

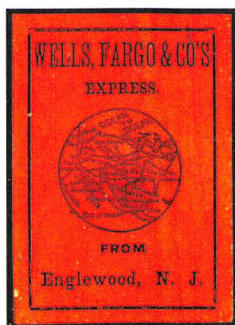
APRIL 2010

WHOLE NUMBER 71

VOL. 18 NO. 2

THE PENNY POST

Official Journal Of The Carriers And Locals Society



**Wells Fargo & Co.'s Express labels from New Jersey.
Inside the story of Wells Fargo operations from
1888 to 1918 in New Jersey.**

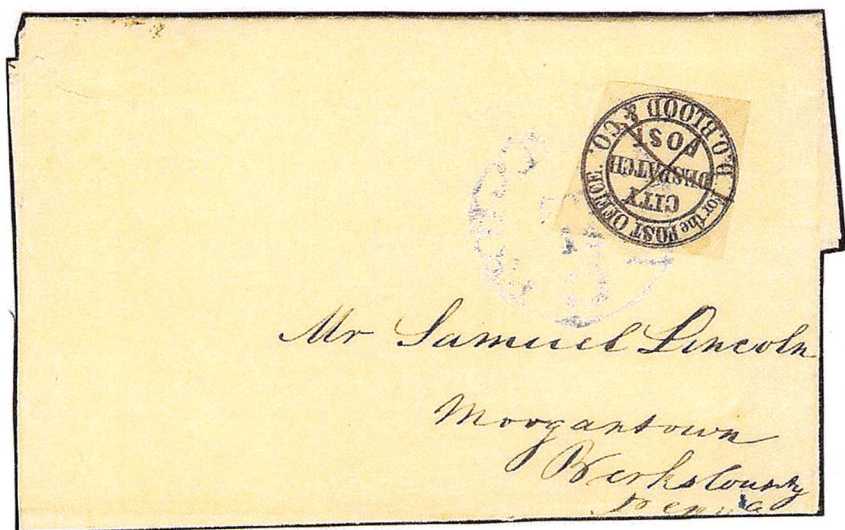
INSIDE THIS ISSUE

WELLS FARGO EXPRESS OPERATIONS IN NEW JERSEY
CORNWELL'S GENUINE STAMPS
G. CARTER'S DESPATCH – SIMPLIFIED IDENTIFICATION
AND MORE

Byron J. Sandfield
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VOL. 18 NO. 2

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Editor's Message

By
Larry Lyons

Exhibiting

The exhibiting scene is getting red hot in our area of philately. I am very pleased to report that Marty Richardson's exhibit "Boyd's Local Post – New York City: 1844-1911" won the Grand Award at the Plymouth Show held in April. He also received the Congress Award, the APS Pre-1900 Award and the USSS Award. The Grand Award at the Pennsylvania National Stamp Exhibition was won by Carmen Puliafito, MD for his exhibit "United States Independent Mail Stamps 1844-1845." This exhibit also won the U.S. Stamp Society Statute of Freedom Award and the USPCS Medal. You can see these exhibits in Richmond, August 12-15 where they will complete in the Champion of Champions show. Society member Ron Cipolla presented his 2009 Champion of Champions exhibit at the Collectors Club on April 21st. His exhibit title was "How the Post Facilitated Distribution of the Printed Word." Remarkably his exhibit won a Grand in Arizona the first time it was shown and he repeated this feat by winning the CofC. His presentation was awesome and inspiring. My single frame on the Boston Carriers 1849-1863 won the Grand Award at the TEXPEX in April. If I missed anyone please drop me a note.

In This Issue

Bruce Mosher continues his yeoman work in the eastern express area. We present to you his extensive article on Wells Fargo Express operations in New Jersey. This well researched and illustrated article will enlighten the reader on this subject. Special thanks to Bruce for providing this article to us.

John Bowman has put together an article entitled "Interested in Collecting U.S. Local and Carrier Stamps?" We have several new members to our Society and we will continue to provide inspirational articles to enlighten both new and old members to the multiple possibilities of collecting in our special area of philately. Much thanks to John for providing this article.

Cliff Alexander, our Forgeries editor, has provided an article on "G. Carter's Despatch – Simplified Identification Tips." This is a continuing series which Cliff is presenting to clarify forgery identification characteristics. One can now say that Cliff has brought crystal clarity to Carter's. Thanks Cliff.

The Cornwell's genuine stamps are also given clarity and some in depth study in this issue. The article is by yours truly and I thank myself for doing it. It's been on the boards a long time.

The Penny Post Bulletin Board has some interesting information compliments of Bill Sammis. We also include a letter to the Editor from Gene Fricks.

Much thanks to those of you who dropped me an email, a written note or a telephone call to say how much you enjoy *The Penny Post*.

Annual Meeting

The Carriers and Locals Society will hold its Annual Meeting at Stampshow in Richmond which is being held August 12-15th. Many of us will be there. It promises to be a great time. We will join with the U.S. Classics Society for dinner on Friday and most of us will attend the Awards Dinner on Saturday. Hope to see you there.

Campaign

We are on a campaign to add a significant number of members to our Society. If you have a friend who you would like to share our journal with please buy them a subscription. A hearty welcome to this month's six new members.

Mission Statement

The purpose of *The Penny Post* is to present original research articles in the fields of United States Carriers, Local Posts and Eastern Expresses. Forgeries in these areas are also researched. Any article in these fields can be submitted to me for publication (email: lyonsentrp@aol.com). These articles are reviewed and assistance is provided by the Editor's section heads who comprise the editorial board. *The Penny Post* continues to be at the top of society publications.

I hope you enjoy this issue of *The Penny Post* and Happy Collecting.

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Letter to the Editor

Dear Editor,

Re: Portland Maine, January Issue

I am not so sure that your dismissal of Portland Maine (p. 60) is justified. During the period 1850s-1890s, Portland served as the Wilmington DE of American corporate business. This distinction may even have extended back into the 1840s as the limited liability form of corporate organization became popular. Maine had some of the most liberal corporation statutes in the country and became the leading “incorporation location of choice.” One individual in Portland, who served as corporate agent for many companies, and who is of historical importance in a number of diverse contexts, was attorney Josiah Drummond.

Portland gave up the distinction in the 1890s in a frenzy of anti-business politics, to be replaced by Trenton, New Jersey. Trenton got out of the corporate convenience business with the election as governor of Woodrow Wilson. Wilmington succeeded Trenton and maintained its supremacy in this regard.

Just think what Portland might have become but for the meddling of the progressive crazies.

Gene Fricks

WANTED

We need a volunteer to work as an ad manager to solicit new ads and keep our ad information current. This individual will work with Cliff Alexander and Larry Lyons to relieve some of the burden on the President and Editor. Basically the job is making calls and sending emails and coordinating the responses. Do we have a volunteer?

Penny Post Bulletin Board

(Responses should be made to the Editor-In-Chief for forwarding)

From Bill Sammis:

Regarding John Bowman's "Brooklyn Circular Distributing Bureau, 442 Fulton Street." cover and his request for information (January 2010 Penny Post Bulletin Board) I can at least confirm that it was a legitimate company in operation circa 1871. From the /Brooklyn Eagle /newspaper of December 15, 1871 an advertisement copy is attached. It reads:

WANTED - SIX BOYS, AT THE
BROOKLYN DISTRIBUTING BUREAU, 442
Fulton st. upstairs; steady employment. Apply between
8 and 9 A.M.

The ad is dated December 14th.



I don't note any other advertisements for this company. Perhaps, rather than relying on newspapers for advertising they used their own circular distribution capability.

Other advertisements would indicate that circular distribution was an ongoing business. (Undoubtedly some of members know more about this type of commerce.)

From the /Brooklyn Eagle /October 6, 1895 (reproduced as printed):

WANTED - TO DISTRIBUTE CIRCULARS FOR
a large advertiser, reliable men; cash paid, inclose
stamp; references. DISTRIBUTING BUREAU,
P.O. Box 1,925, New York city

From the /Brooklyn Eagle /November 17, 1901:

WANTED - BOOKMEN: THE GREATEST, MOST
lucrative and most extensively advertised prop-
osition of the time; inquiries only; live men
with records apply Distributing Bureau 183
Montague St.

And, lest our mill run out of grist attached is a cover from my collection. It was purchased from the stock of the late Howard Karlin. (I hope some of our members had the opportunity to know this fine gentleman while he was living.) The cover has a printed facsimile cancel reading "BROOKLYN DISTRICT MESSENGER CO. APR 20" and is annotated April 1896. The company logo (printed upper right to resemble a stamp) reads:

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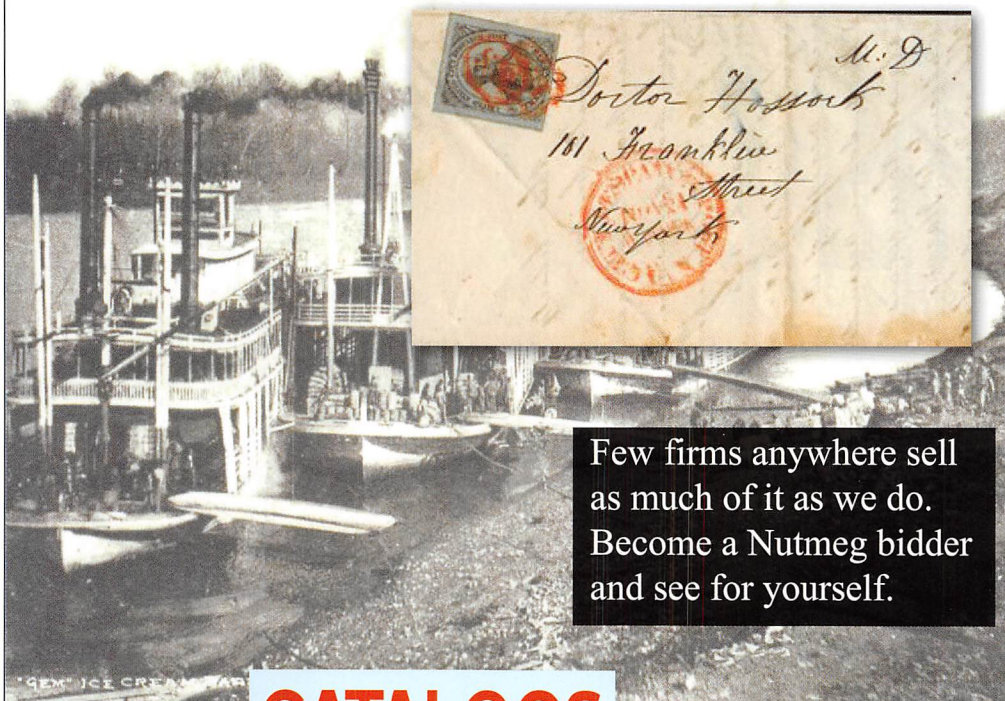
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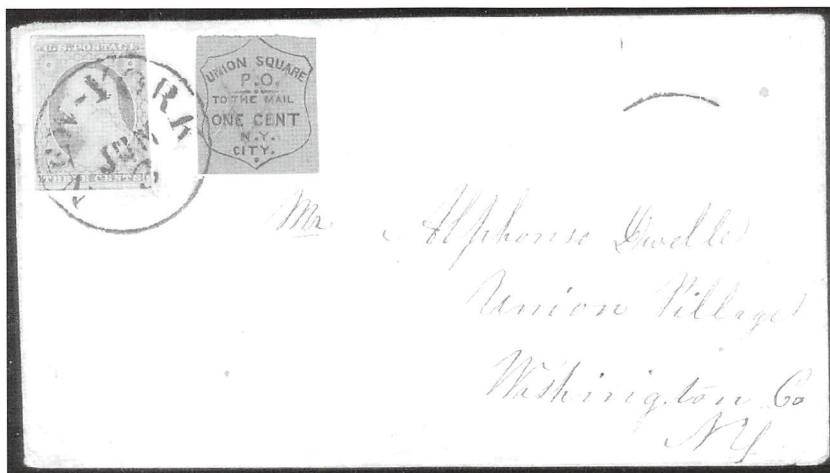
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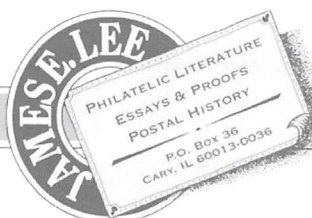
Local Posts Literature

Listed below is a sampling of the titles available from our inventory of Locals and Carriers related titles.

For a complete listing visit our website: www.jameslee.com.

Books

- *The Fresno and San Francisco Bicycle Mail of 1894*, Cooper, 1982, 134p, HB. \$50.00
- *The Chatham Square Post Offices and Swarts City Dispatch Post*, Hall, 1941, 34p, CC. \$10.00
- *Handbook of Private Local Posts*, Hurt & Williams, 1947 ed., 169p, HB. Covers local posts of the world (Billig's handbook No. 6). \$40.00
- *Sanitary Fairs - A Philatelic and Historical Study of the Civil War Benevolences*, Kantor, 1992, 304p, HB. Published in 1992 at \$75.00. Now just \$30.00. (Only ten copies left)
- *Boyd's Local Posts in New York City: 1844-1882*, Patton, 49p, CC. \$15.00
- *The Local Posts in Brooklyn, NY: 1844-1882*, Patton, 28p, CC. \$10.00
- *Private Local Posts of the United State: Volume 1 - New York State*, Patton, 1967, 350p, HB. \$45.00
- *U.S. Letter Carrier Stamps of Philadelphia under the Fee System*, Perry, 1954, 18p, CC. \$10.00
- *Byways of Philately: Privately Owned Posts and Early Locals*, Perry & Hale, 1966, 281p, HB. \$37.50
- *One Hundred Years Ago*, Perry & Hale, 1942, 68p, CC. Story of City Dispatch Posts. \$30.00
- *Pat Paragraphs*, Perry, 1981 reprint, 648p, HB. \$55.00



Order by phone, fax or e-mail. Terms: check, Visa or Master Card info with order. Shipping: \$5.00 for the first book, \$1.00 for each book thereafter. Foreign orders: additional postage.

