

# LAKE CHAMPLAIN

Plattsburgh, 1832 / 1834

BOAT / SHIP



**BOAT**

12 October 1832 Montreal, **Canada**, via St. Johns and Plattsburgh, to Grand Isle, VT  
endorsed "Via Plattsburgh"

16 October 1832 Plattsburgh, NY postmark and "BOAT" handstamp  
manuscript 12¢ due for 30 to 80 mile distance + 2¢ ship fee  
*the only reported example of Plattsburgh "BOAT" handstamp*

**STEAM-  
BOAT**



27 June 1834 Whitehall, via Plattsburgh, to Grand Isle, VT  
1 July 1834 Plattsburgh, NY postmark and "STEAM-BOAT" handstamp  
manuscript 12¢ due for 30 to 80 mile distance + 2¢ ship fee  
*fewer than five reported examples of Plattsburgh "STEAM-BOAT" handstamp*

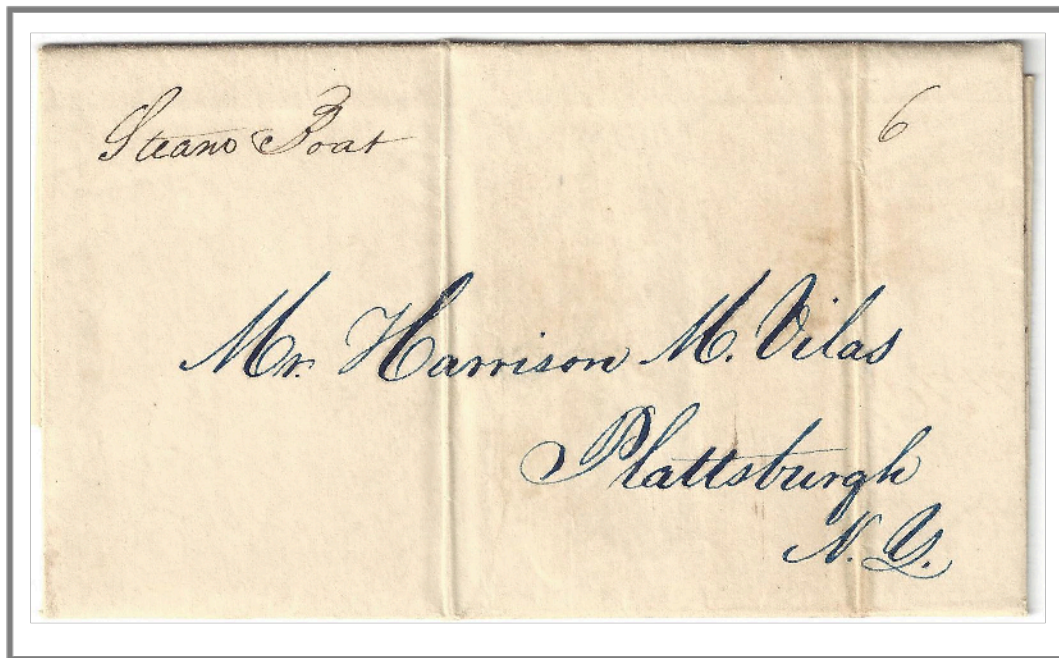
# LAKE CHAMPLAIN

Plattsburgh, 1841

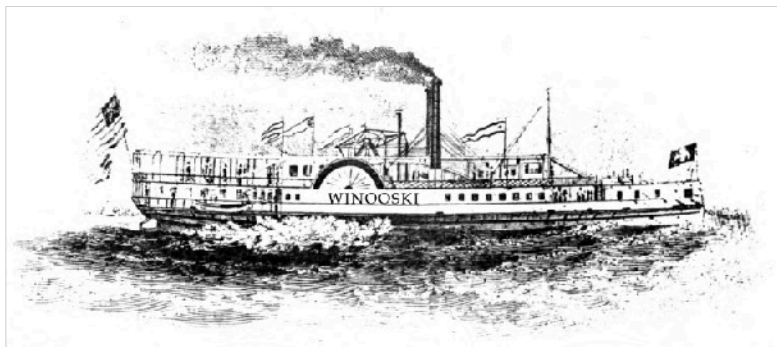
Plattsburgh Steam Boat

*Steam Boat*

"Steam Boat" endorsement applied by Ephraim Mills, postmaster of Burlington, Vermont as an entry and accounting marking.



