

# HUDSON RIVER MAIL

New York, 1814

Steam Boat

## Early Steamboat Post Office Entry

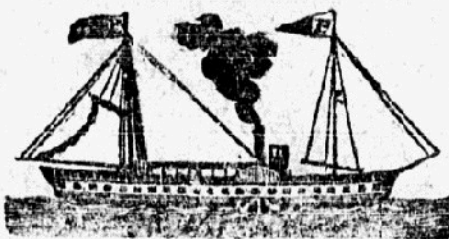
*Steam Boat*

This earliest manuscript "Steam Boat" marking used at New York City is known in two examples. Both are 1814 uses and were treated as ship letters.

*Steam Boat*  
Corporal D. B. Stockholm  
Fusileers Fort Richmond  
Staten Island  
New York.

PFC

ca. 1814 Poughkeepsie, NY, via New York City, to Fort Richmond, Staten Island entered US mails at New York as a steamboat letter with manuscript "Steam Boat" red manuscript 6¢ due as ship rate for port of entry delivery  
*two known examples used in 1814*



### Hudson River Steam-Boats.

*For the information of the Public.*  
The PARAGON, Capt. Wiswall, will leave New-York every Saturday afternoon, at 5 o'clock.  
The CAR OF NEPTUNE, Capt. Roorbach, will leave New-York every Tuesday afternoon, at 5 o'clock.  
The NORTH RIVER, Capt. Bartholomew, will leave New-York every Thursday afternoon, at 5 o'clock.

The 1814 advertisement at left lists the three Hudson River steamboats in operation during the 1814 season, The Paragon, the Car of Neptune, and the North River.

At this date near the end of the War of 1812, a young Cornelius Vanderbilt was ferrying goods between the dock at Fort Richmond, Staten Island, and New York City. The letter-paper has a patriotic "eagle and shield" watermark.

# HUDSON RIVER MAIL

New York, 1823

Earliest STEAM BOAT

The Post Office Act of 3 March 1823 formally established that all waters on which steamboats regularly pass from port to port, including coastal waterways, were to be considered post roads. Immediately following the 1823 Act, Postmaster General Meigs issued instructions that specified how to handle mails received from steamboats, referencing and reinforcing the importance of enforcing the provisions set forth in the 1815 Act.

## STEAM BOAT



13 May 1823 Albany to New York City

entered mails at New York with their "STEAM BOAT" handstamp, 12½¢ postage due  
*the earliest reported use of any steamboat handstamp in the United States*

BY THE MAILES.

Charleston, May 6.—The following letter has been received by the Post Master of this city, from the Post Master General :

General Post Office, March 4, 1823.

Sir—The public having made arrangements for transmitting correspondence along the sea coast, as well as through the country, at great expence, found itself a loser on that account, in consequence of the numerous establishments of steam boats.

To prevent these losses and to subject all letters and packets of letters conveyed by steam boats, to the regular postage, Congress, by an act passed on the 3d inst. have established all routes on which these boats pass, as post roads.

You will therefore charge all letters which you receive or send by steam boats, with postage according to the distances they are conveyed, at the same rate as if sent through the mail by land.

The account of steam boat letters should be kept by itself, and may be kept on the common blanks for ship letters received, merely substituting the words "steam boat," for ship.

It is important particularly on account of the state of the receipts and expenditures of the department, that the act of Feb. 27, 1815, be duly enforced and carried into effect, (see pages 23 and 24 of the Post Office laws) and I hope you will not fail to prosecute should the law be violated.

Yours, respectfully,  
RETURN J. MEIGS,  
Post Master General.

This 4 March 1823 circular from the General Post Office was published in Charleston, SC on 6 May. It states in part:

.... [Congress have] established all routes on which those boats [steamboats] pass as post routes. You will therefore charge all letters which you receive or send by steam boats, with postage according to the distance they are conveyed, at the same rates as if sent through the mail by land. The account of steam boat letters should be kept by itself.

