

# LONG ISLAND SOUND

New York, 1846

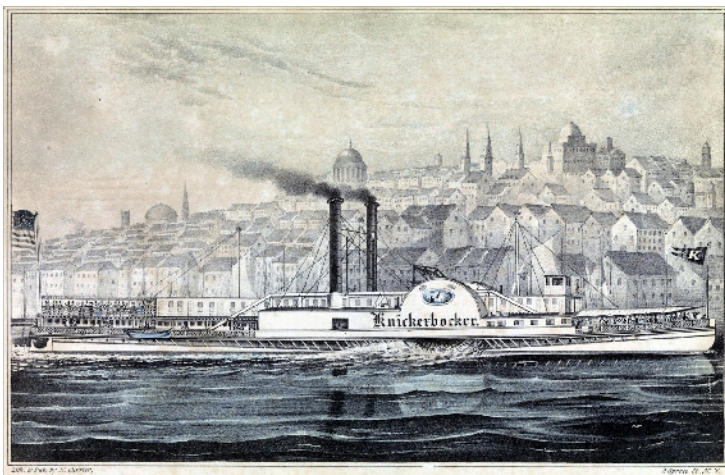
STEAM BOAT  
(Father) Knickerbocker

A handstamp with an image of "Father Knickerbocker" was used briefly in May 1846 on loose letters carried by the steamer Knickerbocker. There are two known examples, the one below dated 18 May and another dated 22 May.



PFC

18 May 1846 letter to Defiance, OH  
entered at New York with larger style "STEAM BOAT" handstamp and manuscript 10¢ due  
*two reported examples of the "Father Knickerbocker" handstamp*



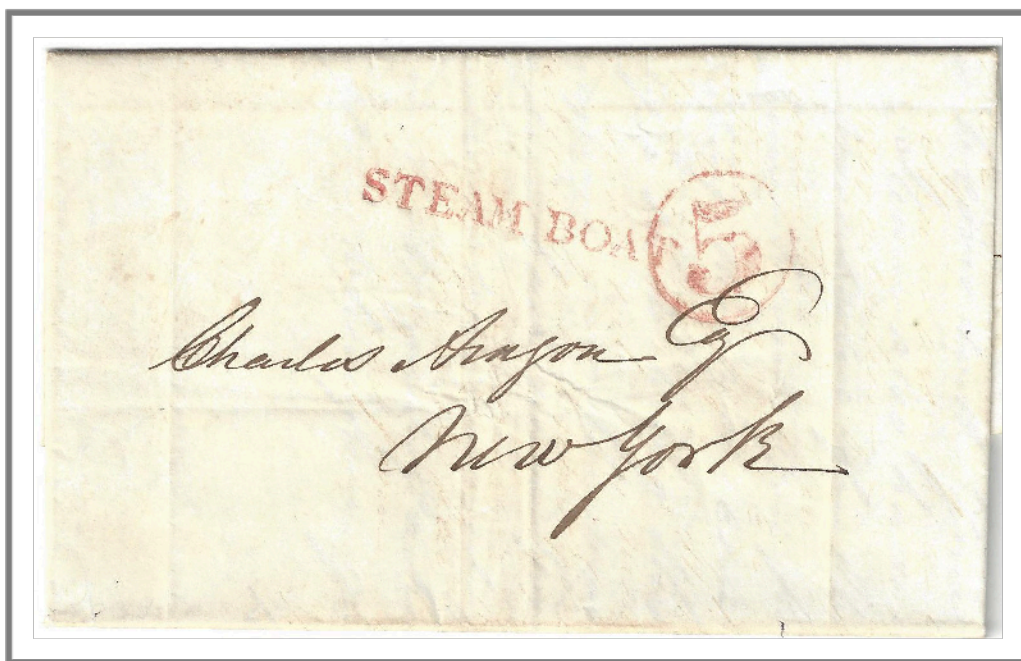
**REGULAR MAIL LINE BE  
TWEEN BOSTON & NEW YORK, by  
the fast and splendid steamers OREGON  
and KNICKERBOCKER.**  
The steamer OREGON, commanded by Capt. A. P. St. John, and KNICKERBOCKER, commanded by Capt. S. Thayer, will run throughout the season, from the first day of April, in connection with the Stonington and Providence and Boston and Providence Railroads, leaving New York daily, Sundays excepted, from pier No. 3 North River, at 5 o'clock, P.M. and Stonington at 9 o'clock P.M. or upon the arrival of the mail train from Boston.  
The OREGON will leave New York—Tuesday, Thursday and Saturday.  
Leave Stonington—Monday, Wednesday and Friday.  
The KNICKERBOCKER will leave New York—Monday, Wednesday and Friday.  
Leave Stonington—Tuesday, Thursday and Saturday.  
For passage or freight inquire on board of the boat at pier No. 3 N. R. or of  
**GEO. E. FAIRCHILD, No. 19 West st.**

