

# THE PIONEER EXPRESS COMPANY: ITS HISTORY AND A COVER CENSUS

*Daniel M. Knowles, M.D.*

Nearly 160 years after its emergence in the early days of the Confederacy, the organization, history and the operations of the Pioneer Express Company have remained relatively obscure. Edward S. Knapp described a cover bearing a July 21, 1862, Pioneer Express Company circular date stamp (CDS) in the 1925 *Southern Philatelist* (1) (Table 1, No. 3). He also owned a Selma, Ala., cover dated July 27, 1865 (Table 1, No. 6), and an express receipt dated Nov. 17, 1864 (2). These artifacts led Knapp to mistakenly believe that the Pioneer Express Company was an exclusively Southern organization (1). Dietz mentioned the Pioneer Express Company without any details in his 1929 *The Postal Service of the Confederate States of America* (3). Subsequently, the only two articles written about the Pioneer Express Company were published in 1959 (4) and 1967 (2). The 1986 “New Dietz” (5) and the 2012 *Confederate States of America Catalog and Handbook* (6) each contain only a single paragraph acknowledging the Pioneer Express Company’s existence and show a tracing of the July 21, 1862, CDS. Steve Walske and Scott Trepel provided additional and important information in their 2008 book, *Special Mail Routes of the American Civil War* (7). The latter three references recognized that the Pioneer Express Company principally carried mail in the immediate postwar period. However, these references did not illustrate examples of postwar use, since that was beyond their purview. That leaves only a couple of postwar Pioneer Express Company covers illustrated in the 1959 and 1967 articles as a matter of public record. Individually, each of these articles and reference books, while excellent, provides an incomplete history of the Pioneer Express Company. Taken together, they incorrectly suggest that the number of surviving postal artifacts, especially post-Civil War, is very few.

This article synthesizes and summarizes the previously published information about the Pioneer Express Company, adds considerable additional information primarily gathered from period newspapers and provides a comprehensive census of 20 surviving postal artifacts – far more than previously thought to exist.

The two major Civil War-era express companies were the Adams Express Company and the Southern Express Company. Prior to the Civil War, the Adams Express Company held a virtual monopoly of the express business in the mid-Atlantic and Southern states. However, Adams realized that his company’s Southern operations were jeopardized by the secession of several Southern states and the formation of the Confederate government on Feb. 4, 1861. So, he split his company into separate Northern and Southern entities. Adams “sold” his offices and routes in the Confederate States of America (CSA) to Henry B. Plant, his manager of the Southern Division of the Adams Express Company, and several associates on April 8, 1861, thereby creating the Southern Express Company. It was headquartered in Augusta, Ga. The Southern Express Company jointly operated across-the-lines business with the Adams Express Company

in the North and conducted operations in all the Confederate States throughout the Civil War. The Southern Express Company became the predominant express service in the Confederacy and continued operating after the war ended (7).

The Pioneer Express Company appears to have been the third most important express service at that time, behind Adams Express and the Southern Express. However, virtually nothing is known about the origins of the Pioneer Express Company. Searches through hundreds of period newspapers failed to identify a formal announcement of its origin. Indeed, the company appears to have engaged in the express business before it was chartered or authorized to do so. According to the *Acts of the General Assembly of Alabama*, the Pioneer Express Company was not chartered until Dec. 13, 1864. At that time it was authorized to carry “by land and water, goods, merchandise of all kinds, gold and silver coin, treasury and bank notes and other valuable papers, persons, slaves and corpses and to do a general express business between any places in the Confederate States of America” (2).

Earl Antrim identified the principal Pioneer Express Company officials as follows: Luke J. Whitfield, controller; M.W. Hutcheson, general superintendent; T.B. Easton, Mobile agent and James E. McDaniel, Montgomery agent (August 1864) (4).

The first newspaper to mention its existence appears to have been the April 1, 1862, *Mobile Register* (8):

“Soldiers’ Letter – Such of our citizens as have friends at Corinth or Bethel – that is to say, all our citizens, will please take notice of the obliging arrangement offered them by the Pioneer Express Company. Letters to soldiers postage paid – for the law requires this – will be carried through without charge, if left at the Express Office on Royal north of St. Michael street.”

Following that initial mention, the *Mobile Register* thereafter acknowledged and thanked the Pioneer Express Company for the delivery of newspapers from various Southern cities ahead of the mails (9).

The first advertisement for the services provided by the Pioneer Express Company appeared in the April 12 and April 24, 1862, *Times-Picayune* (New Orleans, La., Figure 1) (10).

The Pioneer Express Company announced in the June 26, 1862, *Mobile Register* that it was operating over the Mobile and Ohio Railroad (11). This railroad ran from Mobile, Ala., to Jackson, Miss., through Meridian and Corinth, Miss.

The company subsequently advertised its preparedness to receive and forward freight of all kinds to multiple cities via all stations on the Alabama and Tennessee Rivers Railroad in the Aug. 27, 1862, *Mobile Register* (Figure 2) (12).

The Southern Express Company greatly dominated the express business in the Confederacy and also carried the majority of the letters transported by express companies in the Confederacy. Consequently, the Pioneer Express Company likely primarily carried goods and very little mail. As a result, evidence of the Pioneer

**Special Notice to Shippers.**  
**SHIPERS OF EXPRESS FREIGHT** for points on the Mobile and Ohio Railroad, north of Meridian, for Marion, Lauderdale, Macon, Columbus, Miss., Okolona, Corinth, and intermediate points on said road, and for Enterprise, Shulista, and Mobile, Montgomery, Selma, and points in Alabama, Georgia and South Carolina, will find it greatly to their interest in having their goods **PROMPTLY FORWARDED**, by marking and consigning them care the **PIONEER EXPRESS COMPANY, MERIDIAN.** The said Company owning the Express on the Mobile and Ohio Railroad, and having made favorable arrangements with the steamers on Alabama river to Montgomery, and railroad beyond that point. No extra charge will be made for drayage, shipping or handling at Meridian or Mobile. April—1862

Figure 1.

