

LONG ISLAND SOUND

Route Agent Service

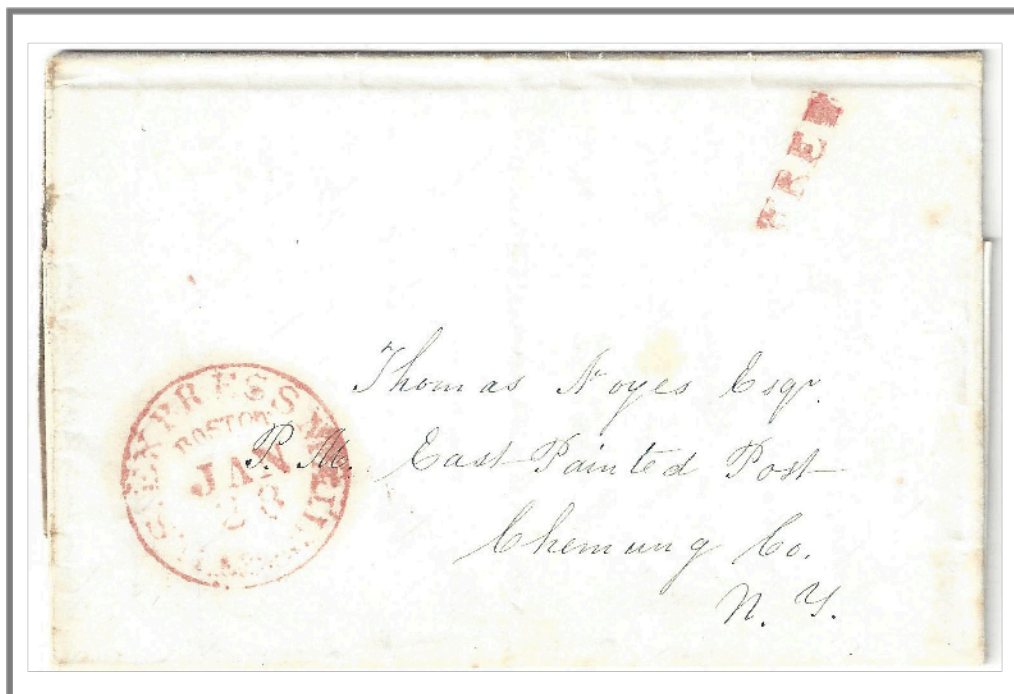
US Express Mail

Pair of letters from same correspondence below show different handling by two different agents. One agent corrected the "Boston" portion of his type 1B device in manuscript to "Stonington Ct." for use on letters picked up at that port. The other agent on the route did not.

Stonington
Ct.



18 August 1844 Stonington, CT to the PM at East Painted Post, NY, "FREE" handstamp
"US EXPRESS MAIL BOSTON" route agent postmark, type 1A with "Stonington CT" over-wright
three known examples of the Stonington overwrite



28 January 1845 Stonington, CT to the PM at East Painted Post, NY, "FREE" handstamp
"US EXPRESS MAIL BOSTON" route agent postmark, type 1B without manuscript overwrite

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Route agents were not allowed to accept payments in cash. Both of the letters below show prepayment of postage with adhesives. Top cover is southbound and bottom cover is northbound



PFC

25 April 1848 Boston to Philadelphia, "US EXPRESS MAIL BOSTON" type 2A postmark prepaid double rate with pair 10¢ 1847 issue adhesives



7 November 1851 New York to Boston, "US EXPRESS MAIL N. YORK" type 1B postmark prepaid triple rate with strip of three 3¢ 1851 orange brown adhesives (positions 11-13RO)
extremely rare Orange Brown strip of three paying domestic rate

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US Express Mail



22 September 1851 New York to Bristol, RI, type 1B postmark in red
prepaid 3¢ orange brown shade 1851 issue, red grid cancel

By 1853 both route agents had switched to using black ink for postmarks.



