



NJX-L10 label

Courtesy Bill Sammis

Fig. 10-26: Green circa 1870s office labels.

The next two labels are of a simpler design and are shown in *Figure 10-27*. Seabright is located along the Atlantic coast in northern Monmouth County. The formal history of Sea Bright (this appears to be the correct spelling) started in 1869. It was on the New Jersey Southern RR in the 1870s. This, and the next, label are printed in black on green paper and measure 66 x 31 mm. Woodbridge is in Middlesex County and was on the Camden & Amboy Railroad. These labels were probably issued and used in the 1870s.

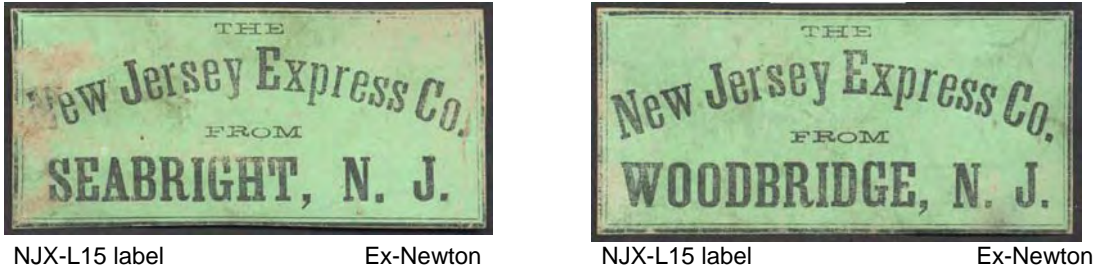


Fig. 10-27: Green New Jersey Express office labels.

Other Express Labels

The central image of two other New Jersey Express labels is significantly related to the Great Seal of the State of New Jersey (see left images in *Figure 10-28*;¹¹ showing both the earlier and the modified version that was adopted by the State in 1928). New Jersey's state seal was originally designed by Pierre Eugene du Simitiere and presented in May, 1777 to the Legislature, which was then meeting in the Indian King Tavern in Haddonfield. The Roman Goddess Liberty appears at the left and is holding a long staff in her right hand with a "Liberty Cap" atop it. In the center of the Great Seal, a horse's head faces left and is positioned over a sovereign's helmet atop a large shield containing sketches of three plow shares. The Goddess Ceres is standing at the right in the Seal and carries an upright cornucopia. The original seal shows the date 1776 in Roman numerals, in the modified version, a ribbon at the bottom includes the motto, "Liberty and Prosperity."

On the express labels, Liberty seems to be sitting and the 'cap' is not as large or prominent; also Liberty's clothes are much simpler in style. The label version contains a stylized horse's head facing right, the helmet is not present, and the shield exhibits three less-distinct plow shares. The Ceres figure on the labels is sitting down and her overflowing cornucopia is hanging down. The Ceres figure on the label is holding several sheaves of wheat, a characteristic not found in the N.J. Seal design. The label's bottom ribbon appears shorter and includes neither date nor motto.



Pre-1928 NJ Seal Post 1928 Great Seal of NJ NJX-L31 label NJX-L30 label
 Courtesy L. Lyons

Fig. 10-28: Express labels based on the state seal design. (Enlargements of labels below.)

The individual central designs in the two illustrated labels differ in several details that are readily discernible in the *Figure 10-29* enlargements. In fact, when magnified to this extent, so many design differences are identifiable that they definitely look like two different label-creations, albeit perhaps partly traced from the other. Perhaps the most noticeable difference to the naked eye is the presence of a white area in the middle of the right label's cornucopia. The originator's names and who copied from whom is not decisively known at this time. Both labels measure 49 x 42.5 mm and are printed in black on gold, brown or yellow paper.

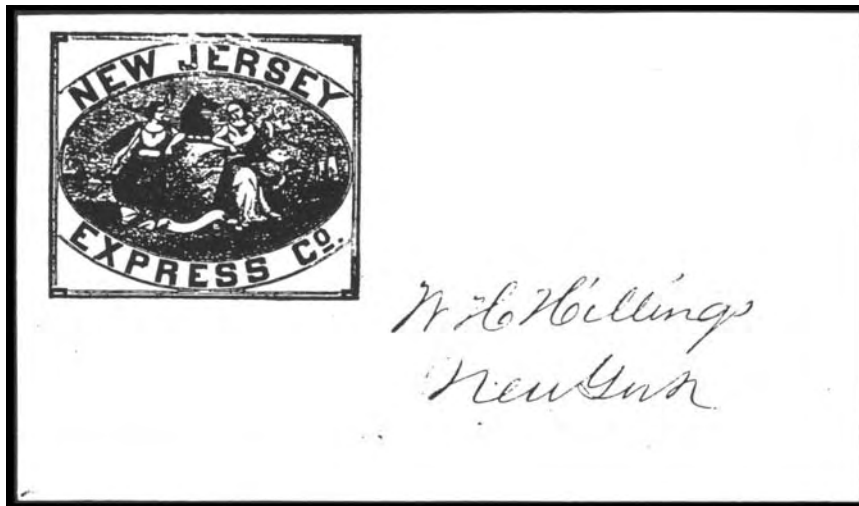


NJX-L31 label

NJX-L30 label

Fig. 10-29: Details of the State Seal related, label vignettes.

The right label image in *Figure 10-28* is also known imprinted as a black corner card on a buff color envelope (see *Figure 10-30*).¹² The addressee is Mr. C. Hillings, the New York agent for the New Jersey Express. Based on this information, we again postulate that the cover was probably from the mid-1860s and the usage was internal express mail.



NJX-L30 design as a corner card

Courtesy Carriers & Locals Society

Fig. 10-30: Circa 1860s internal express mail cover.

Additional forgeries of the New Jersey Express, horsehead corner cards have been identified and analyzed in the literature¹³ and most of these bogus products have materialized as cut squares that are sometimes referred to as labels. An authentic New Jersey Express corner card image is shown at the left in *Figure 10-31*, it is cropped from the cover appearing in *Figure 10- 5*.¹⁴ One fairly good forgery was created by George Hussey and is pictured in the center of *Figure 10-31*. Close comparison to the real corner card image is required to positively identify this fraudulent item. This bogus corner card is known embossed at upper left on entire amber envelopes and also as smaller cut squares. Another bogus type that is more readily identified is shown at the extreme right in *Figure 10-31* and is attributable to the infamous forger, S. Allan Taylor. The major telltale characteristics are the period appearing after “C^o” at lower right and the dashed oval line that appears inside the outer solid-oval line. Such a dot and the dashed oval line do not exist in any of the genuine corner-card impressions of this style.



Fig. 10-31: Authentic corner card (left) and two bogus labels (right).

Demise of the Company

The precise date for the cessation of business by the New Jersey Express Company has not been uncovered. However, the last known references to this company reveal this information:

- 1887: The New Jersey and Adams Expresses operated over the Pennsylvania Railroad in Pennsylvania.¹⁵
- 1888: A New Jersey Express office is listed at 622 Chestnut Street in Philadelphia.¹⁶

The New Jersey Express Company does not appear to have lasted beyond the late 1880s. Until more definitive data becomes available, we will assume that this company ended operations sometime in 1888. It is speculated that upon its termination, the Adams Express Company assumed all the express routes of the defunct company.

Acknowledgements

We are indebted to Richard Frajola, Joe Geraci, Larry Lyons, the New Jersey Postal History Society, Bill Sammis, Siegel Auctions, and Nathan Zankel for the use of their New Jersey Express material in this report.

Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.

NOTE: The alphanumeric numbers that appear under some label and corner card illustrations in this article are direct references to the pertinent identification entries in Mosher's Catalog.

ENDNOTES:

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- ¹ Mosher, Bruce, *New Jersey Private Express Companies: Part 10A: The New Jersey Express Company, Part 10A*, Vol 35, No. 1, Whole No. 165, February 2007, pp10-23.
 - ² The Adams Express probably maintained an office in conjunction with or near the New Jersey Express Office in Trenton.
 - ³ Anderson, Elaine, "Map in Connection with Time Table of the Central Railroad of New Jersey Dated July 17, 1878," *The Central Railroad of New Jersey's First 100 Years, 1849-1949*, published by Center for Canal History and Technology, Easton, Pa., 1984, p. 71.
 - ⁴ Stimson, A. L., "Part I, Chapter V," *History of the Express Business, etc.*, Baker & Godwin, New York, 1881, p.131.
 - ⁵ This cover was previously illustrated in the January 1983 issue of the *NJPH* on page 12.
 - ⁶ Turner, George T. and Stanton, Thomas E., "New Jersey Express Co.," *Pat Paragraphs by Elliott Perry*, Bureau Issues Association, Inc., 1981, p. 440.
 - ⁷ Ibid.
 - ⁸ Lyons, L. and Bowman, J. D., "New Jersey Express Company," *The Penny Post*, Official Journal of The Carriers and Locals Society, July 2002, p. 51.
 - ⁹ Ibid.
 - ¹⁰ Campbell, R. A., "New Jersey.," *Campbell's Shipper's Guide and Travelers' Directory, etc.*, Chicago, 1870, p. 80.
 - ¹¹ From <http://www.njleg.state.nj.us/kids/seal.asp> . April 25, 2007.
 - ¹² Lyons, L. and Bowman, J. D., op cit., p. 50.
 - ¹³ Ibid, pp 48-49.
 - ¹⁴ Illustrated in Part 10A.
 - ¹⁵ *Rand, McNally & Co.'s Improved Indexed Business Atlas and Shippers' Guide*, Printed and Published by Rand, McNally & Co., Chicago, U. S. A., 1887. p. 12.
 - ¹⁶ Gopsill's Business Directory of Philadelphia, 1888, p. 222.

NEW JERSEY PRIVATE EXPRESS COMPANIES: Postscript Old Private Express Companies that Operated in New Jersey

By Bruce H. Mosher

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Many additional artifacts and informational pieces from twenty-one old expresses that operated in New Jersey have been located since the original ten reports were published in the *NJPH*. These images are documented in this Postscript report even though little research has been conducted on each item. The identification of each express company cited below is included in the Index on this CD. The following express information is listed alphabetically by company name and not chronologically.

Adams Express Co.

The cover shown in Figure P-1 was mailed from Adams Express Co.'s office in Philadelphia. The original postage stamp on this cover has been removed.