Handstamp steamboat markings began to be used almost immediately after the 1823 Act.



# HUDSON RIVER MAIL

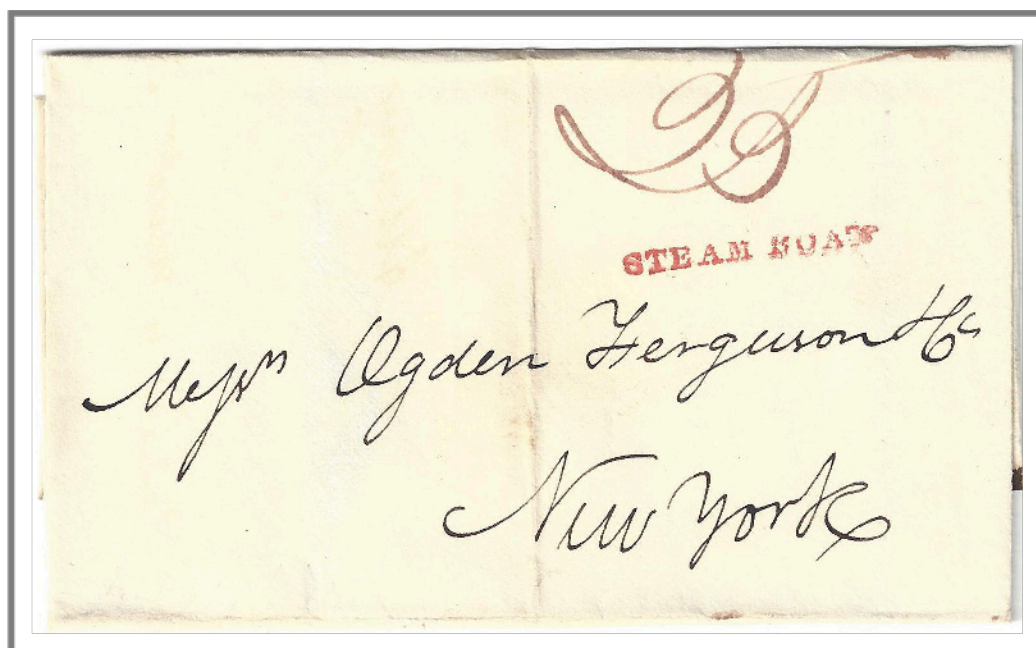
New York, 1830 / 1828

STEAM BOAT



25 August 1830 Schenectady, NY, privately carried to Albany, then to New York City  
"to be put in the letter box of the Steam Boat (New) Philadelphia" endorsement  
entered the mails at New York with their "STEAM BOAT" handstamp, 12½¢ postage due

Letter mentions: *I have this day sent onboard the Steam Boat Philadelphia, Capt. George E. Seymour, two baskets of plums for my daughter on Cowneck, Long Island. Immediately on receipt hereof I will thank you to send for them, onboard the Philadelphia, and hand them over to Mr Schenck, the owner and driver of the Hempstead Harbor Stage which leaves New York tomorrow ...*



5 May 1828 Albany double letter to New York City  
entered the mails at New York with their "STEAM BOAT" handstamp, 25¢ postage due

