

POSTAL USE OF AUSTRIAN LLOYD SEALS 1832-1914

by Hans Smith

Most collectors of postal history today know the name of the Austrian Lloyd (or “Lloyd Austriaco”) as the powerful Austrian shipping line that virtually ruled the central and Eastern Mediterranean from 1835 to 1914. As its name suggests, the Lloyd Austriaco was originally an insurance association, formed by 12 leading Trieste insurers in August 1833 under the leadership of the Assicurazioni Generali Austro-Italiche, itself a company that superseded the earlier Camera di Assicurazioni, which had in turn been formed by other local insurance firms in the 1790s in what one commentator called the “unbridled mania to become insurers”. The “Lloyd” was in fact modelled on the Lloyd Français formed in Paris a few years earlier and originally inspired by Lloyd’s of London, although while the latter has to this day remained an insurance market place, the Lloyd Austriaco took good care to seek incorporation under the aegis of the Austrian government. Under a succession of resourceful general managers, the Lloyd Austriaco succeeded in imposing its terms and conditions on the market and removing such abuses as the carrying of mountainous deck cargoes on ships which had led to enormous losses.

It was only natural, therefore, that the Lloyd Austriaco should turn its attention beyond insurance underwriting to actually controlling the ships that it insured. Backed by its corporate status, its good reputation, sound finances and, not least, a network of insurance agencies throughout the Mediterranean and beyond, it is hardly surprising that by 1836 the Lloyd should split into two Divisions, Division I handling the insurance side and the new Division II entering the shipping market. Consequently, on 20 April 1836 the Lloyd Austriaco wisely decided to incorporate its second division as the “Società di navigazione a vapore del Lloyd Austriaco”. The new company received imperial and royal assent on 3 September 1835 and held the first meeting of its 20 shareholders in Trieste in 1838. It used the financial strength of its insurance branch for the immediate purchase of 6 ships, including those of the John Bell company, a British venture that had hitherto run the local services between Trieste and Venice, and those of the Anglo-Ionian company which had provided a similar service between Trieste and Patras in Greece (calling at Venice, Ancona and Corfu). The company also ordered new vessels from shipyards in England and at the same time began to develop its own shipbuilding and repair yards in Trieste and at Monfalcone, a deepwater port some 20 miles to the north. The company owned 14 ships – none over 550 tons deadweight – by the end of 1843.

Following the example of its insurance affiliate, the shipping company rapidly opened shipping agencies both in the Austrian dominions and throughout the Mediterranean and in other commercial centres to handle cargo and provide ship-broking services where required.

The new company’s articles of association empowered it to “connect Trieste by steamships with the Levant Ports” and on 16 May 1837 the first Lloyd ship left Trieste for Constantinople, covering much the same itinerary as its Austro-Ionian predecessor (Trieste – Ancona – Corfu – Patras) and calling also at the Greek island of Syra and Smyrna.

The company’s progress was assured. Its ships acquired a reputation for comfort and reliability and also, after the 1850s when it began to build bigger and faster ships, for speed and promptness (never more than 1 day late!). This reputation did not come without a price. The ships ate coal and thus coaling stations had to be expensively set up at various calling points – mainly on the Greek islands – on the routes to its Levantine destinations. To meet these expenses the company needed to expand and in 1842 it purchased the Black Sea and Mediterranean operations of its Austrian rival, the Danube Steam

Navigation Company. The latter's main asset was its recently opened Constantinople to Alexandria route and it was the Lloyd's control of the routes to Alexandria, in addition to those to Constantinople and Smyrna, which ensured that it kept its head above water.