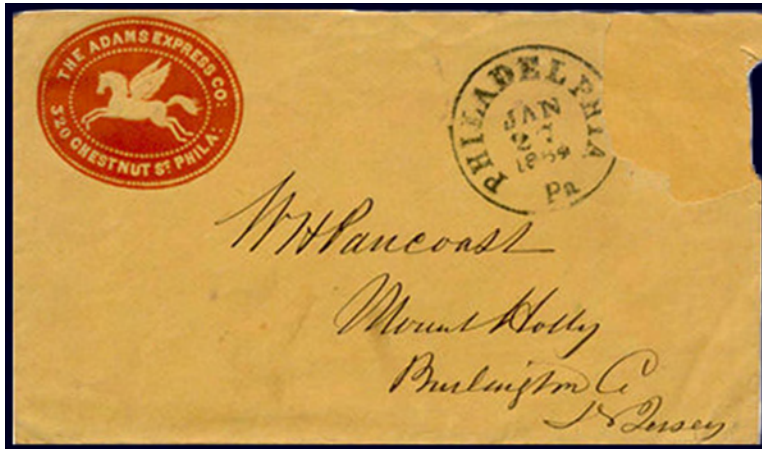


Fig. P-1: January 1859 cover addressed to Mount Holly, N.J.

American Express Co.

As best can be determined, the American Express Company did not provide a serious presence on railroads operating within New Jersey until 1914. At the end of June 1914, the United States Express Company was dissolved and its Railroad express contracts were divided among Adams Express, American Express and Wells Fargo Express. The Figure P-2 railroad legend from a 1916 Rand-McNally New Jersey map lists seven of the New Jersey railroads that American Express provided service on in 1914:

- Atlantic City Railroad
- Central Railroad of New Jersey
- Lehigh Valley Railroad
- New York & Long Branch (shared with Adams Express)
- Philadelphia & Reading Railroad
- Rahway Valley Railroad
- Raritan River Railroad

Some of the above roads may have been branches of larger railroads operating within the state.

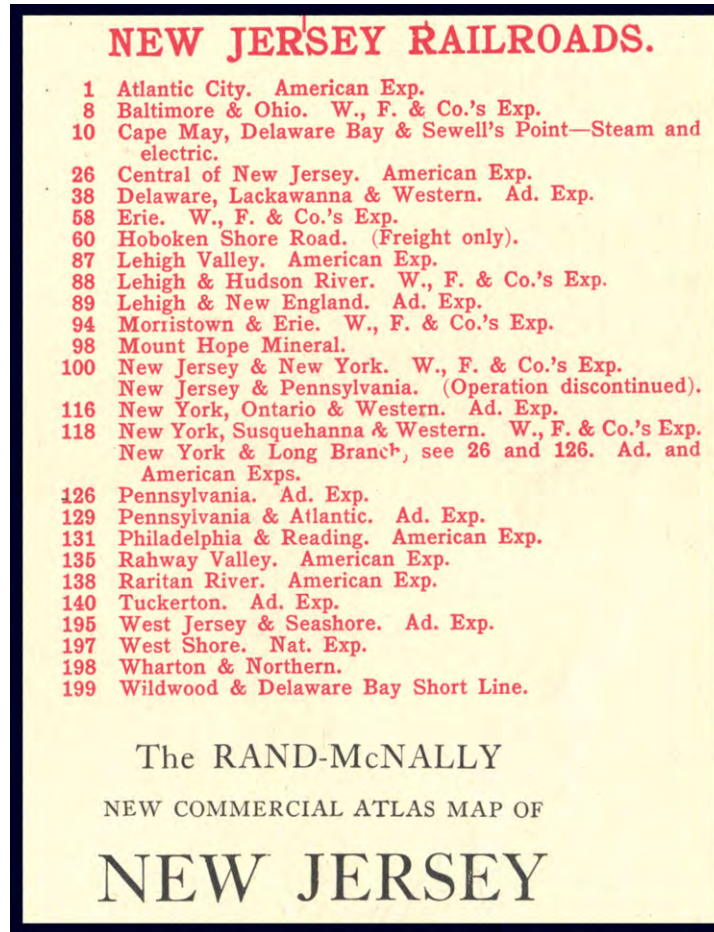


Fig. P-2: 1916 roster of New Jersey railroads and their express companies.

No doubt prior to 1914 there were other instances of American Express activity within N. J. Some early maps show American Express privileges on railroads that traversed the state in the northeast corridor from New York State near the Hudson River on the way to New York City. No significant artifacts (nor express records) have been found that confirm American Express operations in New Jersey during this period. Even though the trains that hosted American Express privileges traveled through northeastern New Jersey, these routes may not have accommodated any local

express stops while going to and from the City.

Figure P-3 shows what may have been an isolated early American Express usage in northern New Jersey. This single day Pass is dated November 18, 1903 (or perhaps 1908) for use in Garfield, N. J.



Fig. P-3. November 1903(?) issued Pass.

American Merchants Union Express Co.

The following 1873 paid receipt shows delivery of three "Boxes(?)" of apples to R. B. Hookey in Elizabeth, N.J. This shipment originated in Little Falls, N.Y., and was probably carried aboard a New York & Hudson River RR train (under care of an American Merchants Union Express messenger) to their New York City depot, where it was transferred to a local express company for subsequent delivery to Elizabeth.



Fig. P-4: January 21, 1873 receipt for shipment to Elizabeth, N.J.

Camden & Atlantic Express Co.

The Figure P-5 express receipt is similar to that shown on page 24, but issued 10 months later.

G-Form 1001.
A. P. R.

CAMDEN & ATLANTIC RAILROAD COMPANY'S EXPRESS.
EXPRESS FORWARDERS.

25 ³⁹/₁₀₀ Absecon, N. J. 9-27 1889

Received from E. Sowers
to be forwarded to F. D. Haury & Co
at 425 Mkt St sealed, and
alleged to contain (and to be forwarded only as) \$ 25 ³⁹/₁₀₀ and to be
delivered to F. D. Haury & Co only on surrender of this receipt therefor.
If it shall at any time appear that the real value thereof exceeds said alleged value, then said
depositor shall pay to the said RAILROAD COMPANY Ten Dollars for every one hundred
dollars of said excess of value but without any liability by said Company for such excess.

It is a part of the consideration of this contract and it is agreed that the said Railroad Company ARE FORWARDERS
ONLY and are not to be liable or responsible for any loss or damage while being conveyed by the CARRIERS or AGENTS to
whom said property may be sent, or for any loss or damage or injury to the property by reason of the dangers of Ocean or River Navigation,
Railroads, Steam, Fire in Stores, Depots, or in transit, or from any cause whatever, unless in every case the same be proved to
have occurred from the fraud or gross negligence of said Railroad Company or their servants; and if the same is entrusted or
delivered to any other express company or agent (which the said Railroad Company are hereby authorized to do), such company or person
so selected shall be regarded exclusively as the agent of the depositor, and as such alone liable; and the Railroad Company shall not be in
any event responsible for the negligence or non-performance of any such company or person, nor in any event shall said Railroad
Company be liable for any loss or damage, unless the claim therefor shall be presented to them in writing at their said office,
within thirty days after the time when said property has or ought to have been delivered. It is further agreed that said Railroad
Company shall not in any event be liable for any loss or damage or detention caused by civil or military authority, or by rebellion,
insurrection or riot.

For the Proprietors,
Collect T. M. Chofay

Camden & Atlantic Railroad Company's Express,
FERRY BUILDING, FOOT OF VINE STREET, PHILADELPHIA.

Fig. P-5: August 27, 1889 receipt for a collect shipment from Absecon, N. J.

Central Express Company, 1858–88?

This information appears in Stimson's 1858 Express History (p. 194):

THE CENTRAL EXPRESS COMPANY was organized Feb. 1, 1858, with a capital of \$200,000, and the following named officers: Johnston Livingston, President; A. D. Hope, Vice-President and General Superintendent; Erastus Littlefield, Treasurer; and William P. Janes, Secretary. Its routes are in New Jersey and Pennsylvania.

The first mention of the Central Express in a NYC Directory (Trow's) is in the 1859-60 edition. An 1860 route map of the Central New Jersey Railroad is shown in Figure P-6.

The Hope Express business (speculated to have ended in 1868) on the CRRNJ and the DL&WRR in New Jersey and Pennsylvania was probably acquired by the Central Express company, as this is the 1870 express company that was operating on these roads and in Hope's prior New Jersey (and Pennsylvania) agency towns, according to the Campbell's Shippers Guide.

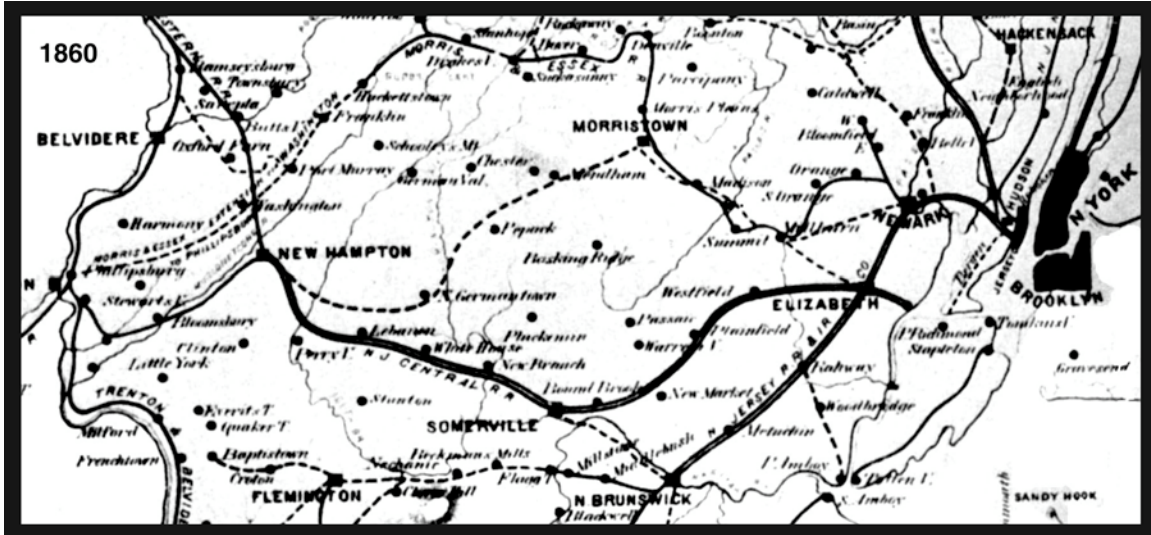


Fig. P-6: 1860 Central New Jersey Railroad map.