**THE PIONEER EXPRESS COMPANY**  
 IS PREPARED to receive and Forward all kinds of **FREIGHT, Parcels, Bundles, Treasury and Bank Notes, Jewels, Silver Ware, Valuable Papers, (C.O.D. Packages, Collecting Notes, Drafts, and Accounts, &c.)**  
**SELMA, RANDOLPH, MONTEVALLO, COLUMBIA, TALLADEGA, SHELBY SPRINGS, OXFORD,** and all Stations on the Alabama and Tennessee Rivers Railroad, **UNIONTOWN, NEWBORN and DEMOPOLIS.** Aug 26 1862

Figure 2.



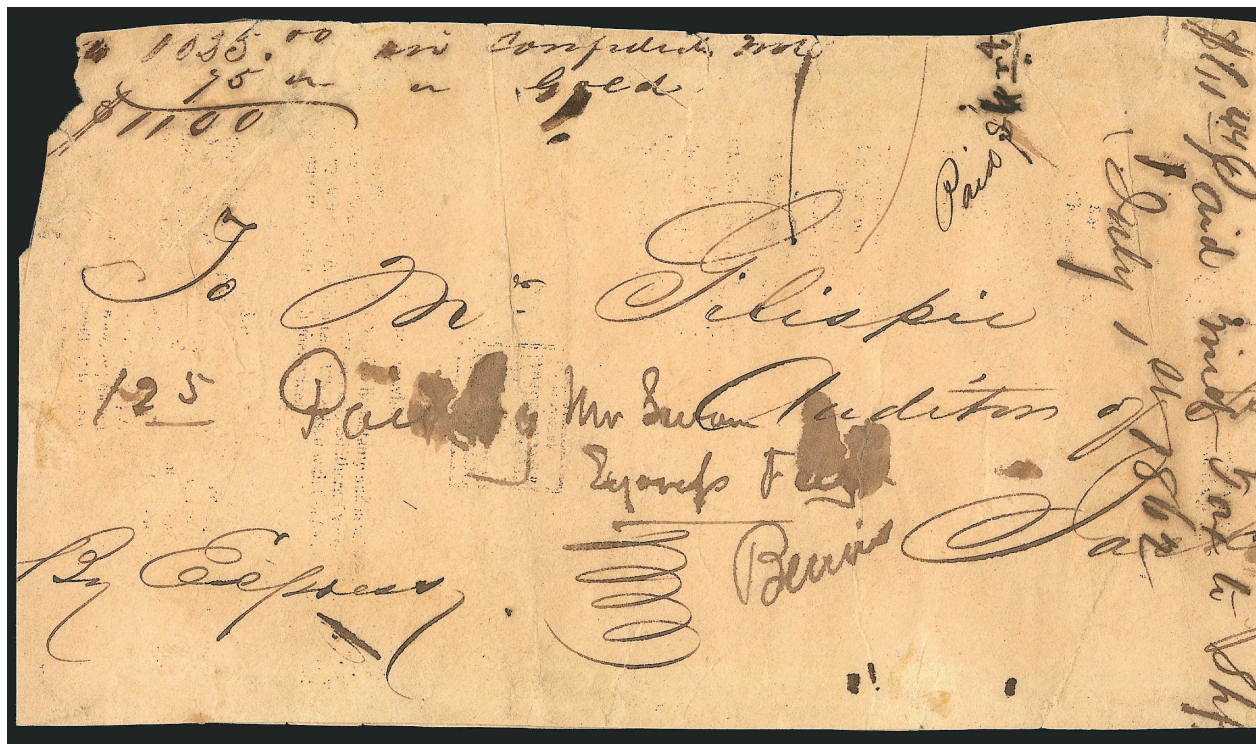


Figure 3. May 11, 1862, Pioneer Express Company, Mobile, Ala. (Image courtesy of Siegel Auction Galleries).

Express Company's activities in the Confederacy appear to be provided by no more than perhaps four surviving postal history artifacts.

The earliest-known cover carried by the Pioneer Express Company, to Jackson, Miss., bears



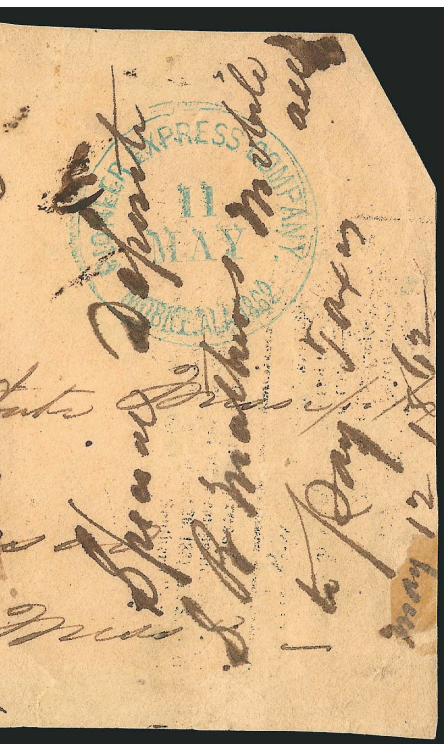
Figure 4.