# HUDSON RIVER MAIL

New York, 1830 / 1833

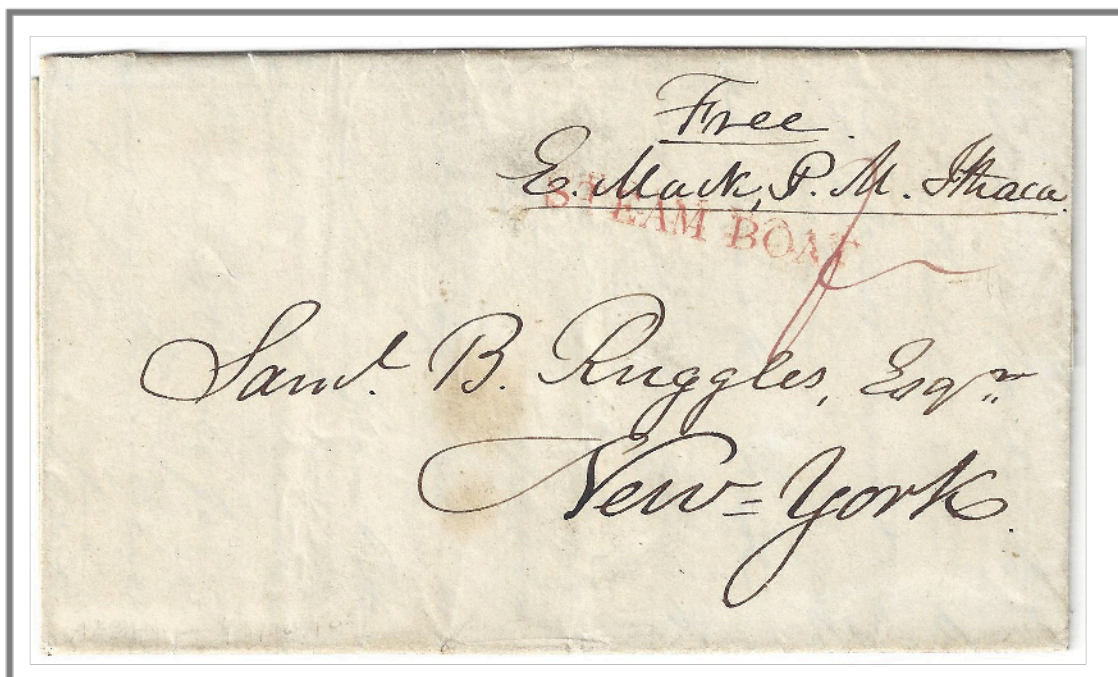
STEAM BOAT

A larger "STEAM BOAT" handstamp was introduced in 1833. Like the earlier marking, it is also known used on mail received from coastal steamers on Long Island Sound.

**STEAM BOAT**



11 April 1833 Albany to New York City  
entered the mails at New York with their "STEAM BOAT" handstamp, 12½¢ postage due



16 May 1836 Albany to New York City, free frank of Edward Mack, Postmaster of Ithaca, NY  
entered the mails at New York with their "STEAM BOAT" handstamp and manuscript "f" (ree)



# HUDSON RIVER MAIL

New York, 1850s

STEAM BOAT

The larger "STEAM BOAT" handstamp, struck in black, continued to be used well into the 1860s. Postal stationery was issued in 1853 to assist in the collection of postage on private mails.

## STEAM BOAT



1855 Hudson, NY to New York City, prepaid 3¢ 1851 issue (yellow rose red, pos 17L4) entered the mails at New York with their "STEAM BOAT" handstamp



ca. 1855 Troy to New York City, prepaid 3¢ postal entire entered the mails at New York with their "STEAM BOAT" handstamp



# HUDSON RIVER MAIL

Catskill, ca. 1819

Catskill Boat

Boat



ca. 1819 Albany to Catskill, a turned cover that enclosed multiple letters for triple 10¢ rate entered mails at Catskill with their manuscript "Boat" and 30¢ due cover had been turned by addressee, Peter Beekman of Albany  
*the only reported Catskill "Boat" entry marking*

## Law Agent's Notice.

1st. The gentlemen of the law will furnish their agent, the subscriber, with money to pay their postage, otherwise their letters will be left unopened and unattended to, with the post master in this city.

2d. They will also write their names on the outside of their letters, so that the agent may know whether he has been furnished with means for the above purpose.

### To Post Masters.

3d. Post masters will be careful to take postage sufficient for all letters delivered to them for the subscriber, so as not to have them inspected in this office, or weighed, and additional postage thereon added, as the agent will not receive them where any postage is to pay, and the post master in Albany will be compelled to dispose of them as he is directed by law.

