

Constitutional Liberty in the Area of Emigration in Austria (1867–1918). The Activities of the Emigration Agencies in Galicia and Lodomeria

1. Freedom of Emigration in Austria during Constitutional Period. Legal Bases

The legal system which was in force during the constitutional period in Austria guaranteed a wide range of rights and liberties to a man and a citizen, including the freedom of emigration. The fundamental Act of 21st December, 1867 *on general rights of a citizen*¹ in its regulation (article 4, sentences 3 and 4) constituted that, on the part of the state, the freedom of emigration is solely limited by a military service duty and the emigration fees may be charged exclusively on the basis of the principle of reciprocity.² Hence, the previously binding regulation, namely *the patent on emigration* of 1832,³ was repealed; it differentiated between *legal*, i.e. permitted emigration (which in practice was limited due to a series of difficult conditions to be fulfilled), and *unentitled*, i.e. illegal. However, according to the doctrine, due to the lack of an Act regulating emigration issues, some regulations of the Patent of 1832 remained binding even after the constitution had come into force. These were the norms in no contradiction to the constitution itself, including but not limited to the regulation containing a legal definition of an emigrant or the regulations referring to the loss of Austrian citizenship as a result of emigration. These highly complex issues were perceived as disputable in jurisprudence.

However, there was no doubt that after the December Constitution entering into force there existed no formal limitations towards emigration except for the military duty.

¹ *Staatsgrundgesetz von 21. December 1867, über die allgemeinen Rechte der Staatsbürger für die im Reichsrathe vertretenen Königreiche und Länder*, Reichs-Gesetz-Blatt für das Kaiserthum Oesterreich Nr 142 (further quoted as: R.G.Bl.). More details on legal regulation of emigration in Austria may be found [in:] G.M. Kowalski, *Prawna regulacja wychodźstwa na ziemiach polskich pod panowaniem austriackim w latach 1832–1914*, “Czasopismo Prawno-Historyczne”, t. LIV, 2002, z. 1, pp. 171–191; *idem*, *Przestępstwa emigracyjne w Galicji 1897–1918. Z badań nad dziejami polskiego wychodźstwa*, Kraków 2003, pp. 29–42.

² *Die Freiheit der Auswanderung ist von Staatswegen nur durch die Wehrpflicht beschränkt. Abfahrtsgelder dürfen nur in Anwendung der Reciprocität erhoben werden.*

³ *Auswanderungs-Patent*, Provinzial-Gesetzsammlung des Königreichs Galizien und Lodomerien Nr 68, Lemberg 1834.

Therefore illegal emigration of recruits was regulated by the laws on military service.⁴ Leaving the country for the purpose of evading military service was mainly subject to sanctions such as an arrest or a fine.

Despite the lack of an appropriate legal act regulating comprehensively the issue of emigration, the authorities did not infringe the freedom of emigration, which was guaranteed by the Constitution. Their attitude towards the whole problem of emigration, which was based on the Constitution of 1867, did not change even when envisaging tense political situation one day before the outbreak of the First World War. Moreover, rumours about limitation of freedom to emigrate were considered such a serious problem, that in spring of 1914 the Lieutenancy decided to make an announcement to the citizens, which was to be printed in official journals, newspapers as well as stuck on bill-posts.⁵ It confirmed in particular that the freedom of emigration, which was guaranteed by the Constitution, shall in no way be affected:

Recently the public opinion has numerously expressed the view that the government via the issuance of new police regulations, regardless of the right to freely emigrate guaranteed by fundamental acts and limited only by the military service obligation, has generally forbade emigration to persons aged between 17. and 36. (...) It must be pointed out that authoritative circles are far from issuing a ban on emigration for certain age groups and introducing the overall temporary limitation on emigration, which appears to be a necessity for some regions due to an adverse economical situation.

The announcement also informed about the required norms for documents essential to cross the border by persons liable to military service.

Regarding other issues associated with the freedom to emigrate in Austria, some attention should be paid to documents essential to cross the border and leave the country. In the period of constitutional monarchy in Austria the obligation of carrying a passport was non-existent. The ultimate repeal of obligatory passport control was carried out via the Emperor's decree of 6th November, 1865.⁶ The person crossing the border was liable to passport control exclusively in particular cases, e.g. in case there existed a well-grounded suspicion that the person might be at a military age. It was also possible to prove one's identity showing an employment book. Emigration procedures were also free from any additional administrative barriers. However, if a citizen was planning a permanent emigration, he could apply for so-called "emigration certificate", which resulted in a loss of the Austrian citizenship.