This 16 May 1846 advertisement includes the schedule of the "mail line" steamers Knickerbocker and Oregon on the route between New York and Stonington. It is significant that Seth Thayer is listed as captain of the Knickerbocker. On 6 July 1846, when the Knickerbocker was replaced on the route, Thayer was transferred to captain the steamer Oregon. The following month a "STEAMER OREGON" marking was introduced on that vessel.

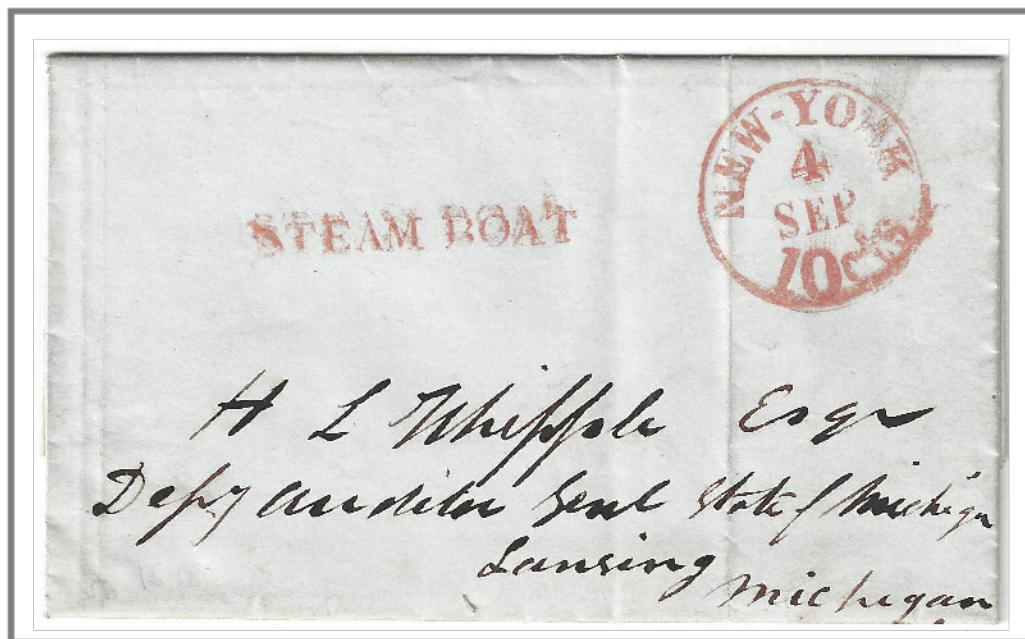
# LONG ISLAND SOUND

New York, 1849 / 1848

STEAM BOAT



13 September 1849 St. Johns, New Brunswick to New York City  
entered at New York with "STEAM BOAT" handstamp and 5¢ due rate



2 September 1848 New London, CT via New York City to Lansing, MI  
entered at New York with "STEAM BOAT" handstamp and 10¢ due rate

# LONG ISLAND SOUND

Hartford, 1827

STEAMBOAT

In 1827 Hartford, Connecticut introduced their "STEAMBOAT" handstamp. In the same year, the New York & Boston Line, via Hartford, began advertising steamers Oliver Ellsworth and Macdonough departing from New York to Hartford. Steamers operated across the Sound and up the Connecticut River to Hartford.