July 21, 1862, with "(Pai)d 2/-" (two bits / 25 cents express charge) and "(\$50) dollars enclosed" (money package endorsement) notations. The pen-canceled 10¢ Confederate stamp has been moved from its original position and may not belong (Table 1, No. 3, Figure 4). This cover is the listing example discovered by Knapp and was the basis for the Dietz listing.

a greenish blue Pioneer Express Company, Mobile, Ala., May 11, 1862, CDS and a manuscript "By Express" notation. Other manuscript notations indicate that \$1,100 was enclosed to pay taxes (Table 1, No. 2, Figure 3) (13). This money-content declaration exempted this cover from CSA postage.

The second postal artifact is a reduced cover front carried by the Pioneer Express Company to Macon, Miss. It bears the identical greenish blue Pioneer Express Com-





The third cover is a grocery corner card that bears the only-recorded label from the Pioneer Express Company. Confederate postage was not required because “\$78 20/100” was declared. Still, a Confederate 5¢ adhesive was affixed, pen-canceled, but not tied (Table 1, No. 1, Figure 5) (14). “Collect 50c” express charges were noted due. The cover was carried outside the mails. So, the absence of Confederate postal markings is expected. However, it is difficult to be certain that the stamp belongs. This could be a postwar use if the stamp does not belong. However, all known postwar uses bear U.S. postage and often bear manuscript directives as well. While difficult to prove, this likely is a Confederate use.



Figure 5. Image courtesy of Siegel Auction Galleries.



Antrim identified three different Pioneer Express Company circular date stamps, designating them as Types I, II and III, according to their date of appearance (Figure 6) (4). Type I is the earliest, appearing in 1862, and limited to the Confederacy. Type III is the latest known, used only after the war. Type II is an unusual woodcut circle specific to Selma, Ala. Antrim had illustrated a cover bearing an undated Type II Selma CDS without postal markings, and suggested it was a Confederate use (Table 1, No. 8). However, he misinterpreted the cover imprint as a Confederate agency when, in reality, it was a postwar Federal agency (7). The other two known Type II Selma, Ala., CDS (Table 1, No. 6, No. 9) were used on post-Civil War mail as well. So, the Type II CDS appears to have been exclusively used postwar in Selma, Ala.

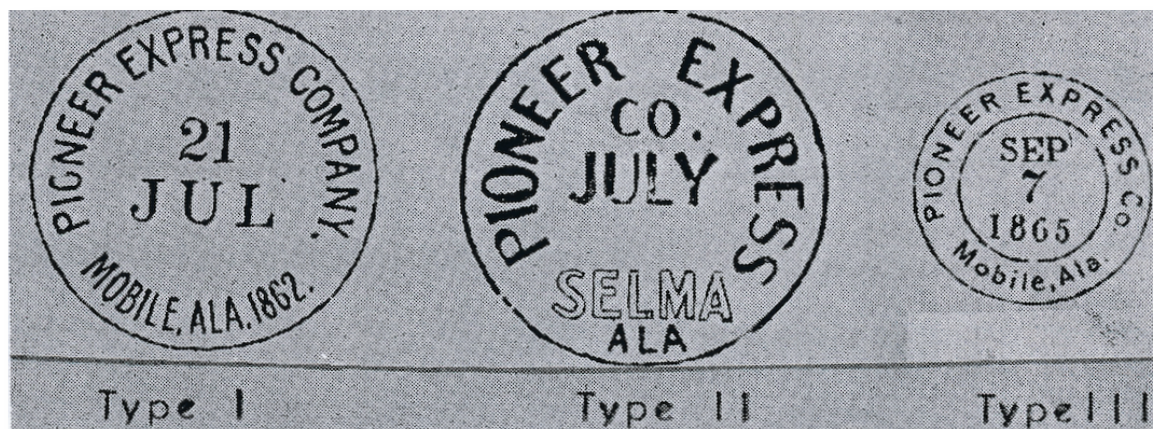


Figure 6. Antrim Pioneer Express Company CDS Types (4).

Antrim's CDS designations Types I, II and III remain appropriate and helpful and will be used here.

Figures 7a-7c show cropped portions of a legal size envelope bearing a Columbus, Miss., Type I CDS dated Jan. 26, 186? and the notations "Columbus Branch" and "\$211.75," indicating that this was a money envelope (Table 1, No. 4). This very likely is a Confederate use, since the only other two covers bearing a Type I CDS are dated 1862. This CDS is cited as an "unsupported listing" in the 2012 *CSA Catalog* (6). The listing is now substantiated.

To the best of my knowledge, no additional Pioneer Express Company covers used in the Confederacy have been recorded.

Southern newspapers, such as the Memphis, Tenn., *Commercial Appeal*, continued to periodically thank the Pioneer Express Company for providing newspapers from cities such as Mobile and Vicksburg ahead of the mails (15). The company was not otherwise mentioned in the Southern newspapers in 1863 or 1864, however, and no company advertisements appeared in those years either. Therefore, it may not come as a surprise that the Oct. 13, 1864, *Richmond Enquirer* (16) stated:

*Until the receipt of the letter of Supt. Whitfield of the "Pioneer Express Co." which we publish today, we were not aware that there was any other Express Company in the Confederacy than the Southern Express Company ... If the Railroads cannot be made to do the kind of business now entrusted to Express Companies, we shall hail the extension of the Pioneer Express Company to Richmond, with great satisfaction. We commend to the attention of the public, the comparison of charges made by the Pioneer Express Company*