8 March 1853 New York to New Bedford, MA, type 1A postmark struck in black, prepaid 3¢
16 November 1853 New York to Richmond, ME, type 1B postmark struck in black, prepaid 3¢

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US Express Mail



two different postmarks applied by same agent to 3¢ postal stationery issue to Boston
31 July 1854 type 2B "BOSTON" postmark applied in error when leaving New York City
1 August type 1B "NEW YORK" postmark correctly applied to northbound mail
a proving cover showing that a single agent (agent B) held both devices



19 June 1855 use to San Francisco, CA, type 2A postmark, prepaid 6¢, "Due 4" handstamp
via New York City, type 2A agent postmark and manuscript "4 cts due" applied by agent
the postal rate to California had been increased to 10¢ effective 1 April 1855

LONG ISLAND SOUND

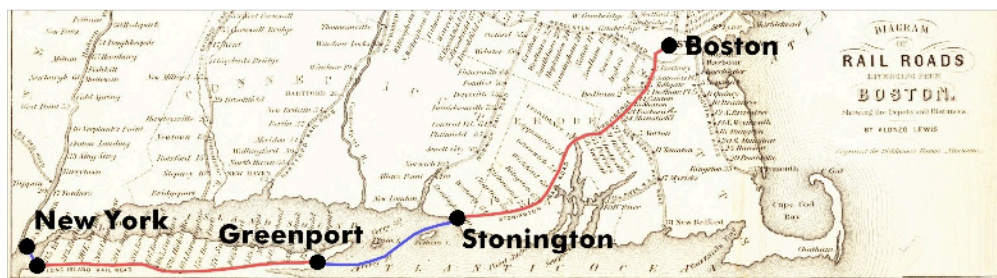
Route Agent Service

Long Island Railroad

In 1845, route agent service that provided an "extra" late mail on contract route #806 was initiated. The contract for this combination rail and steamboat route was awarded to the Long Island Rail Road Company. Service was by ferry between New York and Brooklyn, by rail to Greenport, by steamboat between Greenport and Stonington, CT and then by rail to Boston. The letter below is the only example carried westbound over the entire route.



Map of contract mail route #806. Steamboat service in blue, railroad service in red.



11 April 1846 Boston, via Stonington, Greenport and New York, to New Orleans
"RAIL R." route agent postmark and due 10¢ rate for over 300 miles
the only reported westbound use

LONG ISLAND SOUND

Route Agent Service

Long Island Railroad

Route agent postmark and "5" rate handstamp was used by agent George W. Smith on the rail and steam boat route #806. The markings are reported only between 26 February and 5 May 1846.

RAIL R.

5



19 March 1846 New York City to Boston
"RAIL R." route agent postmark and due 5¢ rate handstamp



24 April 1846 New York City to Boston
"RAIL R." route agent postmark and due 5¢ rate handstamp

LONG ISLAND SOUND

Route Agent Service

Steamer Oregon

From August 1846 until it was withdrawn from the line on 18 November 1847, the Steamer Oregon carried a route agent on the portion of the express mail route #801 between New York City and Stonington, CT. The first style of the "STEAMER OREGON" oval handstamps bears the steamer name at foot. It is reported used between 6 August 1846 and 14 November 1846. The second style simply states "STEAMER" and "5" and is known used from 21 November 1846 to 27 October 1847.



Type 1



7 November 1846 New York City to Providence, RI

"STEAMER 5 OREGON." handstamp with integral rate, "PAID" handstamp (charged to box on arrival)



Type 2

4 June 1847 Boston to New York City

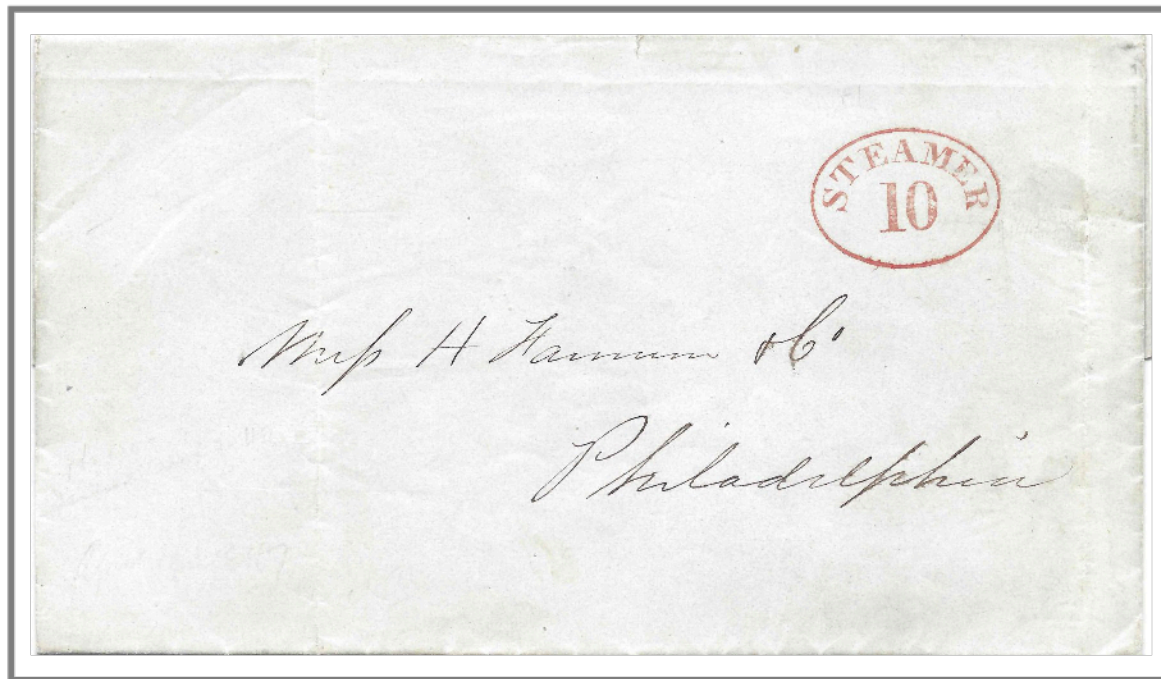
"STEAMER 5" route agent handstamp with integral 5¢ due rate