6 July 1841 Burlington, VT to Plattsburgh, NY  
manuscript "Steam Boat" endorsement entry and due 6¢ rate for port of entry delivery  
steam-ferry Winooski made daily trips between Burlington and Plattsburgh at this date  
*the only reported example*

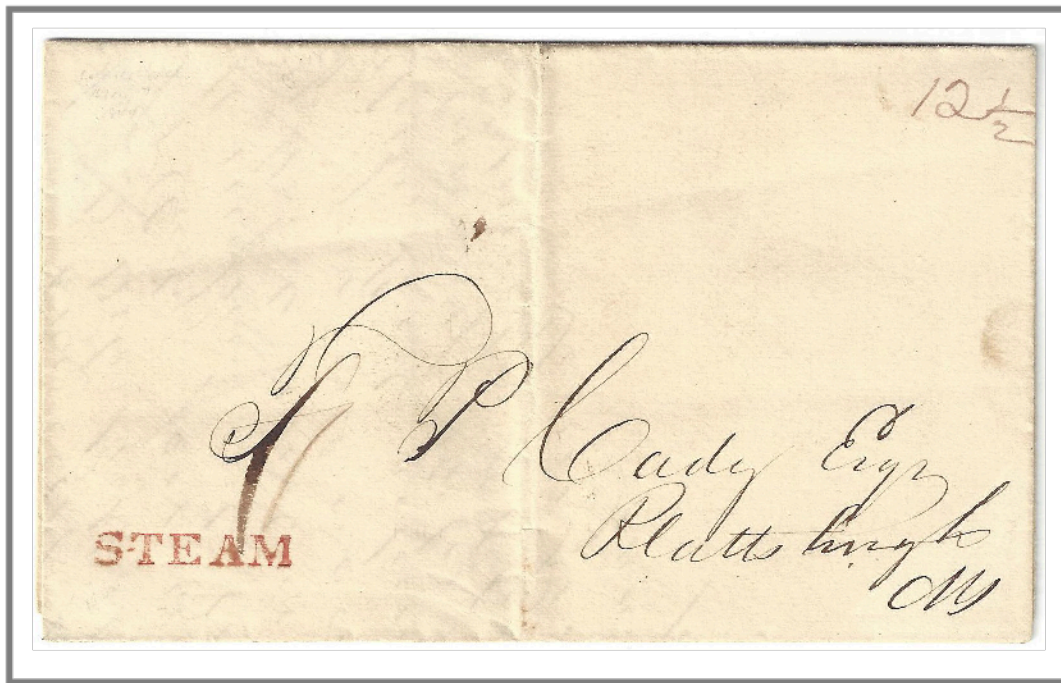




# LAKE CHAMPLAIN

Plattsburgh, 1844

STEAM



7 May 1844 Whitehall, NY to Plattsburgh, NY, Plattsburgh "STEAM" handstamp correctly rated 12½¢ for 80 to 150 miles distance by water between Whitehall and Plattsburgh