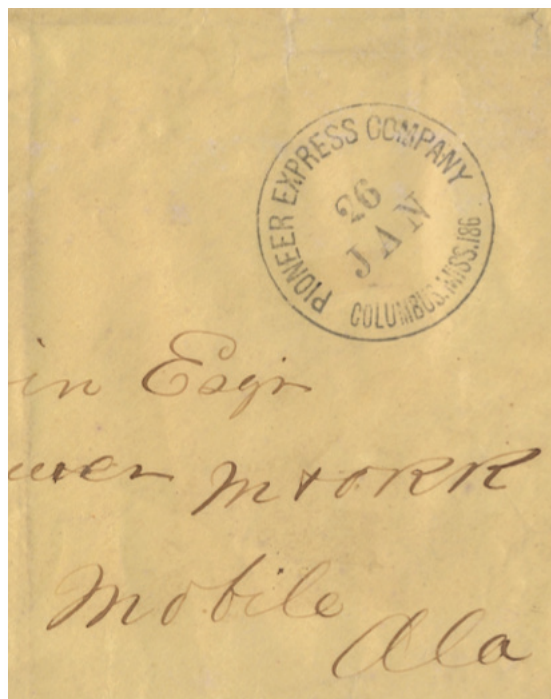


Figure 7a.

*and that of the Southern Express Company – the latter charging ten times the prices of the former. We shall do all in our power to aid the Pioneer Express Company to extend its lines to Richmond. Competition is the life of trade, and as the Southern Express Company has “50,000 lbs. of freight a day” more than they can forward, there is room for both Companies at Richmond.*

Like the Adams Express Company and the Southern Express Company, the Pioneer Express Company survived the war. It appears from the *Richmond Enquirer's* statement that the company employed cut-rate pricing to compete with the Southern Express Company. However, that approach does not appear to have benefitted the Pioneer Express Company sufficiently to allow it to remain financially viable as it emerged from the Confederacy.

This is evidenced by the fact that the company announced the formation of “a connection”

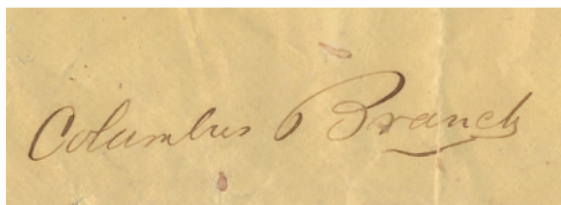


Figure 7b.

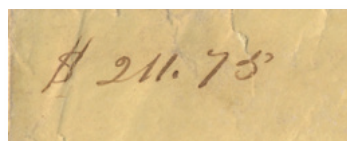


Figure 7c.

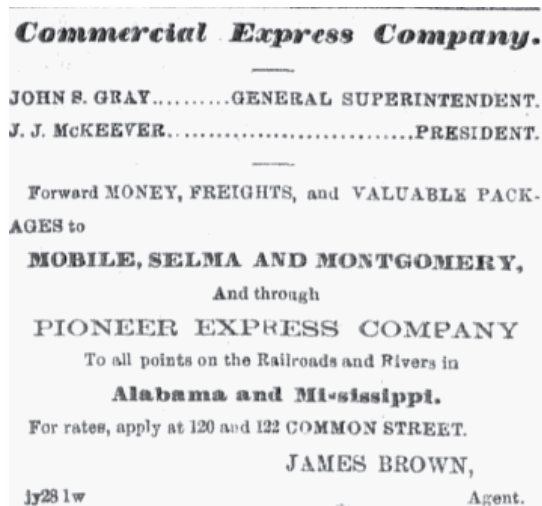


Figure 8..

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with the Commercial Express Company in the June 13, 1865, *Daily Clarion and Standard* (Jackson, Miss.) (17). Shortly thereafter, a follow-up advertisement in the July 31, 1865, *New Orleans Times* announced the services provided by

**PIONEER EXPRESS COMPANY**  
 This reliable Company is now prepared to ship money, valuable parcels and freight with despatch to Vicksburg, Memphis, Jackson, Tenn. and Columbus Ky., and all points North and South. For rates & charges &c., apply to **E. A. COCHRAN**, Agent.  
 Jackson, Miss., Nov 11 4th

Figure 9. Nov. 18 and Dec. 7, 1865, *Daily Clarion and Standard* (Jackson, Miss.).

both companies (18). The Pioneer Express Company offered to forward “money, freight and valuable packages to all points on the railroads and rivers to Alabama and Mississippi” (Figure 8).

This was followed by multiple advertisements by the Pioneer Express Company in several Southern newspapers beginning mid-November 1865. Two typical ads are reproduced (Figures 9 and 10).

A Pioneer Express Company postwar corner card served as another form of advertisement (Figure 11). It lists the company’s headquarters in Mobile, Ala., at 48 North Royal Street, which was near the railroad yard on the waterfront. The cover also lists the firm’s 12 additional branch offices.

However, an advertisement appearing just a few months later, in the Feb. 24, 1866, *Daily Clarion and Standard* (Jackson, Miss.), lists several additional branch office locations not cited on the November 1865 corner card. These include the important cities of Chattanooga and

**PIONEER EXPRESS COMPANY,**  
 (Express Forwarders,)  
 Principal Office No. 48, North Royal St.,  
**MOBILE, Ala.**  
**LUKE J. WHITFIELD,** MANAGER.  
**GEORGE P. SMITH,** AUDITOR.  
**M. W. HUTCHESON,** GEN'L SUPT.  
**GEO. NASON,** Superintendent of the Western Division.  
**CHARLES SHACKLEFORD,** Agent,  
**CANTON, Miss.**  
 Dec. 20, 1865.

Figure 10. Dec. 20, 1865, and Jan. 11, 1866, *American Citizen* (Canton, Miss.).

## RECORDING NEW CSA FINDS

New Confederate finds are still being documented for future editions of the *CSA Catalog*. In addition to new, unlisted finds, I am seeking quality images to replace old black and white tracings or poor-quality images that were used in earlier catalogs. It is important that new images be quality 300 dpi .tif or .jpg files if they are to be used in future editions.