Additional paper artifacts from the Central Express are illustrated in Figures P-7 through P-12.



Fig. P-7: Six small office labels from New Jersey towns.

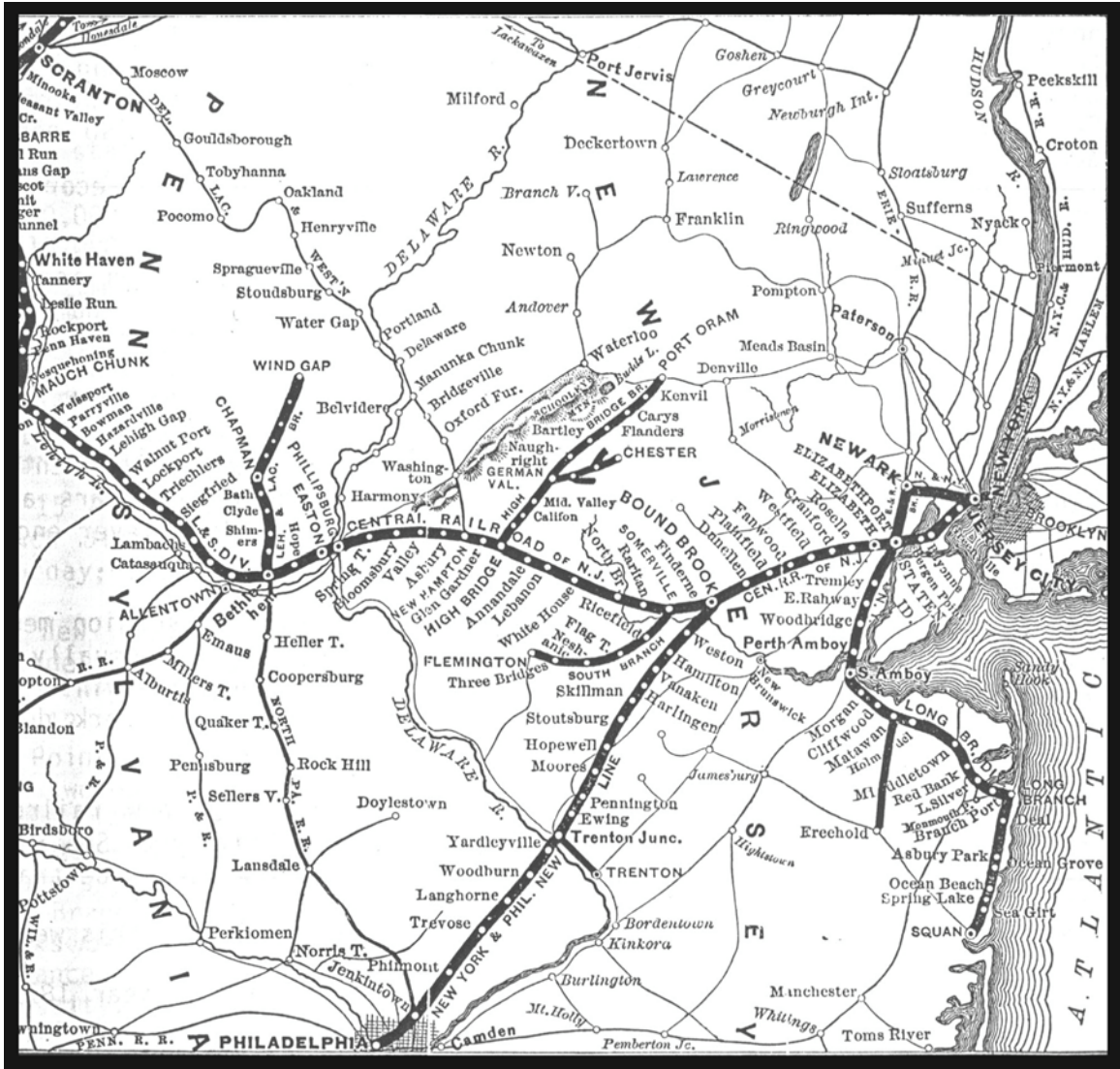


Fig. P-8: Central of New Jersey RR map dated July 18, 1878.



Fig. P-9.



Fig. P-10.



Fig. P-11.



Fig. P-12: Form 38 express envelope addressed to Key Port, N.J.

The following appears in Stimson's 1881 Express History (p. 130):

The Central Express (F. A. Runyon, assistant superintendent) has a few stations in New Jersey; but its strong points, of which it has many, are in Pennsylvania, which it shares territorially, with the excellently well-managed Union Express Company—an enterprise of many year's standing, and owned jointly by the Adams and American (T. J. Hudson, assistant superintendent), by whom it is operated in some portions of Ohio also. The "N. J." has about a dozen express offices in Pennsylvania; the "Central," 165; the Union, 185; and the parent company nearly as many more.

Clearman's Express

Clearman's Express is recorded as operating from 1852–58 in Table 6-I on page 79. The following *Newark Advertiser* advertisement provides additional November-1852 information concerning this express.

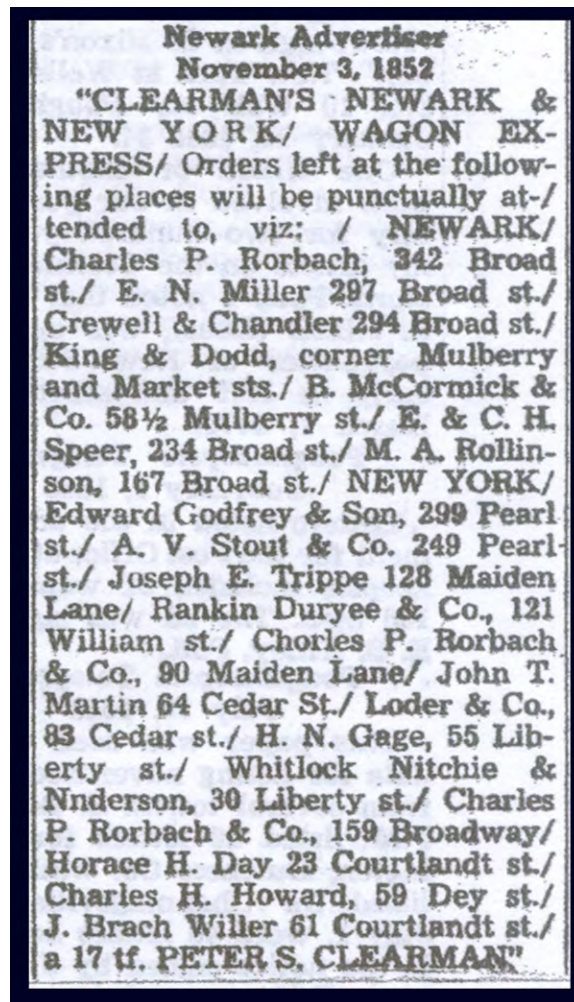


Fig. P-13: Locations used for order pickup by Clearman's Newark & New York Wagon Express.

Day's Express (1850–57)

Day's Newark & New York Express is discussed on page 87. In 1858 the company name was changed to Day & Co.



Fig. P-14: October 10, 1850 folded letter generated in Newark, N. J.



Fig. P-14A: Upright label enlargement.

Delaware, Lackawanna & Western Express Company

The DL&W Express discussion begins on page 14. The Figure P-15 collection envelope was printed for use of the DL&W Express Co.

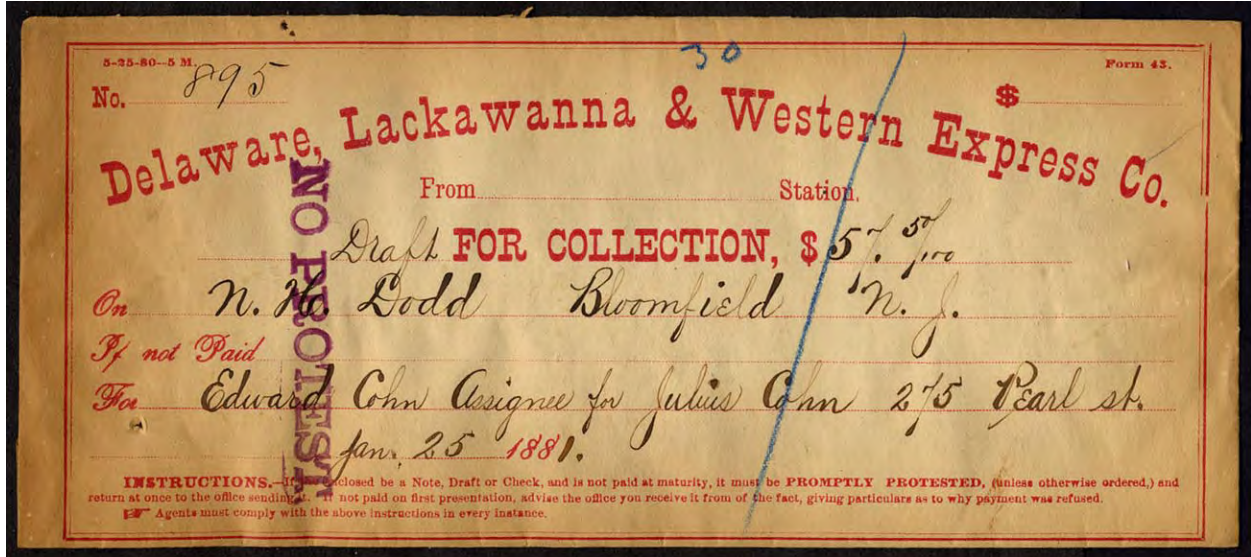


Fig. P-15: June 25, 1881 money collection envelope to Bloomfield, N.J.



Fig. P-16: One of the wax seals on the back of the Bloomfield envelope.

The Figure P-17 Bill of Lading was issued in Newton, N.J. for documenting the express transport of one package to New York City.

[6-2-13-200.] [FORM 60.]