Even so, the company never made a great profit. To its ongoing chagrin, although the Imperial government had given the company strong diplomatic backing throughout its history, the chronically cash-strapped state could never offer the Lloyd financial support^[1], and the company had continuously to raise money where it could. Its passenger services proved expensive and for its operating income, it relied on its cargo carrying and handling services and it is not surprising that during the Great Recession of the late 1860s, the company teetered on the edge of bankruptcy. Constitutional changes following the 1868 *rapprochement* with Hungary enabled it to recruit Hungarian shareholders although this venture proved not to be a bed of roses and its flirtation with Hungary was over by the end of the century. While its fortunes subsequently revived, the company's services to the Levant were suspended in 1914 (those to Albania in 1915). During the War its larger vessels served as troop carriers and hospital ships. In 1918 the 'Lloyd' (together with its home port of Trieste) was ceded to Italy, being renamed the "Lloyd Triestino", and threw in its lot with that of the new Italian company, becoming a firm supporter of the Mussolini government. It is interesting to note that some of its vessels were transferred to Yugoslavia at the end of the Second World War, and were still in operation in the 1950s.

Postal Services

One of the objectives in forming the shipping company was that it should transport the mails for the Austrian state, thereby taking on the activities previously undertaken by the John Bell company between Trieste and Venice and the Ionian lines between Trieste and the Adriatic ports and Southern Greece. It soon built up a highly complex mail carrying network throughout the Mediterranean on behalf of the Imperial State and by the 1850s, for other Mediterranean states – particularly the Greek state – as well. All but the smallest shipping agencies also became postal agencies and handled government and civil mails, being recognised from the early 1850s as official Austrian extra-territorial post offices (or postal agencies), and every Lloyd agency manager was appointed as an Austrian vice-consul, thereby granting them diplomatic status for their dealings with the Turkish authorities. In addition, from 1888, all the larger Lloyd ships on the Levant lines carried an Austrian postal agent who acted as a miniature Austrian post office, accepting and bagging mails, selling postage stamps and providing other postal services. These agents were government employees and the cabin they used on the ships was regarded as government territory in much the same way as any foreign embassy. These agents used standard cancellers for the mails identifying the ship on which they were travelling but the service was essentially a government one and it would be incorrect to regard it as a service provided by the Austrian Lloyd itself. However, the Lloyd was strictly prohibited from offering private postal facilities at its agencies in Austria and Hungary.

At the same time, ships' captains in the Levant – and indeed throughout the world – had since time immemorial been entrusted with the carriage of mails from port to port and country to country. This time-honoured tradition was considered so important that, as nation states were being founded around the Mediterranean from the 1830s onwards, it was largely left in place by the authorities of the countries affected as long as it did not conflict with their sovereign postal rights. In the Levant, therefore, at least until its agencies became self-contained consular post offices (from 1847 onwards), the Lloyd continued to carry mail from "Levant port to Levant port", thereby creating a de facto private

¹ Unlike the French Messageries Martimes, a fully state-owned shipping company and the Lloyd's only great rival.

postal service. In ports with no established postal system these services were indispensable and at least up to the late 1840s we often find mail being carried as far as Trieste, i.e. beyond the “Levant port” area, because there was no alternative. Much of this mail was simply business correspondence between traders in the ports concerned but much of it also consisted of correspondence, shipping documents and financial papers connected with the cargoes carried. In providing these essentially local services, the Lloyd had, of course, to be careful not to tread on the toes of the officially recognised Austrian post offices, even though, in most cases, the local postal agent was in fact also the manager of the local Lloyd shipping agency (and sometimes of other shipping agencies as well). This dichotomy is evident at many of the larger ports, e.g. Constantinople, Smyrna, Salonica and Alexandria, where the Lloyd’s shipping agencies continued to provide postal services on a humble scale while “in competition” with the local Austrian office. At Alexandria, moreover, the Lloyd Agency status was no more than a “cover” for a fully-fledged Austrian post office, whose operation was otherwise hampered by problems of diplomatic recognition. Elsewhere, such as in Crete, the Lloyd agencies continued to provide international postal services (in the case of Crete, as from 1899 on behalf of the Greek government). It may also be noted in passing that during the Allied Occupation of Crete in 1898–99 the Lloyd provided international and de facto local postal services for the British sector.

Agency seals - The oval seals

Like every commercial company then and today, the Lloyd Shipping company had its company seal, a large oval with the company’s name round the periphery and the name of its location at the centre (Fig. 1). Every branch or self-contained agency of the company had its own official seal, similarly an oval with the company’s name and the agency’s name at the centre. The purpose of this seal was not only to execute the company’s formal documents, but also to ratify any document or voucher confirming payment or receipt of payment and, in some cases in the later years, also to indicate that a document originated from the company (known as a ‘company chop’).