For questions or to send your digital images and information:  
**Trish Kaufmann**  
**trishkauf@comcast.net**

If you are not a computer user, please send color photocopies to me  
**10194 N Old State Rd**  
**Lincoln DE 19960**

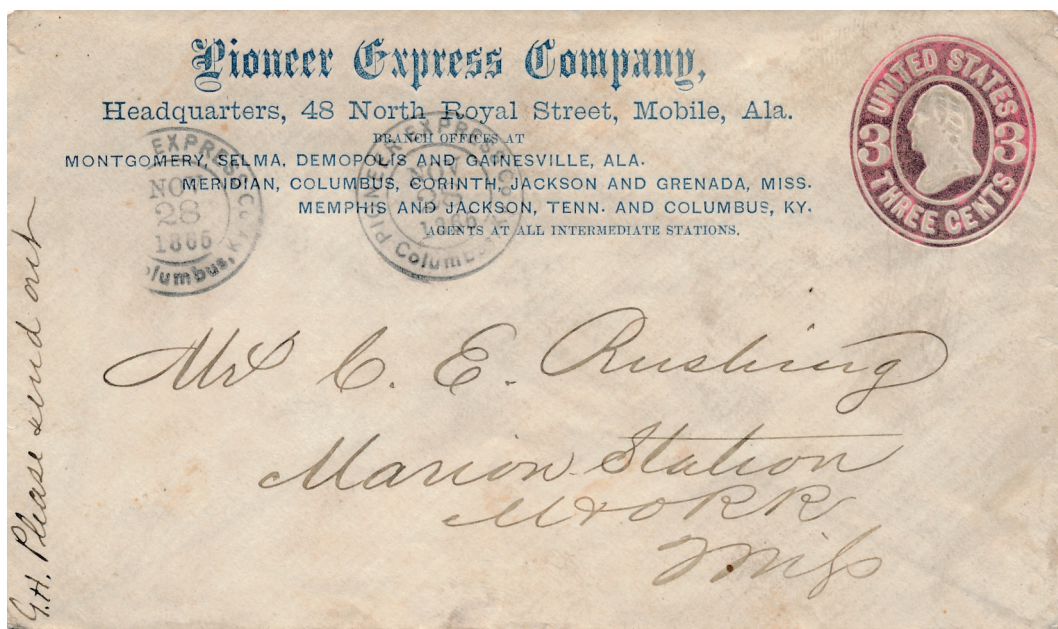


Figure 11 (above). Nov. 28, 1865, Pioneer Express Company, Columbus, Ky., Type III CDS on USA 3¢ stamped envelope carried outside the mails to Marion Station, M & O RR, Miss. (Table 1, No. 19).

Figure 12 (right).

Nashville, Tenn., New Orleans, La., and Cairo, Ill., among others (Figure 12). This advertisement suggests that the Pioneer Express Company was markedly expanding its number of office locations in a last-ditch effort to survive.

During the immediate postwar period, the express companies became the principal carriers of mail and express in the South, largely because of the inability of the Federal government to open post offices and re-establish regular mail services in a timely manner. As a result, the majority of the surviving Pioneer Express Company postal artifacts are dated during the 11-month period between the end of the Civil War and the company's demise in March 1866.

A census of post-Civil War Pioneer Express covers is listed in Table 1 and a few examples are illustrated here (Figures 14-17). Clearly, many more examples exist than were previously thought to have survived.

**THE  
PIONEER EXPRESS COMPANY,**

HAVING an agency in this city, are now prepared to forward

**Freight, Money and Valuable Packages,**

To all points on the following Railroad lines:  
Mobile & Ohio and branches,  
Memphis & Charleston,  
Mississippi Central  
N O Jackson & G N  
Mobile & Great Northern,  
Alabama & Florida,  
Meridian & Vicksburg,  
Selma & Meridian,

Particular attention given to the collection of

**Bills, Drafts, &c.,**

**PRINCIPAL OFFICES:**

Montgomery, Alabama,	Jackson, Mississippi,
Mobile,	Vicksburg,
Selma,	Canton,
Gainesville,	Grenada,
Demopolis,	Meridian,
Decatur,	Columbus,
Huntsville,	Corinth,
Stevenson,	Okolona,
Memphis, Tennessee,	New Orleans, La.
Grand Junction,	Pensacola, Florida,
Jackson,	Columbus, Ky.
Chattanooga,	Cairo, Illinois.
Nashville,	

Agencies at all intermediate points on the above Roads.

For rates, &c., enquire at the Company's office on Pearl Street, Jackson Miss.