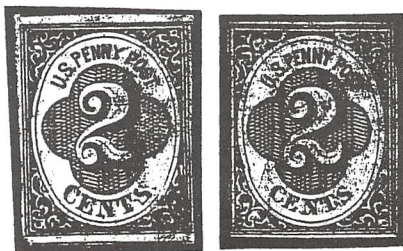
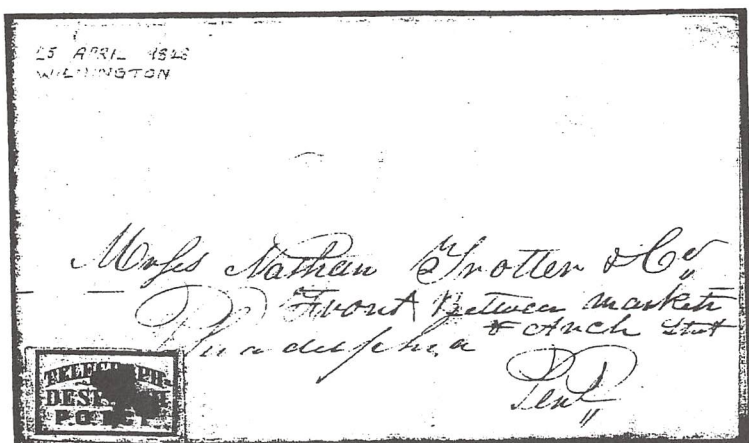
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G. Carter's Despatch Simplified Identification Tips

By
Clifford J. Alexander

George Carter operated the G. Carter's Despatch at 90 N. 5th Street in Philadelphia. Steve Roth has reported that the earliest known cover is dated November 15, 1848; and the latest March 26, 1851.¹ It is possible, however, that this local post operated from 1847 to 1852.

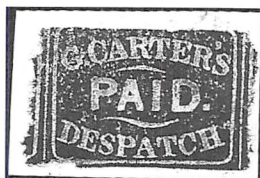
The small rectangular stamp has "G. CARTER'S" at the top, "DESPATCH" at the bottom and "PAID" in the middle between curves. Roth wrote that it appeared in early 1849 and appears to have been modeled after the Blood's "PAID" stamp (Scott 15L12) that was issued in 1848.

The genuine stamp is easy to distinguish from the forgeries. Only the original has a period after both the "G" and the "D" of "PAID" as well as an apostrophe before the "S" in "CARTER'S." The genuine stamps most likely were printed in horizontal rows with an unknown number of positions. Many genuine stamps can be found with wide margins at the top and bottom. Both end positions exist with wide margins on three sides. However, as can be seen in the first illustration, a guide line separated each stamp in a row and the space between the stamp and line was only one half milimeter. Because of this, any Carter's stamp with four margins of one milimeter or more is surely a forgery.

Larry Lyons' *Identifier*² lists seven forgeries. Only J. W. Scott's Forgery A has a period after PAID and an apostrophe, but it does not have a period after the "G." None of the other forgeries have a period after the "PAID" or an apostrophe. Three of the forgeries have an extra frame line around the stamp. Forgery G is a cut from the Moens 1864 catalog engraved plates. Forgeries E and F are based on, and similar to, the Moens 1864 engraved stamp. But the features of these two forgeries lack the sharpness and clarity of the engraving, and the outside frame line is not complete.

The following are the simplified identification tips for distinguishing the genuine and forgeries of the G. Carter's Despatch stamp.

Original:

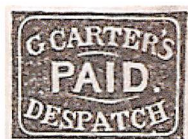


There is a period after the "G" and "D" of "PAID" and an apostrophe in front of the "S" of "CARTER'S."

¹ Steven M. Roth, "G. Carter's Despatch" *The Penny Post*, Vol. 2, No. 4 (Nov. 1992) at pp. 22-28. See also Gordon Stimmell, "The Carter Originals," *The Penny Post*, Vol. 2, No. 4 (Nov. 1992) at pp. 29-33.

² Larry Lyons, *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the U.S.*, Vol. 1 (1998) at pp. 322-326.

Forgery A
(Scott):



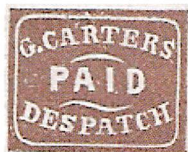
There is a period after the “D” of “PAID” and an apostrophe but no period after the “G.”

Forgery B
(Hussey):



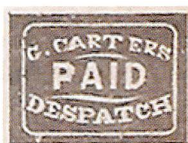
The left horizontal of the “T” in “DESPATCH” is broken and only the serif remains.

Forgery C
(Taylor):



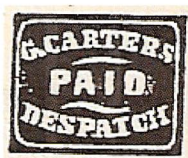
The left upright of the “A” in “CARTER’S” is thin and short.

Forgery D:



The letters of “CARTER’S” are short. This is the only forgery where the left upright of the “A” in “CARTER’S” is broader than the right upright.

Forgery E
(Moens):



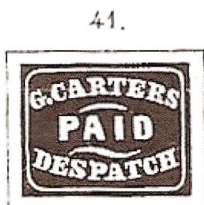
The “A” in “CARTER’S” appears to be lower case.

Forgery F:



This is the Gold Sheet reproduction of the Moens 1864 engraving (Forgery G). It lacks the clarity of Forgery G.

Forgery G
(Moens 1864):



This is a cut from J.B. Moens’ 1864 engravings of carriers and locals. It has sharp lines, a complete extra frame line around the stamp and the Moens illustration number “41” above the outside frame line.

Cornwell's Genuine Stamps

By
Larry Lyons

Some research is easy and some is very difficult. This subject falls into the latter category. I started and stopped examining Cornwell's adhesives several times spending many hours each time on the project. Finally, I reached the point of understanding, identifying and presenting this article to you. I was trying to answer the question as to the plate positions of the genuine stamps and to identify the printings of the genuine stamps by examining the impressions and ink colors on different papers. There were at least two major breakthroughs which contributed greatly toward solving these questions. These can be presented as follows:

The Question Itself

Gordon Stimmell shared three examples of genuine Cornwell's stamps with me. See **Figure 12**. Under each example he had written a statement which I will repeat here.

1. Genuine 52L2. The red brown on white paper. Early state of plate shows this printing preceded 52L1.
2. Genuine 52L2. The brown red on white paper. Frame and long se fleur de lys match plate of Caspary lot 724. A late printing.
3. Genuine 52L1. The red on bluish paper indicates a third printing. Ex. Schwartz signed by J.W. Scott as genuine.

I received scans of two examples from John Bowman (see **Figure 13**), I examined examples submitted to the Philatelic Foundation, I found numerous examples in my auction records and also studied the ones I own. In all I looked at 23 examples of genuine adhesives.

The questions which evolved were:

1. Could the stamps be plated?
2. Could the stamps be identified by printing?
3. Could I verify Stimmell's three distinct printings?
4. Would there be more than three printings?
5. How do the various printings compare to Donald Patton's descriptions of original stamp characteristics?

I will just add a note here that in 1998 when I wrote the "Identifier" I didn't own a genuine example of a Cornwell's adhesive and had not examined "in hand" any genuine examples. It was not that this stamp is a great rarity; it was just one of those items that had eluded me in my first nine years of collecting local stamps. Caspary (1957) had four examples, Middendorf (1991) had no examples, Golden (1999) had two examples including the Titus cover, and Hall (2000) had no

examples. Not by any means a full source of information. It is my belief that Patton only studied a single example on which he based his character identifier. He did not indicate any plate size or give any indication he knew of any plate positions. The “Identifier” written by me also did not indicate any position variations because I didn’t have any knowledge in this regard in 1998.

Breakthroughs

The reason I decided to tackle this subject was my uncovering of lot 840 from the Y. Souren sale of February 24-25, 1933, which is a strip of five genuine Cornwell stamps. See **Figure 1**. I also found a strip of three genuine stamps which can be seen in **Figure 2**.¹ The example shown in **Figure 3** led me to believe the plate size might be ten consisting of two rows of five because this stamp showed a portion of the stamp below. My plating study would help me to conclude there were five positions probably repeated in a second row. This stamp is the one pictured in the Sloane’s reference collection.

I would proceed to examine every genuine stamp I could find and determine if it was an early, late or intermediate printing. I would also try to plate the stamps, at least in the printing in which I had a strip of five.

The Handstamp

I examined the Cornwall’s handstamp on a few stampless covers. I will point out here that Cornwell’s is spelled with an “A” on the handstamp. Previous students established that the post was established by Daniel H. Cornwell and it was the handstamp which had the misspelling and not the adhesive. See the history of the Madison Square Posts in *The Penny Post* issue of January 2010. An example of a cover without a Cornwell’s adhesive but with a decent strike of the Cornwell’s handstamp is shown in **Figure 4**. I closely examined the handstamps shown in **Figure 5** on two single stamps and on one cover and determined that they were all genuine. The stamps would be genuine but the papers and ink colors would be different. Incidentally the break in the oval of the Cornwell’s handstamp under the “E” of “SQUARE” is found on the 52L1, red on bluish paper and not on the 52L2 stamps. This would also indicate the 52L2 stamps were printed before the 52L1 stamps.

The Bluish Paper Adhesives vs. the “White Paper” Adhesives

The deep red or carmine color ink was used on what has been described as a bluish paper. The blue in the paper is very subtle and could be difficult to distinguish without having examples of the “white paper” adhesives. The “white” paper is in my opinion really a “light creamy” color. **Figure 6** shows the fronts and backs of the two types of adhesives. The ink colors are red on the bluish paper (52L1) and brown red on the light creamy paper (52L2). This will help considerably with future identification. The stamp on the “Titus” cover shown in **Figure 7** is red on bluish paper. This cover was sold in lot 1490 in the Kuphal sale held at the Siegel Auction Galleries on November 15-16, 2006. This cover was previously in

¹ Siegel, Lilly 5, September 14-16, 1967, Lot 724, purchased by Robson Lowe.



Figure 1. A strip of five genuine Cornwell stamps. Y. Souren sale, February 24-25, 1933, Lot 840. (Color digitally added). The positions have been named A-E.



Figure 2. A strip of three genuine, 52L2, Cornwell stamps. Lyons collection, Ex. Robson Lowe. The positions are probably A-C-E and the ink color is brown red and the paper can be described as amber or light creamy. Also Ex. Lilly, Lot 724.



Figure 3. A genuine Cornwell stamp on piece with a genuine cancel. The stamp shows a portion of another stamp at the bottom, 2mm below. The color is carmine on bluish white, 52L1. The position is D.



Figure 4. A cover to Carmelville in Putnam County, N.Y. with a U.S. three cent Type II, *Scott number 11* tied with a New York datestamp of June 9 (most probably 1857) and a genuine strike of the “Cornwell’s| Madison Square| Post Office” handstamp in black. This handstamp is only found in black.



Figure 5. Two genuine Cornwell adhesives cancelled with the genuine Cornwell’s handstamp. The right example is from a certified cover. Another example is shown in figure 3. The right example is red on bluish and the left example is brown red on light creamy.



Figure 6. The left picture is the back of a red on bluish, 52L1, adhesive and the right picture is the back of a brown red on creamy, 52L2, adhesive.



Figure 7. The Titus cover which has a genuine red on bluish, 52L1, adhesive, presumably the only known example of this adhesive on cover. Ex. Golden and Kuphal. The cover has a Philatelic Foundation certificate.



Figure 8. Two genuine carmine on bluish white, 52L1, Cornwell's adhesives. The author plates the left stamp to position D, and the right stamp to position A.



Figure 9. A genuinely used Cornwell's adhesive 52L2. The ink color is brown red on light creamy paper. The author has plated this stamp to position E.



Figure 10. A genuine unused Cornwell's, 52L2, adhesive. The color of the ink is red brown and the color of the paper is light creamy. The author has plated this stamp to position A.



Figure 11. A genuine unused Cornwell's, 52L2, adhesive. The color of the ink is red brown and the color of the paper is light creamy. The author has plated this stamp to position A.



**Red brown/ creamy
52L2
Early state**



**Brown red/ creamy
52L2
Late state**



**Red on bluish
52L1**

Figure 12. Three genuine Cornwell's adhesives from the collection of Gordon Stimmell.



**Brown red/ creamy
52L2
Late state**



**Red on bluish
52L1**

Figure 13. The genuine Cornwell's adhesives from the collection of John Bowman.

the Golden collection sold at Siegel Auction Galleries, November 15-17, 1999, Lot 991. The lot description says “the (Cornwell’s) stamp comes on white (52L2) or bluish paper (52L1) and it appears that this paper is bluish, but to be consistent with the *Scott Catalogue* we list it as the white 52L2. **This stamp is red on bluish and the *Scott Catalogue* needs to be corrected to move the “on cover tied by handstamp” listing to 52L1 from 52L2.**

Plating the Souren Sale Strip

I closely examined the five stamps in the Souren sale strip and came up with the following very minute differences. I assigned positions A to E to these five stamps. The Souren strip is the intermediate printing. It is a fairly clear printing which is not as sharp as the early printing but does not have the faults of the late printing. Here are my findings:

Position A

1. The hair on the forehead slots to the left directly under the “N” in “CORNWELL.”
2. The leg of the second “L” in “CORNWELL” slopes upward.
3. There is a break in the top of the “O” in “CORNWELL” (could be a printing flaw).
4. The mouth is shaped into a “V” in the middle with a curved downturn at the right.