This fact was of vital importance to the mails. Every letter carried by the Lloyd for its own customers (and for itself) was stamped on the obverse with the seal to show that payment had been received. The letter was then despatched bearing the company’s seal in the manner of a postmark. Although these oval seals are often described as “Lloyd postmarks” they are in effect receipting cachets and were not intended to serve the purpose of a postmark as from an established post office. By the 1850s virtually all the Lloyd agencies had been incorporated into the Austrian consular postal system and were issued with standard postal cancellers; the use of the seal for postal purposes largely ended. The seal can also be found impressed on the wax letter seals during this period. Since the seal indicated that the fee had been paid, after it was applied it served no further purpose. Consequently, while it helps the postal historian to establish the origin of a letter, its usefulness is limited as it was not dated nor after the initial period up to the late 1840s (with few exceptions: see Fig. 2), was there any indication of the amount paid.

Postal charges

The subject of postal charges for the mail carried by the Lloyd between the Levant Ports is a complex one and essentially beyond the scope of this paper. Letters connected with cargo or shipping documents appear generally to have been carried free of charge; otherwise a charge was levied, from 1838 to 1868, of 10-20 kr ^[2] depending on distance (30 kr from the Jerusalem agency as this included 10 kr for the mail coach to Jaffa). After 1868 the flat rate (if charged) appears to have been 10 kr.

² On some short sea crossings (e.g. Prevesa-Corfu) a discount was apparently offered of up to 10%.

Payment of the rate in the period up to 1845 was marked on the front of the letter as a matter of course. During this period mail was also frequently carried as far as Trieste, when the current “consular” rate was charged. After 1845, if any mark was applied, it was usually a ‘1’ in red crayon on the top left-hand corner of the letter, presumably indicating ‘1 lot’ (i.e. ½ oz).

All chargeable mail was carried prepaid. (See Fig. 2 for an entire letter where the charge is exceptionally entered on the reverse of the letter – 40 kr double rate from Alexandretta to Larnaca). As with all Austrian mail in the Levant, the charge was made in ‘soldi’, a token Austrian currency based on the silver standard, and officially (but not effectively) equal to 1 Austrian kreuzer [³].

Italy

A special mention is necessary of the postal services provided by the Lloyd in Italy (to use the modern territorial designation). The most important of these was that between the Papal port of Ancona and the Ionian Islands. From 1835 to 1860, both incoming and outgoing mail on this service was stamped with the Ancona agency’s seal. This included both mail originating in Ancona and mail in transit from the Papal States. Incoming mail from the Ionian Islands was stamped with the seal to indicate receipt and was then automatically passed on to the Papal post office in the town for sorting.

In addition, at the height of its success in the 1850s, the Lloyd initiated a fluvial service on the river Po, between Trieste and the various Papal State ports between Polesella and Lake Maggiore. The service was discontinued in 1859; covers are known only with the seals of Pontelagoscuro (Fig. 3) and Piacenza [⁴]. Muller [Ref 1] also reports use of seal QG (in red) at the Lloyd’s Rome office but no specimens have been seen. An agency was also maintained in Venice, whose seal is occasionally found on mail; the dates of its postal operations are unknown.

An interesting usage of an agency seal occurred at the Molfetta (Kingdom of Naples) agency in 1858 where a mis-delivered letter from Ancona to Gythion (Greece) was re-despatched under the Molfetta seal: a one-off but genuine Lloyd postal event (Fig. 8). A “Lloyd transit mark” for Malta is also recorded (seal).

Other Levant agencies

It should however be noted that some agencies, which were too small to provide a regular postal service or whose status as a post office was uncertain or too insecure, used their seals as normal postal cancellers on mail received for normal transmission (Fig. 4). In at least one case (Scio-Cesme, fig. 6), the seal was briefly used (and accepted by the Post Office) as a canceller, probably because the agency’s post office canceller was damaged or lost.