LONG ISLAND SOUND

Route Agent Service

Steamer Oregon

The third style of the Steamer Oregon oval states "STEAMER" and "10." It is much rarer than the 5¢ markings and is known used from 16 April 1847 to 30 September 1847. The Steamer Oregon markings were only used by the agent onboard the steamboat Oregon, which departed New York on Tuesday, Thursdays and Saturdays.



Type 3

19 April 1847 Boston, MA via New York City, to Philadelphia, PA
"STEAMER 10" route agent handstamp for the over 300 mile rate
one of nine recorded examples of the "STEAMER 10" marking used on the Stonington-New York westward sailing



PFC

1 September 1847 Boston, MA, via New York City, to Orwigsburg, PA
prepaid over 300 mile rate with 10¢ 1847 adhesive cancelled on board by "STEAMER 10" marking
one of two "STEAMER 10" covers bearing 1847 adhesives and the only recorded genuine example bearing the 10¢ stamp



LAKE ERIE MAIL



Although Buffalo became the dominant New York port for steam boats operating on Lake Erie, Black Rock, located just north on the Niagara River, was its equal before the completion of the Erie Canal in 1825. By 1845, Buffalo had become one of the most active harbors in the country.

Black Rock, 1826

Black Rock B Free

The June 1826 advertisement shows the schedule of the Lake Erie steamboats. It shows departure and arrival dates of the steam boat Henry Clay operating between Black Rock and Detroit as well as the steam boat Superior between Detroit and Buffalo.

LAKE ERIE STEAMBOATS.

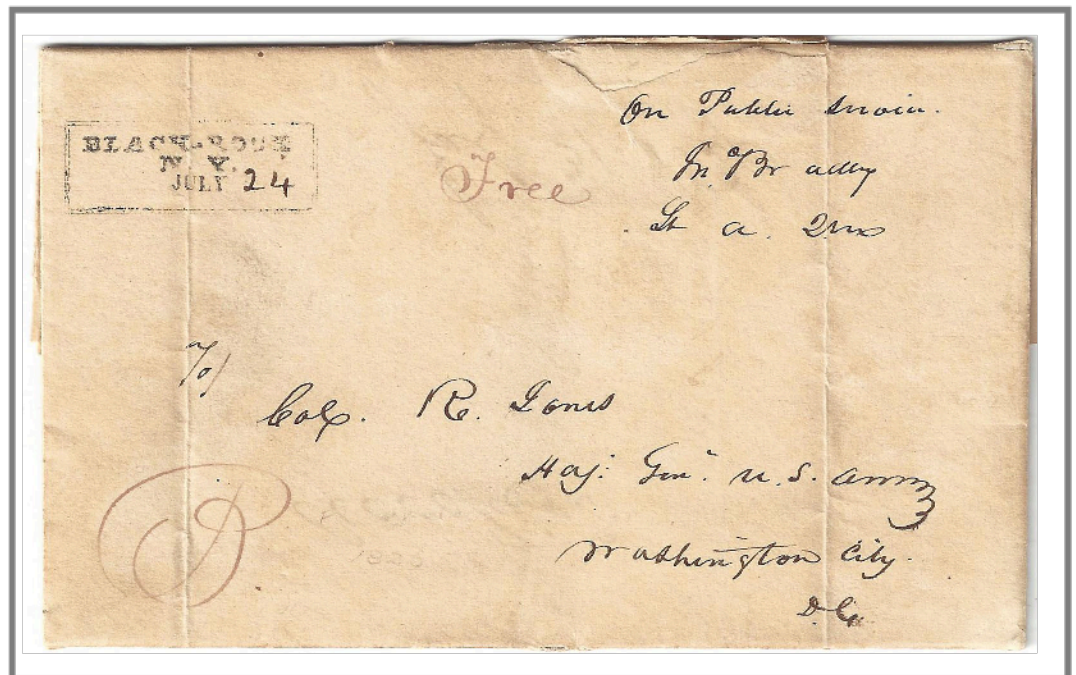
SUPERIOR. J. SHERMAN, Jr. master, and HENRY CLAY, W. Norton, master, will ply in concert the ensuing season—the former from Buffalo, and the latter from Black Rock, to Detroit, for the exclusive accommodation of passengers and their baggage, furniture, and farming implements. One of these will leave Buffalo or Black Rock every fourth day, touching on her way up, at Dunkirk or Portland, Erie, Grand River, Cleveland, and Sandusky; and on the same days the other will leave Detroit, touching at the same places on her passage down. The following are the dates upon which the boats will respectively sail:

From Buffalo at 9 A. M.	From Detroit at 4 P. M.
May 18, 24	May 20
June 10, 19, 27	June 6, 14, 23
July 3, 14, 23, 31	July 1, 10, 18, 26
August 6, 16, 23	August 4, 12, 21, 29
September 2, 11, 19, 27	September 6, 13, 23
October 6, 14, 23, 31	October 2, 10, 18, 27
November 3	November 4, 12

HENRY CLAY.

From Black Rock at 8 A. M.	From Detroit at 4 P. M.
May 20, 29	May 24
June 6, 14, 27	June 2, 10, 18, 27
July 1, 10, 18, 26	July 5, 14, 22, 31
August 4, 12, 21, 29	August 9, 16, 25
September 6, 15, 23	September 2, 11, 19, 27
October 2, 10, 18, 27	October 6, 14, 23, 31
November 4	November 3

At Buffalo, for passage, &c. apply to Capt. SHERMAN. At Black Rock, to Capt. NORTON, or J. L. BARTON, agent for the Henry Clay. May 15, 1826.



6 July 1826 Fort Howard, Green Bay, WI (while Michigan Territory) to Detroit and via Lake Erie steam boat Henry Clay to Black Rock, NY, and on to Washington, DC
 24 July Black Rock with manuscript "B" and "Free"
 the only reported steamboat letter entering mails at Black Rock

LAKE ERIE MAIL

Buffalo, 1820

Buffalo B

The Walk-in-the Water was the first steam boat on Lake Erie. It was built at Black Rock, below Buffalo, and launched on May 28, 1818. She ran successfully through the seasons of 1819 and 1820. In November 1821, a gale overtook her near Buffalo and she was wrecked.



B.



19 September 1820 Sandusky, OH, via Buffalo, to New Haven, CT
carried by steam boat Walk-in-the-Water to Buffalo (the only steamer on the Lake in 1820)
manuscript "B" of Buffalo and 25¢ due for distance rate
the earliest reported "B" entry from a Lake Erie steamboat

LAKE ERIE MAIL

Buffalo, 1820

Buffalo B

On board the Penn

1828.
LAKE ERIE
STEAM BOAT LINE.

THE STEAM
 BOAT EN-
 TERPRISE having
 been thoroughly re-
 paired, and put in good condition, has been
 placed in line with the Boats already run-
 ning on the Lake. In consequence of this
 addition to the Line, the following arrange-
 ments will be observed during the remain-
 der of the season for running.

THE WILLIAM PENN,
 John F. Wight, Master,
 Leaves **BUFFALO** at 9 A. M.

July	1	9	17	25
August	2	10	18	26
September	3	11	19	27
October	5	13	21	29
November	6			

Leaves **DETROIT** at 9 A. M.