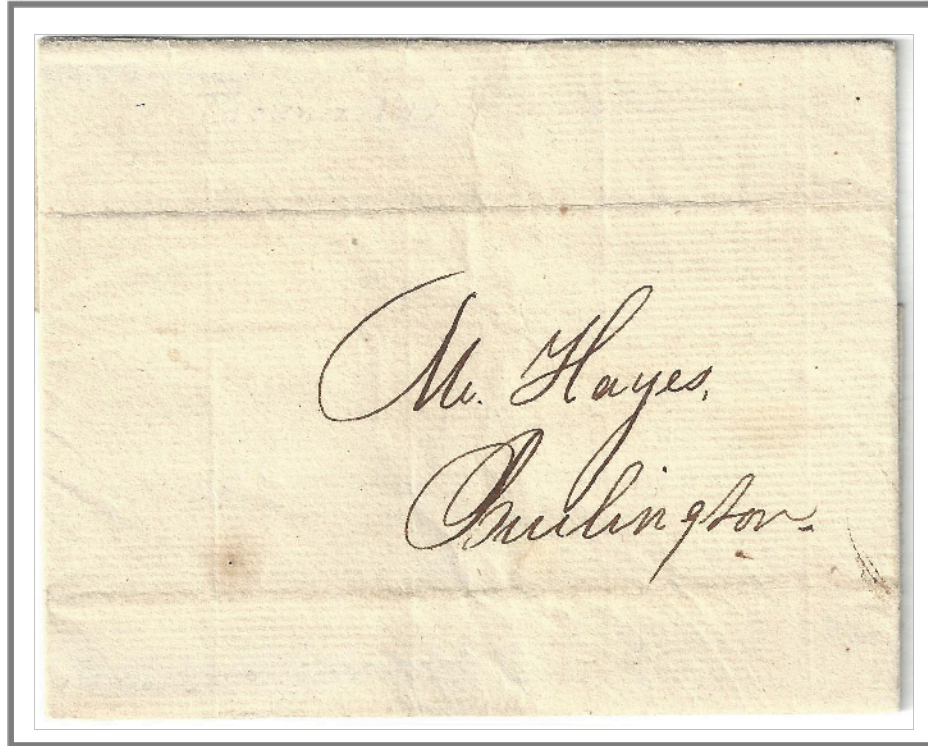
16 October 1844 Whitehall, NY to Plattsburgh, NY, Whitehall Postmaster's free frank via non-contract mail steamer, Plattsburgh "STEAM" handstamp applied on arrival the contract route between Whitehall and Plattsburgh in 1844 was by land December 1844 letter from same correspondence, carried by land, does not bear the "STEAM"

# LAKE CHAMPLAIN

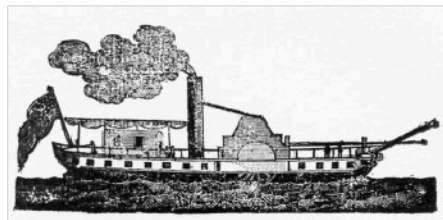
Burlington, 1819

Onboard the Phoenix

*Steam boat, Phoenix, 27 July 1819*



27 July 1819 letter dated "Steamboat Phoenix" carried outside the mails to Burlington, VT  
letter of John Clapp requesting a recipe for Parmesan cheese to be sent to him at Boston  
***earliest reported letter written aboard a steamboat on Lake Champlain***



The Phoenix was a side-wheel paddle steamer built in 1815 by the Lake Champlain Steamboat Company at Vergennes, VT, under the direction of Jahaziel Sherman. The 146' long vessel reached a speed of 8 miles per hour. She was the second steamer to sail on Lake Champlain, after the Vermont (launched in 1808), which was the first regularly operated steamship anywhere. She ran for four seasons between Whitehall, NY and St. Johns, Canada. In 1817, she carried President James Monroe from Burlington, VT to Plattsburgh, NY.

On 4 September 1819 she caught fire after departing Burlington when she grounded and burned to the waterline. Although most of the passengers and crew survived, six died. The company was able to salvage the steam engine from the wreck.



# LAKE CHAMPLAIN

Burlington, 1831

Steam-Packet Franklin



25 October 1831 St. Johns, **Canada**, via Burlington, to Weybridge, VT

Steam-Packet Franklin packet handstamp

28 October 1831 Burlington, VT postmark, manuscript 10¢ due for 30 to 80 mile distance

**earliest reported use of the Packet Franklin handstamp**

**earliest known use of a Name-of-Boat inland waterway marking in the United States**

The Franklin was the first steamboat built by the Champlain Transportation Company (CTC). She commenced her trips between Whitehall and St. Johns under command of Capt. J. Sherman in 1827. Capt. Richard W. Sherman succeeded him the next season and served on the lake until 1847. In 1834, the CTC was awarded the first contract for mail service by steamboat on Lake Champlain. The marking is only known on non-contract mail.