Position B

1. There is a wide hair opening on the forehead.
2. The mouth is shaped into “V” in the middle with a vertical at the right side.

Position C

1. The mouth is thin with less of a “V” in the middle.
2. The right leg of the “N” in “CORNWELL” is curved slightly.
3. There is a break in the inner oval under the “W” of “CORNWELL.”
4. The bottom middle ornaments are not filled in.

Position D

1. The mouth has a distinct smile.
2. The hair slot points to the “M” in “MADISON.”
3. There is a break in the left border under the “O” of “OFFICE.”

Position E

1. The mouth is a heavy line and turns down at the right.
2. There is a break in the inner oval between the “NW” in “CORNWELL.”
3. There are lines on the forehead.

Similarities of All Genuine Stamps

1. There is a dot in the right “V” of the “W” of “CORNWELL” in positions B, D, and E. (the Identifier says “in most copies).

2. The hollow bottom right corner dot is only on positions C and E. This is a positive identification but not an excluding identification.
3. **The “U” in “SQUARE” looks like a “C” turned 90° and touches the “Q” and the “A”. It has a rounded bottom.**
4. **The “Q” of “SQUARE” has a longish tail which almost touches the “S”. The body of the “Q” is rounded.**
5. In the “CORNWELL” ribbon there are 4 short lines above the “C” and 3-4 below the “C.” At the right end there are two vertical lines joining the horizontal leg of the second “L” to the upper border of the ribbon.
6. **The identifying characteristics of forgeries A to G clearly separate them from the originals. See the Lyons Identifier, pages 388-391.**

Genuine Cornwell Adhesives

The next step was to use the information from the above paper color analysis and the plating position study and apply this to all the Cornwell adhesives at my disposal for review. The stamp shown in **Figure 3**, which is carmine on bluish white, is plated by me to be position D. The red on bluish white stamp on the Titus cover shown in **Figure 7** is plated by me to be position E. the strip of three shown in **Figure 2** has an ink color of brown red and the paper can be described as amber or light creamy. Plating the stamps is difficult but I believe they are positions A-C-E.

Let’s look at some more examples. In **Figure 8** I show another carmine on bluish white example like the one shown in **Figure 3**. I plate this stamp as position D.

Figure 9 shows a genuinely used Cornwell’s 52L2 adhesive. The ink color is brown red and the paper is light creamy. I was able to plate this stamp to position E.

Figure 10 shows an unused genuine Cornwell’s, 52L2, adhesive. The color of the ink on this stamp is red brown and the color of the paper is light creamy. I was able to plate this stamp to position A.

Figure 11 shows an unused genuine Cornwell’s, 52L2, adhesive. The color of the ink on this stamp is red brown and the color of the paper is light creamy. I was able to plate this stamp to position A.

Next we can look at the three stamps in the Gordon Stimmell collection. These are pictured in **Figure 12**. The first stamp at the left is a red brown, 52L2 stamp. This author plates this stamp to position B. Gordon Stimmell notes this is an early state of the plate and this printing preceded the printing of the 52L1, red on bluish stamps. The color of the middle stamp is brown red. This is a 52L2 stamp, but a later printing than the stamp shown at the left. We know this by the dent in the frame at the right and the wear in the printing. This author plates this stamp to position C. Another example from the Schwartz collection was shown in *The Penny Post*, Vol. 4, No. 3, July 1994, page 12. It is the stamp on the right and it is from the same position as this stamp.

The stamp on the right in the Stimmell group, is red on bluish paper. This is the 52L1 stamp. This stamp is the same position as the example from the Schwartz collection which was shown in *The Penny Post*, July 1994, page 12 as the left stamp. This author plates both of these stamps to the same position which I believe is position B.

John Bowman shared two examples of genuine Cornwell's adhesives with me. These are shown in **Figure 13**. The left stamp is an example of 52L2 in brown red on creamy. This author plates this stamp to position C. The right stamp is an example of the 52L1 stamp in carmine on bluish paper. This author plates this stamp to position D.

Two Genuine Covers

The "Titus" cover shown in Figure 7 has a genuine 52L1, red on bluish paper adhesive. There is one other Cornwell's example known on cover. This cover appeared in a John Kaufmann sale of September 21, 1974, Lot 457 and again as Lot 205 in the John Kaufmann sale of November 28, 1978 where it sold for \$2,900.00 hammer. It is signed Bartels and is ex. Knapp and Caspary. It was Lot 728 in the Caspary sale held at Harmers, March 20, 1957. In all descriptions it has been identified as a 52L2 adhesive. I have not seen this cover which is shown here in **Figure 14**.

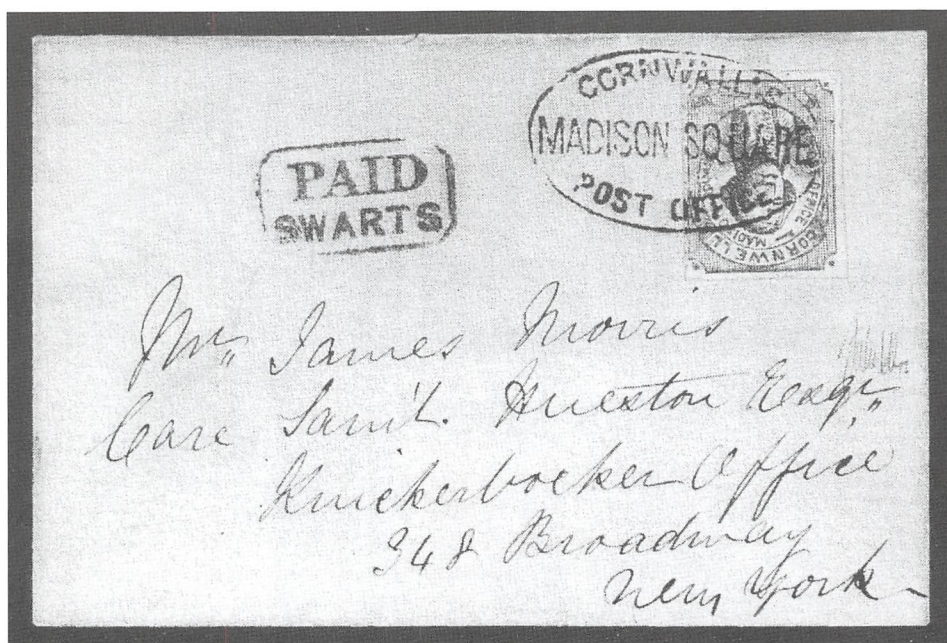


Figure 14. The presumably only known example of the 52L2 adhesive on cover. From the Kaufmann sale of November 28, 1978, Lot 205.

Conclusions

The Cornwell adhesives all originated from five plate positions. The positions in the Souren sale strip can be identified; this being a strip of five of an intermediate printing. The position arrangement might have been changed between printings but no new positions have been identified. The stamp shown in **Figure 3** indicates there were probably two rows of five.

There were three printings of Cornwell stamps which used three colors of ink on two different colors of paper. The red brown on white paper came first followed by the brown red on white paper. The red on bluish paper was printed last, therefore the 52L2 stamp preceded the printing of the 52L1 stamp.

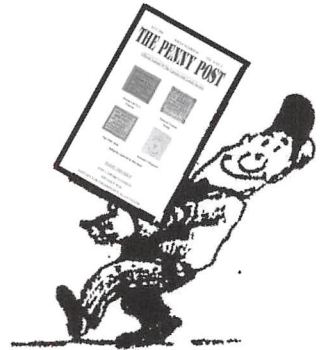
A part of the conclusion is that the identifying characteristics given in Patton and Lyons are not fully correct. Of the six identifying characteristics four apply to all genuine stamps and two apply only to certain positions of the genuine stamps.

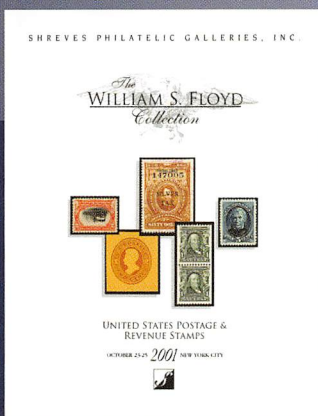
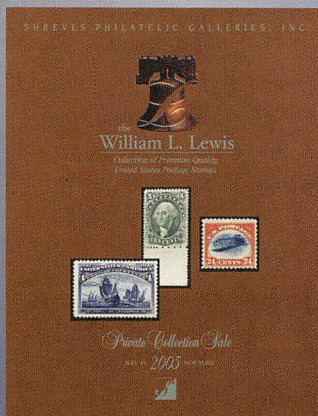
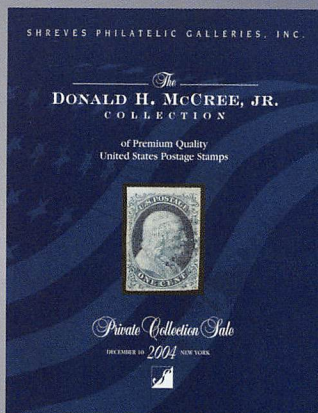
Anyone with any additional information or comments on the Cornwell's genuine adhesives is urged to send them in to the editor.

Acknowledgment

Special thanks to Gordon Stimmell for sharing information for this article. Thanks to John Bowman for sharing examples from his collection.

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Wells Fargo Express Operations in New Jersey

By

Bruce H. Mosher

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 plus providing 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 probably it alone was the largest in United States history.

Wells, Fargo always had a corporate desire to operate its own express routes from the Pacific Coast all the way across the United States to the eastern seaboard. Its 1888 acquisition of the Erie Express Company fulfilled this long-standing aspiration to provide transcontinental express service by rail. 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 recently defunct, Erie Express Company’s logo. The similarity of these logos can be seen within the **Figure 1** labels that illustrate both diamond types from both companies.



Figure 1. Similar diamond logos used by the Erie Express and Wells, Fargo & Co. Express.

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 rail express companies, were merged into the American Railway Express Company. Wells Fargo did, however continue its Mexican and Cuban express business well into the 1940’s after this proclamation.

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 its 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.¹ 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 Wells Fargo historical artifacts.

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

Prior to 1888, there were no Wells Fargo Express contracts on any railroads (or other means of conveyance) operating within the state of New Jersey. Then early in 1888, Wells Fargo & Company completed the purchase of the then existing Erie Express system on March 16th. This was historically significant, because, after the acquired Erie Express routes were combined with already existing Wells, Fargo express routes our nation’s first transcontinental express capability emerged that was operated by a single company.² This acquisition also facilitated the first time that Wells Fargo & Company contracted to do express business in New Jersey since the Erie Railroad (and its former Express Department) routinely traveled through the northern portions of the Garden State.

The acquisition of the Erie Express business provided the basis for Wells Fargo & Co.’s “Ocean to Ocean” expressing pronouncement that became an often-used route-defining motto. This terminology became prominent in Wells Fargo’s Express advertisements through the end of the 19th and into the early 20th Centuries. Two of the Ocean to Ocean promotional mini-maps designed by Wells Fargo are shown in **Figure 2**. These mini-maps became eminent Wells Fargo company logos for many years after their creation.

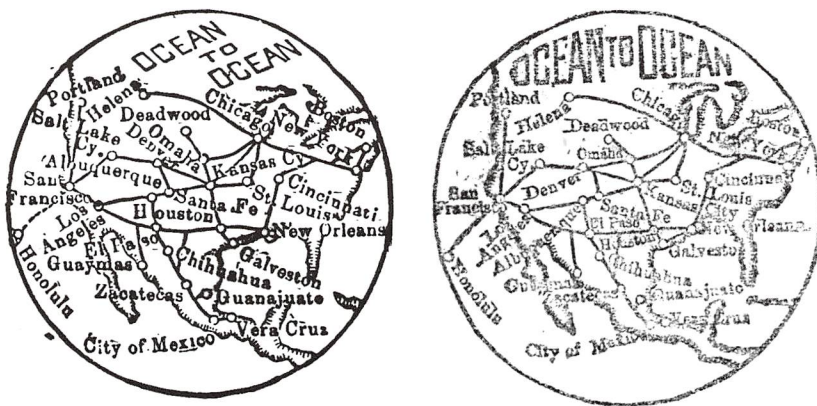


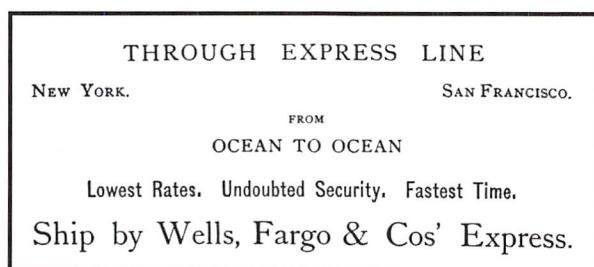
Figure 2. Ocean to Ocean advertising maps.