July	5	13	21	29
August	6	14	22	30
September	7	15	23	
October	1	9	17	25
November	2	10		

B - 25

Honorable S. Withson
In Senate
Albany

In his absence
J. J. Townsend

9 September 1828 "Onboard the (William) Penn, two miles out of Sandusky Bay" to Albany
 manuscript "B" of Buffalo and 25¢ due for distance rate
 letter regards the steamer being under sail with a broken piston

B Whiting - 25

To/ Mrs Isabella Bloomfield

Detroit Burlington
Or. S.

ca. 1828 Detroit, Michigan Territory, via Buffalo, to Burlington, NJ
 manuscript "B" of Buffalo and 25¢ due for distance rate
 joint letter of Capt. Henry Whiting and his wife, Eliza (né Macomb)

LAKE ERIE MAIL

Buffalo, 1829 / 1835

STEAM-BOAT

Buffalo introduced their fancy scroll handstamp for use on inbound steam boat letters in 1829. It was generally struck in red during the 1829 through 1834 seasons. It was struck in black in 1835. It was then struck in blue well into the 1850s.



1 November 1829 Sandusky, OH, via Buffalo, to New Haven, CT

2 November Buffalo postmark, "STEAM-BOAT" handstamp and manuscript 25¢ due distance rate
earliest reported use of the handstamp



5 June 1835 Cleveland, OH to Buffalo

black "STEAM-BOAT" handstamp and manuscript 18¾¢ due for distance origin to destination
fewer than four reported uses of handstamp in black

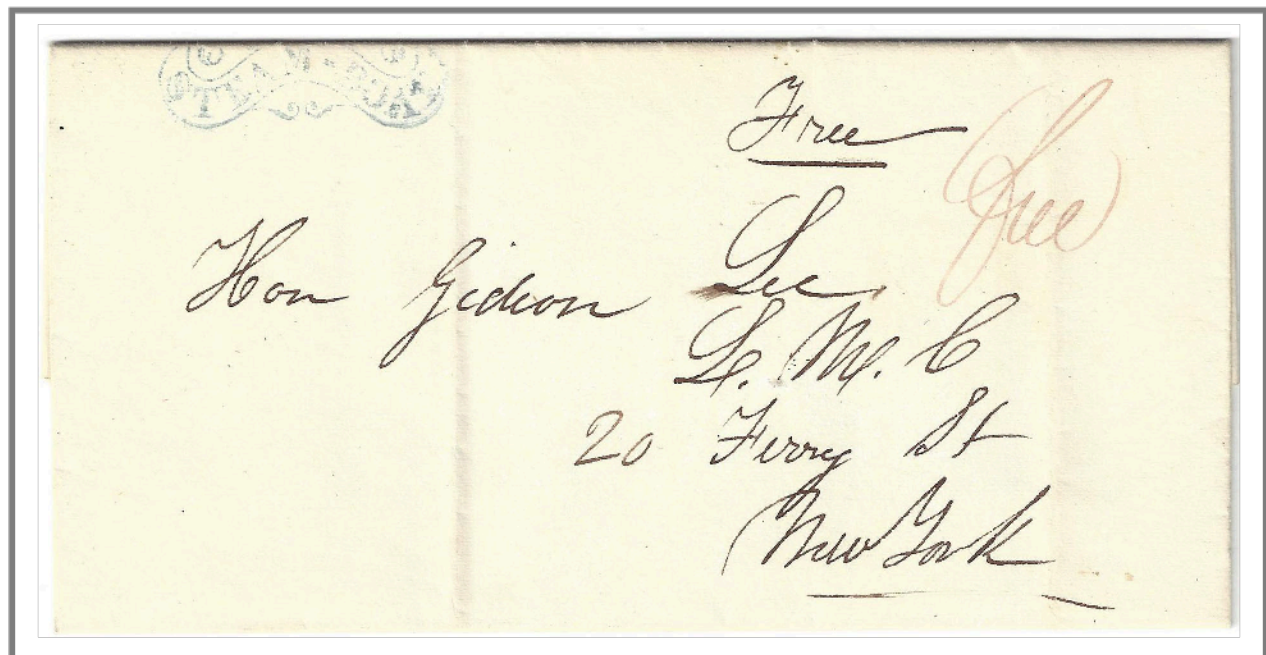
LAKE ERIE MAIL

Buffalo, 1832 / 1835

STEAM-BOAT



1 July 1832 Detroit, Michigan Territory, via Buffalo, to Washington, DC
4 July Buffalo postmark, red "STEAM-BOAT" handstamp and scroll "FREE" handstamp