2 November 1827 New York City, via Hartford, CT, to Waterbury, CT on 3 November entered at Hartford with "STEAMBOAT" handstamp and 12(½)¢ due carried on the Oliver Ellsworth on her regularly scheduled Friday departure



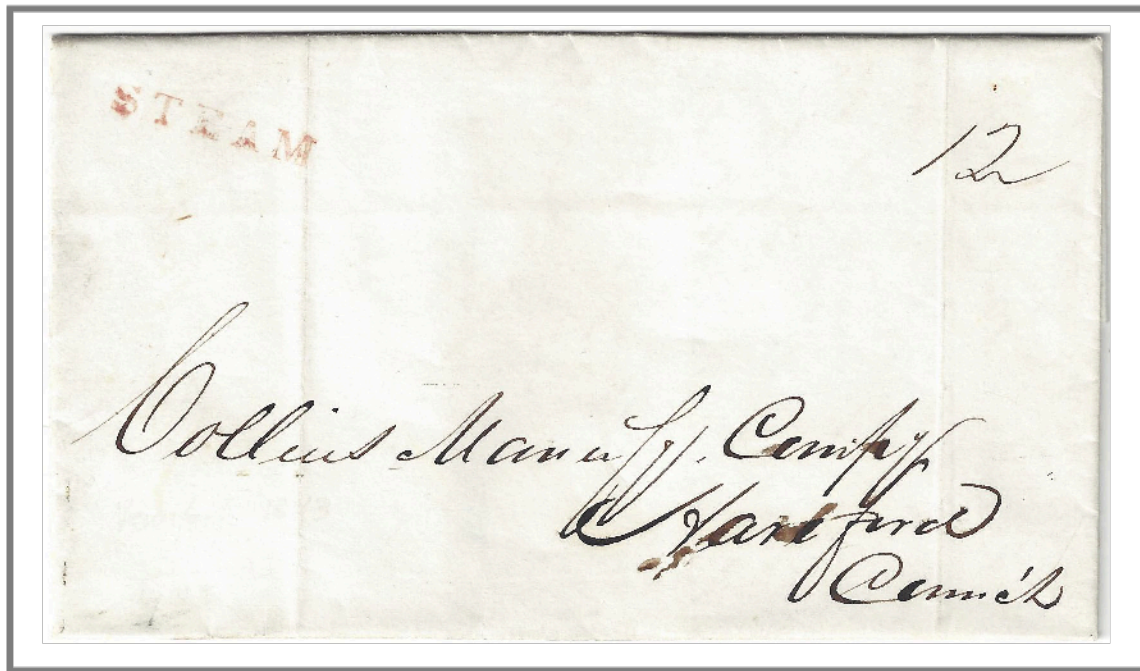
21 May 1839 New York City, via Hartford, CT, to Springfield, MA entered at Hartford with "STEAMBOAT" handstamp and 12½¢ due