DELAWARE, LACKAWANNA & WESTERN EXPRESS.

NEW YORK OFFICE:
No. 7 PARK PLACE.

Received, from *Charles S. Steele*
one Package

Addressed *N.Y. Life Ins. Co.*
376 re Quay, New York City

Freight *0.25* *paid* For the Company *W.R. Matheon*

Upon the special acceptance and agreement that this Company is to forward the same to its agent nearest or most convenient to destination only, and there to deliver the same to other parties to complete the transportation—such delivery to terminate all liability of this Company for such package; and also that this Company are not to be liable in any manner, or to any extent for any loss, damage, or detention of such package, or of its contents, or of any portion thereof, occasioned by the acts of God, or by any person or persons acting or claiming to act in any military or other capacity in hostility to the Government of the United States, or occasioned by civil or military authority, or by the acts of any armed or other mob or riotous assemblage, piracy, or the dangers incident to a time of war, nor when occasioned by the dangers of railroad transportation, or ocean or river navigation, or by fire or steam, unless specially insured by this Company, and so specified in this receipt. In no event is this Company to be liable for a greater sum than that above mentioned, nor shall it be liable for any such loss unless the claim therefor shall be made in writing, at this office, within thirty days from this date, in a statement to which this receipt shall be annexed, and the shipper and owner hereby severally agree that all the stipulations and conditions in this receipt contained shall extend to, and inure to the benefit of, each and every Company or person to whom the D. L. & W. Express may consign or deliver the above described property for transportation, and shall define and limit the liability thereof of such other Company or person.

E. F. Hornard & Co., Stationers and Printers, at John St., N. Y.

Fig. P-17: April 5, 1883 Domestic Bill of Lading.

Fuller's Paterson Express Co.

This may be the same company that is cited on page 148, operating between NYC and Paterson.

Huff!
Driver *Edwards* 17/90

New York, 19

Received from FULLER'S PATERSON EXPRESS,
the following packages, in good order:

Storeroom
Huyler
OK by 18th

Access
and Paps

PREPAID. *15*

Edwards

Fig. P-18. Billhead that was used in the New York City express office.

Hay's Express Co.

The Hay's Express Company is also discussed on page 80.

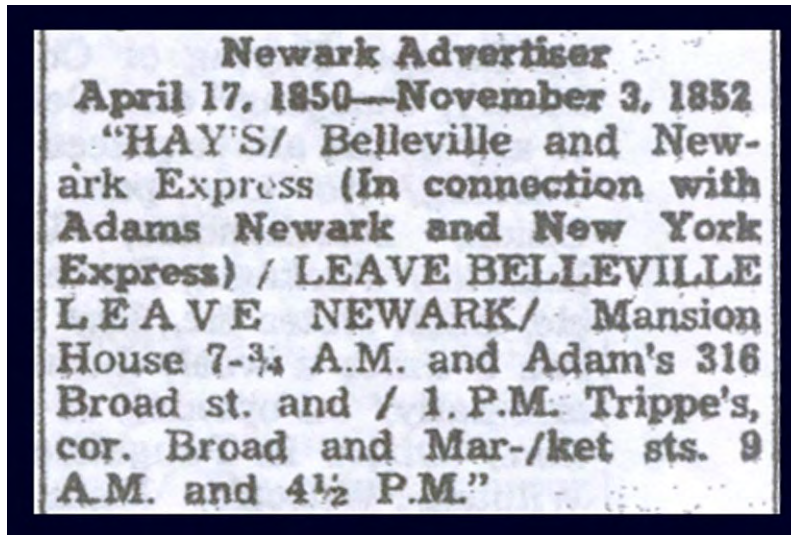
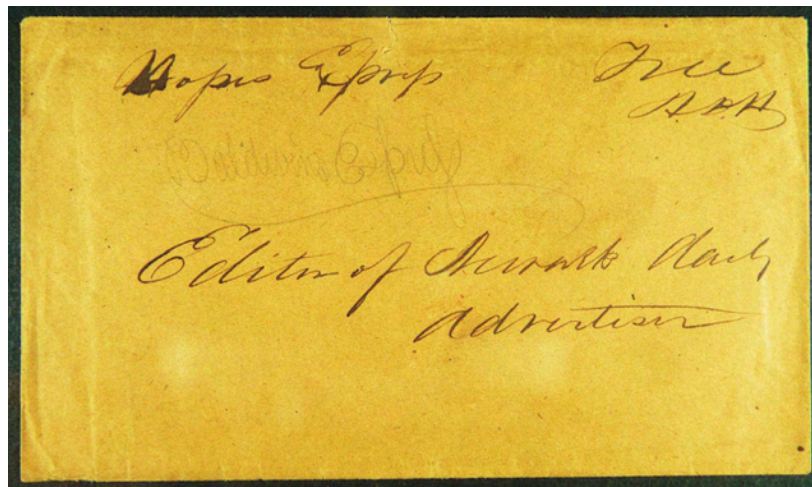


Fig. P-19: Newark Advertiser excerpt.

Hope Express Co.

The cover in Figure P-20 contains the manuscript initials "A. D. H." at upper right, presumably these are the initials of A. D. Hope, the founder of the express company that bears his name. Additional Hope Express Company information begins on page 37.



Courtesy NJPHS.

Fig. P-20: A. D. Hope's personal envelope.

Moore's Express

The Figure P-21 cover and unique label are discussed on pages 26 and 27. The illustrated image is from Robert A. Siegel Auction Galleries, Inc., Sale No. 950 (Dec. 18, 2007), Lot 2767.



Fig. P-21. August 20, 1849 folded letter addressed to Cape Island, N.J.

National Express Co.

The National Express Company began operations in New York State on May 1, 1853. It seems well known that this company enjoyed express privileges on the West Shore Railroad (which began in 1882 as the New York, West Shore & Buffalo RR) running between Buffalo and NYC including a short run in northeastern New Jersey just west of the Hudson River (see Figure 5-5 on page 61). The Figure P-22 express receipt illustrates utilization of this railroad routing from Jersey City to Buffalo. We see in Figure P-22 that the National Express Company still operated on the West Shore in 1916; however, it is not presently known when they started on that road. The National Express Company ended operations on June 31, 1918 when the Federal Government consolidated all major expresses into the American Railway Express Company. National Express was probably active on the West Shore RR right up until the consolidation.

New Jersey historical artifacts from the National Express Co. seem to be very scarce, probably because of its limited operations on just a single road that visited very few stations in northeastern N.J. Figures P-22 through P-25 show the few New Jersey historical memoirs that have been found with this company's name on them. To the best of our knowledge, the National Express Company did not operate on any other roads operating within New Jersey during its business lifetime.

READ THE CONDITIONS OF THIS RECEIPT. (212-Feb., '99.)

NATIONAL EXPRESS COMPANY.

City Jersey City State of April 10, 1901

Received of W. Hedden and J. F. J. J. J. said to contain

Value asked and Given as 100 Dollars,
Marked 100

NOT NEGOTIABLE

Buffalo N.Y.

Which this Company undertakes to forward to the nearest point to destination reached by it, subject to the following conditions, and which conditions are agreed to by shipper or owner in accepting this receipt.

1. This Company is not to be held liable for any loss or damage, except as forwarders only, nor for any loss, damage, or delay, by fire, by the dangers of navigation, by the act of God or of the enemies of the government, by the restraints of Government, riots, insurrections, pirates, or from or by reason of any of the hazards or dangers incident to a state of war.
2. Nor shall this Company be liable for any default or negligence of any person, corporation or association to whom the above described property shall or may be delivered, by this Company, for the performance of any act or duty in respect thereto, at any place or point off the established routes or lines run by this Company; and any such person, corporation or association, is not to be regarded, deemed or taken to be the agent of this Company for any such purpose, but, on the contrary, such person, corporation or association shall be deemed and taken to be the agent of the person, corporation or association from whom this Company received the property above described. It being understood that this Company relies upon the various Railroad and Steamboat lines of the country for its means of forwarding property delivered to it to be forwarded, it is agreed that it shall not be liable for any losses or damages caused by the detention of any train of cars or of any steamboat or other vehicle upon which said property shall be placed for transportation; nor by the neglect or refusal of any Railroad Company, Steamboat or other transportation line to receive and forward the said property. Nor shall this Company be liable for any losses or damages caused by detention of said property due to Customs Regulations.
3. It is further agreed that this Company is not to be held liable or responsible for any loss of, or damage to, said property or any part thereof, from any cause whatever, unless in every case the said loss or damage be proved to have occurred from the fraud or gross negligence of said Company or its servants; nor in any event shall this Company be held

liable or responsible, nor shall any demand be made upon it beyond the sum of Fifty Dollars, at which sum said property is hereby valued, unless the just and true value thereof is stated herein; nor upon any property or thing unless property packed and secured for transportation; nor upon any fragile fabrics, or any fabrics consisting of, or contained in, glass.

4. If any sum of money besides the charges for transportation is to be collected from the consignee on delivery of the above described property, and the same is not paid, or if in any case the consignee cannot be found or refuses to receive such property, or for any other reason it cannot be delivered, the shipper agrees that this Company may return said property to him subject to the conditions of this receipt, and that he will pay all charges for transportation, and that the liability of this Company for such property while in its possession for the purpose of making such collection, shall be that of Warehousemen only.
5. In no event shall this Company be liable for any loss, damage or delay, unless the claim therefor shall be presented to it in writing at this office within ninety days after date of shipment, in a statement to which this receipt shall be annexed.
6. It is further agreed that any carrier or party liable on account of loss or damage to any of the above described property, shall have the full benefit of any insurance that may have been effected upon or on account of said property.
7. And it is also understood that the stipulations contained herein shall extend and inure to the benefit of each and every company or person to whom, through this Company, the above described property may be intrusted or delivered for transportation.
8. Deliveries at destination are only to be made within the delivery limits established at such points at the time of shipment and payment in such cases shall only cover places within such delivery limits.

Collect For the Company, J. B. Hoop Agent.

The Liability of this Company is limited to \$50, at which sum the property is hereby valued, unless the just and true value is stated in this Receipt, and ceases on its delivery of property at nearest point to destination it can carry same. Fragile fabrics and fabrics consisting of, or contained in, glass, at owner's risk. (OVER)

Fig. P-22. April 10, 1901 receipt from Jersey City, N.J.