³ Dr. R. Wurth states in Vol. XVI, 16, p. 77 that ‘The soldo was a coin long in circulation in the oriental countries [Turkey?], whose daily rate was regularly listed ...’. The author has seen no evidence to back up this statement. In fact it seems unlikely that the Turkish authorities would permit circulation in the Empire of a token or non-silver coinage.

⁴ Del Bianco [Ref 3] mentions “non-postal” use on mail from four other ports on the Po.

The seals in the survey

The first part of this survey is limited to the period when seals consisting of a single oval (in the early years with a double rim) were used for this purpose (Table 1). These seals break down into four categories:

- (1) a plain oval seal with text in Roman type around the periphery indicating the agency status (“Agenzia del Lloyd Austriaco”) together with its location in one or two straight lines along the centre in Gothic type [⁵]. These seals seem for the most part to have been manufactured locally either at the agency’s location or in Trieste and they consequently vary appreciably in size; the words Austriaco and Agenzia are often separated by a small ornament in various forms. In the early years (1840) they were small (cf. e.g. Corfu, in the table) and grew in size over the years (to the late 1850s). This type of seal is identified by Tchilingirian and Stevens (T&S) [Ref 2] as “type Q”. Unfortunately, T&S make no further distinction between the two main sub-varieties of the type Q seal and for the present survey the seal with the agency’s name in **Gothic type** is referred to as “QG” (specimen: Fig. 6).
- (2) a seal as above but with the name of the branch’s location along the centre in Roman type in the same or a similar font to that around the periphery. This type of seal is referred to in the table as “Type QR” (specimen: Fig. 5). A strange situation existed from 1855 to 1862 at the Lloyd’s Aleppo agency, where outgoing mail was stamped with a type QR seal while a special circular handstamp in Turkish script, closely modelled on a Turkish canceller but with the letters LA (Lloyd Agenzia) in Roman type, was used on incoming mail, probably as being more intelligible to the recipient (Fig. 4).
- (3) a seal as described under (2) above but with the space between the agency location and its designation filled with a “sunburst” design. This is referred to by T&S and for the purposes of this survey as “type P” (Fig. 8).
- (4) an oval as described under (3) above but with a thin inner oval separating the text on the periphery from the sunburst and text at the centre, referred to by T&S as “type O”. This type of seal was issued to all agencies in the late 1850s but its use on mail is reported only at very few offices (e.g. Rethymnon in Crete, Syra in Greece) and it would seem that all agencies, having by now been issued with a standard canceller, were strictly prohibited from using their company seals on mail.

The seals mentioned under (1) appear, at least in the early period, to have had a double rim around the edge. However, as this very soon filled with dirt or simply became worn, it is difficult to distinguish this on most surviving specimens of the strike. The agency’s name always appears in Italian, the Lloyd’s official language and indeed the lingua franca for business throughout the Levant.

Size

As will be clear from the table the seals varied quite substantially in size, depending on origin. While the early seals were small, later seals increased in size. Several of the large agencies replaced seals during use with identical or almost identical copies (e.g. Constantinople, Smyrna). These replacements can be identified by minor changes in their size and typeface.

⁵ Gothic type is also referred to as “grotesque” or “grotesk”, and is an old sans-serif font.

Ink

The seals are applied either in black ink or blue ink (reportedly in red at the Rome agency). Not infrequently, they are found coloured green, grey or even pink but in the author's view these divergent colours are due solely to the way the blue or black ink was mixed and to chemical changes in the course of time. A great deal has been written about the use of coloured ink on Lloyd seals and postmarks used in the Levant. The postal historian Umberto del Bianco [Ref 3] arrived at the ingenious theory that a postal marking in black indicated that the mail was carried in a bag or pouch, while in blue it indicated that it was carried loose, and that "green" indicated that it was carried by a non-Lloyd carrier. Unfortunately, although one must allow for mistakes on the part of postal clerks at all times, this theory does not stand up to scrutiny nor would such a distinction serve much of a purpose in practice.