**J E McDANIEL,**  
Ass't Sup't. Western Division.

**E A COCHRAN, Agent.**

Feb 8 dtf



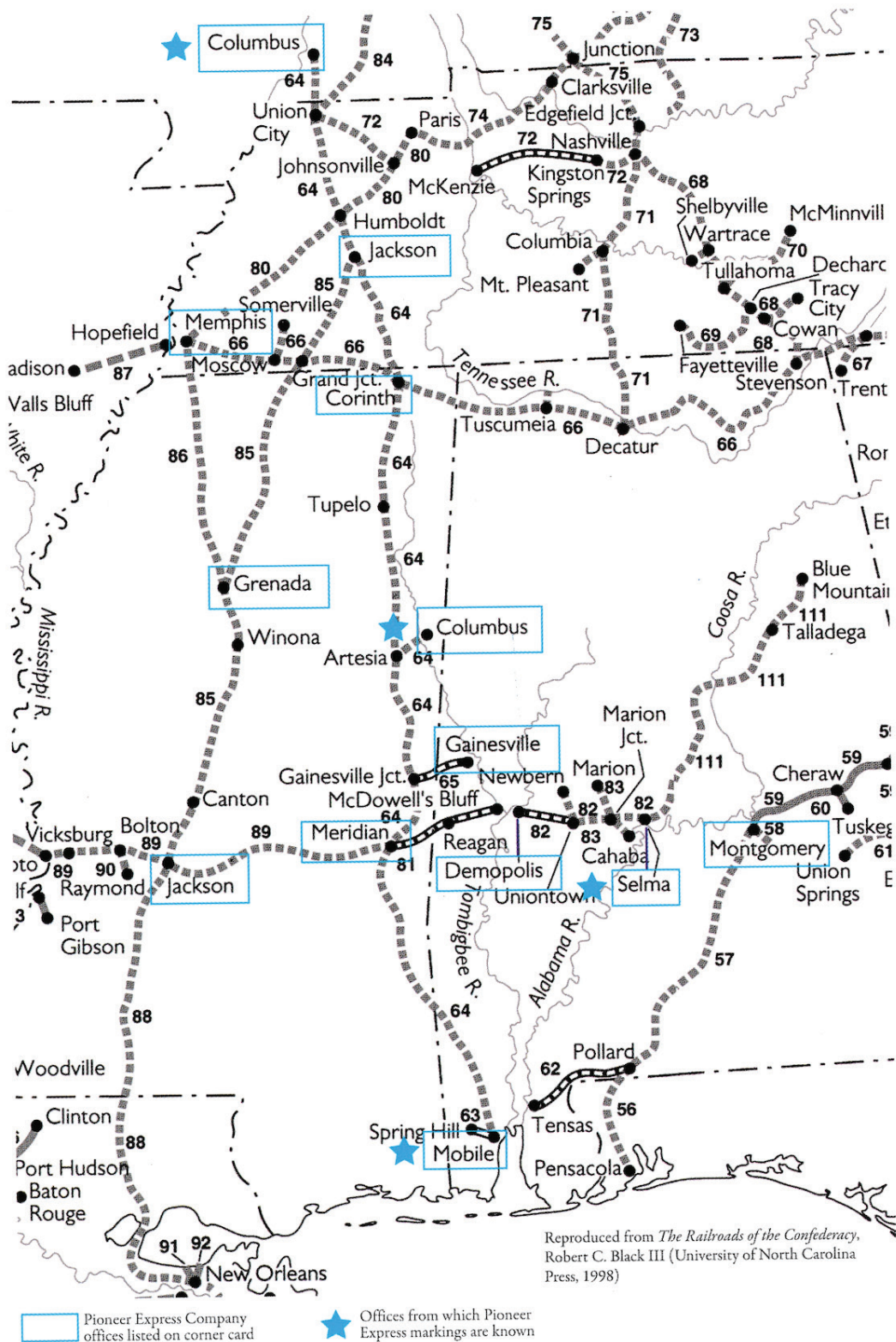


Figure 13. A detail of the Black railroad map showing the Pioneer Express Company routes. The blue frames indicate the 13 offices listed on the company's 1865 corner card. The blue stars mark the four offices from which markings were known prior to the current article (Image reproduced with permission from Walske and Trepel) (7). Two additional offices, Montgomery, Ala., and New Orleans, La., can now be added.

Following the Pioneer Express Company's wintertime 1865-66 "ad campaign," a blistering number of advertisements by the Southern Express Company followed. Figure 18, one such ad, cites the companies' relationship with Adams Express and Harnden's Express.

The resulting import of additional business into the Southern Express Company sounded the death knell for the Pioneer Express Company.



Figure 14. Letter datelined "Selma Ala. July 27th/65" and addressed to New York City. The Pioneer Express Company carried the letter outside the mails (franked with the obligatory U.S. 3¢ postage and canceled by its Selma, Ala., Type II CDS) to New Orleans, La. There, a second 3¢ stamp was affixed over the "Paid 35" express charge, postmarked New Orleans, La., Aug. 1 and placed in the U.S. mails for transmission to New York City (Table 1, No. 6).