Fig. P-23. A 19th Century brass wax-sealer whose face engraving is shown in Figure P-24 as a mirror image.



Fig. P-24: Camp Merritt was a station on the West Shore Railroad during WW I.

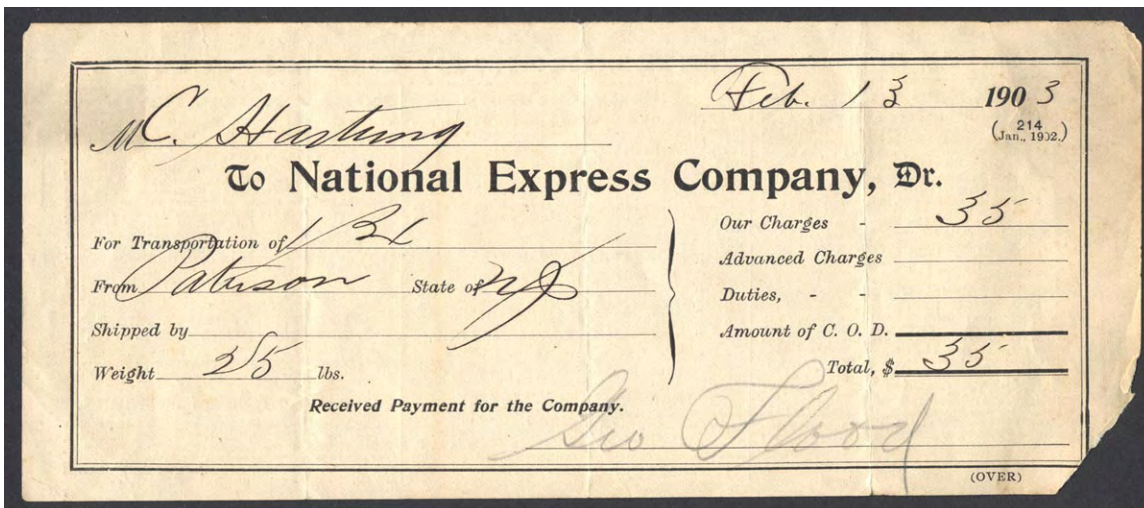


Fig. P-25: February 13, 1903 payment receipt for an express shipment from Paterson, N.J.

New Jersey Transfer and Baggage Express

This relatively unknown express company is first discussed on page 143. The Figure P-26 cover is the only other artifact that has been found from the New Jersey Transfer and Baggage Express.

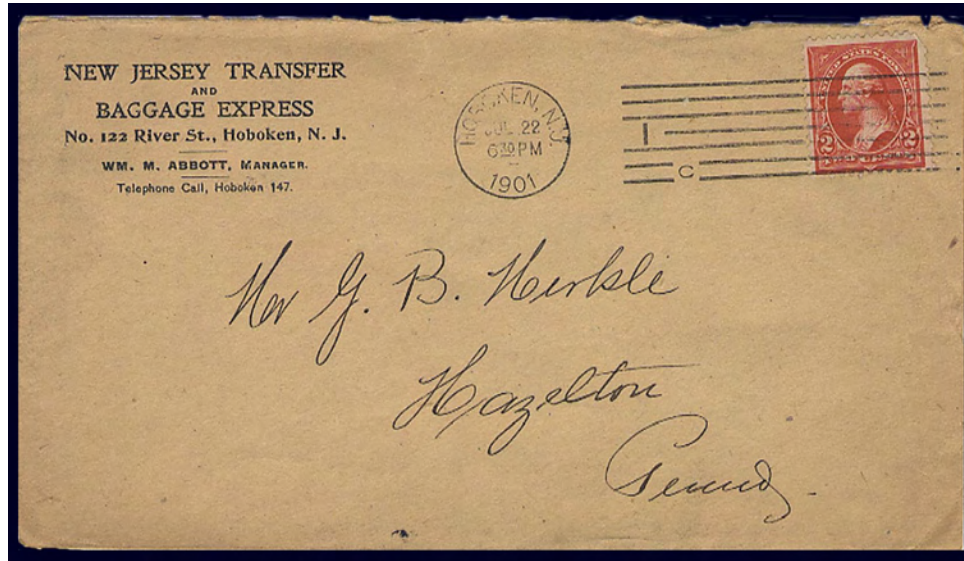


Fig. P-26: July 22, 1901 company cover that was postmarked in Hoboken, N.J.

Philadelphia Local Express Co.

The Figure P-27A cover contains a most interesting express label on the reverse (see Figure P-27B). The label is of 1860 vintage and states that the Philadelphia Local Express Co. provided express service from Philadelphia to Atlantic City during the summer months. The illustrated images are from Robert A. Siegel Auction Galleries, Inc., Sale No. 950 (Dec. 18, 2007), Lot 2783.



Fig. P-27A: July 1860 cover with an interesting express label on the back.

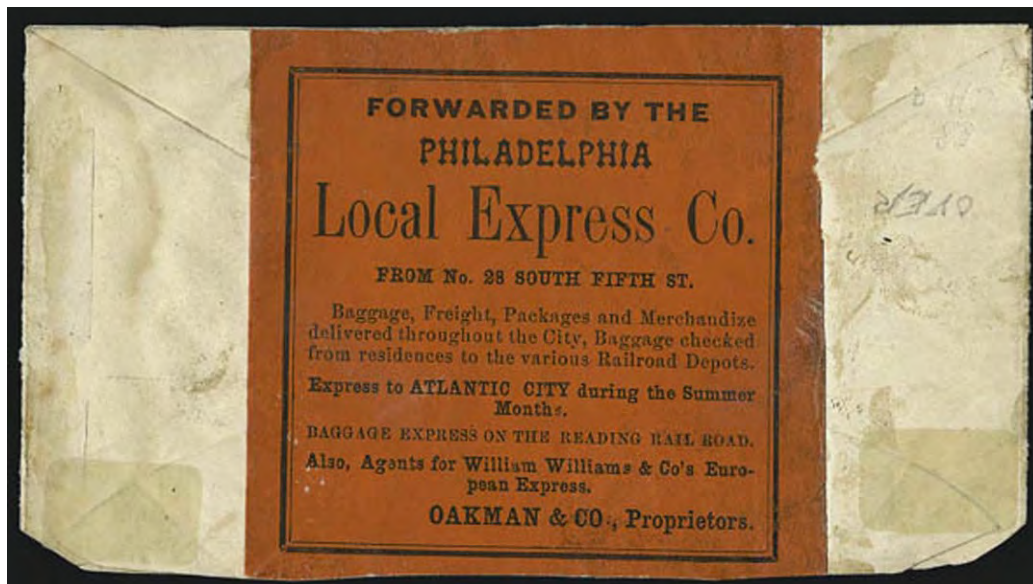


Fig. P-27B: The Philadelphia Local Express provided seasonal service to Atlantic City, N.J.

Raab's Express

Raab's Express is discussed on page 149. The cover in Figure P-28 was sold as Lot 54 in Schuyler Rumsey's April 2006, auction.



Fig. P-28: Overseas cover franked with 1861-issue postage and presumably carried by Raab's Express from Hoboken, N.J., or New York City.

Stiles Express

Stiles Express was evidently a horse-drawn wagon express that operated in Asbury Park, N.J., according to the corner card on its 1901 postmarked cover shown in Figure P-29. No other information has been found relative to this express company.



Fig. P-29: May 10, 1901 Asbury Park, N.J. canceled cover.

Studley's Express

Studley's Baggage Express was initiated in 1852 in New York City and serviced the needs of travelers on several railroads that had passenger terminals in the City. One of those roads was the New York & New Haven Rail Road (1849 to 1872) as attested in the broadside shown in Figure P-30. This broadside states that Studley & Co. delivered traveler's baggage to any address in Jersey City, N.J.

New Haven Rail Road
BAGGAGE EXPRESS!

For the **DELIVERY OF BAGGAGE** in New York,
Brooklyn, and Vicinity.

☞ A Special Agent will pass through each Train, before arriving in the City, and take the Checks of all who wish to have their Baggage delivered, with DESPATCH.

Travelers will find it to their advantage to adopt this mode of conveyance (for their Baggage) and thereby save themselves the trouble and annoyance of looking after it on the arrival of the Cars in the City.

☞ EXPRESS WAGONS, Nos. 1 and 2, will be at 26th Street on the arrival of each Train, for the accommodation of those stopping in the upper part of the City.

EXPRESS WAGON, No. 3, will start immediately after the arrival of the Baggage Cars at Canal Street, for the Hudson River, Erie, and Philadelphia Rail Roads, Albany Boats, and Jersey Ferry.

EXPRESS WAGON, No. 4, for the Irving, Astor, Earle's, Howard, and other Hotels, down Broadway.

EXPRESS WAGON, No. 5, for the St. Nicholas, Collamore, Prescott, Metropolitan, and other Hotels up Broadway.

EXPRESS WAGON, No. 6, for Brooklyn and Williamsburgh.

Passengers wishing to leave their Baggage at the Depot can do so by giving their Checks to the Agent in the Cars, and have it locked in the Baggage Room until called for, free of charge.

☞ **ALL ORDERS FOR BAGGAGE,** to and from the Cars, left at the Offices, 37 Canal Street, and 26th St. Station, will be promptly attended to. Baggage delivered to any part of New York, Brooklyn, Williamsburgh, or Jersey City.

STUDLEY & Co.

Fig. P-30: Circa 1850s express broadside.

United States Express Co.

The United States Express' (USX) operations in New Jersey are introduced on pages 46–50. Additional USX papers and labels from their New Jersey expressing days are shown in Figures P-31 through P-42. The USX had a large presence in New Jersey during its business years.



Fig. P-31: June 30, 1900 receipt issued in Plainfield, N.J.