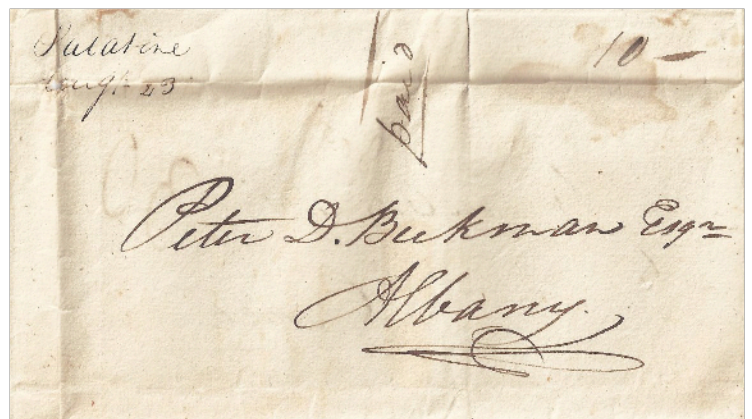
PETER DW. BEEKMAN.

N. B. A letter arrived at the post-office on Sunday evening last, said by the clerks in the office to have come by the steam boat. It has no post office mark—the postage, 3 oz. \$2 22. It is directed to "Peter Dowe Beekman, Esq." Albany. The gentleman that has sent it, will be pleased to send money, to enable the agent to take it out, as no credit is allowed at the post office in this city.

Printers throughout the state, will doubtless confer a particular favor on their law customers by inserting the above notice in their respective newspapers.

Albany, Nov. 10, 1819.

N15 d&c1



The interior use is addressed to Beekman at Albany. He submitted the "Law Agent's Notice" shown at left to the *Albany Gazette*, in 1819. It complains of letters received by steamboat, with no sender indication, sent with excessive amounts of postage due.



# HUDSON RIVER MAIL

Kingston, 1835 / 1840

STEAM BOAT / St. Boat

Kingston, New York used several handstamped markings on mail arriving from steamboats prior to 1850. Manuscript markings are known used concurrently.



**STEAM  
BOAT**

23 November 1835 New York City to Kingston, "STEAM BOAT" handstamp, not rated  
**two reported examples of this handstamp**