Postal authorities throughout the world spent a great deal of effort throughout the 19th century in devising inks that (a) could not be chemically removed and (b) would not fade rapidly. Common practice was to mix up black ink from a mixture of pulverised burned bone ("ivory") and olive oil. This produced a fairly stable black ink. However, neither "ivory" nor olive oil were always available and quite often resort was made to other oils, especially the cheaper linseed oil. Linseed oil is less stable than olive oil and accounts for the frequent smudging and discolouration found in old postmarks. From the early 1850s, most postal administrations began to supply their offices with bottled ink made up from a carbon (black) or aniline (blue) base and as chemical processes improved so postmarks became more stable. The Austrian Post Office, like all the others, continued to experiment and although it eventually settled for a carbon-based black ink, the Lloyd extensively used the aniline-based, but more expensive, variety. In the table seals stamped in blue ink are marked as "A" and those in black ink as "B". From the 1870s, the standard violet (or purple) ink adopted for internal office use throughout the Lloyd network was quite often also used to impress the seal on paper.

From 1858 onwards, the type of seal described under (4) above became almost universal and was replaced around 1880 by a circular seal, which in turn was soon replaced by various styles of single or double oval, or from 1898 at certain agencies, by an oblong box. Each of these seals can occasionally be found used on mail either as canceller or as an identifier. It is well beyond the scope of this survey to describe these seals in detail but examples of the various types found used for postal purposes are listed in table II below.

Table I: seals 1832-1875

The table indicates the dimensions of the seals used at the various agencies as known to the author at the time it was drawn up (August 2006). The information is based very largely on his own observations and collection; it is undoubtedly incomplete, while in quite a few cases the seal is known to exist but further details could not be obtained. Further information will, of course, always be welcome and should be addressed to the publisher of this volume. Such information will be published in due course in the APS journal "Austria".

Table II: seals 1875-1914

Seals known postally used after 1875 are shown below merely as examples of the great variety of these markings following abandonment of the traditional oval seal. During this period the agencies often used their seals simply to indicate origin or as a true 'seal' across the flap of a letter. This is not postal use and is excluded from the list. The list is not in any way conclusive.

Table 1

Lloyd Office Seals postally used – the single oval seals 1832 - 1875

Place	QG	Year	QR	Year	P	Year	O	Year	Note
<u>Trieste</u>	24:20 29:24a	1854 1865							1
<u>Moldavia</u> Galatz	28.5:24b 28.5:24a	1850							2
<u>Wallachia</u> Ibraila	27:24.5a	1849							
<u>Greece</u> Cavalla					28:24b	1855			
Cephalonia							N/k (b)		
Corfu	23:14b	1857							
Metelino	21:24b	1859							
Patras	24:20b	1846							
Piraeus	23:20b	1846	25:21.5a	1866					3
Santa Maura					28:25b	1851			
Scio	26:24b	1858							4
Syra							32/22:28/ 16b	1866	
Volo	22.5:25b	1856							
<u>Dodecanese</u> Leros									
Rhodes	27:23b	1858							
Symi									
<u>Crete</u> Candia							31/22:25/ 17a	1871	
Canea	24:20a 24:20b	1845 1860							
Rettimo							31/22:26/ 17a	1873	
<u>Turkey-in-Europe</u> Constantinople	29:24b 31:26b	1846 1852			28:24-2	1870	35/26:25/ 17b	1868	
Rodosto									
<u>Bulgaria</u> Burgas Varna	29:25b 29:25a	1857 1848							