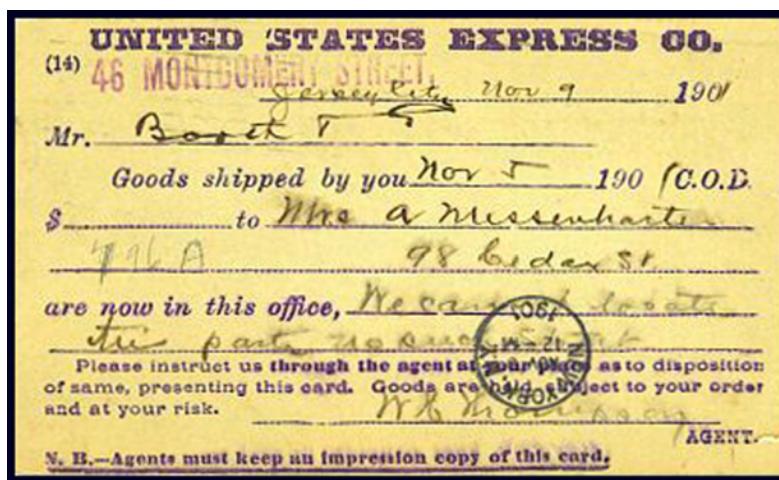



Fig. P-32: November 9, 1901 express notice postcard from Jersey City, N.J.

The Figure P-33 1904 broadside states the the wanted person used stolen Wells Fargo Money Orders to order goods that were shipped from Chicago to the Bernardsville, N.J. office of the United States Express Co. On April 25, 1904 that express office was broken into and the shipped express merchandise plus many USX Money Orders were stolen.

UNITED STATES EXPRESS COMPANY.
WELLS FARGO & COMPANY EXPRESS.

\$500⁰⁰ REWARD. MAY 18TH, 1904.

The above named Companies will pay jointly \$500.00 for the arrest and conviction of the person whose photograph appears below. (Taken six years ago).



DESCRIPTION:

Age about 35, height 5 ft. 8½ in., weight 136 lbs., build slender, hair dark blond, eyes dark slate blue, complexion dark; scar on left and right index fingers, also small scar above right wrist and indented scar (pit) above left eye-brow.

About six years ago **GEORGE W. HENDRICKS** (alias **JAMES KEITH, GEORGE W. KAYSER, GEORGE HESS, and A. S. KEITH**) the man referred to, was convicted at Doylestown, Pa., for burglary and larceny and sentenced to the Eastern Penitentiary of Pennsylvania for six years. This man was released about six months ago, and has again resumed his operations. April 13th he broke into the office of Wells Fargo & Company Express at Sparkill, N. Y., and stole Money Orders Series V-452,243 to V-452,249 inclusive. With these Orders he ordered goods which were shipped from Chicago to the office of the United States Express Co., at Bernardsville, N. J., and on April 25th this office was broken into and these goods consisting of two packages, one containing a gold stud with diamond setting and the other containing one pair of diamond earrings were stolen together with Money Orders of the United States Express Company Series U-28,327 to U-28,349 inclusive.

Agents are instructed to scrutinize all persons carefully, and if this man presents himself, have him arrested immediately. **UNDER NO CIRCUMSTANCES ALLOW HIM TO ESCAPE.** Advise promptly either of the undersigned by telegraph.

H. B. PLATT, GEN'L SUPT., M. O. D.,
United States Express Co.

E. A. STEDMAN, MANAGER,
Wells Fargo & Company Express.

<p style="font-size: small;">FAC-SIMILE OF THIEF'S HANDWRITING THAT APPEARED ON UNITED STATES EXPRESS MONEY ORDERS STOLEN PRIOR TO HIS CONVICTION:</p> <p><i>James Keith.</i></p> <p><i>George W. Kayser.</i></p> <p><i>George Hess.</i></p> <p><i>A. S. Keith.</i></p>	<p style="font-size: small;">FAC-SIMILE OF THIEF'S HANDWRITING THAT APPEARS ON WELLS FARGO & COMPANY EXPRESS STOLEN MONEY ORDERS:</p> <p><i>S. M. Dill.</i></p>
---	---

Fig. P-33: Joint United States Express and Wells Fargo, May 18, 1904, reward broadside.



Fig. P-34: Plainfield, N.J. train station with prominent United States Express sign hanging on the rightmost portion of the station building. This postcard is undated.

The Figure P-35, Form 70, shipping tag was used on merchandise sent from Lancaster, Pennsylvania to Morristown, N.J. Although undated, we know that the USX logo at upper right was popular in the 1895–1905 era, so the tag may have been used about 1900.

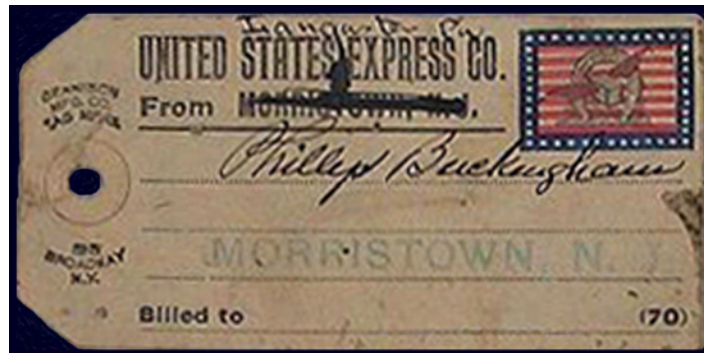


Fig. P-35: Circa 1900 shipping tag to Morristown, N.J.

Several office labels issued by USX are shown in Figures P-36 through P-38. These labels were used in Elizabeth, Montclair, Morris Plains and Bayonne City, N.J.

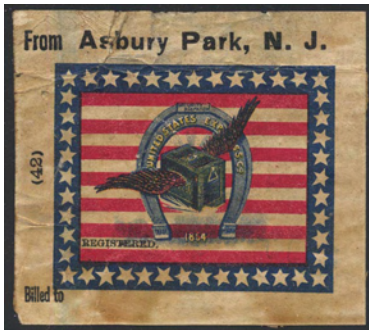


Fig. P-36: Circa 1900 office labels.

Fig. P-37.



Fig. P-38.

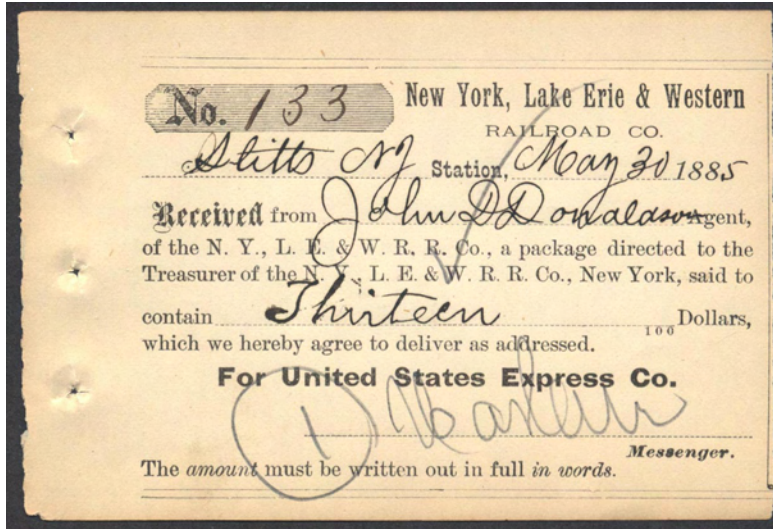


Fig. P-39: May 30, 1885 USX receipt for a money package received at Stitts, N.J.

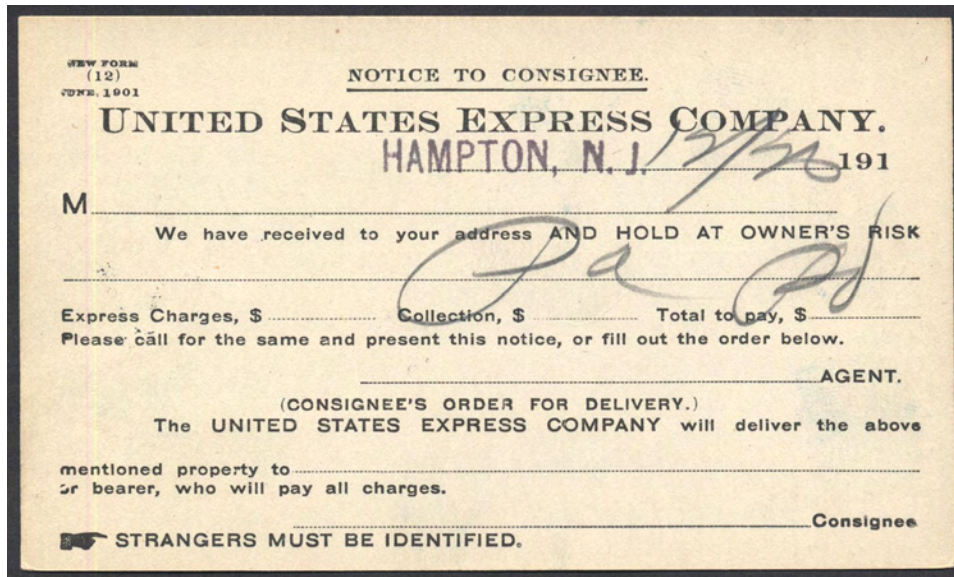


Fig. P-40: December 26, 1911 express notice postcard from Hampton, N.J.

The following two receipts depict USX uses in South Jersey during 1897. The Figure P-41 receipt documents the 68¢ payment for transporting one box from Camden, N.J. to Grenloch, N.J. The Figure P-42 receipt records payment of 35¢ for expressing a box from Camden to Blackwood, N.J. The images for both of these receipts are reproduced by permission of the Camden County Historical Society.

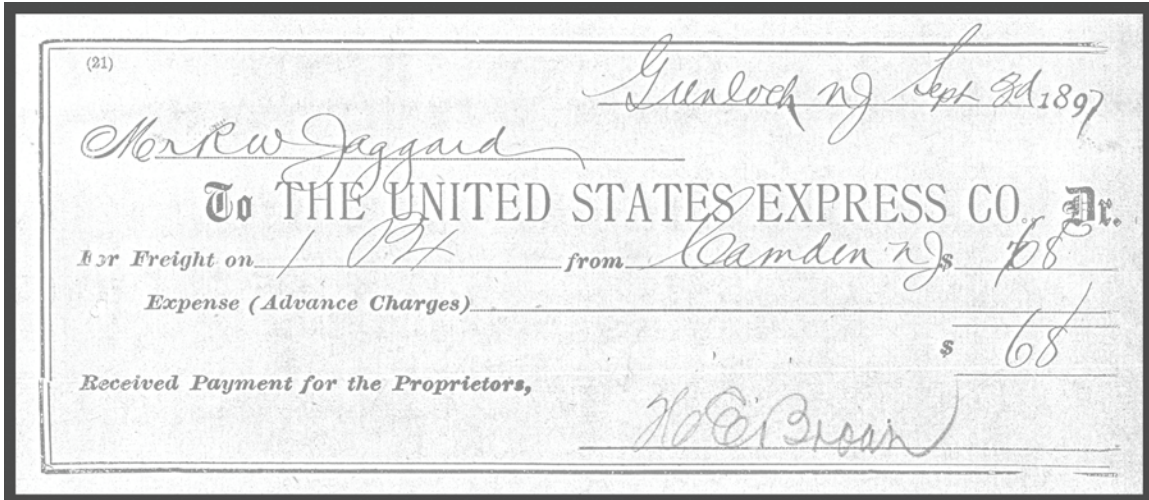


Fig. P-41: September 3, 1897 express receipt for Grenloch, N.J., payment.