# LONG ISLAND SOUND

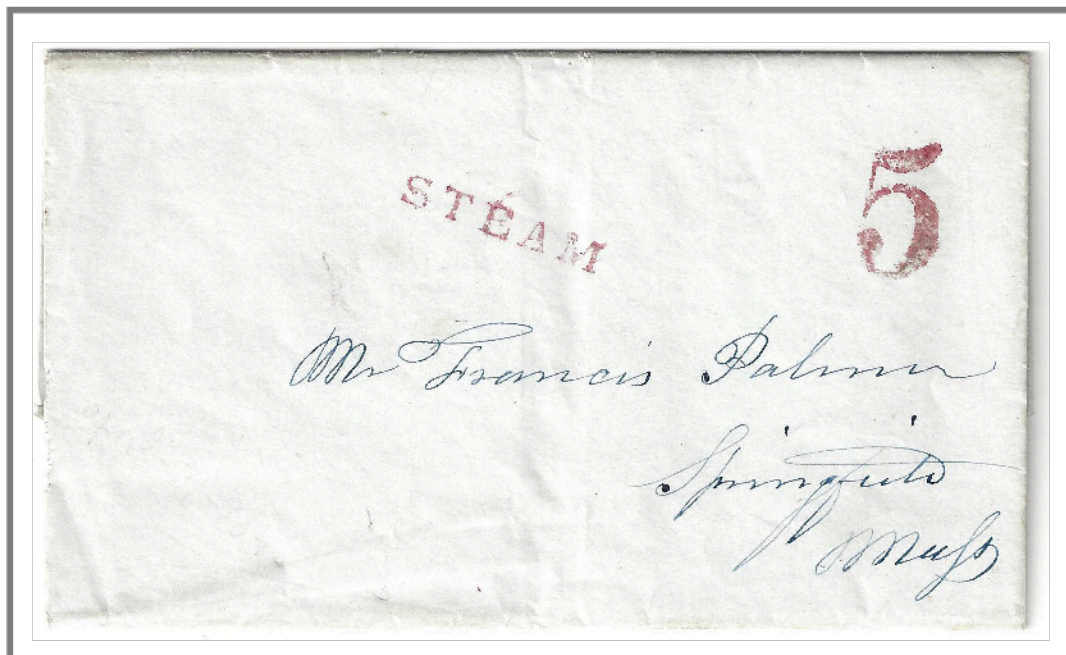
Hartford, 1843 / 1848

STEAM

STEAM



27 May 1843 New York City to Hartford, CT  
entered at Hartford with "STEAM" handstamp and 12½¢ due



7 April 1848 New York City, via Hartford, CT, to Springfield, MA  
entered at Hartford with "STEAM" handstamp and 5¢ due

# LONG ISLAND SOUND

Middle Haddam, 1847

STEAMBOAT

Middle Haddam is located on the Connecticut River south of Middletown and Hartford. The letter below is evidence that the steamboats delivered loose letters that are addressed to intermediate ports on their trips to Hartford.

## STEAMBOAT



16 April 1847 New York City to Middle Haddam, CT  
entered at Middle Haddam for local delivery with "STEAMBOAT"  
manuscript "Steam Boat 5" due  
***the only reported example***

The 24 March 1847 issue of the Hartford Courant included the following notice regarding early season ice on the Connecticut River:

*NAVIGATION RESUMED - The Steam Propeller Uncas arrived here from New York, on Sunday - We understand the river is still filled with ice at Haddam, but that the water has made a channel through the meadows for a considerable distance connecting with the river again at a point below the obstruction. The opening is some fifty of sixty feet in width.*

# LONG ISLAND SOUND

Middletown, 1827 / 1845

STEAM(-)BOAT

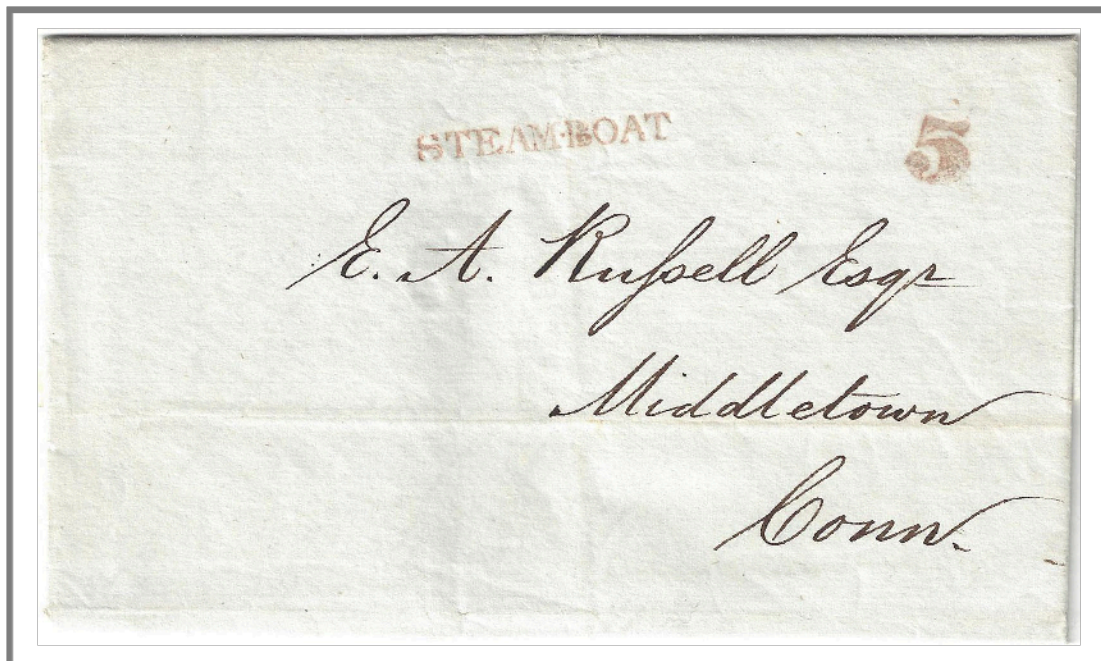
Two different handstamps were used on loose letters delivered from steamboats and addressed to Middletown. The first, with slanted letters, is reported between 1827 and 1832 and the second type is known used between 1837 and 1848.