Place	QG	Year	QR	Year	P	Year	O	Year	Note
<u>Asia Minor – Black Sea</u>									
Use not known									
<u>Asia Minor – Aegean Coast</u>									
Dardanelles	28:24b	1842							
Smyrna	25:21b 27:22a	1838 1855	26:24b 26:23.5a	1857 1860					5
Tenedos			25.5:22b	1844					
<u>Asia Minor – Mediterranean Coast</u>									
Alexandretta					28:24b	1858			6
Mersina					28:24b	1856			
<u>Cyprus</u>									
Larnaca			26:24a/b	1858					
<u>Syria</u>									
Aleppo					28.24b	1856			7
Jaffa					n/k	1864			
Jerusalem					28:24b	1857			8
<u>Lebanon</u>									
Beirut			26:24b						
<u>Malta</u>									
									n/k
<u>Italy</u>									
Ancona	22.5:19.5a 22.5:19.5a	1841 1851							
Brindisi	29:24b	1875							
Molfetta					28:24a	1858			
Piacenza			n/k						
Ponte-Lagoscuro			28:24.5a	1855					
Rome			n/k						
Venice					27:22.5a	1866			
<u>Egypt</u>									
Alexandria	28.5:24.5a 28.5:24a	1846 1857			28:19.5p	1888			
<u>Dobrudia</u>									
Tulcea	28:24b	1857					30:19:24/ 14b		9
<u>Macedonia & Thrace</u>									
Gallipoli			25:22a	1850s					
Salonica	27:23a	1855					30:23a	1881	

Colour code: a: blue; b: black; p: purple

Dimensions: The measurement across the oval is shown first, then that from top to bottom; in col. P the measurement of the outer oval appears before that of the inner oval

n/k – Postal use known but the dimensions of the marking are not known.

n/p – Postal use known but outside the 1838-1875 period

Notes to Table I

- 1) The earlier company seal used at Trieste was a small oval with the words NAVIGAZIONE A VAPORE round the edge and the Gothic letters L.A. at the centre. The later seal (Fig. 1) had the name of the company and the department using the seal round the edge and “Trieste” in Gothic font at the centre.
- 2) Galatz black ink is often denatured to greenish or drab.
- 3) A Piraeus cover exists with the type QR seal used in ink on the front and the type QG seal impressed in wax on the back.
- 4) Scio: the “QR” mark was briefly used as a canceller in 1898 (purple ink) (Fig. 5)
- 5) Smyrna: a cover was carried on the maiden voyage of the “Metternich” with the charge paid marked “10” (1838); Smyrna had 2 type QG and 2 QR seals.
- 6) Alexandretta: cover of 1858 shows a charge of “PPK40”, i.e. postage paid 40 kr. (Fig. 2)
- 7) The Aleppo seal (P) was used on outgoing mail only. A circular Turkish-style cachet was used on incoming mail. (Fig. 4)
- 8) The Jerusalem (P) and Jaffa (P) seals were also used as cancellers (1864-66)
- 9) The Tulcea cover is dated 1857 which contradicts the date given by Muller [Ref 1] for the opening of this agency.

Note to Table II

The tremendous variety of styles and sizes will be noted. All the agencies listed were too small to run regular (consular) postal services. Those within the Hellenic territories generally used the seal to cancel Greek stamps.

The Vathy seal was used on foreign mail during the period of the Italo-Turkish War (1905-07) and during the interregnum that followed on the Island of Samos. The S. Giovanni seal was used on mail carried by the Lloyd by road between Scutari in Albania and S. Giovanni during the period before sailings began on the R. Boyana.

The list is strictly selective and intended to illustrate the development of the postal use of the seal by means of individual examples.

All postally used seals except that at S. Giovanni have a thin inner rim to the outer oval.

Note that with all seals and cachets, paper creep may distort the size of a marking by 1 mm or more!

Table II

Specimen Lloyd Seals postally used after 1875 (in date order)

Agency	Legend	Ink	Shape	Date of use	Dimensions (mm)
Cesme	AGENZIA DEL LLOYD/ AUSTRIACO + anchor	P	C	1881	34
S. Giovanni	AGENZIA DEL LLOYD AUSTRO-UNGARICO/MEDUA	A	O**	1885	51:31
Cesme	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1895	46/31:24/12
Batum	AGENZIA DEL LLOYD AUSTRIACO	A	DO	1896	42/28:24.5/12.5
Burgas	AGENZIA/del Lloyd Austriaco	P	DO	1897	42/20:24/12
Piraeus	AGENZIA PRIMARIA DEL LLOYD AUSTRIACO	A	OB	1898	
Piraeus	AGENZIA/del Lloyd Austriaco/date/ ~PIREO~	P	O	1898	47:30
Rodosto	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1898	42/30: 25/14
Corfu	AGENZIA PRIMARIA DEL LLOYD AUSTRIACO	A	DO	1900	42/30: 22/11
Parga	AGENZIA DEL LLOYD ☉ AUSTRIACO ☉	R	O	1901	44:25
Sayada	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1904	48/30: 25/11
Corfu	AGENZIA PRIMARIA DEL LLOYD AUSTRIACO	P	DO	1910	42/25: 26/14
S. Maura	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1912	44/30: 25/10
Antivari	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1914	43/26: 28/14
Vathy	AGENZIA DEL LLOYD AUSTRIACO	P	DO	1914	43.5: 30.5