During the constitutional period in Austria, any attempts to legally regulate emigration issues – drafts of 1904, 1908, 1913 – proved unsuccessful. At the same time the emigration statutory law was in force and binding in Hungary⁷ as well as in many other Euro-

⁴ In the constitutional period there were three statutes that regulated this problem, and specifically those of: 5. 12. 1868 (R.G.Bl. Nr 151), of 11. 04. 1889 (R.G.Bl. Nr 41) and of 5. 07. 1912 (R.G.Bl. Nr 128).

⁵ The Circular of Governor-Generalship of 25. 04. 1914 l. 9357/pr. National Archives in Cracow, collection of records C.k. Directorate of Police in Cracow (K.u.k. Polizei-Direktion in Krakau), 1852–1918 (1926), call no.: DPKr 125.

⁶ R.G.Bl. Nr 116. The problems referring to passports were entirely regulated in the proclamation of 10. 05. 1867 (R.G.Bl. Nr 80).

⁷ This was the Statute of 1903. For more details see: J. Puskás, *From Hungary to the United States (1880–1914)*, Budapest 1982, chapt. *The Hungarian government's emigration policy*, pp. 97ff. In its English

pean countries. The freedom to emigrate, which was guaranteed in the Act of the highest standing, namely the Constitution, was an undoubtedly modern approach. However, lack of an emigration Act had an adverse influence on the activity of government organs by creating permanent uncertainty and suspense regarding interpretation of the existing regulations. Additionally, the lack of appropriate regulations which would secure emigrants made them vulnerable to dishonest emigration agents. Partial solutions, such as the Act of 1897 mentioned below, proved unsatisfactory. Despite these facts and thanks to liberal constitutional regulations, mass earning emigration from the Polish territories under the Austrian annexation was made possible and it developed to a great extent at the turn of the 19th century.

2. The Role of Emigration Agencies in Organising Earning Emigration from Galicia

The earning emigration from Galicia in the second half of the 19th century and at the beginning of the 20th century had a form of a temporary emigration (so-called “seasonal labour”), most often to western Europe and North America, as well as permanent (settlement) emigration, especially to both Americas.⁸ In both cases a great organisational role was played by emigration agencies.

Back in the 19th century it happened that emigrants leaving the country had no assistance whatsoever, either during the travel or at their destination. It regards the situation when emigrants had no guaranteed contractual work – which was the case in Europe⁹ – or even any purchased boarding card (*Schiffskarte*). However, in the course of time, the emigration was more often organized with someone’s intermediation. At the beginning of the “emigration rush”, i.e. in the second half of the 19th century, persons well-known in their environment such as inn-keepers, merchants and even minor clerks, proved helpful for those leaving the country. It is too early to speak of the phenomenon of “organisation of emigration” since the activity of the aforementioned persons was most often exclusively limited to boarding cards trade or informal “arrangement” of employment in agricultural or industrial sectors in the West.¹⁰ At some point, however, emigration

translation the Statute is published in the Internet: www.iarelativ.com/hung1903/law_1903.htm The Statute was replaced by the new one in 1909. The text of the Statute accompanied by the executive act is published [in:] *Die Auswanderungsgesetzgebung*. Bd. II. *Die wichtigsten Europäischen Auswanderungsgesetze (mit Berücksichtigung der beiden österreichischen Entwürfe) und ihre wichtigsten Vollzugsvorschriften*, gesammelt, bezw. überseht von F. von Srbik, Wien 1911, pp. 29ff.

⁸ This problem has recently been discussed [in:] D. Prasałowicz, K.A. Makowski, A.A. Zięba, *Mechanizmy zamorskich migracji łańcuchowych w XIX wieku: Polacy, Niemcy, Żydzi, Rusini. Zarys problemu*, Kraków 2004 and [in:] A. Walaszek, *Migracje Europejczyków 1650–1914*, Kraków 2007, see also the literature listed in it.

⁹ This was different in case of the United States of America. According to the emigration law that was in force in the USA the arrival of the individuals who already signed a labour contract was prohibited. Yet it happened sometimes that in their conversation with the American officer, the emigrants, while thinking that this increases their chance to be admitted to the USA, claimed (contrary to the truth) that their employment is was already guaranteed. As a result they were often forcibly sent back to Europe.