The left mini-map is from a Wells Fargo office label (an example is shown in **Figure 13**). The right mini-map is printed on the advertising side of the **Figure 27** express receipt. These mini-maps were also used as corner card designs on some

¹ Bartz, James L., *Company Property of Wells Fargo & Co’s. Express 1852–1918*, 1993, p. 152.
² 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.

post-1888 Wells Fargo business envelopes as well as being printed on other post-1888 Wells Fargo business forms.

The western 'Ocean' terminus was provided by Wells Fargo operations in coastal California (San Francisco and Los Angeles) via the Southern Pacific Railroad and also at Portland, Oregon via the Oregon & California Railroad. The eastern 'Ocean' terminus was New York City being reachable by railroad ferry from Erie's railhead at the Jersey City waterfront on the Hudson River. A rather simple 1891 Wells Fargo advertisement from a book published in Jersey City is shown in **Figure 3**.³ At a later time the Boston seaport was accessed by Wells Fargo Express rail service to extend its eastern ocean terminus. Of course, Wells Fargo already had active express contracts over several mid-continent and western railroads to complete its transcontinental routing.



(Courtesy Dr. Robert J. Chandler)

Figure 3. 1891 Ocean to Ocean advertisement.

Express Routes on Eastern Railroads

It becomes very informative historically to learn how extensively Wells, Fargo & Company's operations expanded over the northern railroads in New Jersey. This geographical area became home to the eastern-most United States operations of the vast Wells Fargo express empire.

The Erie Express Company was a department of the New York, Lake Erie and Western Railroad (contemporarily known as the 'Erie Railroad') providing express services that extended from Binghamton, New York to Hoboken and Jersey City. The Erie's 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 was in continuous operation over the Erie Railroad for a little longer than thirty years beginning March 16, 1888 and ending June 30, 1918.

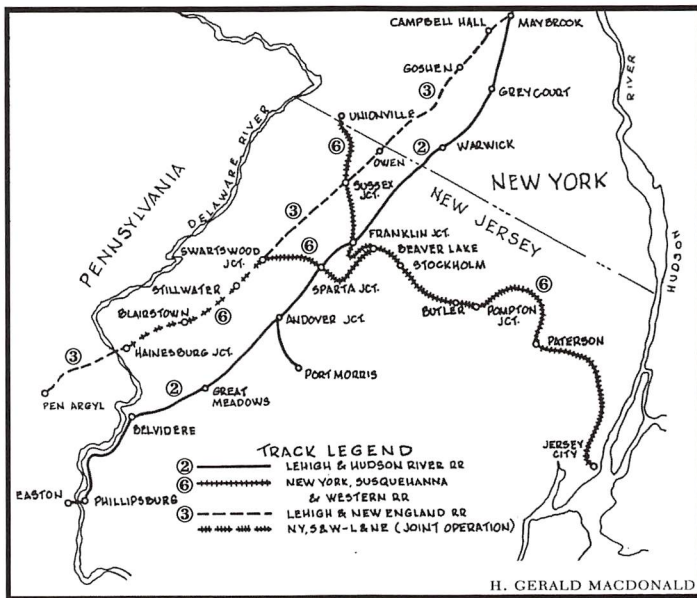
In early 1888, the Erie Express was also active on the Lehigh & Hudson River Railway (L&HRR) and the Northern Railroad of New Jersey (NRR of NJ). The L&HRR route traversed Warren and Sussex Counties to carry rail traffic from eastern Pennsylvania to eastern New York State. The NRR of NJ (a semi-autonomous branch of the Erie Railroad) entered the state just north of Northvale (about 2 miles west of the Hudson River), then it roughly paralleled the Hudson

³ Costello, A. E., *History of the Police Department of Jersey City, 1891*, Jersey City, N. J.

southward to Jersey City. Wells Fargo acquired the express privileges on those two roads in March 1888 when they purchased the Erie Express system.

In subsequent years, Wells Fargo & Co. also contracted for express rights on the New Jersey portions of the New Jersey & New York Railroad (approximately 1898 to 1918), plus the New York, Susquehanna & Western Railroad (1906 to 1918). Those roads controlled rails in northern New Jersey that were utilized to move freight from eastern Pennsylvania through New Jersey to eastern New York state, and on to New York City. In addition, the Wells Fargo & Company Express contracted with the Lehigh & New England Railroad from 1897 to around 1914, and with the Morristown & Erie Railroad (1906 to 1918) to provide intrastate express service via those roads.

The approximate New Jersey routes of all the involved railroads are illustrated in **Figures 4 and 5**, while Table I summarizes the extent of the individual Wells Fargo Express routes. Initially (1895 to 1907), the active Wells Fargo expressing portion of the Lehigh and Hudson River Railway (L&HRR) ran from Swartswood Junction, N.J. northeastward to Owen, N.J. near the New York state line. During this period, express services on the L&HRR to the southwest (Swartswood Junction to Columbia, N.J., which is south of Hainesburg Junction) were provided by the National Express Company. Around 1906, Wells Fargo replaced National and acquired the express privileges for the complete L&HRR route in New Jersey (Columbia to Owen) and also took over the express contract on the entire New York, Susquehanna & Western Railroad.



(Adapted from *Railroads in New Jersey*)⁴

Figure 4. Wells Fargo railroad routes in Northwestern New Jersey.

⁴ Cunningham, John T., *Railroads in New Jersey, The Formative Years*, 1997, p. 247.

Table I. New Jersey railroads that carried Wells Fargo & Company's Express.

Ref. No.	Railroad Name	Enter N.J. From	First N.J. town	N.J. County	Exit N.J. to.	Last N.J. Town	N.J. County	Approx. N.J. Rail Distance
1	Erie Railroad	N. Y.	Mahwah	Bergen	Hudson River	Jersey City	Hudson	35 miles*
2	Lehigh & Hudson River Railway	Penna.	Phillipsburg	Warren	N. Y.	DeKays	Sussex	60 miles
3	Lehigh & New England Railroad	Within N.J.	Swartswood Junction	Sussex	N. Y.	Owen	Sussex	20 miles
4	Morristown & Erie Railroad	Within N.J.	Morristown	Morris	Within N.J.	Essex Fells	Morris	11 miles
5	New Jersey & New York Railroad	N. Y.	Montvale	Bergen	Hudson River	Jersey City	Hudson	50 miles
6	New York, Susquehanna & Western Railroad	Penna. N.Y.	Columbia Quarryville	Warren Sussex	Hudson River	Jersey City	Hudson	100 miles
7	Northern Railroad of New Jersey	N. Y.	Northvale	Bergen	Hudson River	Jersey City	Hudson	25 miles
* Erie Railroad also serviced additional mileage within New Jersey.							TOTAL	301 miles

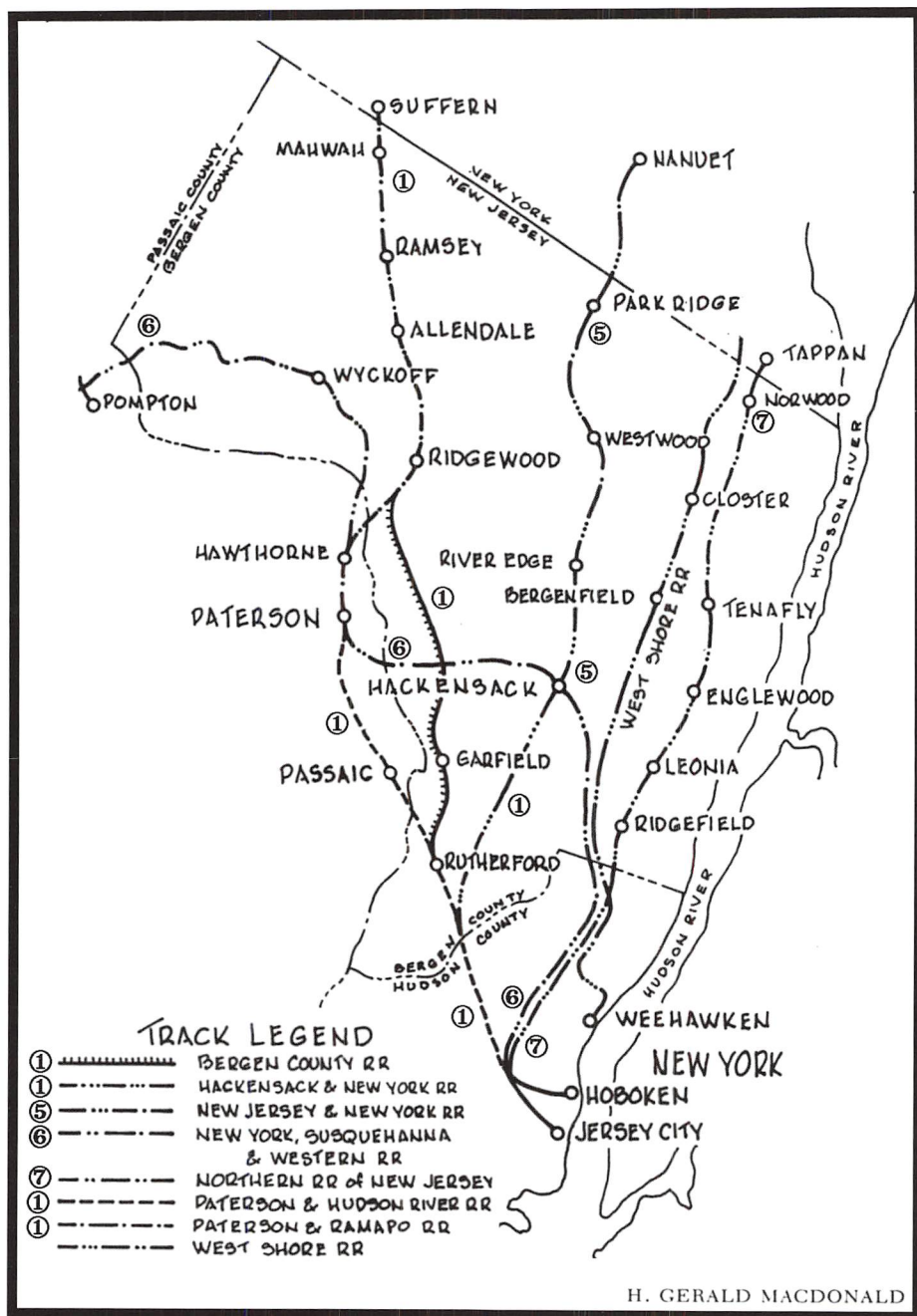
Wells Fargo signed its first contract with the Lehigh & New England Railroad on July 20, 1897 and the contract was good for one year that started retroactive to January 1, 1897 and lasted until December 31st. The following excerpts are taken from that contract:

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.....

In a further note to the Interstate Commerce Commission, the General Auditor said, 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 Bergen County Railroad, the Hackensack & New York Railroad, the Paterson & Hudson River Railroad, and the Paterson & Ramapo Railroad, are shown in **Figure 5**. Those four roads were absorbed by the Erie Railroad system while it was operating under one of the following three road names, i.e., New York & Erie Railroad that became the Erie Railway that became the New York, Lake Erie & Western Railroad (a.k.a. 'Erie Railroad'). The Erie's acquisitions of the aforementioned four roads occurred in pre-1884, 1869, 1852, and 1852 respectively. Also shown in **Figure 5** is the West Shore Railroad whose express service was provided by the National Express Company.



(Adapted from *Railroads in New Jersey*)⁵

Figure 5. Wells Fargo railroad routes in Northeastern New Jersey.

⁵ Cunningham, John T., *Railroads in New Jersey, The Formative Years*, 1997, p. 174.

The Table II chart chronicles the 30-plus year history of the Wells Fargo Express operations on New Jersey railroads and is based on information found in 1886 through 1918 annual shipping guides and other pertinent historical references. There were never any other Wells Fargo express services within New Jersey that operated outside of these railroad contracts as far as is presently known.

Several explanations follow concerning the information recorded in Table II.

1. The first column Reference numbers shown for the railroads are identical with those in **Figures 4** and **5** (where they appear as encircled numbers) and in the first column of Table I.
2. The Railroad Longevity dates were obtained from *Railroad Names* by William D. Edson (published by Mr. Edson in January 1999.)
3. 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 N.J. retained its identifying company name independent of its parent Erie Railroad (but it was operated by the Erie) according to other contemporary documents. Thus the reason this road is listed separately in Table I and treated uniquely throughout this article.

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 (an excerpted portion is illustrated in **Figure 6**). The Office of Vice-President and General Manager E. A. Stedman issued this bulletin to officials, agents and employees. It contains the following New Jersey-related Wells Fargo organization and route 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.

Table II. Wells Fargo Express Service on Railroads in Northern New Jersey.

Ref. No.	Railroad or Branch Road in New Jersey	Railroad Longevity	June 1886	1887 to Mar. 1888	Apr. 1888 to Jan. 1894	Jan. 1895	Jan. 1896 to Jan. 1897	Jan. 1898 to Jan. 1903	Jan. 1904 to Jan. 1905	Jan. 1906 to 1914	Jan. 1915 to June 1918
1	New York, Lake Erie & Western Railroad	1878-95	ERIX	ERIX	WF	Renamed the "ERIE RAILROAD" in 1895					
1	Erie Railroad	1895-1960				WF	WF	WF	WF	WF	WF
2	Lehigh & Hudson River Railway	1881-1976	USX	ERIX	WF	WF	WF	WF	WF	WF	WF
3	Lehigh & New England Railroad	1895-1975				Note 1	WF	WF	WF	WF	ADX
4	Morristown & Erie Railroad	1903-19??				Formerly the Whippany River RR					
5	New Jersey & New York Railroad (Note 2)	1874-1967	USX	USX	USX	USX	WF	WF	WF	WF	WF
6	New York, Susquehanna & Western Railroad	1881-19??	NATX	NATX	NATX	NATX	NATX	NATX	NATX	WF	WF
7	Northern Railroad of New Jersey	1859-68 (Note 3)	USX	ERIX	WF	WF	WF	WF	WF	WF	WF

The January dates signify the cited information came from the annual Bullinger Postal and Shipping Guides issued on those dates.