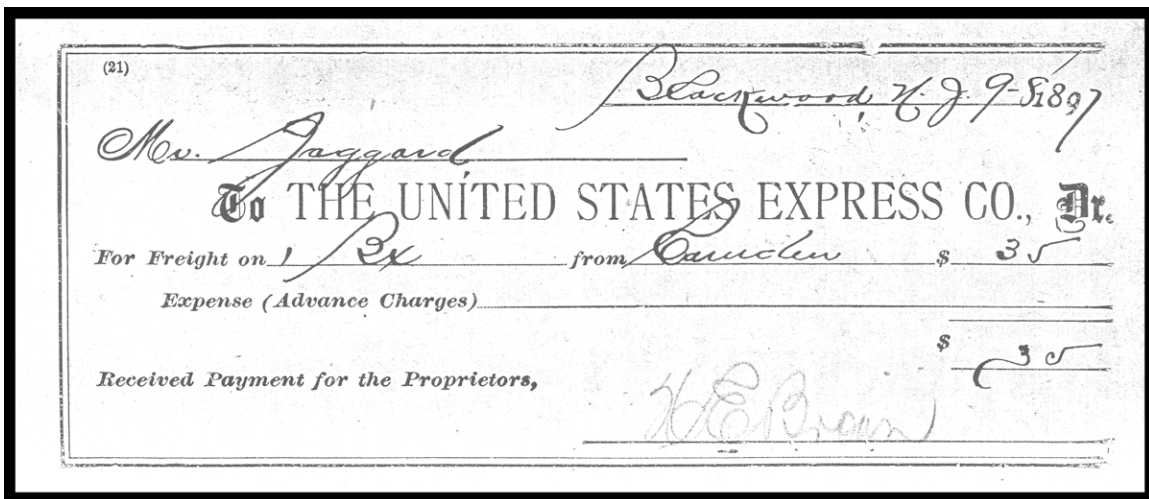


Fig. P-42: September 8, 1897 express receipt for Blackwood, N.J., payment.

Wells Fargo & Co. Express

Significant additional information concerning Wells Fargo's express operations in New Jersey will be found beginning on page 57 and also on page 105. Following are illustrations of a few examples of Wells Fargo Express memorabilia that were not available when the initial Wells Fargo information was published.

Charges are based upon value, and the liability of the Express Company is limited to \$50.00 for any shipment of 100 lbs. or less, or to 50 cents per pound for any shipment in excess of 100 lbs., unless a greater value is declared at time of shipment.
 Fragile articles and articles consisting of or contained in glass or chinaware, at owner's risk.
 Express Charges do not include Duties or Custom House Expenses, which must be guaranteed by shipper.

Value, \$ _____ **Wells Fargo & Company Express** (17) Aug. 09

Mr. J. M. Meade Upper Montclair, N. J. Nov 13 19 10

Received from _____

Said to Contain _____ VALUE Declared by Shipper to be *Fifty* Dollars,

Marked _____

which Wells Fargo & Company, hereinafter called the Company, undertakes to carry upon the following terms and conditions, to which the shipper hereby agrees, and as evidence of such agreement accepts this Shipping Receipt.

- It is agreed that the Company relies upon railroads, steamboats, stage and other lines for transportation, and has no control over the same, and it is agreed that it shall not be liable for any damage to said property from delay to any railroad train, steamboat or other conveyance upon which the same may be carried.
- The charge for forwarding the said property being based upon a valuation not exceeding Fifty (\$50) Dollars for any shipment of one hundred (100) pounds or less, and not exceeding Fifty (50c) Cents per pound for any shipment in excess of one hundred (100) pounds unless a greater value is declared at time of shipment, it is hereby agreed that the Company shall not be liable in any event for more than Fifty (\$50) Dollars upon any shipment of one hundred (100) pounds or less, or for more than Fifty (50c) Cents per pound on any shipment in excess of one hundred (100) pounds, unless a greater value is declared at time of shipment and additional charge for value paid or agreed to be paid therefor; and in case of partial loss or damage the Company shall not be liable for more than such proportion of the same as \$50, if 100 pounds or less in weight, or 50c per pound if weight exceeds 100 pounds, or the value declared, bears to the actual value if greater.
- If the said property is offered for shipment under the special rates named in Sections "D" and "E" of the existing Official Express Classification, it is agreed that the value of the same does not exceed Ten (\$10) Dollars per package, said rates not applying on packages of greater value.
- If the Company has no office at destination it shall carry said property to its office nearest or most convenient to destination, and there notify the consignee or deliver said property to connecting carrier to complete transportation, and the Company shall not be liable for any loss or damage occurring after giving such notice to the consignee or after delivery to connecting carrier.
- The Company, unless negligent, shall not be liable for loss of or damage or delay to said property caused by quarantine, customs regulations, strikes, riots, perils of navigation, fire or flood, the act of God, heat, cold, wet or decay; nor for the escape, injury or death of live birds or animals, the Company not being a common carrier thereof, except at owner's risk. Nor shall the Company be liable in any event for any loss of or damage or delay to said property from any cause whatever, unless the same shall be proved to have resulted from the fraud or negligence of the Company or its servants.
- The said property being packed, secured, and addressed by the shipper, it is agreed that the Company shall not be liable for any delay or damage to the same resulting from improper or insufficient packing, securing or marking, nor shall the Company be liable for any damage to fragile articles or articles consisting wholly or in part of, or contained in, glass or chinaware, such shipments being accepted only at owner's risk. The Company shall not be liable for any loss of money, jewelry or valuable papers unless the same are separately packed, sealed and marked as such and so described herein.
- If any C. O. D. is not paid by the consignee within thirty (30) days of the date hereof, it is agreed that the Company may at its option return said property to the shipper, who shall pay charges for transportation both ways, and the liability of the Company shall be that of warehouseman only, except during actual transportation and twenty-four (24) hours thereafter.
- In no event shall the Company be liable for any loss, damage or delay unless written claim therefor shall be presented to it within ninety (90) days of the date of such loss, damage or delay, and any suit or suits for or on account of such loss, damage or delay shall be brought within one (1) year from the date hereof or be forfeited, any statute of limitations to the contrary notwithstanding.
- It is further agreed that the carrier or party liable on account of loss of or damage to said property shall have the full benefit of any insurance that may have been effected under or on account of said property.
- The Company shall not be required to deliver said property at destination except within its present established delivery limits, unless herein otherwise agreed and specially paid for; at points where the Company has no delivery service the consignee shall receive said property at the office of the Company.
- If said property shall be forwarded upon Ocean Routes it is agreed that the regular bill of lading of any steamship company to whom the same may be delivered shall limit and define the Company's liability with respect to such ocean transportation, unless extra charge has been paid or agreed to be paid for marine insurance and is noted herein by the receiving agent of the Company.
- All the terms and conditions of this receipt shall apply to any forwarding or return of said property and shall extend to and inure to the benefit of any person, company or corporation to whom the Company may deliver the said property for transportation, storage or delivery.

Charges \$ *Collect* **NOT NEGOTIABLE** For **WELLS FARGO & CO. EXPRESS**

Fig. P-43: November 13, 1910 collect shipping receipt that was executed in Upper Montclair, N.J.

(222) Office of WELLS FARGO & COMPANY EXPRESS, 10/11
 299 PATENT OFFICE BUILDING, JERSEY CITY, N. J. 1904

[Notice to Shipper of C. O. D.]

M *Donnelly*

Addressed *J. Murray Erie Depo. City?*

Shipped by you _____ 100' remains in this Office undelivered for the reason that *Refused dont want dispatch please*

Express Charges, \$ *8.50*

These goods are being held entirely at owner's risk. If at the expiration of 60 days from date of shipment, it has not been accepted by consignee, or orders for disposition received from you, the Company reserves the right to return it subject to charges both ways.
 Please advise us at once what disposition you wish made of the same.
 Return answer with this card attached, THROUGH THE AGENT OF THE EXPRESS CO., WHOSE RECEIPT YOU HOLD.

J. M. Murray Agent.

Agents must enter date of mailing this notice to Shipper, as well as that to Consignee, in Delivery or O. H. Book

Fig. P-44: October 11, 1904, C.O.D. refusal notice to shipper that was mailed from Jersey City, N.J.



Fig. P-47: Shipping crate used in Newark, N.J.



Fig. P-48: Express office label on shipping crate defines its destination as Chicago, Illinois.



Fig. P-49: C.O.D. identification label used in Union Hill, N.J.