¹⁰ In fact already by that time there functioned larger institutions that professionally sold ship tickets. What testifies to this is a well known case referred to as the *Wadowice trial* that was held before the Circuit Court in Wadowice in November 1889. As many as 66 individuals were those who were accused in this trial.

developed to such a great extent that the institutions organising emigration were emerging spontaneously; their official task was to provide every help necessary to emigrants, including their leaving the country. These comprised emigration societies, shipping companies offices, emigration agencies, travel offices, humanitarian associations, etc. It must be pointed out though, that despite various names and legal bases of their activity, all of them were profit institutions. Even so-called humanitarian organisations made profits on emigrants. In all cases a ruthless war over intermediation in emigration broke out as it brought huge profits at that time.

The institutions that dealt with the organisation of emigration presented certain characteristics including the following:

- carrying out advertising activities, i.e. spreading among the local society information regarding advantages associated with a given company, or even conducting “emigration propaganda”;
- taking care of a potential emigrant from the moment of his decision to leave the country, mainly regarding giving various instructions associated with emigration itself, legal issues, etc.;
- publishing or distributing materials such as brochures on emigration to a particular country, guide-books for emigrants, folders, price lists, timetables etc.;
- extended organisational structure including agencies, affiliates, branches, all subject to the headquarters;
- specific legal status.

Local companies with provincially-located business activity usually constituted a part of a larger whole. They could be autonomous, however, if they were directly subject to a company with a seat located outside the monarchy, e.g. in Germany.

In their business activity, the emigration organising institutions made use of their local representatives, i.e. emigration agencies. At the turn of the 19th century, both in the source literature and magazines, persons working for shipping companies and trading with boarding cards were defined as an “agent”, “deputy” or “representative”, and the office as an “agency”, “deputation”, “representation”, “side office”; in the general press more abrupt definitions appeared, such as a “blood-sucker”, “sponger” or “emigration hyena”.¹¹

Emigration agents acting at the beginning of the 20th century in Galicia could fall into the following categories:

- those acting legally (officially);
- those acting illegally (unofficially; “hole-and-corner” agents);

They were the owners and the employees of the agency engaged in the sale of the ship tickets in Oświęcim (“Jakub Klausner and Co.”).

¹¹ The individuals engaged in this business were decidedly condemned because of the large scale of swindles committed to the prejudice of the emigrants who most frequently were the peasants. Even in the research paper they were described in this way: “the entire gang of individuals who are avaricious, without any job and of no scruples, recruited from various social strata, are busy selling the ship tickets ... In almost every small town there may be found at present some confidential individual, often occupying some lower autonomous post or that of governmental officer, wójt etc., who facilitates the making of down payments for the ship tickets needed by the emigrants”, A. Benis, *Emigracja*, [in:] *IV. Zjazd Prawników i Ekonomistów Polskich. Referaty*, Kraków 1906, p. 32.

and:

- Austrian shipping companies agents (Austro-Americana line);
- foreign shipping companies agents (German, Dutch, English):
 - licensed in Austria (e.g. Canadian Pacific Railway Company) or
 - those without a license (“banned”).

Agents made use of so-called “subagents” or “touts”, whose role was limited to recruitment of potential emigrants and supplying them to the agent or a travel agency. There the emigrants were sold boarding cards. The touts were remunerated with a commission for each emigrant arriving at the agency, they did not charge the emigrants themselves, though. The touts often operated at railway stations, selecting travellers getting off trains with larger amounts of personal belongings, i.e. those who looked like those who were planning to leave the country. According to press releases, at larger stations, for example in Cracow, there were often violent incidents, including tussles between the touts of competitive emigration agencies.

In practice, there was a very small difference between the roles of an agent, subagent or a tout. Their priority was to sell as many boarding cards to the emigrants as possible. Therefore the agents often had recourse to dishonest emigration propaganda; they persuaded lower social class persons, such as poor peasants, into emigrating with the use of deceit and presentation of unreal life conditions overseas. In order to stop that disgraceful procedure and save emigrants from any abuse by emigration agents, a special Act was passed in 1897, initiated by Polish Members of the Vienna Parliament, *on criminal procedures regarding occupation with emigration issues*.¹² The Act provided for prison penalties and fines imposed on those who occupied themselves with the emigration issues without an appropriate license and for persuading into emigrating via presenting false information or “enticing into emigrating with other means”. In practice, however, the norms of the Act were massively infringed while penal prosecution was scarce.