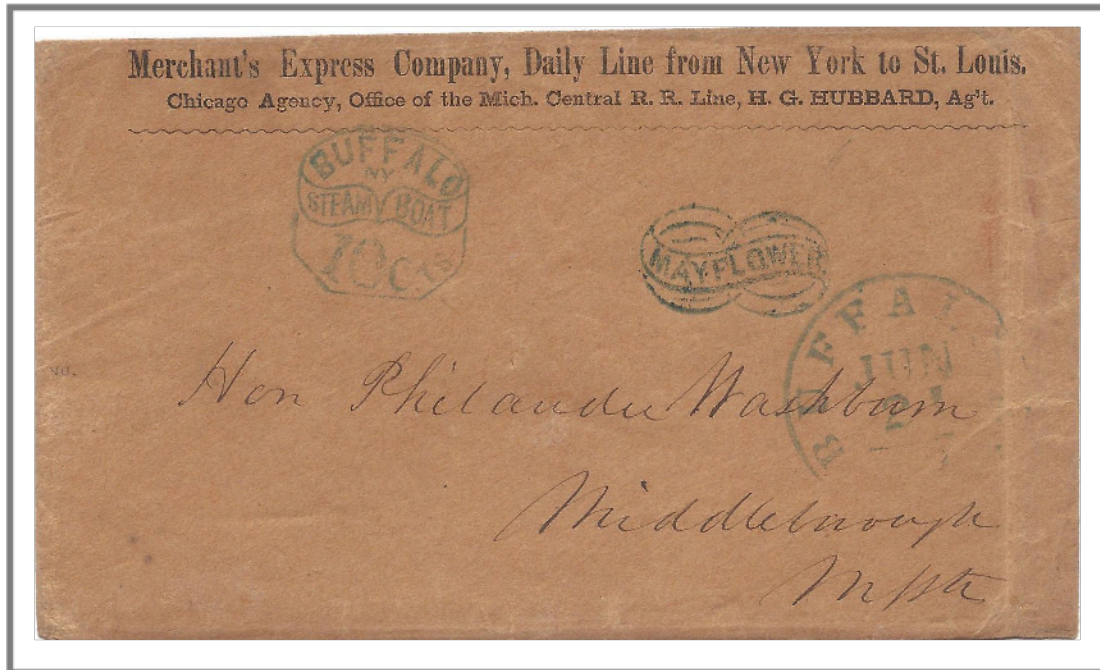
24 June 1835 Toledo, OH, via Buffalo, to New York City
blue "STEAM-BOAT" handstamp and manuscript "free"

LAKE ERIE MAIL

Buffalo, 1850

STEAM-BOAT

The four covers shown on this and the following page are all uses from 1850 that show unusual rating practices at the Buffalo post office. The single weight rate for the over 300 miles distance between origin and destination was ten cents.



June 1850 Detroit, MI, per steamer Mayflower, via Buffalo, to Middleborough, NY
"MAYFLOWER" packet handstamp, 24 June Buffalo entry postmark with integral "10" due
redundant ornate "STEAM-BOAT 10 Cts" due handstamp for the over 300 miles rate



25 September 1850 Detroit, MI, via Buffalo with "STEAM-BOAT" handstamp, to Lockport, NY
26 September Buffalo postmark with internal "10" due overstruck with "20" due rate
letter mentions enclosed draft accounting for double weight due rate

LAKE ERIE MAIL

Buffalo, 1850

STEAM-BOAT



9 September 1850 Cleveland, OH, via Buffalo to Naugatuck, CT
10 September Buffalo postmark with internal 10¢ due rate, no evidence of being overweight
ornate "STEAM-BOAT 5 Cts" due handstamp incorrectly struck
correct distance rate should have been 10¢



25 September 1850 Detroit, MI, via Buffalo, to Auburn, NY, prepaid with 5¢ adhesive
27 September Buffalo postmark, "STEAM-BOAT" handstamp
additional scroll "DUE 5 Cts" and scroll "FREE" handstamps applied at Buffalo
correct distance rate should have been 10¢ so the additional due 5¢ was correct

LAKE ERIE MAIL

Buffalo, 1850

STEAM-BOAT



PFC

July 1850 letter, via Buffalo to New York City, fully prepaid 10¢ 1847 issue stamp
23 July Buffalo postmark with internal 10¢ rate, fancy "STEAM-BOAT 10 Cts" handstamp
*one of two known examples of this marking used in
conjunction with the 1847 10¢ adhesive*



PFC

September 1850 letter, via Buffalo, to Poughkeepsie, NY, prepaid with 10¢ 1847 issue adhesive
9 September Buffalo postmark and scroll "STEAM-BOAT" handstamp