*St Boat*

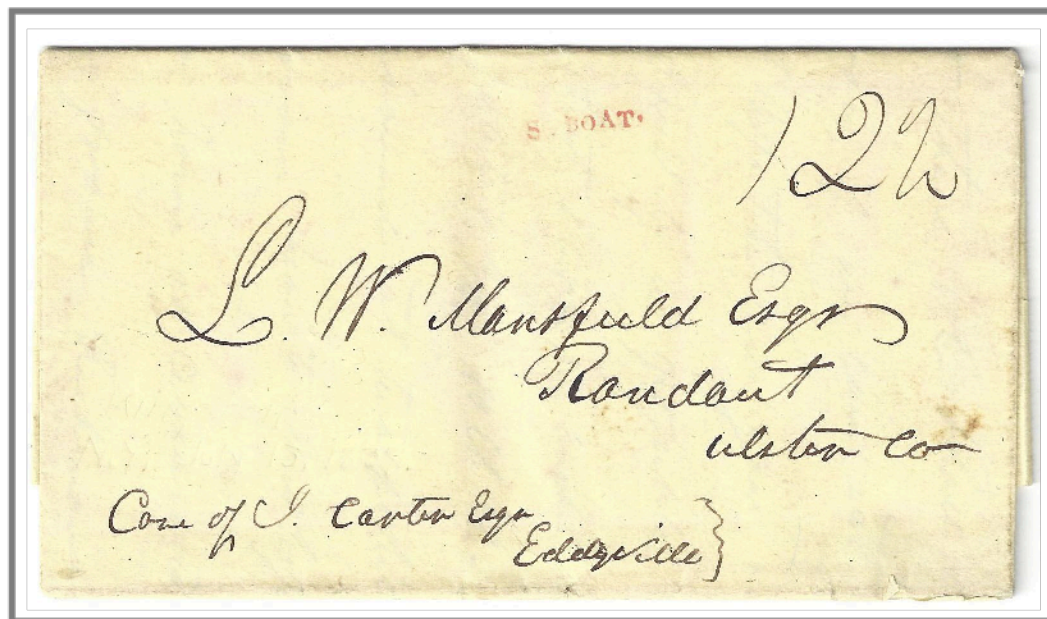


3 July 1840 New York City to Greenkill, Kingston, NY  
entered mails at Kingston with their manuscript "St Boat" and 12½¢ due rate (80 to 150 miles)  
**four reported examples of the Kingston "St Boat" entry marking**

# HUDSON RIVER MAIL

Kingston, 1837 / 1839

S. BOAT



13 July 1837 New York City, via Kingston, to Rondout, NY  
entered the mails at Kingston with their "S. BOAT•" short (2mm) handstamp, 12½¢ due rate  
**two reported examples of this handstamp**

S. BOAT



4 May 1839 New York City to Kingston, NY  
entered the mails at Kingston with their "S. BOAT" taller (3mm) handstamp, 12½¢ due rate  
**fewer than five reported examples of this handstamp**



# HUDSON RIVER MAIL

Kingston, 1842

S. BOAT / STEAM



**S. BOAT**

27 April 1842 New York City to Kingston, NY  
entered the mails at Kingston with their "S. BOAT" taller (3mm) handstamp, 12½¢ due rate  
*fewer than five reported examples of this handstamp*

**STEAM**



14 May 1846 New York City to Kingston, NY  
entered the mails at Kingston with their "STEAM" handstamp, 5¢ due rate  
*two reported examples of this handstamp*

# HUDSON RIVER MAIL

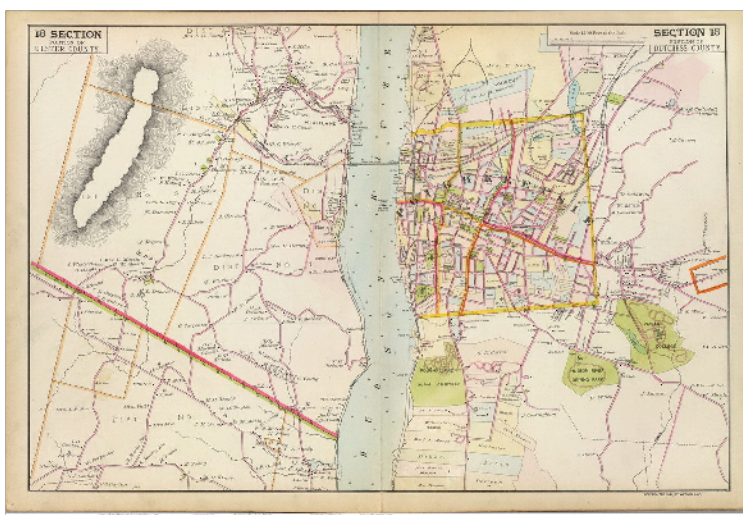
Poughkeepsie, 1839

Poughkeepsie SB

SB 10



18 May 1839 New York City, via Poughkeepsie, to Kingston, NY entered mails at Poughkeepsie with their manuscript "SB" and 12½¢ due rate (80 to 150 miles) paid at Kingston with "Ch" charge box notation at foot and 12½ inked out forwarded to Cohoes, NY with additional 10¢ due (30 to 80 miles)  
***fewer than four reported examples of the Poughkeepsie "SB" entry marking***



Poughkeepsie, located on the east side of the river, is approximately 16 miles south of Kingston, which is on the west shoreline.