At the end of the 19th and at the beginning of the 20th centuries the whole Galicia was covered by a net of legal and hole-and-corner agents, as well as touts associated with them. Mutual relationships within these structures were truly complicated. It happened that an official agent of a licensed shipping company was at the same time a secret agent of a company without a license, or an illegal agent (i.e. a tout) worked for an official emigration organisation, etc. Agents, however, always had some sort of connection, even an indirect one, with a shipping company. Hole-and-corner agents often rendered their additional “services” such as supplying counterfeit travelling documents for recruits or helping them to cross the border.

3. *The Most Important Emigration Organising Institutions Operating in Galicia*

Although the activity of emigration organising institutions covered the whole of Galicia, their headquarters were situated in Cracow. The activities of various emigration agencies bore numerous similarities in their methods as well as in their internal organisation. The

¹² *Gesetz vom 21. Jänner 1897, womit strafrechtliche Bestimmungen in Bezug auf das Betreiben der Auswanderungsgeschäfte erlassen werden* (R.G.Bl. Nr 27).

agents operating both legally and illegally applied a similar mechanism while sending emigrants overseas. They charged advance money for boarding cards and then, having received an appropriate card from the central office, they sold them to the emigrants, and collected their commission. Additionally, they provided instructions with reference to the journey, and in case of male travellers, to the required documents serving as a proof of settled military service duty. The problem of “organisation of emigration” by emigration agents was associated with both temporary and permanent emigration. In the former one, negotiating employment contracts for workers, especially in the agricultural sector, was a primary issue; in the latter – overseas transportation arrangements, especially the sale of boarding cards. The transportation included not only the journey to America itself, but also transfer to one of the European ports, often sleep-overs during the trip, accommodation at the port before the departure of a ship as well as ticket reservation for a train in America. Emigrants had to pay huge sums of money to the agents for these services.

Among an extensive number of various institutions which organised emigration, as well as emigration agencies operating in Galicia there are a few which could be listed as the most significant ones. Polish Emigration Society (Polskie Towarzystwo Emigracyjne; PTE) was established at the turn of the year 1907, it started its activity in the following year, though, having moved its seat from Lvov to Cracow. Józef Okołowicz was in charge of its works for the whole period of its existence. Polish Emigration Society was an organisation functioning according to the Act of 9th April, 1873¹³ and it additionally held licenses granted to it by the authorities which allowed it to run an employment agency and a travel office. This Society was the biggest emigration institution in Galicia and it conducted intensive business activity. It had numerous affiliates across Galicia as well as abroad (in France). It published a few magazines, guide books for the emigrants, conversation manuals, as well as it supported a shelter for emigrants in Cracow. Polish Emigration Society co-operated with a number of shipping companies and travel offices, mainly with German ones. At the end of the year 1913 its activity was interrupted by the criminal proceedings instituted against the management of the Society which was suspected of committing emigration offences.

Austro-Americana (A-A) was the most significant Austrian shipping company. The Emperor’s patent of 26th November, 1852 on associations¹⁴ as well as commercial code constituted its base of activity. In accordance with the rescript of the Ministry of Trade of 30th April, 1904, A-A was the only shipping company which had an exclusive right to set up agencies on the entire territory of the Habsburg monarchy. A-A agents were obliged to sell boarding cards only for the ships sailing out from the port in Trieste and heading for America. In practice this regulation was often infringed, as the agents commonly traded in boarding cards of German, Dutch or English shipping companies. *Goldlust et Comp.* owned by Zygmunt Resch from 1911 was the general agency of Austro-Americana for the territory of Galicia and Bukowina. Its official seat was in Cracow.

Canadian Pacific Railway Company (CPRC) started its operation in 1908 in Austria, where it recruited workers for railway line construction in Canada and transported emi-

¹³ R.G.Bl. Nr 70.

¹⁴ R.G.Bl. Nr 253.

grants on its own ships to America.¹⁵ CPRC operated in Austria on the basis of the ministerial license of 8th June 1908 granted in accordance with the regulation of 29th November 1865.¹⁶ A special ministerial permission to officially operate in Galicia was granted to CPRC on 13th January, 1913. The Austrian headquarters were located in Vienna, whereas the main affiliates for the Galicia territory were opened in Cracow and Lvov. Zygmunt Gargas was in charge of the Cracow office.