** No inner rim to the outer line.

Colour of ink: A: blue; B: black; P: purple ; R: Red

Shape: C = circular; DO = Double oval; O = Oval; Ob = Oblong

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List of illustrations of agency seals

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- Fig. 2 Alexandretta, type P, 1858
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- Fig. 11 Sayada, double oval type 18, used as canceller



Fig. 1: Lloyd Trieste, type QG, 1865. The company's oval seal.

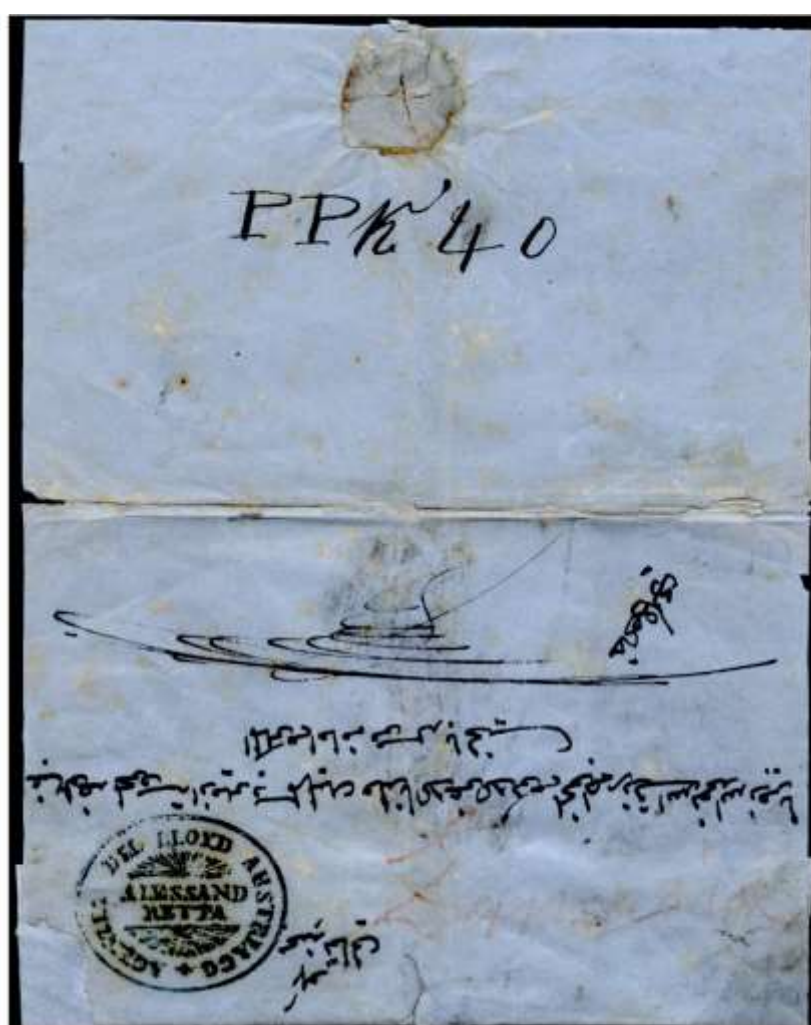


Fig. 2: Alexandretta, type P, 1858



Fig. 3: Pontelagoscuro, type P, 1855



Fig. 4: Aleppo, type P, 1856, outgoing mail



Fig. 5: Scio, type QR 1963, but used as a canceller, 1898



Fig. 6: Tenedos, type QR 1844.