Legend:

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, then Wells Fargo & Company Express after 1898.

Note 1. Formerly the Pennsylvania, Slatington & New England Railroad, then the Pennsylvania, Poughkeepsie & Boston Railroad (NATX service).

Note 2. Rails within New Jersey only.

Note 3. The *Northern Railroad of New Jersey* was part of the New York, Lake Erie & Western Railroad system, then the succeeding Erie Railroad system, however; it continued to operate under its original name after becoming a part of those systems.

- This Division included express contracts on these roads
- Erie Railroad (only the sections operating in New Jersey are listed below):
 - 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
- Lehigh & New England Railway

The above information is almost identical to the list of 1911 railroad names that are cited in Table II, which knowledge was obtained from a different reference source. Only the Bergen County Railroad does not appear in the Table II Wells Fargo list. However, the contemporary shipping guides show this road as a branch of the Erie Railroad so it is assumed to have been included within the Erie RR entry in Table II.

Letter Carrying Service

Express letter pickup and delivery service continued to flourish in the United States 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 were doing so legally (where no U.S. postal service was available) but many operated illegally as they chose to unlawfully compete with the Postal Office Department (POD).

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

F. 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
Northern Railroad of New Jersey
New Jersey & New York Railroad
New York, Susquehanna & Western R. R.
Wilkes-Barre & Eastern R. R.

Morristown & Erie Railroad
Lehigh & Hudson River Railway
Delaware Valley Traction Co.
Boston, Mass.
Lehigh & New England Railway

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

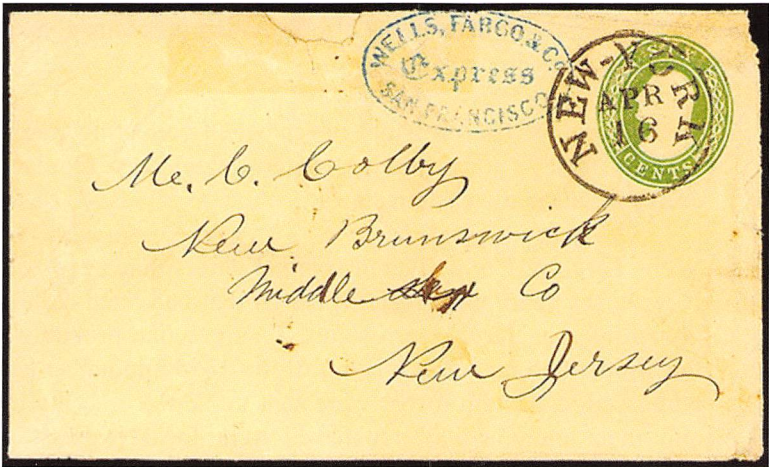
Beginning in 1852 the Government (i.e., the POD) derived its revenue from express forwarders the same as from their ordinary postal business—from the sale of stamped envelopes. Wells Fargo & Company (and other private express companies) bought huge quantities (i.e. millions) of stamped envelopes from the POD and obtained their express profit by selling these at an increased price after they had privately printed a paid express frank on each envelope. From 1868 to 1895 Wells Fargo & Co. charged five cents for each two-cent (and also the earlier three-cent) stamped envelope they sold that carried its printed frank. Wells Fargo also bought and issued somewhat limited quantities of pre-printed franks on higher-denomination stamped envelopes and then charged proportionately escalated prices when they were sold to the public.

Wells Fargo sold many franked envelopes between 1852 and 1895 but most of their express usages seem to 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 7**. As with all pre-printed express franks this frank's presence on pre-printed envelopes verified the express letter-delivery charge was prepaid. At this time we do not know of a single example exhibiting this franked envelope style that was mailed from a Wells Fargo agency in New Jersey but such usage very probably occurred.



Figure 7. Wells Fargo Frank that was in use from 1883 through 1895.



(Rumsey Auction Sale 35, Lot 369)

Figure 8. 1855 cover traveled 22 days by steamship to New York City.

Wells Fargo carried numerous letters that were individually enclosed in these franked, stamped envelopes after collecting same from drop boxes placed at different places in the business sections of Western towns. They then delivered them within 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 developed significantly east of Kansas City because the postal facilities in the East were sufficient to meet the public's mail service needs. However, its envelope delivery service was definitely of great importance in the development of private businesses along the Pacific Coast particularly during the first fifteen years (1852–67), and probably more, of the Company's existence.

On May 5, 1895, Wells Fargo and Company stated they would discontinue letter carrying in the United States. Wells Fargo & Co. President, John J. Valentine, gave this rationale when he announced the cessation of their letter delivery service.⁶

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 announcing the curtailment of their nationwide letter-carrying business Valentine's statements also provided these insights into Wells Fargo's 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 1895 announcement. Letters addressed to Eastern towns were sent to New York City by steamer and then upon arrival transferred to a local express carrier for delivery or put into the U.S. mail for upstate and out-of-state destinations. For example, the cover shown in **Figure 8** was given to Wells Fargo in San Francisco on March 24, 1855 for express delivery to New Brunswick, N. J. This cover traveled to San Juan del Sur, Rivas, Nicaragua on the steamer *Cortes* where Wells Fargo's Express cargo was unloaded and transported across Nicaragua to San Juan Del Norte on the Atlantic side of Central America. The cover was then carried to New York aboard the steamer *Northern Light* (Accessory Transit Company's vessel) in seven days arriving on April 16th.⁷ This cover was entered into the mails that day for POD delivery to Mr. Colby in New Brunswick.

⁶ "Express Mails. Wells Fargo & Co. will discontinue its letter service." *Express Gazette*, May 15, 1895.

⁷ "One week later from California, etc.," *The New York Times*, April 16, 1855, p. 1.

3. Wells Fargo & Co. probably delivered franked letters that had been entrusted to them in Mexico or Cuba for delivery to New Jersey (and other eastern) towns even after the 1895 notification. The cover shown in **Figure 9** may be an 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.)

In order for the above 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-off this cover to either of those 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 unseen back of it.

The December 1878 cover illustrated in **Figure 10** appears to have incurred normal handling as 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 mailer did not want Wells Fargo Express to deliver this letter (although maybe they could have) as apparently the mailer struck through the paid frank with two defacing wavy lines. Normal U.S. mail delivery is also strongly suspected since the San Francisco cancellation appears to be authentic.

There is another possible explanation for the travels of this cover. Perhaps the mailer deposited the cover in a Wells Fargo pickup box and when a Wells Fargo messenger retrieved it he then submitted 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 perhaps the messenger had an alternative reason). There is one telltale characteristic of this cover that tends to obviate this postulated Wells Fargo involvement—no Wells Fargo handstamp 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 canceling hand stamp but we doubt such happened.

Two Wells Fargo & Co. franked express covers addressed to New Jersey destinations were previously illustrated in the *NJPH*.⁸ The first is shown in **Figure 11**.⁹ The second cover is reproduced in **Figure 12**.¹⁰ Both of the depicted Scott U58 franked 3¢ stamped envelopes which were sold to the public by Wells Fargo between spring 1865 and spring 1871.

⁸ *NJPH* is the quarterly journal of the New Jersey Postal History Society.

⁹ Arch, Brad, "Wells Fargo Express in New Jersey," *NJPH*, September 1984, p. 50.

¹⁰ Walker, Jim, "WELLS FARGO via NJ," *NJPH*, September 1985, p. 58.



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



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

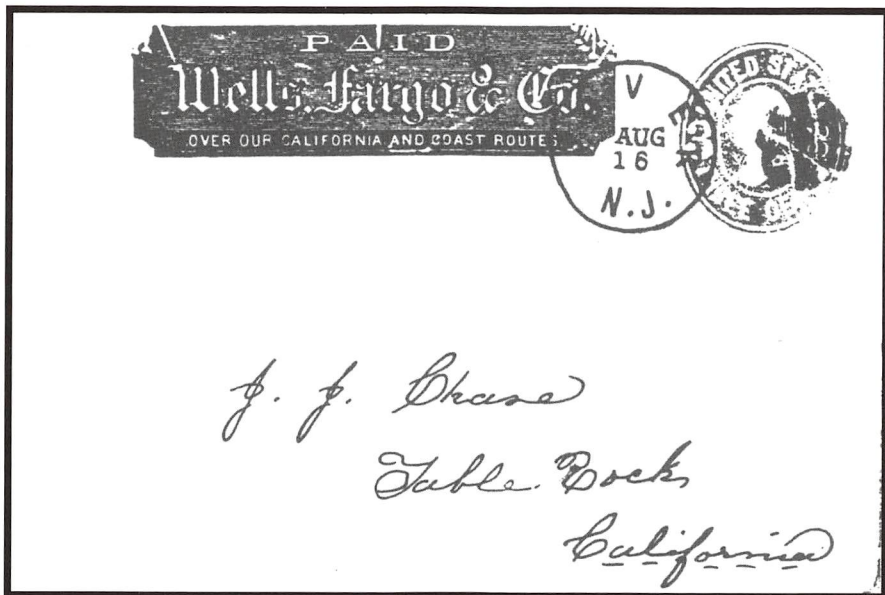


Figure 11. 1860's cover transported from Dover, New Jersey to Table Rock, California.

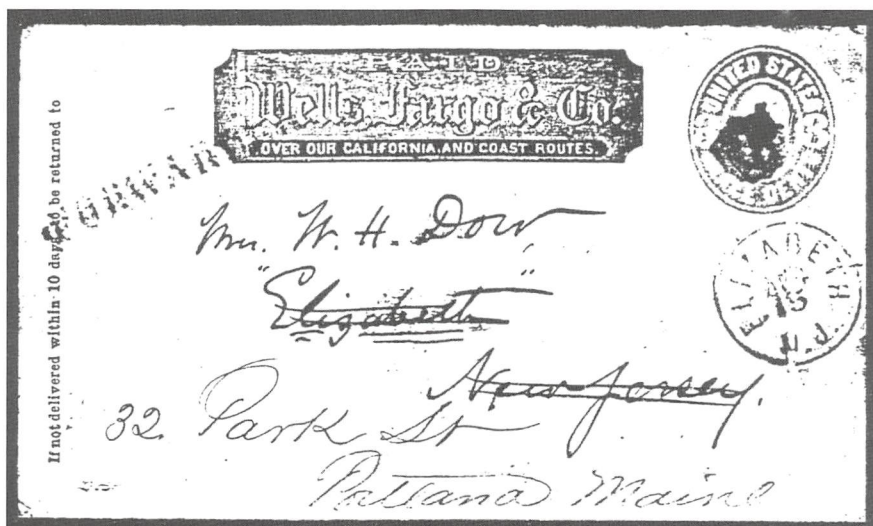


Figure 12. 1860's cover addressed to Elizabeth, New Jersey.

An obvious explanation for the **Figure 11** cover involves its normal transit through the U.S. mails sometime after 1865 as a simple 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 conceivable 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 did have a U.S. Post Office beginning in 1857 so the POD should have been able to deliver this letter via normal government mail-service. The mailer may not have given a thought to crossing out (or defacing) the frank because there probably was no intention for Wells Fargo to become involved in its delivery.

Another possible scenario for the usage of either the **Figure 11** or **12** envelopes could be explained if someone had bought them out West but never mailed them. After returning to the East, and still having the unused stamped envelope with him 'someone' may have decided to recover part of his purchase expense by using it to locally post a prepaid letter through the U.S. mail.

Parcel Delivery Service

A few historical papers of the Wells Fargo Express parcel transportation business in New Jersey are illustrated and subsequently discussed to provide insight into the contemporary nature of its package express business. No doubt huge quantities of Wells Fargo Express-related papers were put into use during its 30+ years of service in New Jersey but finding surviving examples of such items has become a definite challenge. This relative scarcity is contrasted by the abundance of western Wells Fargo paper memorabilia that exists today in collectors' possession and which is relevant to its 66 years of operations throughout the Western United States.

Office Labels

A surviving and uncommon Wells Fargo office label bearing a New Jersey town name on it is shown in **Figure 13**. It was most likely used on a parcel being expressed from Englewood, N.J. This label design features the condensed Ocean to Ocean 'mini-map' that appears as an enlarged image in the left side of **Figure 2**. The Englewood label was issued between 1888 and 1898 (date after which the comma was dropped from the Wells Fargo name). Englewood was a station on the Northern Railroad of New Jersey about 15 miles north of Jersey City and can readily be located on the **Figure 5** map.

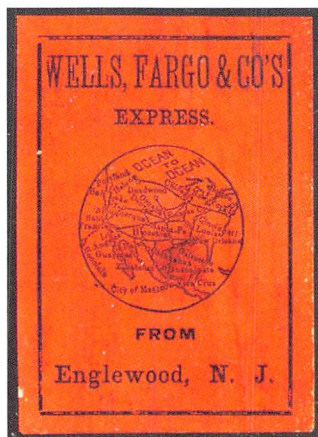


Figure 13. Englewood, New Jersey office label.