# LAKE CHAMPLAIN

Burlington, 1841

Burlington Ship



25 April 1841 "Onboard Steam Boat" via Burlington, to Milton, VT  
26 April 1841 Burlington, VT postmark and manuscript "Ship 8"  
8¢ due (6¢ for 30 to 80 miles distance plus 2¢ captains fee)



28 July 1841 Plattsburgh, NY to Burlington, VT  
manuscript "Ship 6" entry, 6¢ due (ship letter for port of entry delivery)

letter includes: "Please drop me a line by the (Burlington - Plattsburgh) Ferry Boat"



# LAKE CHAMPLAIN

Burlington, 1845

Steam Boat.

The "Steam Boat." handstamp used at Burlington is the only handstamped steam marking used on the Vermont side of Lake Champlain. It is reported known used in 1845 and 1846.



27 April 1845 Plattsburgh, NY, via Burlington, to Rochester, VT  
30 April 1845 Burlington postmark, handstamped 'Steam Boat' and 12¢ due rate  
(10¢ for 30 to 80 miles distance plus 2¢ captains fee improperly added)  
***the earliest reported use of the Burlington "Steam Boat." handstamp***



14 November 1845 Rouses Point, NY to Burlington, "Steam Boat." handstamp  
manuscript "Steam Boat" and 6¢ due (ship letter for port of entry delivery)

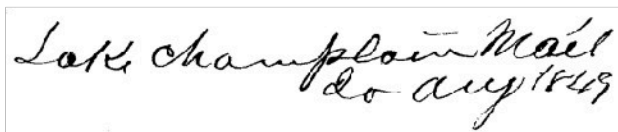
# LAKE CHAMPLAIN

## Route Agent Service, 1849 to 1870

Route Agent service on Lake Champlain steamboats was inaugurated on 1 August 1849 when daily service by steamboat commenced from Whitehall, NY to Saint Johns, Canada. The daily service over the 150 mile mail route #943 required two post office agents. Initially, Edwin S. Collamer (arbitrarily named agent "A") and William H. Turner served (agent "B").

### Manuscript Postmarks

1849



**Type 1A** (used by Agent A, Turner)  
earliest use August 5, 1849  
latest use Aug 20, 1849



**Type 1B** (used by Agent B, Collamer)  
earliest use August 8, 1849  
is also latest use

The manuscript postal markings used by the two agents can be differentiated by their handwriting. Later in 1849, the agents where each supplied with their own devices for stamping postmarks. The devices were handed off to their successor agents.



PFC

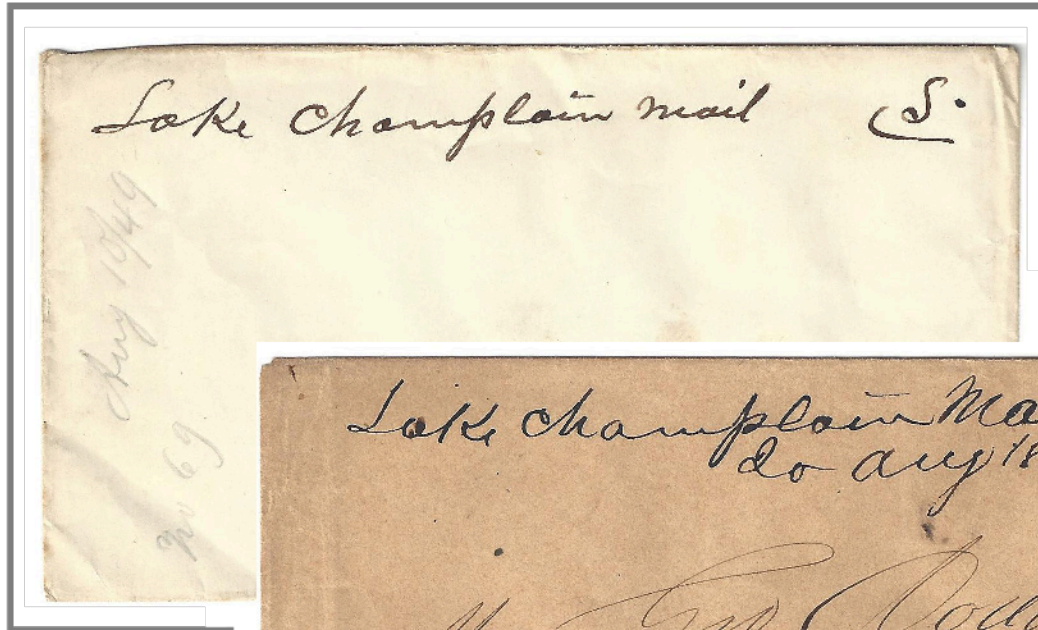
5 August 1849 manuscript "Lake Champlain Mail" route agent Turner postmark (type 1A)  
**first week of service** use, letter front used to Bridgewater, MA, missent to Bridgewater, NY  
prepaid with 5¢ 1847 adhesive, southbound steamer to Whitehall  
**earliest reported use of a Lake Champlain steamboat route agent marking**