**STEAM-BOAT**



2 July 1827 New York City to Middletown, CT  
entered at Middletown with "STEAM-BOAT" handstamp and 12½¢ due

**STEAMBOAT**



2 November 1845 New York City to Middletown, CT  
entered at Middletown with "STEAM-BOAT" handstamp and 5¢ due

# LONG ISLAND SOUND

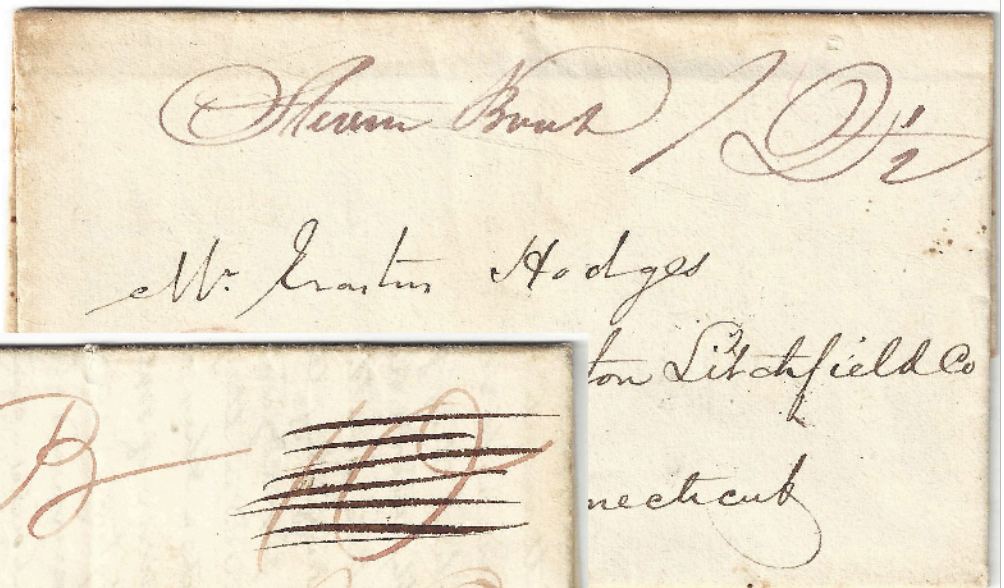
New Haven, 1821/1828 /1831

SHIP/ Steam Boat / B

As a terminal port, steamboat mail was entered at New Haven for the port city as well as destinations beyond. A small number of domestic letters incorrectly rated as ship mail are known. Various manuscript endorsements are known used from 1827 and a handstamp, introduced in 1836, is known used to 1848.



One of two known examples of domestic steamboat mail incorrectly rated as a ship letter in New Haven



The only reported "B" marking used at a Long Island Sound port

(top) 14 March 1821, New York City to New Haven, CT  
entered mails at New Haven with 6¢ due as a ship letter for port of entry delivery with red "SHIP" handstamp

(middle) 25 November 1828 New York City, via New Haven, CT, to Torrington, CT  
entered at New Haven with manuscript "Steam Boat" marking and 12½¢ due

(bottom) 3 June 1831 New York City to New Haven, CT  
entered at New Haven with manuscript "B" and 10¢ due, delivered and postage paid  
4 June re-mailed from New Haven back to New York City with postmark and 10¢ due

# LONG ISLAND SOUND

New Haven, 1836 / 1842

STEAM-BOAT

STEAM-BOAT

Both the letters below bear New Haven postmarks. Port postmarks typically appear only on letters being transmitted beyond the port and the postmarks are dated with the date the letters are to be transmitted.