This label is printed in 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 significant amounts of package expressing business received labels pre-printed with their town/office name. Smaller offices used blank Wells Fargo labels on which the local express agent penned the town name.

A different form of office label is shown in **Figure 14** where it remains pasted to a Newark, N.J. shipping box to define the originating Wells Fargo express office. This photo illustrates a very typical usage for many office labels. Another view of the shipping container that hosted this label is shown in **Figure 15**.



Figure 14. Express office label on shipping crate defines its destination as Chicago, Illinois.



Figure 15. Shipping crate expressed by Wells Fargo from Newark, N.J.

C.O.D. Labels

The C.O.D. label depicted in **Figure 16** originated sometime after 1898 (there is no comma after 'Wells'), but before 1912 when Wells Fargo converted to the Form U-11, green, C.O.D. labels that all express companies were instructed to use by the Interstate Commerce Commission.¹¹ This label was affixed to a C.O.D. package that was shipped from Englewood, a Wells Fargo Express station on the Northern Railroad of New Jersey. This label is printed in black on gold paper and contains a 65 x 43 mm outside framing rectangle. It also contains the Ocean-to-Ocean round mini-map that was illustrated at the left in **Figure 2**.

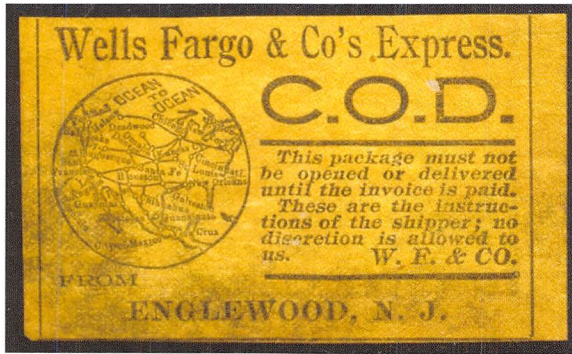


Figure 16. Post-1898 C.O.D. express label (top frame line is missing).

Around 1900, C.O.D. in the express community meant “Collect on Delivery,” 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.



Figure 17. C.O.D. shipment identification label from Union Hill, N.J.

¹¹ 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.

In those days the recipient of C.O.D. merchandise 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. rules and 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 . . .”

Early Wells Fargo & Company instructions for money collections appear in the Company’s 1868 published instructions and these fundamentals most probably were germane throughout Wells Fargo’s 66 years of parcel express business in the United States. The 1868 C.O.D.-related service instructions appeared as follows:¹²

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.

A Form ‘11’ version of a Wells Fargo C.O.D. label is depicted in **Figure 17**. This label was utilized at the Union Hill express agency, a station on the Main Line section of the Erie Railroad (New York Division) in the Weehawken, N. J. area of Hudson County.

The rectangular box encompassing the imperforate Form 11 label measures 64 x 42 mm and its paper is golden in color with black inscriptions. This label has not been seen on any dateable transported parcels. Thus its probable issue date cannot be determined.

Complimentary Franks and Passes

It was common business practice for the larger express companies to issue complimentary franks to certain favored patrons for free personal parcel shipments. The express *Pass* was a manifestation of this practice wherein a few complimentary shipments were authorized for a customer, but most usually they were issued for just a single shipment. Such a *Pass* (a.k.a. *Frank*) from Wells Fargo & Co. is shown in **Figure 18**. This Frank was issued to H. B. Vreeland for a free shipment, not exceeding 20 pounds, from New York City to Garfield, N.J. 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

¹² *Tariffs, Rules and Instructions*, Wells Fargo & Company’s Overland Express, 1868, p. 18, 33.

entered vertically along the left side to validate this Frank. This ‘paper’ Frank was probably used around 1905. Annual Complimentary Franks were also issued, but usually in card format (see **Figure 21** for an example).

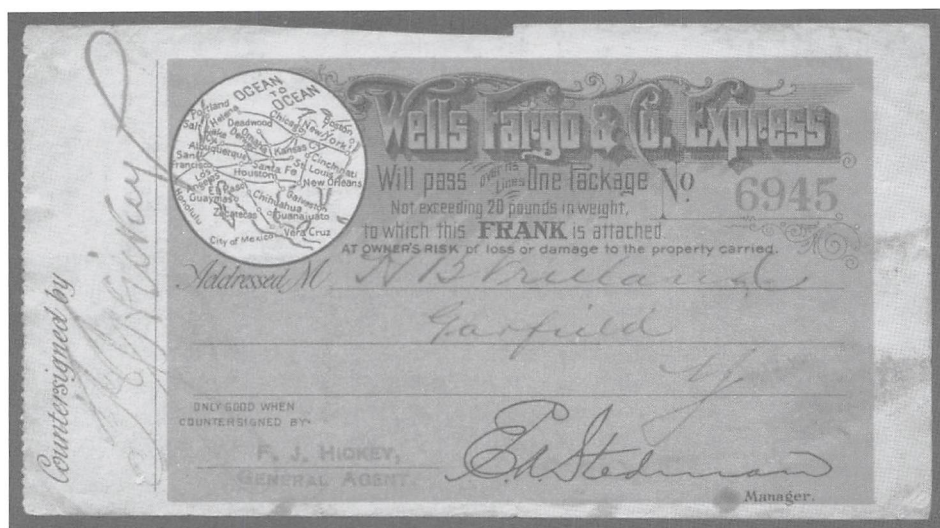


Figure 18. Circa 1905 Complimentary Frank that was used to pay the express fee for a parcel being transported from New York City to Garfield, N. J.

The **Figure 18** Frank measures 120 x 65 mm overall and is perforated 14 on the left side. The printing and map are in black and the paper is buff colored. The central portion of this Frank’s design is imprinted over a light brown, 93 x 58.5 mm 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 19**) is very similar to that previously shown at the left in **Figure 2** except all city names appear in Gothic type (vs. serif style) and a couple of the short route lines in Texas and Mexico are missing. Also, the Company’s express routes through northern New Jersey are so miniscule at this map scale that they do not noticeably appear on any of the mini-maps. It is interesting to read on this Frank that the recipient is now totally responsible for his shipment, a normal express company stipulation in exchange for providing free transportation.



Figure 19. Third design of the Ocean to Ocean mini-map.

Suburban Parcel Service

An interesting Wells Fargo stamp that relates a bit of New Jersey express history is illustrated in **Figure 20**. Its inscription indicates that the Wells Fargo & Co. Express provided parcel delivery service aboard Erie Railroad trains that steamed from New York City into surrounding 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 docked that carried Erie rail cars back and forth across the Hudson River. There was probably a Wells Fargo agency at each waterfront address for the collection and dissemination of express packages. Further, the majority of the suburban destinations of the packages being transported and paid for by this stamp were in New Jersey!

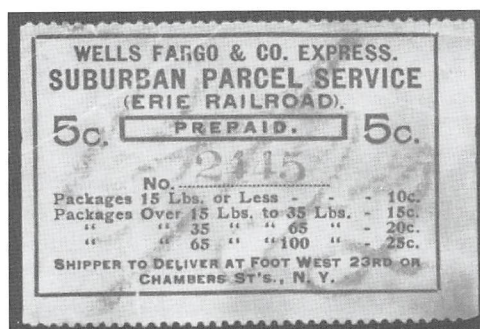


Figure 20. Prepaid parcel delivery stamp used in New York City.

The 1902 announcement of the innovative, public service oriented Wells Fargo Suburban Parcel Service stated the following:¹³

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.

It is clear that Wells Fargo only had issued five-cent stamps to prepay for this delivery service and no higher face-value stamps were used. It was 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.

Wells Fargo and the Erie Railroad jointly issued a contemporary broadside that defined specific instructions regarding the Suburban Parcel Service operations in 1902. It was probably distributed in the early-Fall time frame. This broadside was printed on both sides and contained 22 specific Service instructions. The First and Fourth Instructions are of particular interest for its New Jersey-involved operations:

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.

¹³ "New York City Notes," *The Express Gazette*, October 15, 1902, p 315.

Instruction 19 (on the back) contained a restrictive Service instruction:

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.

The 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 the Wells Fargo Express' domestic operations did, i.e., until the end of June 1918, which would have meant a span of over 15 years for this Service. At present nothing is known about the circumstances that brought about the plan's termination.

Business Forms and Papers

Complimentary Franks

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 franks to the officials of railroads with which they maintained active express contracts. Occasionally, this benevolent courtesy was extended to the executives on much smaller roads. Such a frank card is illustrated in **Figure 21** that was issued to Miss E. M. Guldenkirch of the Morristown & Erie Railroad. We surmise that being secretary to the road's Treasurer was close enough to being a railroad official, so Miss Guldenkirch was awarded this annual complimentary express frank.



Figure 21. 1917 Complimentary express pass card for personal packages.

This frank is printed on buff card stock and contains the year “1917” in 19mm-high, thin-red outline numerals in the center (may not show very clearly in the illustration). The frank 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 frank,
- 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,

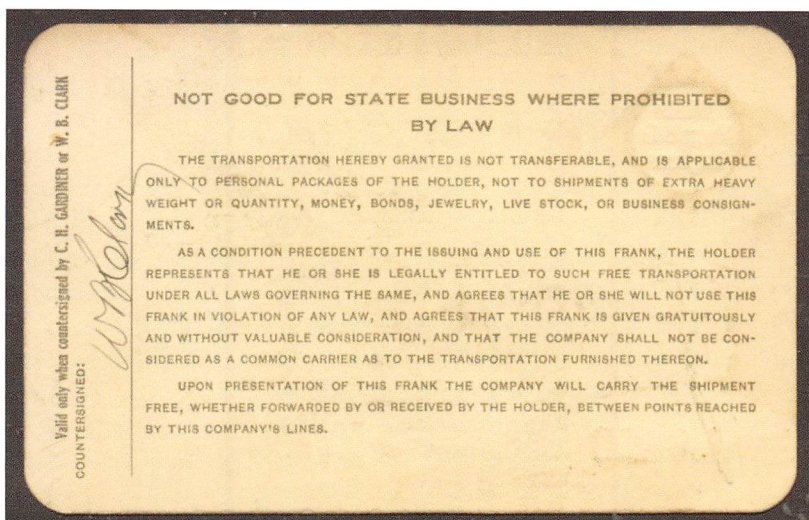


Figure 22. Reverse of the Figure 21 express pass.

The last four conditions are stipulated on the back of this complimentary express frank as shown in **Figure 22**.

Package Pickup Notices

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. Rutherford was (and is) approximately 10 miles from New York City. The postal card shown in **Figure 23** was mailed on November 15, 1892 to notify Mrs. Williams that her express package (i.e., "Pa") had arrived at the Rutherford express agency. She could pick up her package after payment of the 65-cent express charge. No other relevant information was provided on the card, so hopefully Mrs. Williams had been 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 (the reported population in 1898 was 3,900) 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 that would allow Mrs. Williams to designate someone else to retrieve her package upon presentation of this notice with the pertinent identification information documented.

(221)
(Postal Notice to Consignee.)
WELLS, FARGO & CO'S EXPRESS,
AGENTS, note on Delivery or O. H. Book the date
this Notice is issued.
Rutherford N.J. 11/15/92
Office.....
We have received to your address, and HOLD AT
YOUR RISK.....
Express Charges, - - - \$.....
Collection or C. O. D., - - - \$.....
Total to pay, - - - \$.....
Please call for it, and present this Notice, or
fill out the order below.
J. M. Taylor
Agent.
ORDER FOR DELIVERY—Strangers must be identified.
AGENT WELLS, FARGO & CO.: Please deliver the
above mentioned property to.....
.....or bearer,
who will pay charges.
.....Consignee.

Figure 23. November 1892 express notification that a package had arrived in Rutherford, N.J.

Form 508 6-13
Wells Fargo & Co Express
ORANGE, N.J. Office *7/14* 191*7*
Name *Max C. Hagen*
Address *Orange, N.J.*
We have received, addressed to you, and hold at your
risk,
Express Charges, \$ *2.00* TOTAL TO PAY
Collection, or C. O. D., \$ *2.00* \$ *2.00*
Please call for it, and present this notice, or fill out the
order below. **Strangers must be identified.**
Unless this shipment is accepted, or we are given in-
structions as to its delivery, within the period prescribed
by law, it will be sold for charges.
J. M. Taylor
Agent.
Agent's Note on Delivery or O. H. Book, the date this Notice is issued.
Agent Wells Fargo & Co:
Please deliver the above-mentioned property to
.....
or bearer, who will pay charges.
.....Consignee
Use Wells Fargo & Co's
TRAVELERS CHECKS
DOMESTIC, & FOREIGN MONEY ORDERS

Figure 24. 1917 package pickup notice from the Orange, N.J., Wells Fargo Agency.



Figure 25. Postmark on the Figure 24 post card.

Another notifying postal card is shown in **Figure 24**. This card was mailed in Orange, N.J. on July 17, 1917 (see **Figure 25**) to notify Max Coheson his prepaid package (i.e., “Pa”) was received and he needed to pick it up at the Wells Fargo Express Agency in Orange.

Express Receipts for Parcels

The Wells Fargo Express receipt shown in **Figure 26** exhibits a pre-printed New Jersey town name (Newark) on the dateline. These pre-printed blank receipts were issued for use in the 1890’s by Wells Fargo Express agents in Newark. The receipt blanks were probably issued late in the 1890’s because there is no comma after ‘Wells’ in the header or in the Wells Fargo citations 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.