Apart from the Austro-American and Canadian Pacific Railway Companies, the list of shipping companies that operated in Galicia and those that rendered their services to Polish emigrants included: Norddeutscher Lloyd, Hamburg-America (Hapag), Holland-America, Red-Star, White-Star, Cunard, Compagnie Generale Transatlantique. At the same time the foreign, and above all German, travel offices that were most active in Galicia were the following: F. Missler of Brema,¹⁷ Karesch & Stotzky of Brema, Falck & Company of Hamburg, B. Karlsberg of Hamburg, M. Morawetz of Hamburg, M.G. Freudberg of Antverp, Vaterland of Rotterdam.

4. Conclusions

The constitutional period in Austria witnessed the guaranteed undisturbed freedom to emigrate based on the provisions of the December Constitution. At the same time, however, no legal Acts of legislative importance, which would regulate the emigration issues and functioning of emigration institutions in a comprehensive way, were binding. Temporary attempts such as the Act of 1897 proved unsatisfactory for the protection of emigrants against abuse by dishonest agents.

At the turn of the 19th century the emigrants leaving the country often relied on services of emigration institutions. Their activity left extensive material evidence. These institutions conducted advertising campaigns on a large scale, where they distributed a great variety of publishings, such as shipping companies advertisements, timetables of ships, price lists, leaflets, posters. These publishings included information, often essential to emigrants, regarding the American countries, especially referring to immigration law of the United States or South American countries.¹⁸ During such campaigns, however, an illegal and dishonest emigration propaganda was carried out.

¹⁵ On the history of Canadian Pacific Railway see: H.A. Innis, *A History of the Canadian Pacific Railway*, London–Toronto 1923; J.M. Gibbon, *The Romantic History of the Canadian Pacific Railway. The Northwest Passage of Today*, New York 1937; W.K. Lamb, *History of the Canadian Pacific Railway*, New York 1977. On the activities of Canadian Pacific in the field of emigrant transportation see: G. Musk, *Canadian Pacific. The Story of the Famous Shipping Line*, Toronto 1981. Interesting information on various aspects of the company's activities may be found in the study by D.L. Jones, *Tales of the CPR*, Calgary 2002.

¹⁶ R.G.BI. Nr 127.

¹⁷ Also many Hungarian emigrants used to leave their country while using the Missler agency, see: J. Puskás, *op.cit.*, p. 102.

¹⁸ A lot of materials published by the emigration agencies could be seen at the exhibition: *Wychodźstwo z Galicji. Kraków – centrum organizacji ruchu emigracyjnego na przełomie XIX i XX wieku*, Biblioteka Jagiellońska, listopad 2003 – styczeń 2004. More details on that may be found in the exhibition catalogue (Kraków 2003). See also G.M. Kowalski, *Wydawnictwa galicyjskich instytucji organizujących wychodźstwo w zbiorach Biblioteki Jagiellońskiej*, “Biuletyn Biblioteki Jagiellońskiej” R. LVI/VII, 2006/2007, pp. 133–143.

In the course of conducted business activity, emigration agents often broke the law and resorted to so-called “emigration offence”, which in most cases consisted in instigating as well as aiding and abetting on occasion of facilitating the conscripts to leave the country. That was the infringement of the provisions of the Acts regulating military service. Moreover, emigration agents massively infringed the provisions of the Act of 1897 on ban on getting involved in emigration issues without a required permit and persuading into emigration with the use of false information. The agents permanently violated licenses for the trade in boarding cards and for the running of employment agencies. They committed frauds to the detriment of emigrants and were responsible for other abuses.

Criminal court cases against the agents who were breaking the law were quite scarce in Galicia and even if the legal proceedings were conducted, the punishments were low. Due to excessive lengthiness of court proceedings, a quick and effective procedure executed by administrative organs was a commonly applied method against emigration abuse. Administrative sanctions, however, did not pose a serious threat. The most weighty criminal suits against officials of the biggest emigration institutions in Galicia began in 1913 before the National Criminal Court in Cracow. These were the cases against the management and the agents of Polish Emigration Society, Austro-Americana and Canadian Pacific Railway Company.¹⁹ The outbreak of the war soon interrupted the proceedings. After the First World War, in the restored Republic of Poland, the proceedings were discontinued.