18 December 1836 New York City, via New Haven, to Hartford, CT  
entered at New Haven with dark green "STEAM-BOAT" arch handstamp and 12½¢ due



22 January 1842 New York City, via New Haven, to Hartford, CT  
entered at New Haven with "STEAM-BOAT" arch handstamp and 12½¢ due

# LONG ISLAND SOUND

New London, 1842 / 1850

STEAM BOAT

New London used two different "STEAM BOAT" handstamps. The larger device (21mm long) is known used between 1827 and 1840 and the smaller device (17mm long) is reported used from 1837 to 1851.

STEAM  
BOAT



1842 New York City to New London, CT  
entered with larger style "STEAM-BOAT" handstamp and 12½¢ due



STEAM  
BOAT

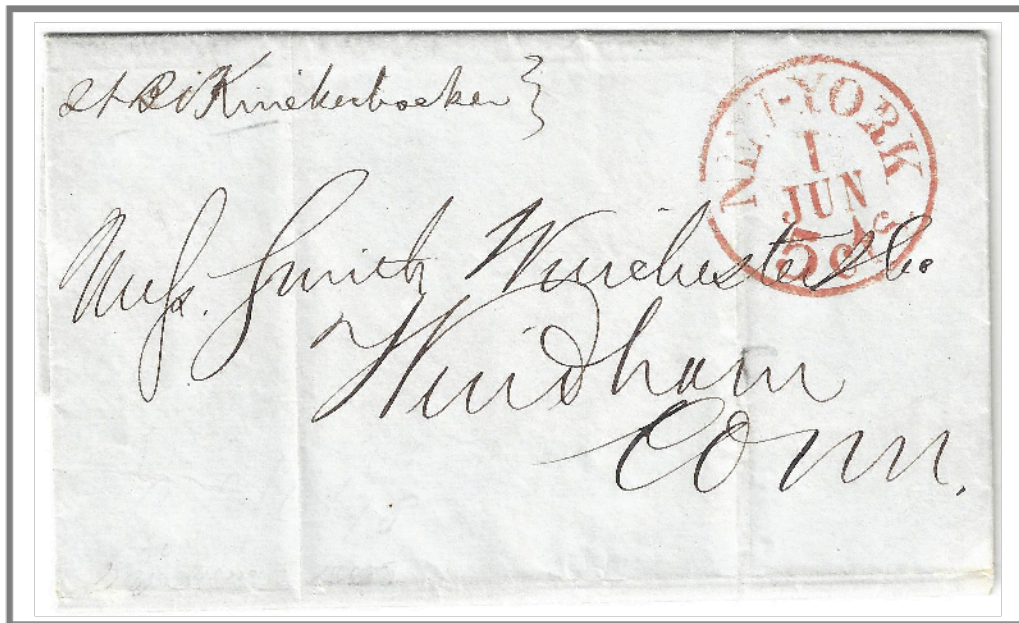
26 August 1850 Rockville, NY (on Long Island) to New London, CT  
entered with smaller style "STEAM-BOAT" handstamp and 5¢ due handstamp  
carried outside the mails, via Long Island RR, to Greenport and on steamer Alice to New London

# LONG ISLAND SOUND

Norwich, 1848 / 1850

STEAMBOAT 5

Contract mail and loose steamboat letters were handled differently. The Post Office contracted with the Long Island Railway (June 1845 to June 1849, Route #806) for service from New York City, via rail to Greenport, and then via steamer to Norwich. Closed bags of mail were postmarked at origin and delivered at Norwich. The loose letter at foot was deposited in a wharf box for a steamer to take directly from New York City to Norwich.