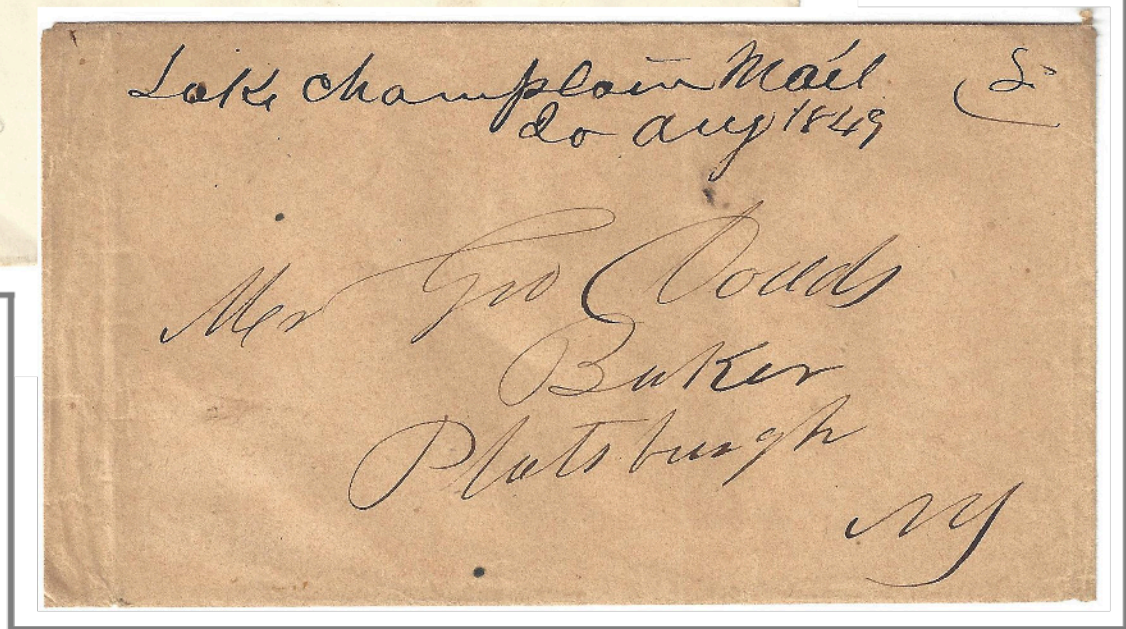
# LAKE CHAMPLAIN

Route Agent Service

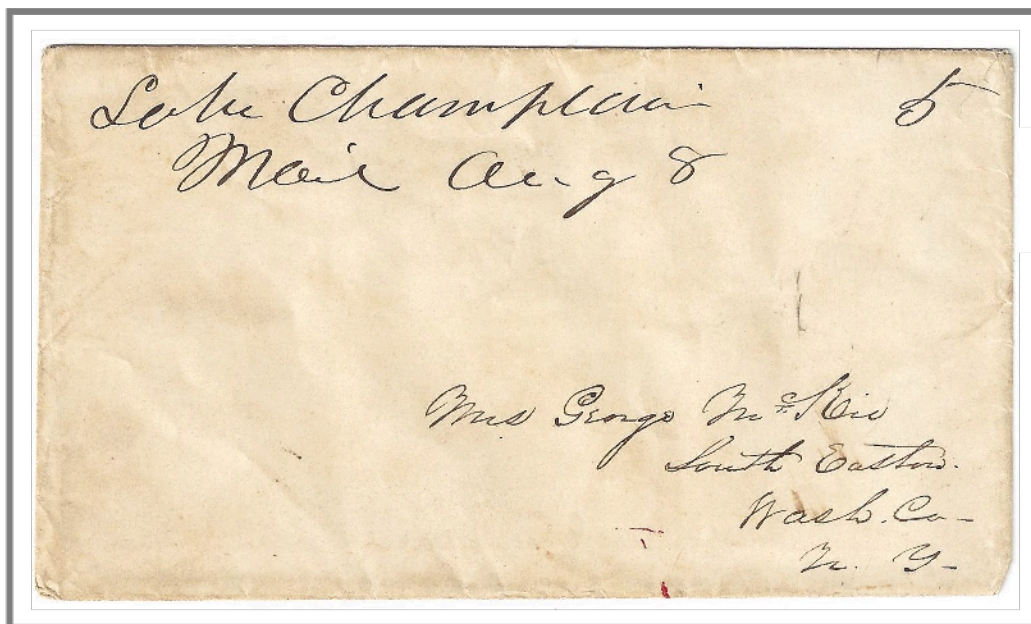
1849, First Month



Type 1A postmarks  
(Agent Turner)



10 and 20 August 1849 "Lake Champlain Mail" route agent William H. Turner postmarks  
both rated 5¢ due for under 300 mile distance, earlier with undated postmark



Type 1B postmarks  
(Agent Collamer)

8 August 1849 "Lake Champlain Mail" route agent E. S. Collamer postmark  
5¢ due rate for under 300 mile distance



# LAKE CHAMPLAIN

## Route Agent Service

## Postmark Types

Late in 1849, the agents were each supplied with their own devices for stamping postmarks. The handstamps vary in the letter-spacing which allows them to also be differentiated. The devices were handed off to their successor agents. In 1860, a smaller device replaced one of the original large devices. The other large device continued in use.



Collamer's handwriting on this cover establishes that the manuscript postmark (type 1B) and handstamped postmark (type 2B) were both applied the same agent. This fact, when coupled with appointment dates of new agents, allows for a correct pairing of device and agents including the succession chain.