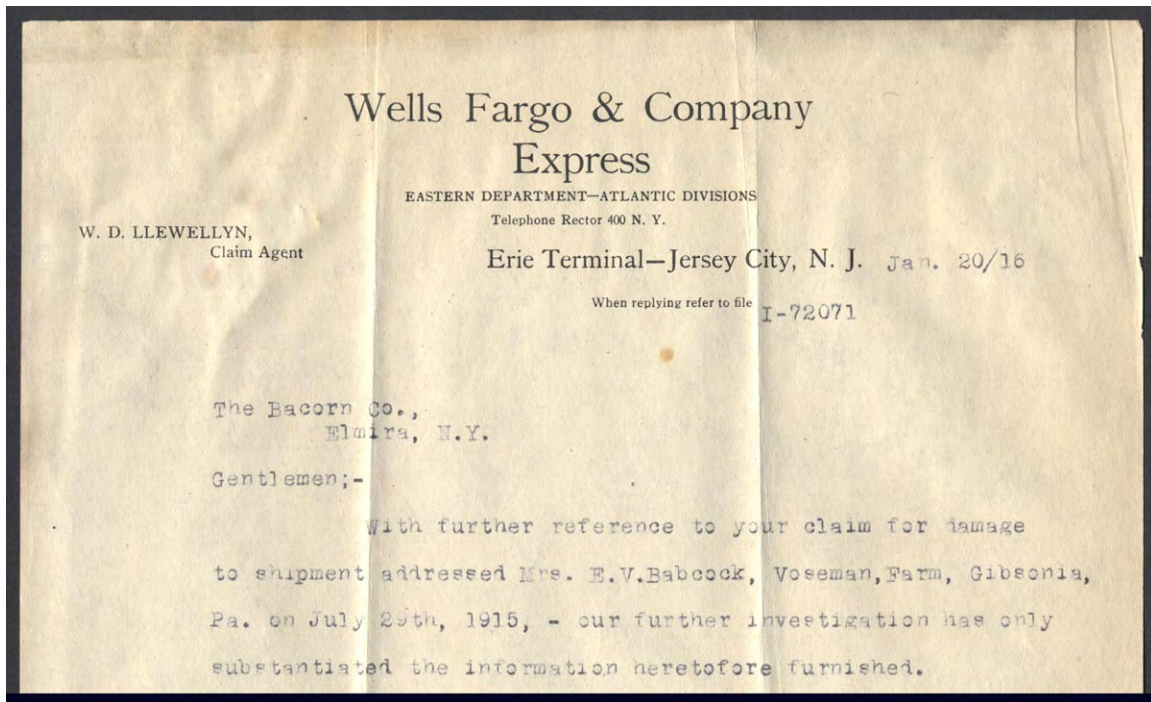


Fig. P-50: January 20, 1916, Claim Agent's letterhead from Jersey City, N.J.

West Jersey Express Co.

The West Jersey Express Company operations and historical paper is discussed beginning on page 46. Three additional express receipts are pictured in Figures P-51 through P-53. Two other historical artifacts are shown in Figures P-54 and P-55.



Fig. P-51: October 19, 1865 receipt for express shipment to Fislerville, N.J.

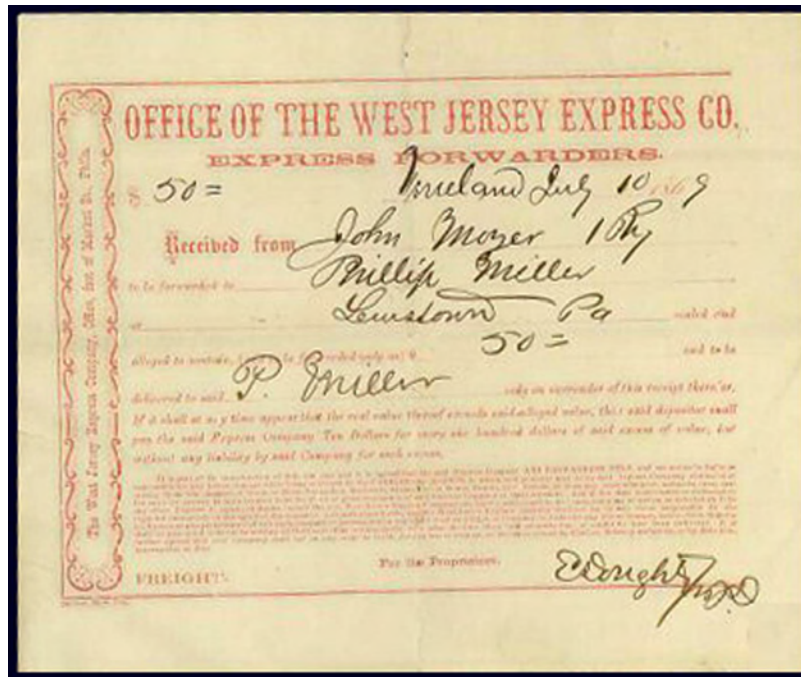


Fig. P-52: July 10, 1869 receipt for shipment from Vineland, N.J.



Fig. P-53: October 27, 1877 receipt for express shipment to Vineland, N.J.

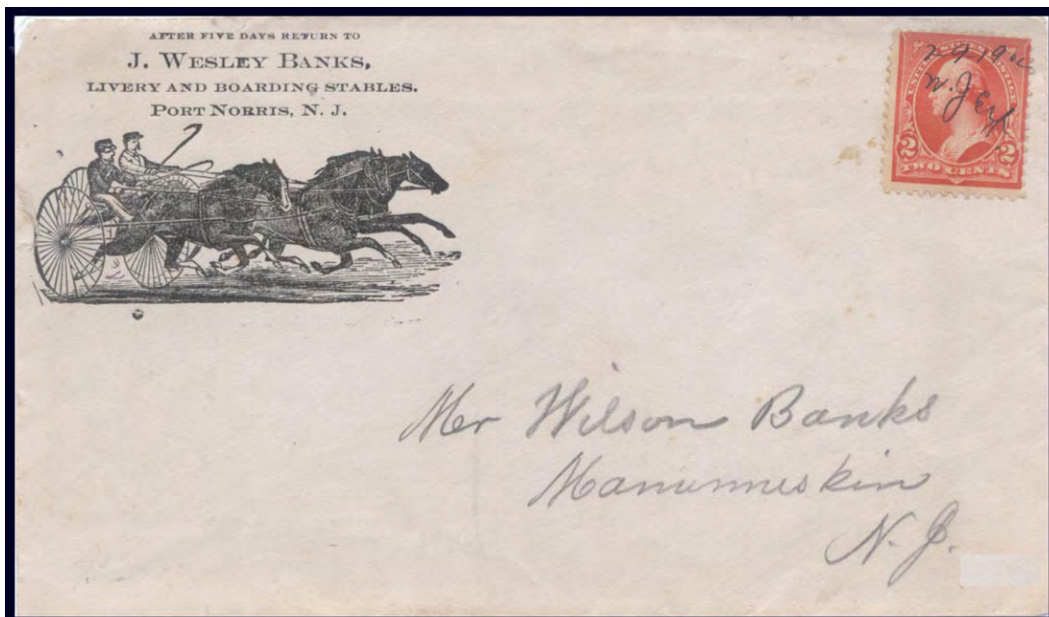


Fig. P-54: July 9, 1902(?) "W. J. Exp" manuscript canceled cover to Manumuskin, N.J.

WAY-BILL.

WEST JERSEY EXPRESS CO.

on Train No. 21

Messenger. 1880

From Philadelphia to Salem

DESCRIPTION.	WEIGHT.	CONSIGNOR.	CONSIGNEE.	DESTINATION.	EXPENSE.	FREIGHT.	TOTAL AMOUNT TO COLLECT.	PREPAID.	REMARKS.
1 Pk	4		D Roppukham	Salem		25-	25-		a
1 Box	30		J. Linn & Co			35-	35-		a
1 Pk	10		E Van Belt			25-	25-		a
1 1/2	5		M W Thompson			25-	25-		a
1 Box	100		E B Archolew			40	40		
	145					150	150		

Fig. P-55: June 9, 1880, parcel Way-Bill log for Messenger Abbott on his route from Philadelphia to Salem, N.J.

APPENDIX: Legislation Affecting Private Mail Expresses

The following is a summary of important events and U.S. legislation that affected the Private Mail Expresses (PMEs) and Independent Mail Companies (IMCs). IMC is a favorite phrase of some postal/express historians and seems to apply mostly during the 1844-45 time frame. PME applies to the same type of private mail delivery efforts, but it covers such activities from 1839 to 1895. [NOTE: In the following discussions, we purposely ignore the private express company's parcel-delivery business that continuously transpired during the 1839-95 period.]

March 1839: William Harnden of Boston started the first organized express company in the United States to expeditiously carry 'express matter.' Harnden's Express, plus many subsequent express companies, collected, transported and delivered letter mail plus 'business mail' for a fee. Many of the express delivery routes were in direct competition with the US Post Office Department (POD); however, the express companies usually charged lower fees for comparable or superior delivery services. Thus express company messengers became very popular for expeditious and reliable mail delivery.

June 1844: "Beginning in or about June of 1844 various Express Companies... began to deliver [letter] mail between cities in the Northeast region of the country and between Great Lake area cities such as Detroit and Cleveland and the Northeast. These companies are commonly referred to as 'The Independent Mail Companies' and they competed directly with the USPOD over routes serviced by both."¹ NOTE: The paid delivery of letter mail by private express companies began as early as 1842 in the U.S., perhaps sooner.

July 1, 1845: The March 3, 1845 Act of Congress became effective:

- The Act's provisions reduced POD letter postage rates to less than most express companies were charging. The POD became much more competitive with expresses.
- The government monopolized all postal routes between towns and cities for the USPOD. [This legislation put many Eastern PMEs/IMC's out of business.]
- Private companies were forbidden (it subsequently became illegal) to carry letter mail between towns and cities in competition with the POD. BUT, PMEs/IMC's were allowed to carry intra-city mail where there was no Postal delivery service.
- This legislation forced most surviving eastern private express companies to abandon mail deliveries and resort exclusively to their parcel carrying business.
- It was still legal for private express companies to carry business related mail over postal routes, but not 'personal' letter mail.
- Some express companies subsequently ignored the new legislation, or capitalized on its loophole, and continued to carry letter mail. This practice was especially prevalent in the western U.S. where POD service was sparse or very lethargic.

Jan. 1855: The Government required appropriate U.S. postage to be prepaid on all letter mail carried by Express Companies, even if the POD didn't touch the mail.

- Western U.S. Expresses started selling printed-frank Government stamped envelopes to comply with this regulation.

1895: The Government prohibited Express Companies from carrying any kind of mail.²

¹ Gronowski, Stephen, "Independent References to Independent Mail Usage," *The Penny Post*, April 2001.

² Wiltsee, Earnest A., "Western Express Franks," *The American Philatelist*, March 1933.

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Primary Source: Valentine, Jno., J., Wells Fargo & Company, December 20, 1900 letter "To The Employes [sic] of Wells Fargo Company," courtesy Dr. Robert J. Chandler, Wells Fargo Historical Services.

Email: March 2003 E-mail from Dr. Robert J. Chandler.

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