1 June 1848 New York City in closed bag, via Norwich, to Windham, CT  
endorsed for, and carried by, steamer Knickerbocker from New York to Norwich  
***few mails that entered at the post office include name of steamer endorsements***



20 March 1850 New York City, via Norwich, to Windham, CT, "STEAM BOAT 5" integral 5¢ due

# LONG ISLAND SOUND

Providence, 1825


STEAM BOAT

STEAM BOAT



(Saturday) 19 March 1825 New York City, by steamboat Connecticut direct to Providence entered at Providence with "STEAM BOAT" handstamp and 6¢ due  
*an early use of this marking on a letter carried on this route*

**RHODE ISLAND STEAM BOAT LINE.**

The **FULTON**, capt. Robert S. Bunker, will depart for Providence on Wednesdays, at 3 o'clock, P. M. and the **CONNECTICUT**, capt. Comstock, on Saturdays, at 3, P. M.

**FROM PROVIDENCE.**

The **Connecticut** will be despatched every Wednesday, at 3 o'clock, P. M. and the **Fulton** every Saturday at the same hour.

After the 1st of April the line will be formed so that a boat will leave New-York every Tuesday, Thursday and Saturday, at 3 o'clock, P. M. and one from Providence on the same days and the same hour.

m15.

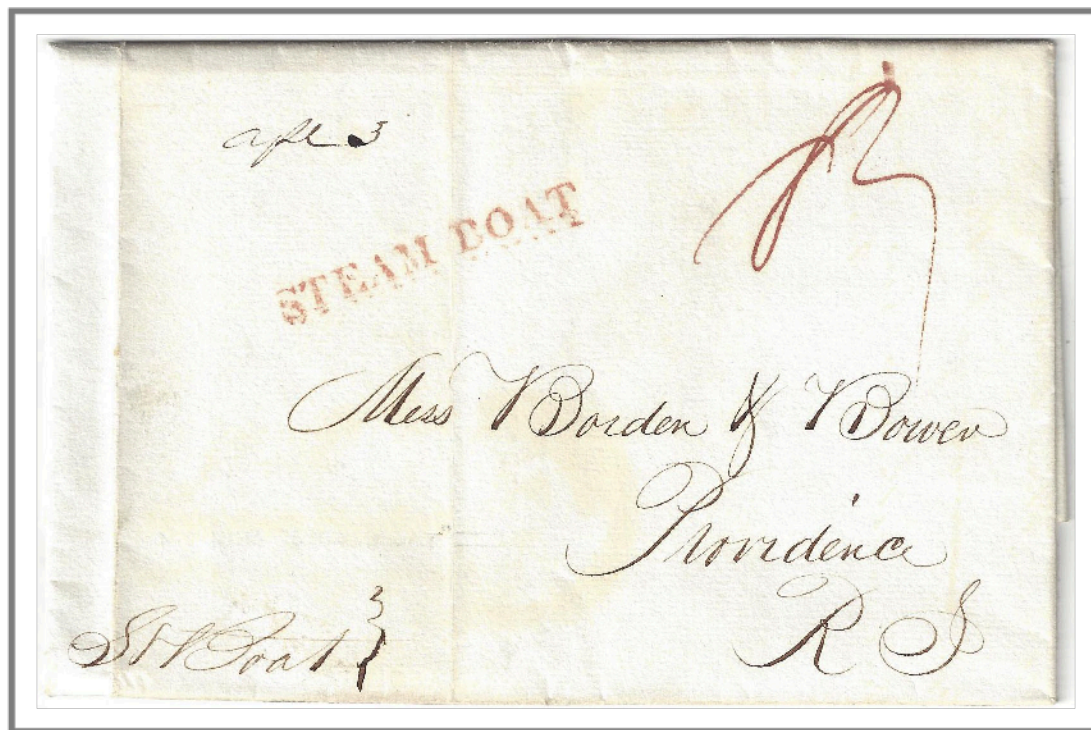
March 1825 advertisement for the Rhode Island Steam Boat Line and Saturday steamboat Connecticut.

# LONG ISLAND SOUND

Providence, 1836 / 1841

STEAM BOAT

The direct route by steamboat between New York City to Providence did not have a mail contract at any point during the period. The route was used for freight and passengers.