# HUDSON RIVER MAIL

Troy, 1842

STEAM BOAT

Prior to the introduction of the boxed "TROY & NEW YORK STEAM BOAT" marking in late 1848, Troy used two different handstamped markings on mail arriving from steamboats. No manuscript markings are reported.

## STEAMBOAT



31 July 1842 West Point, NY, via Troy, to Albany  
entered the mails at Troy with their "STEAMBOAT" handstamp, a postmark and 12½¢ due rate  
carried on the Morning Line steamboat Albany  
*fewer than five reported examples of this handstamp*

**MORNING LINE FOR ALBANY, TROY,  
AND INTERMEDIATE LANDINGS.**  
From the Steamboat Pier, foot of Barclay street.  
The new low pressure steamboat TROY,  
Captain Gorham, **TUESDAY MORNING,**  
~~August 2d~~, at 7 o'clock.  
The low pressure steamboat ALBANY, Captain J. G.  
Jenkins, **MONDAY MORNING**, August 1st, at 7 o'clock.  
For passage, apply at the Office, foot of Barclay street, or  
on board.  
Notice—All goods, freight, baggage, bank bills, specie,  
or any other kind of property, taken, shipped, or put on  
board this boat, must be at the risk of the owners of such  
goods, freight, baggage, &c. Jy30

30 July 1842 advertisement listing departure of the  
steamboat Albany from New York to Troy with  
intermediate stops which included West Point.

# HUDSON RIVER MAIL

Troy, 1840 to 1843

STEAM

STEAM



1 January 1840 Troy to New York City, contract mail use from Troy

Troy postmark, "PAID" handstamp and their "STEAM" handstamp all struck in very dark green  
18¾¢ due rate, apparently the "STEAM" handstamp was here used inadvertently on contract mail  
*only reported example of this handstamp in dark green*

STEAM



3 November 1845 New York City to Troy

entered the mails at Troy with their "STEAMBOAT" handstamp (as above example but in blue)  
manuscript 7¢ due rate, 5¢ rate for under 300 miles but with a 2¢ fee added