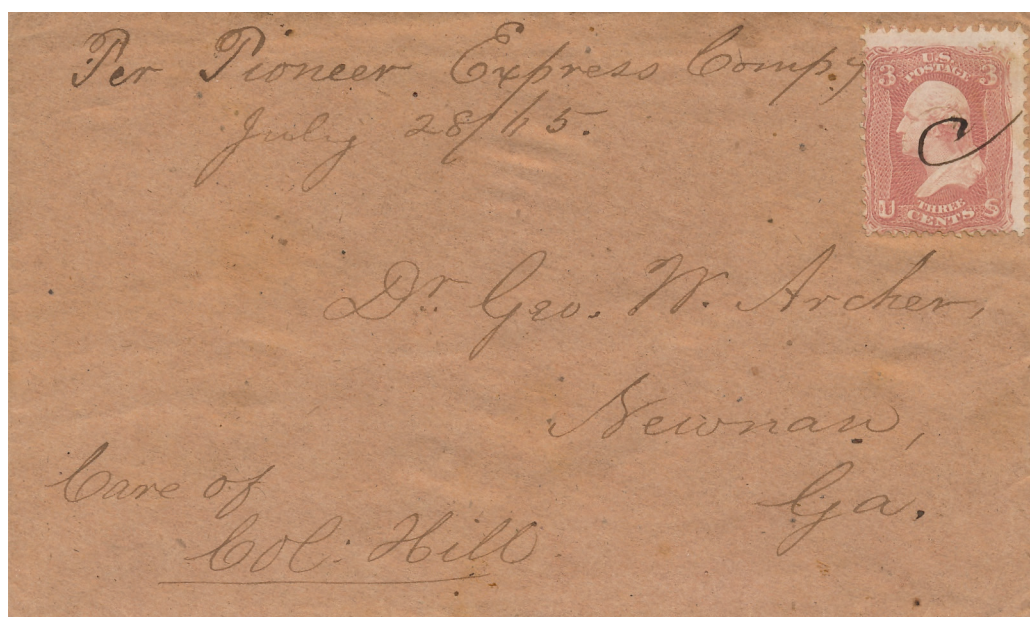


Figure 15. Cover franked with the obligatory U.S. 3¢ postage and carried outside the mails "Per Pioneer Express Comp'y July 28/65" to Newnan, Ga., "Care of Col. Hill" (Table 1, No. 7).



In summary, Earl Antrim had recognized the three types of circular date stamps used by the Pioneer Express Company and correlated their use with dates of service. The census of 20 Pioneer Express covers compiled here clearly shows that while those from the Confederate period are



Figure 16. Pioneer Express Company, Mobile, Ala., Aug. 29, 1865, postwar Type III CDS cancels the obligatory U.S. 3¢ postage stamp and carries the letter outside the mails from Luke Whitfield, Mobile, Ala., to a Whitfield family member in Demopolis, Ala. (Table 1, No. 11). The manuscript notation "DH" appears on several Southern Express Company covers, predominantly those to prominent people. John Kimbrough suggested that this is an abbreviation for the period slang term "Dead Head," which referred to someone who did not pay for their ticket (19). The Pioneer Express Company likely carried this letter privately for free. Luke Whitfield was the Pioneer Express Company controller and his family operated a large cotton factors business in Alabama (4).



Figure 17a. Pioneer Express Company, Montgomery, Ala., Type III CDS, Oct. 18, 1865, to Columbus, Miss. (Table 1, No. 17).

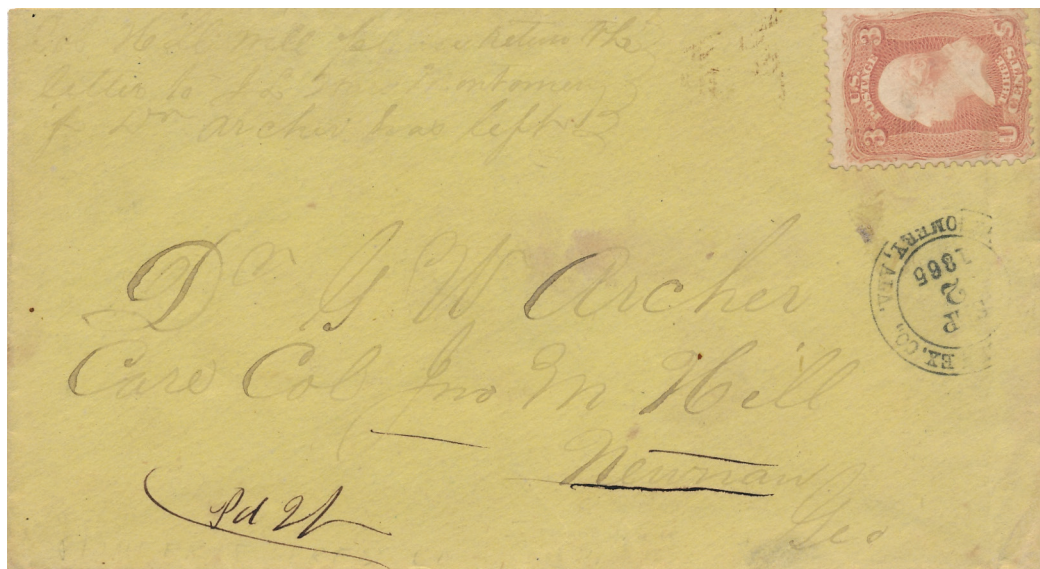


Figure 17b. Sept. 2, 1865, to Newnan, Ga., with manuscript express charge notation "Pd 2/" (two bits, 25¢) (Table 1, No. 12).

decidedly uncommon, those from the Reconstruction era are not quite as rare as once believed. In addition, the 2012 CSA *Catalog* listing of the Columbus, Miss., Type I CDS as a Confederate use is now substantiated; the Type II Selma, Ala., CDS appears to be an exclusively postwar use; and

**SOUTHERN EXPRESS COMPANY,**  
**OFFICE, 147 MEETING-STREET.**  
**EXPRESS FORWARDERS.**

THE SOUTHERN EXPRESS COMPANY IS NOW prepared to forward FREIGHT AND MONEY PACKAGES to all points on the Greenville and Columbia Rail Road. All goods shipped by Adams' or Harden's Express Companies, and marked to the care of the Southern Express Company, will be promptly forwarded to their destination. Freight shipped by steam ships to our care will be forwarded by Express without charge for commission, storage or drayage. If orders are left at our office, Packages and Freight will be called for by our Wagons in any part of the city, and will be sent forward by first Express.

H. B. PLANT, President,  
 March 1      Imo      Augusta, Ga.

Figure 18. (left) March 1 and March 6, 1866, *Charleston Courier* (20).

**NOTICE.**—The Pioneer Express Company having sold out to the Southern Express Company, all parties holding claims against Pioneer Express Company should forward them either by mail or Express to George P. Smith, Auditor, Mobile, Ala.