2 April 1836 New York City direct by steamer to Providence, RI  
entered at Providence with "STEAM BOAT" handstamp and 18¾¢ due rate



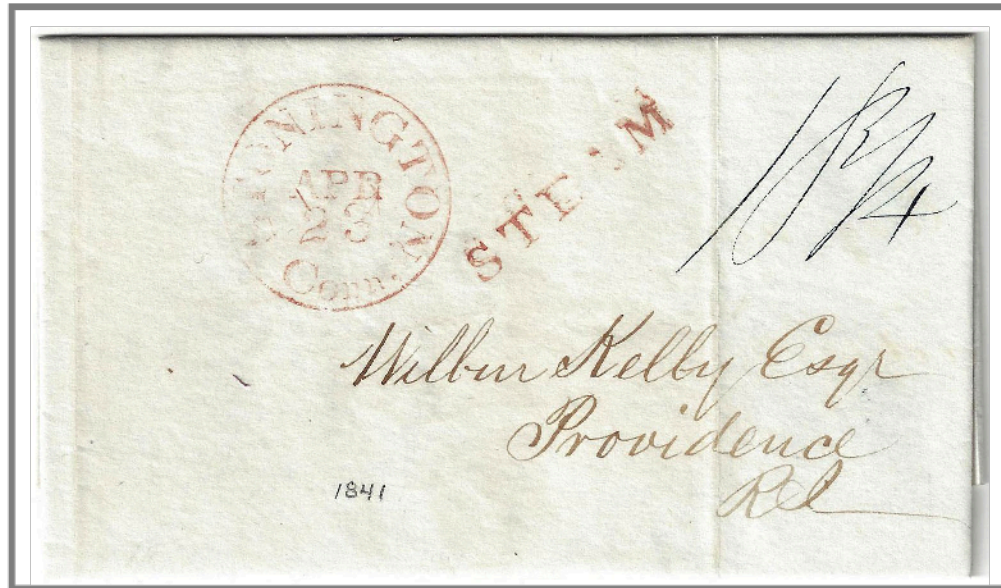
3 October 1839 New York City double rate letter by steamer to Providence, RI  
entered at Providence with "STEAM BOAT" handstamp and 37½¢ due for double rate

# LONG ISLAND SOUND

Stonington, 1841

STEAM

Loose letters carried on contract route #801 are shown below. The New Jersey Steam Navigation Co. held a post office contract to carry mail six days a week between New York City and Stonington by steamboat. These letters were carried outside the contract mails and were deposited into a wharf letter box instead of the post office.



22 April 1841 New York City, via Stonington, to Providence, RI  
by steamer Massachusetts, entered at Stonington with "STEAM" handstamp and 18¾¢ due  
23 April postmark for onward transmission



16 August 1841 New York City, by steamer Narragansett to Stonington, then to Providence, RI  
entered at Stonington with "STEAM" handstamp and 18¾¢ due, 17 April postmark

# LONG ISLAND SOUND

Route Agent Service

US Express Mail

In 1843, both agents on the route (arbitrarily labeled agent A and agent B), were supplied with two postmarks, one with "N. YORK" at top for northbound mail and the other with "BOSTON" at top for use on southbound mail. The two different New York markings are shown below, the type 1A was used by agent A and the type 1B by agent B. The two different Boston postmarks are shown on the following page.



Type 1A



Type 1B

New York type A has the "N" below the "PR" while type B shows the "N" below the "P."



(top letter) 7 October 1843 New York to North Andover, MA, type 1A postmark  
(lower letter) 23 October 1846 New York City to Taunton, MA, type 1B postmark

# LONG ISLAND SOUND

Route Agent Service

US Express Mail

The two different Boston markings, used on southbound mail, are shown below. The type 2A was used by agent A and the type 2B by agent B. The two different New York postmarks used on northbound mail are shown on the previous page.



Type 2A



Type 2B

Boston type A has the "B" below the "XP" while type B shows the "B" below the "P."



(top letter) 25 September 1851 Providence, RI to New York City, type 2A postmark  
(lower letter) 11 July 1848 Boston to New York City, type 2B postmark

# LONG ISLAND SOUND

Route Agent Service

US Express Mail

A single set of rating handstamps was used by each agent after the 1845 postage reduction. Note the "5" rate stamp of agent "A" (top) and that of agent "B" (below).



21 April 1849 New York to Providence, RI, type 1A postmark and large "5" rate mark



30 April 1851 New York to Providence, RI, type 1B postmark and small "5" rate mark