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plained reason (an error of the New York office?) the letter went by British open mail. Upon arrival in England, it could not be included in the U.S.-French mail because this passed in closed bags through England. Although "Paid to England" another error was made in the English sorting and it must have been sent along with another class of mail to France on which sea postage had not been paid. Probably this was a mail from the Caribbean, since mail to France from this area carried the "GB/1F60c" marking until the Universal Postal Union rates became effective. Thus the letter received the same marking and the prepayment was ignored.

Figure 7 shows a cover from New York to Lyon, France, dated January 13, 1875, and franked with a 7¢ Stanton and 2¢ Jackson tied by a New York Foreign Mail Cancel (1).

(This article will be completed in Chronicle No. 54)

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Sailings of the North Atlantic Steamship Company

GEORGE E. HARGEST

After the Collins line failed in early 1858, its remaining fleet consisting of the steamships *Atlantic*, *Baltic* and *Adriatic* were laid up in New York for more than two years. Early in 1860 the newly organized North Atlantic Steamship Company chartered the *Atlantic* and the *Adriatic* and placed them on the run between New York, Cowes and Havre. That the Company was successful in securing a short-term mail contract is disclosed by the annual report of the Postmaster General for the year ended July 1, 1861 which lists the contract packet lines used in conveyance of the mails and the value of the postage carried by them, as follows:

By United States mail packets

Of the New York and Havre Steamship Company	\$105,057.58
Of Vanderbilt's European line	56,894.16
Of the North Atlantic Steamship Company	41,706.25
Total	\$203,657.99

The first edition of the *U.S. Mail and Post Office Assistant* appeared in October 1860. Since it was the custom of this paper to report to subscribing postmasters the dates of departure and the destination of the various contract mail packet lines sailing from New York or Boston, one

would expect to find listed the sailings of the North Atlantic Steamship Company. However, no listing by that name appears in any of the editions of that publication. It should be noted, however, that editor Holbrook reduced the name of each line to a single word, such as, *Hamburg*, *Bremen*, *Havre*, *Cunard*, and so forth. Therefore, the question is raised as to what single word was used to designate the North Atlantic Steamship Company?

There is listed as U.S. contract packets an *American* line with sailings from New York for Southampton and Havre. Since, at that time, there was no line known by that name and by accounting for all other lines listed in the report of the Postmaster General, it is suspected that the word *American* was used to designate the sailings of the North Atlantic Steamship Company. These sailings are listed in the *U.S. Mail* on the following Saturdays: October 6, 1860; November 17, 1860; December 29, 1860; and March 9, 1861.

The *New York Shipping and Commercial List* during these years was published on every Wednesday and Saturday. In a section headed "Vessels Up" it listed under the port of destination all vessels in New York harbor that were preparing to sail and the announced date of departure. These were often announced weeks before the sailing date so a number of issues would carry the same announcement. The last edition before sailing also included the hour of departure. There was also a list of ship arrivals and clearances. The following is a list of all the sailings of this line together with other information appearing in the published listing:

April 14, 1860 *Adriatic* Capt. Comstock Pier 41, North River
Agent, W. H. Wickham

July 14, 1860 *Adriatic* Capt. Comstock Pier 41, North River
Agent, I. P. Stephens

October 6, 1860 *Adriatic* Capt. Comstock Pier 41, North River
Agent, I. P. Stephens

November 17, 1860 *Atlantic* Capt. Gray Pier 41, North River
Agent, I. P. Stephens

December 29, 1860 *Atlantic* Capt. Gray Pier 41, North River
Agent, I. P. Stephens

March 13, 1861 *Adriatic* Capt. Maury Pier 41, North River
Agent, Howland & Aspinwall

There were several discrepancies between announced and actual sailings. On November 21, 1860 it was announced that the *Adriatic*, Captain Comstock commanding, would sail on December 29, 1860. This announcement was continued in subsequent editions until that of Wednesday, December 26th, when the *Adriatic* was replaced by the *Atlantic*, Captain Gray, commanding. The edition of December 29, 1860 shows that the *Atlantic* was to sail at 12 m. Undoubtedly, many letters carried on this voyage of the *Atlantic* were endorsed to go by the *Adriatic*, the late change not having been noted. On January 2, 1861 it was announced that the *Adriatic* would sail on April 6th, Captain Comstock to command, but this was shortly changed to March 9th, Captain Maury commanding. The March 9th edition, however, shows the sailing date changed to March 13th with a departure time of 8 a.m. Clearance papers were issued on March 12th.

Dr. Robert de Wasserman reports a cover carried by the *Adriatic* on its second voyage for the Company. It was posted in Philadelphia on July 13, 1860 addressed to Lyon, France. It bears three 10¢, type II stamps of the 1857 issue and is endorsed, "Pr Adriatic, N/York to Havre." The Philadelphia exchange office marking (USPM, A-23b, No. 11) shows a double rate credit of 6¢ for direct service to France. The blue octagonal Havre receiving mark shows arrival at Havre on July 24th which is ten

days after date of sailing—a very fast run for 1860. This cover is illustrated as Figure II. It should be noted that this is only the second reported cover showing French mail direct routing from the Philadelphia exchange office.¹

The author has in his collection a cover posted in Saratoga Springs, N.Y. on July 13 (1860) endorsed "By the Adriatic" and addressed to Paris. It is a single rate letter prepaid by single copies of the 12¢ and 3¢ of the 1857 issue. Strangely, it bears no exchange office marking and no credit to France. It does, however, bear a blue octagonal Havre receiving mark which is identical with that previously discussed. Considering the rarity of covers endorsed to the *Adriatic*, it is indeed unusual to find two that were included in the same mail.

While the *Adriatic* was on its last voyage for the North Atlantic Steamship Company, it was announced that it had been sold to the Galway line. During 1861 the *Atlantic* was taken over by the War Department to be used as a troop transport. As an aside, the *Baltic* had been laid up in New York even since 1858. She, also, was taken over as a troop transport and participated in the first overt act of the Civil War by assisting the steamer *Isabel* in the evacuation of Major Anderson's garrison from Fort Sumter. J. G. Foster, Captain of Engineers, put it laconically in his report to the Secretary of War:²

April 14—The "Isabel" went over the bar, and placed the whole command on board the steamer "Baltic," which started for New York.

April 17—Arrived in New York.

¹ The first cover was reported by Melvin W. Schuh, see *Chronicle* No. 35, p. 7.

² Annual Report of the Secretary of War, 1861.

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