Oscar Haro, Agent.  
 March 6, 1866

Figure 19. (above) The March 11, 1866, *Memphis Daily Avalanche* announced that the Pioneer Express Company had sold out to the Southern Express Company (21), and thus had met its end.

the Type III CDS was used exclusively postwar. In addition, Type III CDS examples are now recorded from the Montgomery, Ala., Columbus, Miss., and Columbus, Ky., branch offices in addition to the main office in Mobile, Ala.

Lastly, although not mentioned on the company's 1865 corner card, the existence of a Type III CDS from New Orleans confirms that the Pioneer Express Company had an office there as well, likely beginning postwar.

In conclusion, the Pioneer Express Company arose in the early days of the Confederacy but no doubt had difficulty gaining market share while competing with the dominant Southern Express Company. Likely, the Pioneer Express Company primarily carried freight, and very little



Table 1. Pioneer Express Company Covers.

No.	CDS Type	Date	From	To	Postage	Manuscript Notations	Reference
1	Label	?	Mobile, Ala.	Macon, Miss.	CSA 5¢ (No. 1)	“\$78 20/100”, “Collect 50 c”	1087 RAS 528
2	1	5-11-62	Mobile, Ala.	Jackson, Miss.	None	“By Express” “1035 in Confederate Notes, \$75 in Gold / \$1100”	1104 RAS 2407
3	1	7-21-62	Mobile, Ala.	Macon, Miss.	CSA 10¢ (No. 5)	“(\$50) dollars enclosed” “(Paid 2/-”	DMK 1087 RAS 529
4	1	1-26-6?	Columbus, Miss.	Mobile, Ala.	None	“Columbus Branch,” “\$211.75”	DMK
5	111	6-19-65	New Orleans, La.	Via Cairo, Ill., to Philadelphia, Pa.	US 2 x 2¢ (No. 73)		1181 RAS 1378
6	11	7-27-65	Selma, Ala.	Via New Orleans, La., to New York, N.Y.	US 3¢ (No. 65) US 3¢ (No. 65)	“Paid 35,” “pr Express”	DMK 1238 RAS 409
7	None	7-28-65	?	Newnan, Ga.	US 3¢ (No. 65)	“Per Pioneer Express Compy/ July 28/65,” “Care of Col. Hill”	DMK
8	11	7-?-1865	Selma, Ala.	Greensboro, Ala.	None		4
9	11	7-31-186?	Mobile, Ala.	College Hill, Ohio	US 3¢ PSE & US 3¢ (No. 65)	“Mail at Mobile 10 cents Paid”	DMK
10	111	8-26-65	Columbus, Miss.	Columbus, Ohio	US 3¢ (No. 65)		DMK
11	111	8-29-65	Mobile, Ala.	Demopolis, Ala.	US 3¢ (No. 65)	Ms. “DH”	DMK 1238 RAS 410
12	111	9-2-65	Montgomery, Ala.	Newnan, Ga.	US 3¢ (No. 65)	“Pd 2/”	
13	111	9-14-65	Mobile, Ala.	Selma, Ala.	US 3¢ PSE (U59)	“Express, Pioneer”	DMK
14	111	9-20-65	Mobile, Ala.	Macon, Miss.	US 3¢ PSE (U59) & 3 x 3¢ (No. 65)		DMK
15	111	9-30-65	Mobile, Ala.	Enterprise, Miss.	US 3¢ PSE	“Pioneer Express”	845 RAS 1067
16	111	10-11-65	Mobile, Ala.	Demopolis, Ala.	US 3¢ PSE (U59)	“Express”	DMK
17	111	10-18-65	Montgomery, Ala.	Columbus, Miss.	US 3¢ PSE (U59)		DMK
18	None	10-23-65	? New Orleans	Grand Bayou, La.	US 3¢ (No. 65) (Uncanceled)	“Per Pioneer Exp”	810 RAS 2421
19	111	11-28-65	Columbus, KY Express Co. Corner Card	M & O RR, MS	US 3¢ PSE (U59)	“G.H. Please send out”	DMK 810 RAS 2423 801 RAS 174
20	None	?	Express Co. Corner Card	M & O RR, MS	None		DMK

CDS = Circular date stamp; PSE = Postal Stationery entire; 1087 RAS 528 = Robert Siegel Auction Galleries Sale No. 1087, Lot 528;

DMK = Daniel M. Knowles collection; M & O RR = Mobile and Ohio Railroad.

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### **Sheriff's Sale.**

**Lewis Matthews & Co., vs. The Pioneer Express Company.**

**UNDER** and by virtue of an order of sale issued to me from the Law side of the Common Law and Chancery Court of Memphis at its February Term, A. D. 1865, I will on the 21st day of May, A. D. 1866, between the hours of 10 o'clock, A. M. and 4 o'clock, P. M., at the front door of the court house in Memphis, expose to public sale to the highest and best bidder for cash, one Express Wagon, the same having been levied on by me under the attachment in this cause, as the property of defendants, on the 23d day of March, A. D., 1866.

**P. M. WINTER,**  
Sheriff of Shelby county.

**By Jas. F. LANFORD, D. S.** mal01dx.

Figure 20. A notice of a Sheriff's sale followed two months later in the May 11, 1866, *Memphis Daily Avalanche* (22).

mail, during the Confederate period. That would account in large part for the scarcity of surviving Confederate covers carried by the company. By the time the Civil War ended, many Southern railroads had been destroyed and mail routes had been severely disrupted. The Federal government was unable to quickly re-establish mail routes in the South. Consequently, express companies carried much of the mail. While this provided the Pioneer Express Company with an opportunity to expand its business, it still had to compete with the larger and market-dominant Southern Express Company. It failed in that regard and sold out to the Southern Express Company in March 1866. The Pioneer Express Company left behind at least 20,

and likely a few more, postal history artifacts of the American Civil War.

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