# HUDSON RIVER MAIL

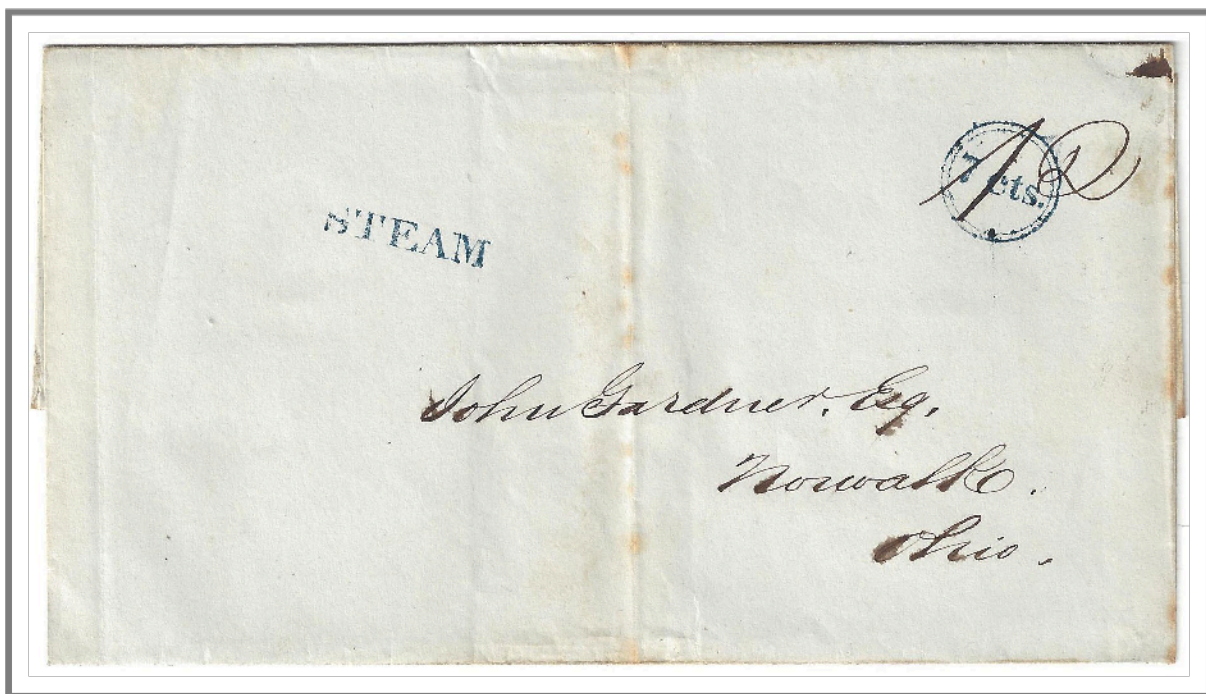
Troy, 1847 - 1848

STEAM

Postal practices in Troy through at least the first half of 1842 conformed to the "origin to destination" land rate law. The covers on this page (and the bottom cover on the preceding page) show that the Troy postmaster began adding a two cent fee to the postage received from steamboats for transmission as well as for office of entry delivery. An authorization for adding the fee has not been found.



13 November 1847 New York City to Troy  
entered the mails at Troy with "STEAM" and due 7¢ handstamp, rate includes 2¢ fee



30 March 1848 New York City, via Troy, to Norwalk, OH  
entered the mails at Troy with "STEAM" and due 7¢ handstamp corrected to 12¢  
rate includes 10¢ distance postage for over 300 miles plus 2¢ fee



# HUDSON RIVER MAIL

Troy, 1850 / 1849 / 1851

TROY & NEW YORK STEAM BOAT

The domestic uses presented here entered the mails at Troy with the boxed "TROY & NEW YORK STEAM BOAT" handstamp, which was introduced in late 1848. Each shows an additional two cents fee charged as postage due.



(top letter) 3 July 1850 New York City to Troy, with due 7¢ handstamp  
(bottom letter) 1849 New York City, via Troy, to Ravenna, OH, with manuscript due 12¢ rate



PFC

19 June 1851 letter addressed to Schenectady, prepaid with 5¢ 1847 issue stamp entered the mails at Troy with "TROY & NEW YORK STEAM BOAT" and due 2¢ handstamps



# HUDSON RIVER MAIL

Troy, 1850 / 1851

TROY & NEW YORK STEAM BOAT

The uses to Canada shown here were not charged the additional 2c fee, perhaps because of the foreign destination.



PFC

2 September 1850 New York City, via Troy, to Montreal, **Canada**, prepaid double 10¢ rate by pair 1847 stamp entered the mails at Troy with "TROY & NEW YORK STEAM BOAT" handstamp, no fee charged *one of the two reported examples of the ten cents 1847 issue with this marking, this being the only example bearing a pair*



PFC

7 April 1851 New York City, via Troy, to Quebec, **Canada**, prepaid 10¢ 1847 issue stamp entered the mails at Troy with "TROY & NEW YORK STEAM BOAT" handstamp, no fee charged  
9 April 1851 Montreal exchange office transit  
*the second of the two reported examples of the ten cents 1847 issue with this marking second day Treaty use to Canada*