Value, \$ _____ **Wells Fargo & Co's Express.** READ THE CONDITIONS OF THIS RECEIPT.
 Newark, N. J., _____ 1898
 Received from S. W. Carey
 Said to contain Montclair Valued at 0
 Addressed Montclair
 The party accepting this Receipt thereby agrees to its conditions.
NOT NEGOTIABLE. For the Company
 Charges, \$ _____
 Express Charges do not include Duties nor Custom House Expenses, which must be guaranteed by Shipper.

Figure 26. 1898 Wells Fargo Express package shipment receipt.

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 this might have been an inter-company shipment that was being transported free or perhaps the express fee was prepaid by use of a complimentary frank. Newark and Montclair were both stations

on the Main Line of the Erie Railroad. A violet hand stamp appears under the dateline that reads “VALUE ASKED & NOT GIVEN”. It was Wells Fargo’s company policy for receiving express agents to ask the shipper to define the shipment’s value for insurance indemnity purposes. All the major expresses of the 19th Century did include \$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 needed to file an insurance claim. The major express companies of this era also allowed shippers to buy more than \$50 of shipment insurance for an additional fee that was collected at the time they consigned their parcel.

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

EXPRESS FORWARDERS
From New York to
Liverpool, London, Havre, Paris, Hamburg, And all the Principal Ports in EUROPE.
And, by Steamers from San Francisco, to
ALL PACIFIC COAST PORTS.

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

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

Fair Rates, Quick Despatch and Careful Handling.

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

Figure 27. Reverse side of the 1898 receipt (Figure 26).

The reverse of this receipt is illustrated in **Figure 27** and it contains several ‘mini-ads’ pertaining to Wells Fargo’s express services. One unusual entry that does catch our attention, i.e., the statement “Carries and Delivers Money, Valuable Parcels, Packages, Merchandise, Letters, Etc.” If this form was really printed no sooner 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 purposely not removed is because envelopes that looked like letters, but contained valuable papers inside or envelopes with a Wells Fargo office label affixed, were both treated as packages and not as letter mail.

Of historical interest, we note that the 1898 Wells Fargo Lines in New Jersey only totaled to about 300 miles as estimated in Table I. When compared to the 36,000 nation-wide route-miles stated on the back of this receipt, the Wells

Fargo Express operations in New Jersey around the turn of the century accounted for less than one percent of the Company's total expressing lines. Incidentally, the stated "Company's Line" on this receipt included railroad, stage and steamboat route mileage.

The shipping receipt depicted in **Figure 28** documented the November 13, 1910 collect shipment of a package from Upper Montclair, N.J. to Trenton. Upper Montclair (Essex County) was a station on the Main Line of the Greenwood Lake Division of the Erie Railroad. Wells Fargo did not have a presence in Trenton so this package had to be transferred to the Adams Express or United States Express Companies for final delivery to Trenton since they both maintained agencies there. There were several cities in northern New Jersey where all three express companies manned express agencies in close proximity and where the package exchange could have easily been accomplished.

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 are agreed to be carried at owner's risk.
Express Charges do not include Duties or Custom House Expenses, which must be guaranteed by shipper.

Value, \$ 50 **Wells Fargo & Company Express** (17) Aug. 09
Upper Montclair, N. J. Nov 13 19 10
Received from Mr. J. H. Meacham
Said to Contain Valuable VALUE Declared by Shipper to be Twenty Dollars,
Marked See Label

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.

1. 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.
2. 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 (\$50) 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 (\$50) 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 therefore; 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.
3. 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.
4. 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, host, odd, wet or decay; nor for the seizure, 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 agents.
5. 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 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, each shipment being accepted only valuable papers unless the same are separately packed, sealed and marked as such and so described herein.
6. 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 limited to the common carrier only, except during actual transportation and twenty-four (24) hours thereafter.
7. 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.
8. 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.
9. 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.
10. 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 firm to whom the Company may deliver the said property for transportation, storage or delivery.

NOT NEGOTIABLE For **WELLS FARGO & CO. EXPRESS**
Charges \$ Collect J. H. Meacham

Figure 28. November 13, 1910 collect shipping receipt that originated in Upper Montclair, N.J.

The Uniform Express Receipt in **Figure 29** is dated July 26, 1916 and was used to record the express shipment of one 24-pound box of Ingersoll-Rand machinery from its Phillipsburg plant to a mining company in Burke, Idaho. Phillipsburg, N.J. was on the Main Line (Jersey City to Easton, Pa) of the New York & New Jersey plus Lehigh Division of the Lehigh Valley Railroad (successor to the Lehigh and Hudson River Railroad). In 1905 Ingersoll-Rand billed itself as "the

largest builder of air power machinery in the world." By 1913 it was successfully producing jackhammers and other construction-industry tools.

Adams Express and Northern Express maintained agencies in Burke, Idaho but Wells Fargo did not provide express service to that town. Transfer of the Ingersoll-Rand box to one of those expresses was probably accomplished somewhere in the mid-west (possibly Chicago) where the express companies shared agencies at the same location.

Form 708 6-15

UNIFORM EXPRESS RECEIPT.

Wells Fargo & Company Express

NON-NEGOTIABLE RECEIPT (ORIGINAL DUTY STAMPED)

Received from **INGERSOLL-RAND CO.** **PHILLIPSBURG, N. J.** July 26 1916 191

subject to the Classifications and Tariffs in effect on the date hereof,

to be **NOT EXCEEDING \$50.00** value herein stated and warranted by shipper

Consigned to **Hercules Mining Co., "Box #6226"** Charges **Dollars.**

at **PHILLIPSBURG, N. J.**

Which the Company agrees to carry upon the terms and conditions printed on the back hereof, to which the shipper agrees, and as evidence thereof, accepts and signs this receipt.

INGERSOLL-RAND CO. Shipper. ☐ For the Company.

NOTE—The Company's charge is based upon the character of the property, of which its value is an element, and its value must be declared in writing by the shipper unless its character is otherwise disclosed. When goods are hidden from view by wrapping, boxing or other means and the Company is not notified of the character thereof, the Shipper's declaration of value may be made by notation, "not exceeding \$50.00" or "not exceeding \$50.00 or 50 cents per pound actual weight."

PHILLIPSBURG, N.J. 1916

WEIGHT 4 LBS

Figure 29. 1916 Wells Fargo express receipt issued in Phillipsburg, N.J.

A receipt documenting the forty-cent express charge to transport a box from Garfield, N. J. to New York City is shown in **Figure 30**. This service was performed by the Wells Fargo & Co. Express for the Hammerschlag Manufacturing Co. that may have been located in Garfield. This document is dated August 20, 1903 and also contains the Manufacturing Company's hand stamped record of its August 28th payment.

(28) GARFIELD, N. J. AUG 20 1903
Office, State of 190

M *H. Mfg Co.*

To Wells Fargo & Company Express, Dr.

For transportation of *1 Cr B Mch*

From *New York* State of *N.Y.*

W/B No. *208* Date *Aug 20* Weight *60*

Shipped by *W. M. Bailey*

Received Payment, *E. C. Bailey*

AUG 29 1903

Our Charges *40c*

Advanced Charges

Amount of C.O.D. *28*

Total, \$ *40c*

PAID

For Wells Fargo & Co., Express.

Figure 30. 1903 express payment record for a Wells Fargo shipment from Garfield, N.J.

The Lehigh & New England Railroad route 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 31** 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 Cr B Mch" (possibly one crate of brass machinery?), weighing 300 pounds, from Glenwood to Andover, N.Y. The receipt is marked as form number "(28)" at the upper left corner.

(28) GLENWOOD, N. J. apr 15 1907
Office, State of 190

M *Brown & Bailey*

To Wells Fargo & Company Express, Dr.

For transportation of *1 Cr B Mch*

From *Andover* State of *N.Y.*

W/B No. _____ Date *apr 15* Weight *300*

Shipped by _____

Received Payment, *M. Bailey*

Our Charges *300*

Advanced Charges

Amount of C.O.D. _____

Total, \$ *300*

For Wells Fargo & Co., Express.

Figure 31. 1907 express payment from Glenwood, New Jersey.

Business Letterheads

The letterhead shown in **Figure 32** 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 32** letterhead, Agent Post could have used this stationary for Wells Fargo Express business involving either of those roads. Also note that form number “(18)” appears at the upper left of this letterhead.



Figure 32. 1906 Passaic, New Jersey letterhead.

Another Wells Fargo printed letterhead, this one from Claims Agent W. D. Llewellyn in Jersey City, is depicted in **Figure 33**. Llewellyn worked in the Atlantic Division of Wells Fargo’s Eastern Department and appeared to have an office at Erie’s Railroad Terminal in Jersey City. The truncated letter was dated January 20, 1916.



Figure 33. 1916 Jersey City special letterhead.

Acknowledgement

Special thanks is given to Dr. Robert J. Chandler, Senior Research Historian for the Wells Fargo Historical Services in San Francisco who researched old Wells Fargo contracts with several railroads and for his helpful comments about, and contributions to, other material in this article.

Interested in Collecting US Local and Carrier Stamps?

By

John D. Bowman
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Interested in collecting US local and carrier stamps? I will be your guide for a brief tour.

It's not hard to find local and carrier stamps at stamp bourses, on the Internet via eBay or through one of the many commercial sites, in auctions, in group lots, etc. But it is hard to decide whether to collect them, how to collect them, and how to find more information about them. The purpose of this article is to introduce this collecting area to those who are curious about these old stamps, at least from my viewpoint as a collector.

One of the best resources to start with is the *Scott Specialized Catalog of US Stamps & Covers*. Be sure to use a recent issue, because for many years the section on carriers and locals used images of forgeries for a number of the stamps. These have been corrected, and prices are more up-to-date because some large old-time collections have been sold since 1999. You'll find this section sandwiched between the Booklet Panes and Vending Machine areas, and the Stamped Envelopes section. Most would call locals and carriers "back-of-the-book" items, but these days they are in the middle of the *catalogue*!

It's always a good idea to read the introduction to each section in the *catalog*, and there is one for the Carriers section and one for the Locals section. As you look over the listings, you will see that many of them are similar to the listings for the US classic stamps. In other words, varieties are noted under each stamp. These might include shades, uses on covers of various types, pairs and blocks, double transfers, cancellations, and so on. When you look at the *catalog* valuations, you see they vary widely, from less than a dollar to tens of thousands of dollars.

If you start to ask your favorite dealers or collectors about carriers and locals, you might find out that for the most part, very few seem to know much about them beyond what the catalog states. You might also hear that there are reprints and forgeries of most of them, so you should be a little hesitant about buying them without doing some homework.

Let's take a stroll through the *Scott Catalog*. Look at number 40L1 in the Locals section (**Figure 1**). Here we see a nicely engraved portrait of George Washington on a three cent black stamp. But check out the date! This is the first adhesive stamp used in the US and was issued on Feb. 1, 1842. Now, go to 6LB1 under City Carrier Department Stamps. Here we see exactly the same stamp, but with a "US" cancellation. If we read the text, we see that the US Post Office bought the private local delivery service of Alexander Grieg, used his stamps, and named him superintendent for local delivery from the New York City Post Office. Looking down the *catalog*, we see stamps on different colored papers that look just the same, except the name is now "United States City Despatch Post" instead of simply "City Despatch Post." So, it turns out that these are the very first stamps used in the US,

and that 6LB3 is noted to be the first stamp issued by authority of the US Post Office Department. In July of 1845, the NYC Postmaster issued his own provisional stamps to pay the five cents for carrying mail between cities, and finally in 1847 the first US general issues were prepared (*Scott* numbers 1 and 2).

The catalog gives the two official (general issue) carrier stamps the designations “LO1” and “LO2” (**Figure 2**). The next four carrier stamps are actually reprints of the originals. The next part of the Carriers section in the *catalog* is called “City Carrier Department Stamps.” These stamps are grouped alphabetically by the city in which they were used. What are they? According to the introduction of this section, the city carrier department stamps were those issued in various cities to prepay the appointed official letter carriers’ fees for delivery of mail. (This section used to be named “Semi-Official Stamps.”) We can see that in Baltimore, for example, stamps were issued that said “Post Office Despatch” or “Carrier’s Despatch” or “Government City Dispatch.” In Charleston, SC, however, several carriers were employed and used their own names on these stamps, such as Honour, Kingman and Steinmeyer. The Philadelphia stamps look very official, as they all include “U.S.P.O.” in the design. During this early time period, city carriers were employed by the US Post Office but did not receive a salary. Instead, they were paid a fee for each letter by the sender.

If we move to the Local Stamps section, we see that the numbering system starts with a number, has an “L” for local in the middle, and ends with a number. These stamps are arranged alphabetically for the most part, so that “Adams & Co.’s Express” is first and “Zieber’s” is last. But look below the Zieber stamp and you will see a cross-reference for those stamps whose first number is not in the expected alphabetic sequence. These items were added to the *catalog* after the first 150 were numbered, so that “Faunce’s Penny Post” is listed with other posts starting with “F” but has a first number of 152. The end number is simply which stamp in sequence is which for those posts who made more than one stamp. Most of the time, these numbers are in chronological order by when they were issued.