Constitutional Liberty in the Area of Emigration in Austria (1867–1918). The Activities of the Emigration Agencies in Galicia and Lodomeria

Summary


The law that was in force in Austria in the constitutional period guaranteed a large spectre of rights and liberties of man and citizen. Among them there was also the emigration freedom. The constitutional law of 21 Dec. 1867 *on the citizens' universal rights* provided that from the perspective of the State the emigration freedom was limited only by the duties arising from military service. Likewise, it provided that the emigration fees might be collected exclusively on the basis of the rule of reciprocity. In Galicia of the second part of the 19th century and in the early 20th century the economic emigration involving large number of individuals could be classified either as temporal (seasonal) emigration, most frequently oriented toward the West of Europe and toward North America, or as a permanent emigration, oriented particularly toward both parts of America. In both types of emigration these were the emigration agencies that played a significant role

¹⁹ These proceedings were discussed in the monograph by G.M. Kowalski, *Przestępstwa emigracyjne w Galicji 1897–1918... op.cit., passim*.

in organizing it. Prior to World War I the most important Galician agencies included: the Polish Emigration Society, the Austro-Americana and the Canadian Pacific Railway Company. While engaged in their business, the emigration agents constantly infringed the law by committing so called “emigration offenses”. These offenses in most cases assumed the form of the instigation as well as the aiding and abetting as committed on occasion of facilitating the conscripts to leave the country. In addition, the emigration agents in mass infringed the provisions of 1897 law which prohibited dealing with the emigration matters without the required permission. The agents frequently infringed the license that was required for trading with the ship tickets. Likewise, they were responsible for swindles committed to the prejudice of the emigrants as well as for other abuses. In Galicia, the penal proceedings against the agents who broke the law were hardly ever instituted, and if ever they were the punishments imposed on the offenders were low. Due to the long-drawn-out court proceedings in case of emigration abuses, the method commonly exploited to suppress them was the prompt and effective procedure applied by the administrative organs.

POLSKIE TOWARZYSTWO EMIGRACYJNE W KRAKOWIE

SKKKr 531



N^o 5519

POLSKIE TOWARZYSTWO EMIGRACYJNE
W KRAKOWIE.

3 klasa

*** Karta okrętowa z Bremen do Ameryki ***

<i>Lukas</i>	35.	
<i>Anna Szpak</i>	40.	<i>Rosya</i>
<i>Jain</i>	15.	

zapłacił za dorosł. dziec 1-12 lat niemowlę niżej roku kwotę *Kr. 636.*

za przejazd parowcem Północno-niemieckiego Lloyd'u z **Bremen** do *Rio de Janeiro*
i dalej koleją do *Sanaua*

na podstawie warunków przewozowych, postanowionych przez powyższe Towarzystwo żeglugi.

Kraków, dnia *16/5* 191*L* **POLSKIE TOWARZYSTWO EMIGRACYJNE**
Oddział: BIURO PODRÓŻY

Niniejsza karta okrętowa nie może być przeniesioną na inną osobę.

II. 1. Boarding card of the Polish Emigration Society, 1911. APKr, SKKKr 531.

Gültig für das Jahr 1915.

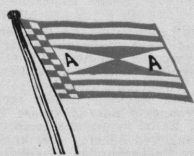
..... den 191.....

(Stempel der k. k. Bezirkshauptmannschaft.)

Die **Austro-Americana**
behält sich das Recht
vor, diese Vollmacht
jederzeit zu widerrufen.

-1279-

VEREINIGTE OESTERREICHISCHE
SCHIFFFAHRTS-ACTIEN-GESELLSCHAFT



VORMALS

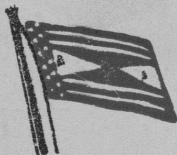
AUSTRO-AMERICANA
& FRATELLI COSulich

TRIEST.

II. 2. Identity card of an agent employed by the Austro-Americana, 1905. APKr, SKKKr 493.

General-Agentur GOLDLUST & Co. Krakau, Lubicz 7.

AUSTRO-AMERICANA



Dampfer-Ankunft

Laut heute erhaltener Kabeldepesche ist Post- (Schnell-) Dampfer

„*Ullin*“
der am *13/2* abgegangen ist, am *27/2*
in *New York* wohrbehalten
eingetroffen.