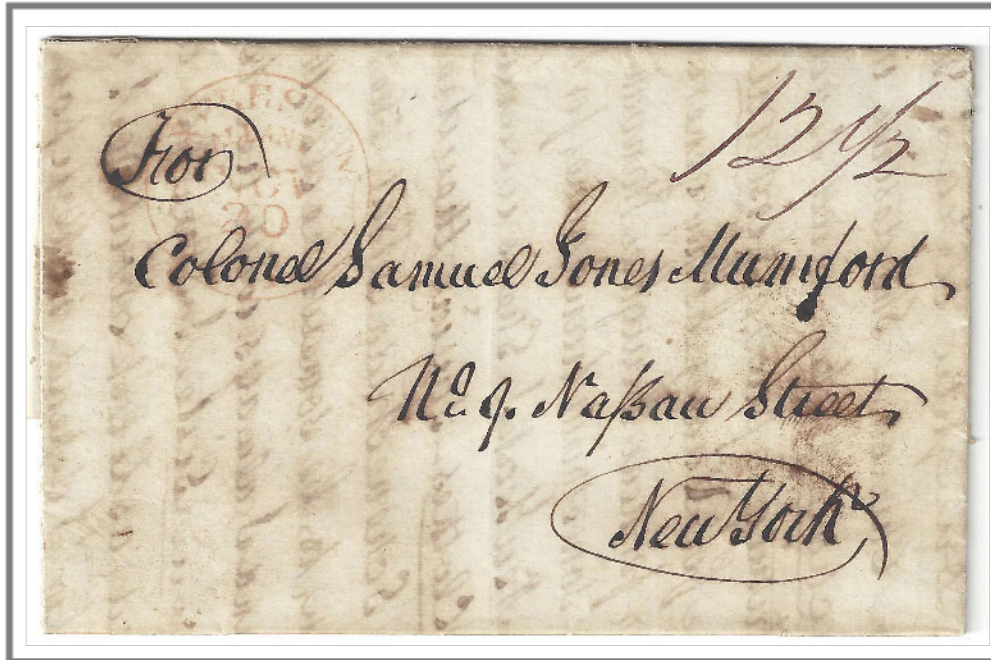


# HUDSON RIVER MAIL

Route Agent Service, 1842

U.S. Express Mail

Route agent service on the Hudson River steamboats began in August 1842. Two agents (arbitrarily labeled A and B) were assigned to the route. Each was supplied with two postmarks, one for use on southbound mail with "ALBANY" at the top, and one with "N. YORK" at the top for use on northbound mail. The two sets of postmarks can be identified by minor differences resulting in types 1A and B and types 2A and B.



Type 1A (used by agent A)  
("Y" of "ALBANY" near "S")

20 November 1842 southbound use from Albany to New York City  
type 1A route agent postmark and manuscript 12½¢ due  
*the earliest reported use of the Albany Express Mail marking*

Post Office, New York, July 15, 1842.  
**UNITED STATES EXPRESS MAIL, BETWEEN NEW YORK, ALBANY AND BUFFALO.**  
The Postmaster General, with a view to the accommodation of the public, and to increased despatch and security, has established an Express Mail, to expedite which, messengers will be employed under the immediate superintendence of Mr. F. JEROME HUMPHREY, for carrying the Mails between this City, Albany, and Buffalo and the intermediate places, (including Troy) with directions to cause the delivery at the earliest possible time.  
Letters will be received on board the 5 o'clock steamboats, which carry the Mails to Albany, Troy, and intermediate places, from 4½ o'clock, P. M. until the time of departure, during which time postage can be paid.  
Letters will also be received on board the boat carrying the Mail direct to Albany, which leaves at 7 o'clock, P. M., from 6½ o'clock, P. M. until the time of departure, a letter box being placed on board said boat, under the lock of the department.  
The Messengers will go through to Buffalo, and are instructed to exert the greatest diligence in the performance of these duties. The arrangement will commence on the 20th instant.  
After the 20th instant, letters by the 5 o'clock steam boat will be received at this office up to 4 o'clock, P. M., and letters for the 7 o'clock boat until 6 o'clock, P. M.  
jy18-2wis JOHN LORIMER GRAHAM, P. M.

July 1842 New York Post Office newspaper notice announcing the first Express Mail Service with messengers (route agents) onboard steamboats between New York, Albany and Troy and onward to Buffalo. Notice mentions "letters will be received onboard" as well as "(for 30 minutes prior to departure) a letter box being placed on board said boat, under the lock of the department".