If you are still on that page, look at local 149L1 (**Figure 3**). This is the first stamp to show a picture of a train ever issued, so railroad collectors like this one. Now go to 15L3 (**Figure 4**). Is this the world’s first pictorial stamp, issued in 1843? It certainly is the first stamp to show a mail carrier at work, although leaping over the Philadelphia post office is a stretch of the imagination! Because the illustration depicts a private post’s mail carrier leaping over the US Post Office in Philadelphia, it is likely the world’s first propaganda stamp. If you look more closely at the listings for Blood’s, you will see there are three sections, and each group of stamps in the section was issued by a different owner of Blood’s. The first stamps don’t say anything about D. O. Blood, but 15L4 shows his name signed on the 15L3 stamp. Should we call this post “Philadelphia Despatch Post,” as it was first named, or should we continue to call it “D. O. Blood & Co.”? I suppose this is an argument for the specialists in this area, but I am content to call them all Blood’s stamps.



Figure 1. George Washington on the 40L1 adhesive issued on February 1, 1842.



Figure 2. The general issue Franklin carrier, L01, at the left and the general issue, L02, Eagle carrier adhesive at the right.



Figure 5. The 75L1, Hale & Co. adhesive on cover, issued in 1844. Perhaps the first stamp to show letters. This company delivered mail intracity.



**Figure 3. 149L1 W. Wyman's stamp.
First stamp to depict a train.**



**Figure 4. 15L3 Blood's
(Roberson & Co.)
World's first propaganda
stamp. First pictorial and first
mail carrier stamp.**

Glancing through the listings, you see lots of different designs of these local stamps, with some companies operating for less than a year, and others lasting forty years! Some operated in small cities, others in the largest cities.



Figure 6. Boyd's City Post and Pomeroy's Letter Express. July 8, 1844.

Now look at 75L1 by Hale & Co. (**Figure 5**). Here we see a stamp issued in 1844, perhaps the world's first stamp to show letters. But the description tells us that this company delivered mail from one city to another, just like the US Post Office! The price for the stamp was six cents according to the catalog (actually, it was six and one-fourth cents or twenty for a dollar). This price did not depend on the distance the letter traveled, so Hale clearly wanted to undercut the USPO's delivery rates, which at the time were based on distance carried. Customers could save perhaps 25% when mailing a letter!

Most of the other local stamps listed were prepared by companies who wanted to make money by delivering mail in cities which had no or little USPO local delivery services. Remember, during this time period, it was customary to "drop" your letter at the post office, whether it was for a local addressee or for out of town service. If it were for a local person, he might have to go to the post office and ask if he had any mail. Often he had to pay for the mailing charges.

Thus it is clear to see that these private enterprises were finding a niche in which to provide a service to customers, and in many cases they were successful. The government wanted to get this business revenue, and started to increase their services, modeled after the local posts. Eventually, the government passed laws and conducted raids and arrests to force the private companies out of business. Nevertheless, the local and carrier posts brought a new level of service to the public from the government, and the public also benefited from decreased costs to mail letters and other material. Eventually, one after another from city to city, the private local posts were forced out of business.

Back to Hale & Co. Unlike the local posts, this company, as well as others including the American Letter Mail Company, Well's Letter Express, and Pomeroy's Letter Express, made money delivering mail between cities in 1844 and 1845. Sometimes, they would transfer a letter to a local post for street address delivery, and examples of covers with two or three companies' handstamps or stamps are considered very desirable (**Figure 6**). The government stopped this competition for mail between two cities in 1844 and 1845 in the various cities involved.



Figure 7. Blizzard Mail stamp used during the Blizzard of 1888.



Figure 8. McGreely's Express adhesive, 155L1, from Alaska.

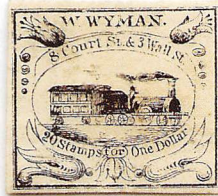


Figure 9. Forgery A of the Wyman's stamp shown in Figure 3. This forgery was made by George Hussey.



Figure 10. Forgery made by Taylor, perhaps in the 1860's.



Figure 11. Blood's embossed imprint on US Nesbitt U2 with Nesbitt seal on backflap.

Now look at the Blizzard Mail Co. stamp (**Figure 7**), right before Blood's in the *catalog*. Here is a company that carried mail for a fee during the blizzard of 1888 in New York City. It was only used for five days! And what about McGreely's Express in Alaska (**Figure 8**)? The scene shows a dogsled, but apparently they planned to carry mail by motorboat in Alaska in 1898. The small print below says "The status of No. 155L1 is questioned."

It is easy to see why collecting locals and carriers can get confusing. Companies like Hale and American Letter Mail Company did not deliver letters locally, so they are usually referred to as "Independent Mail Companies." Yet, they are listed with the Local companies that delivered mail only within a city, either to the US Post Office or to a local addressee. There are different periods of use, from the 1840's to the end of the nineteenth century, although later posts were largely illegal. In addition, there are many "modern" local posts which are not listed but which made stamps and put them on mail that they may have delivered to the Post Office in the twentieth century, such as Herman Herst's "Shrub Oak Local Dog Post."

Are you discouraged yet? Interested? If interested, you might ask where to get album pages for the local stamps. Does *Scott* make them for its albums, or does any other album/page company? The answer is "No." This fact may be the biggest discouragement to collecting for many.

By looking through the *catalog*, there are certainly a lot of stamps in this area that could be collected. However, some are so rare that you might have to wait a long time to find one, and then be prepared to pay a lot of money! But others are fairly common, and most collectors will be able to find them.

But there is one problem facing the potential collector of US local and carrier stamps - the large number of reprints and forgeries that are also available, sometimes mistakenly described as the real thing, especially on internet sites. How can a beginner in this area avoid buying one of these when he wants the real thing? The first thing to do is compare the stamp that is offered with the illustration in the *catalog* and its description of color. Very often, the forgery will be a crude imitation of the authentic stamp, and printed in inks and papers that are not listed in the *catalog*. Another "red flag" is the unused stamp. Not many of the reprints or forgeries were cancelled in any way, and those that are have a cancellation not listed in the *catalog*, probably a fake cancellation. In general, a cancelled stamp is much more likely to be genuine than a forgery. **Figure 9** is a forgery of the Wyman's stamp in **Figure 3**. **Figure 10** is a forgery of a Crosby's Local Post stamp made by S. Allan Taylor. Collecting forgeries of local stamps is a popular field which is relatively inexpensive.

You could send off a stamp for expertization, but that takes time and money. If you want to be sure without an expert opinion, you may have to invest in some literature. Or perhaps you already have some.

Elliott Perry wrote a number of articles in *Pat Paragraphs* about carriers and locals, and these have been reproduced and compiled in a hard-bound volume by the Bureau Issues Association. If you don't have it, you can easily buy it from a number of dealers, especially the literature dealers. Perry illustrated a number of real and forgery stamps in his writings.

Donald Patton went even further and began a series of articles that described all the details for telling the forgeries from the authentic stamps. Unfortunately, he only published Volume I, which was for the state of New York, in a hard-bound edition. This book is also easily obtained from several dealers. Volume II was not published as a book, but did run as a series in Robson Lowe's *The Philatelist* from 1957-1965.

Finally, Larry Lyons published a three-volume hardbound set of books called *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the US* in 1998. This set of books is the most comprehensive single reference ever published for identifying the various forgeries and reprints of carrier and local posts. Lyons used the already published information by Perry, Patton and others, and also the various articles published by *The Penny Post*, the official journal of the Carriers and Locals Society. In addition, he added information from other collectors and many other sources. This set is still available in new condition from several dealers or from the author himself.

How much do you want to invest in reference materials and books versus the stamps? You have to decide, depending on how deeply you want to get involved in collecting in this area. But keep one thing in mind – the reprints and forgeries were made primarily from the early 1860's through the 1880's. They are old, in most cases, and have become a collecting specialty themselves. It is entirely possible that there were more types of reprints and forgeries of US local and carrier stamps than there were authentic emissions of every country in the world by 1870.

At one time, forgeries and reprints of locals were despised and sometimes destroyed. But in some cases, certain forgeries are much scarcer than the authentic stamp! Three persons were primarily responsible for most of the forgeries and reprints: S. Allan Taylor, George Hussey and J. Walter Scott. Taylor made a very large variety of forgeries, often using ink and paper colors of great variety. A single authentic stamp may have fifty or so forgeries that were made by Taylor, each with different combinations of ink and paper colors. Hussey and Scott tried to buy the plates used by the local companies and both made reprints of some of the original stamps when they could. Hussey decided to profit from the collecting community by offering his own stamps as well as reprints and forgeries. In many cases, he had printing runs that were small, such as 2000 copies of a stamp. So even though today we might think of Hussey forgeries and reprints as common, in fact some are not common at all. Scott prepared forgeries that were similar to the authentic stamps, but probably at first simply wanted to illustrate them in his articles and *catalogs*. For many of the so-called “cuts” or images in his albums and articles, he made close imitations of the original stamp.

It may not be a bad idea to hang on to your forgeries. For the most part, they are “antiques” in the sense they are over one hundred years old. In addition, some of them are quite scarce today! (For example, the overprint on Taylor's forgery in **Figure 10.**) Is it a bad idea to pay a dollar or two or three for a stamp forgery that was made in the 1860's in quantities of only hundreds? I think not. In fact, group lots today can bring in excess of \$300 per hundred, if you can still find them.

Some of the lingering questions about forgeries and reprints are being researched continuously by specialists, and a visit to the Carriers and Locals website

(www.pennypost.org) will let you look through the cumulative index for *The Penny Post* where one can find many articles about the forgeries and reprints. A new cumulative index through 2008 is available for purchase from the Secretary of the Carrier and Locals Society.

Some collectors in this area mount their real stamps on homemade album pages or stock pages, followed by pages of the various forgeries of the same post. It can be a challenge to identify them, and an even larger challenge to get examples of each type of forgery. As noted earlier, in some cases the forgeries and reprints are scarcer than the original stamps.

What if you don't want to bother with the reprints and forgeries, and also don't want to collect the whole spectrum of stamps listed in the *catalog*? Some collectors specialize in a particular city, such as New York or Philadelphia, and still others collect one or two of the larger local posts, such as Boyd's or Blood's.

If you decide to focus on one of these areas, you have to consider whether you also want to collect the postal history of the post. If so, you will not only find the stamps on covers, but also stampless covers and even postal stationery used by the local or carrier post. **Figure 11** shows a Blood's stationery envelope along with the first issue of US Postal Stationery, U2. The Nesbitt seal on the backflap was discontinued shortly after the initial printing, so these envelopes were used right away by Blood's post to carry mail to the post office for out of town delivery by the US Postal Service. The *Scott Catalogue* includes a small representation of some these stampless markings right after the Local Stamps section and just before the Stamped Envelopes section. However, there are no valuations and the group is far from complete. A better reference for these markings, which sometimes also are used on stamped covers, is the *American Stampless Cover Catalog*, Volume II.

If you are only interested in carrier stamps and markings, you should read Elliott Perry's chapter in Volume II of Stanley Ashbrook's *The United States One Cent Stamp of 1851-57*. Perry does an excellent job of describing the different carrier services available in major cities.

Another great source of information is the auction *catalogs* published over the years. Recently, Robert A. Siegel Galleries has held auctions of famous and long-held collections of David Golden, Richard Schwartz, John Hall and his son, and others. Richard Frajola produced a net price *catalog* of the Middendorff collection, and some of his auctions contain detailed information about some of the local posts. There have been earlier auctions of big-name collections, such as Caspary, Lily and Ferrary, but the more recent auctions have included important information about many of the carriers and locals.

You can see that one can get lightly involved or deeply involved in this collecting area. Why should an advanced collector of US stamps consider getting deeply involved in locals and carriers anyway? For one reason, there are a lot of discoveries to be made. For the most part, these early stamps have not been the subject of plating research or research on varieties. For example, in the past few years a printed-on-both-sides variety of Boyd's has been discovered and confirmed; double and foreign transfers exist; ink and paper varieties suggest several printings for some stamps but have never been adequately worked out; new major *catalog* listings have been proposed for unreported stamps and varieties; and so on. This is a

fertile field for more research, compared with many classic and later US issues, which have been studied in much greater detail for many years.

What about collecting in a more general way? Is this a good idea? Of course, the basis for the hobby is the enjoyment and challenge of collecting, so everyone has to decide for themselves how and what they wish to collect. Some collectors value the investment aspect of their field and hope that their collections will increase in value over the years. There is no question that many local and carrier stamps have increased in value tremendously; just compare old and new *catalog* prices for some of the stamps. If a collector is reluctant to venture into Postmaster Provisionals, or Confederate Provisionals, or classic stamps such as Scott number 5 or 6, he might find that local and carrier stamps in some cases are equally scarce, or more so, than these issues, yet at much more affordable prices.

Just remember that some forgeries or reprints are hard to distinguish from the originals, such as the Wells Fargo pony stamps. You don't want to pay a high price for a reprint if you think you are buying an original stamp. But for many local and carrier stamps, it is not that hard to correctly identify the authentic ones and the forgeries. If you like using your magnifying glass, you just might enjoy starting to collect in the large field of locals, carriers, forgeries, express stamps, and bogus or fantasy issues. Just like any other collecting specialty, the informed collector can sometimes find a bargain at auction or from a dealer!

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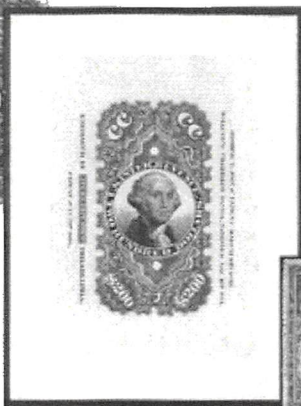
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