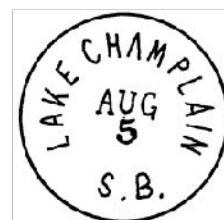
18 September 1849 "Lake Champlain S.B." route agent type 4 postmark and "FREE" handstamp endorsed "P.O. Business / Free E. S. Collamer / Route Agent" and to postmaster at Keeseville  
*the only reported waterway route agent free frank*



Type 2A



Type 2B



Type 3A

Postmark Types	Route Agent names with dates of service
<b>Type 2A:</b> Nov 2 1849 to Nov 11 1849 in blue Jun 13 1850 to Aug 19 1856 in black	Agent Turner: Jul 1 1849 to Apr 30 1851 Agent F.D. Meacham: May 1 1851 to May 31 1853 Agent Jesse Carpenter: Jun 1 1853 to Aug 8 1858
<b>Type 2B:</b> Sep 17 1849 to Jun 17 1850 in red Sep 18 1851 to Sep 2 1869 in black	Agent Edwin S. Collamer: Jul 1 1849 to 30 May 1853 Agent M.S. Hoffnagle: May 31 1853 to Apr 10 1861 Agent Curtis Allen: Apr 11 1861 to Sep 30 1865+?
<b>Type 3A:</b> Jul 18 1860 to 1874	Agent Henry B. Hine: Aug 9 1858 to Mar 28 1861 Agent William Viele: Mar 29 1861 to Sep 30 1861+?



# LAKE CHAMPLAIN

Route Agent Service

1849

The type 2A postmark, which shows a wider space between the "E" of "LAKE" and the "C" of "CHAMPLAIN," was used by route agent William H. Turner. Only two examples are known in blue.