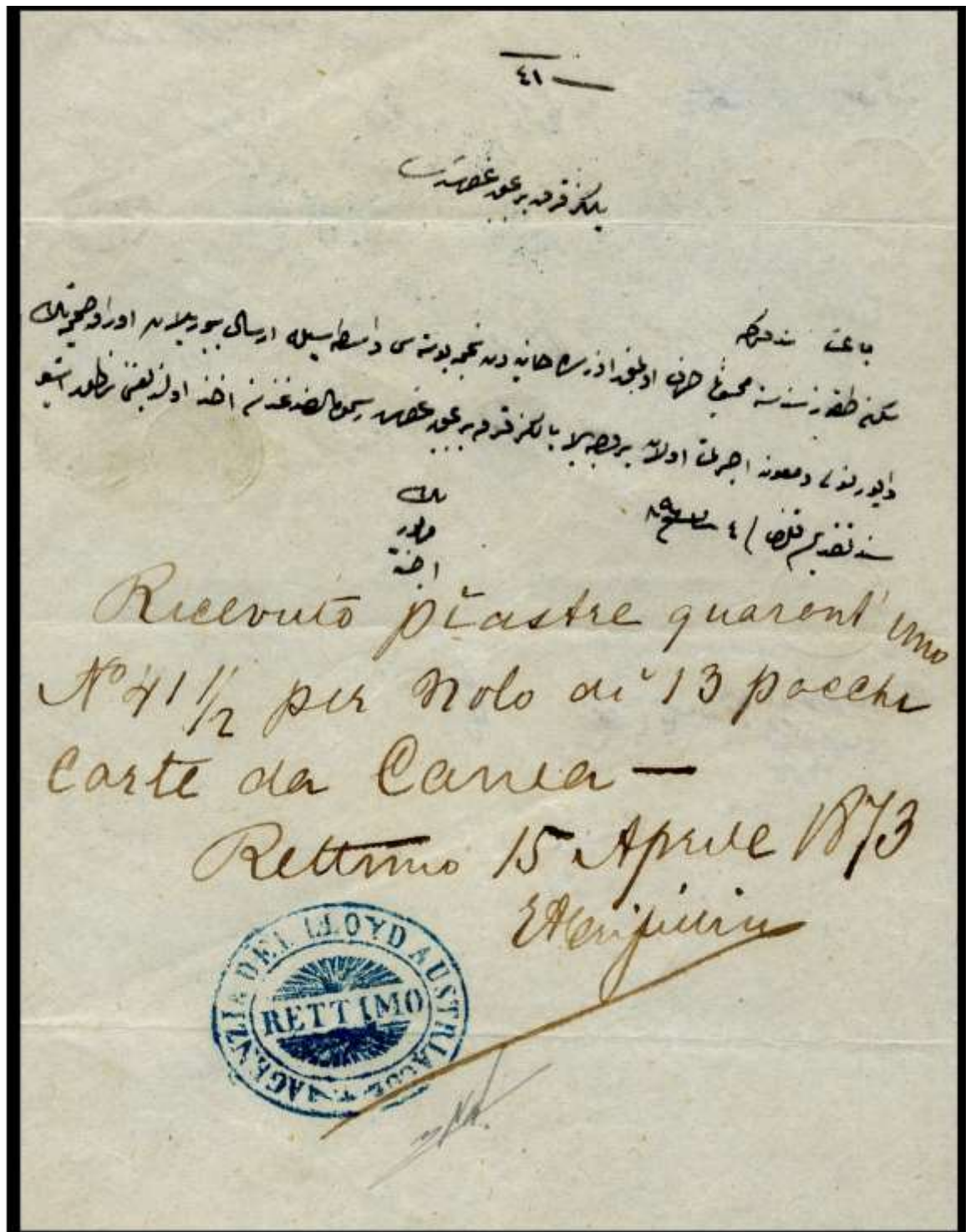


Fig. 7: Rettimo (Rethymnon or Herakleion), type O, 1873



Fig. 8: Molfetta, type P, 1858



Fig. 9: Cesme, circular type, 1881, used as canceller.