Type 2A

11 November 1849 letter dated "Montreal" to New York City  
route agent type 2A postmark and "10" due rate handstamp for distance over 300 miles  
*one of two reported uses of postmark in blue*



PFC

2 November (ca. 1849) cover to New York City  
route agent type 2A postmark, prepaid 5¢ with 10¢ 1847 diagonal bisect for under 300 mile distance  
redundant "PAID" and "5" handstamps consistent with Agent Turner practice  
*the second of the two reported uses of postmark in blue and the only example of a 10¢ 1847 bisect  
used in conjunction with a Lake Champlain Steamboat handstamp*



# LAKE CHAMPLAIN

Route Agent Service

1849

The type 2B postmark, which shows a smaller space between the "E" and the "C," was used by route agent Collamer and his successor agents. It is reported used in red by Collamer between 17 September 1849 and 17 June 1850.



Type 2B



17 September 1849 letter dated "Lake Champlain" to New York City  
route agent type 2B postmark and "5" due rate handstamp for distance to 300 miles  
*earliest reported use of this postmark*



26 November 1849 letter dated "Saint Johns, Quebec" to New York City  
route agent type 2B postmark and "10" due rate handstamp for distance over 300 miles



# LAKE CHAMPLAIN

Route Agent Service

1850



PFC

17 June 1850 Lake Champlain route agent postmark (type 2B, agent Collamer)  
folded entire to Burlington, VT, prepaid 5¢ 1847 issue with matching cancel  
under 300 mile distance



PFC

13 June 1850 letter from **Canada**, via St. Johns, to New York City  
15 June 1850 Lake Champlain route agent postmark (type 2A, agent Turner), manuscript cancel  
prepaid 10¢ 1847 issue for over 300 mile distance, redundant "PAID" and "10" handstamps

# LAKE CHAMPLAIN

## Route Agent Service

1850

The type 2A marking is known in black from 13 June 1850 until 19 August 1856. The device was used by agent Turner until 1 May 1851 when he was replaced by agent F.D. Meacham who used the device until he was replaced by Jesse Carpenter on 1 June 1853.



Type 2A



11 October 1850 Quebec, **Canada**, via St. Johns to Burlington, their 16 October backstamp  
17 October route agent type 2A postmark (agent Turner), "5" due rate handstamps



16 October 1850 Plattsburgh, NY to Fremont, Ohio  
17 October route agent type 2A postmark (agent Turner) and "10" due rate for over 300 miles

Both covers are postmarked on the same date. The upper cover posted from east side of the lake in Vermont and the lower cover from the west side of the lake in New York.





# LONG ISLAND SOUND



The Long Island Sound served as a gateway to interstate commerce during the steamboat era with mail routes proliferating. Direct steamboat routes connected New York City with ports on the Sound including New Haven, New London and Stonington. Steamboats also directly reached ports on the Connecticut River north to Hartford and the Thames River to Norwich. After the completion of the Long Island Railroad between Brooklyn and Greenport in July 1844, an additional combination train and steamboat route was available. During the period between 1840 and 1860 most of these routes were served by mail line steamboats.

New York, 1825

STEAM BOAT

The "STEAM BOAT" handstamp on letter below is the same marking introduced in 1823 that is shown in the Hudson River Mail section. The 1823 Act made all coastal waterways postal routes and letters entering from steamboats were subject to the same domestic postal charges as if carried by land.

**STEAM BOAT**



8 November 1825 Providence, RI, per steamer Fulton via New York City, to Petersburg, VA  
entered at New York with "STEAM BOAT" handstamp and 25¢ due

# LONG ISLAND SOUND

New York, 1838

STEAM BOAT

STEAM BOAT



12 September 1838 New London, CT via New York City to Farrandsville, PA  
entered at New York with larger style "STEAM BOAT" handstamp and manuscript 18¾¢ due



27 November 1834 Newport, RI via New York City to Sec. of Treasury, Washington, DC  
entered at New York with larger style "STEAM BOAT" handstamp and manuscript "f(ree)"