Wir bitten Sie davon die Anverwandten der gereisten Passagiere zu
verständigen und zeichnen, Ihre weiteren flotten Zuweisungen erwartend,
hochachtungsvoll

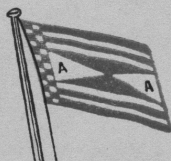
General-Agentur
DER AUSTRO-AMERICANA
GOLDLUST & Co.

Jenerálna Ajeneya GOLDLUST i Sp. Kraków, Lubicz 7.

SKKKr 509

673

AUSTRO-AMERYKANA



Przybycie parowca

Wedle dzisiaj otrzymanej kablowej depeszy parowiec pocztowy
(pospieszny)
który odplynął dnia przybył szczęśliwie dnia
do

Prosimy o zawiadomienie o tem krewnych tych pasażerów, którzy tym
parowcem jechali i kreślmy się w oczekiwaniu dalszych pasażerów

z wysokiem poważaniem

AUSTRO-AMERYKANA

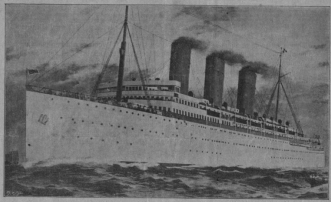
Jenerálna ajeneya dla Galicyi i Bukowiny
GOLDLUST i Sk.

II. 3. Austro-Americana. The information on the arrival of a steamer. APKr, SKKKr 509.

CANADIAN PACIFIC

Transatlantischer Dampferdienst

General-Representanz: Wien, I., Kärntnering 7. Telegramm-Adresse: „Canadpac, Wien“.



TRIEST — KANADA

DIENST 1913.

Name des Dampfers	Abfahrt von Triest	Landungshafen
TYROLIA	Freitag, den 18. April 1913	QUEBEC
RUTHENIA	„ 16. Mai „	„
TYROLIA	„ 13. Juni „	„
RUTHENIA	„ 10. Juli „	„
TYROLIA	„ 8. August „	„
RUTHENIA	„ 5. September „	„
TYROLIA	„ 3. Oktober „	„
RUTHENIA	„ 31. Oktober „	„
TYROLIA	„ 28. November „	ST. JOHN, N. B.
RUTHENIA	„ 27. Dezember „	„

Preise für die Überfahrt von Triest nach St. John, N. B., oder Quebec.

Zweite Klasse: Erwachsene K
Kinder von 1-12 Jahren .. 12-
Je nach Lage der Kabine.

Alle Passagiere der dritten Klasse werden in geschlossenen Kabinen untergebracht. Den Passagieren der zweiten Klasse stehen die genannten Dampfer keine erste Klasse fähigen, die besten Teile des Schiffes mit Promenadendeck, Raucherzimmer, Dampferzimmer etc. zur Verfügung. Die Fahrt mit diesen Dampfern kann insbesondere solchen Passagieren empfohlen werden, welche auf großen Komfort Anspruch erheben, aber nicht gewillt sind, die wesentlich höheren Preise zu zahlen, die für solche Plätze auf Dampfern mit erster Klasse zu entrichten sind.

ANTWERPEN-KANADA

DIENST 1913.

Name des Dampfers	Abfahrts-termin	Landungshafen	Name des Dampfers	Abfahrts-termin	Landungshafen
MONTREAL	13. März	St. John	MOUNT TEMPLE	14. Juli	Quebec
MONTFORT	16. „	„	LAKE MICHIGAN	17. „	„
MOUNT ROYAL	2. April	„	MONTREAL	4. August	„
LAKE MICHIGAN	16. „	„	MONTREAL	19. „	„
MONTREAL	29. „	„	MONTFORT	19. „	„
MONTZUMA	7. Mai	„	MOUNT ROYAL	31. „	„
MONTFORT	14. „	„	MOUNT TEMPLE	3. September	„
MOUNT ROYAL	21. „	„	LAKE MICHIGAN	10. „	„
MONTZUMA	4. Juni	„	MONTREAL	11. „	„
MONTFORT	11. „	„	MONTZUMA	18. „	„
MONTZUMA	18. „	„	MONTREAL	1. Oktober	„
MONTREAL	25. „	„	MOUNT ROYAL	15. „	„
MONTFORT	2. Juli	„	MOUNT TEMPLE	22. „	„
MOUNT ROYAL	9. „	„	LAKE MICHIGAN	29. „	„
			MONTREAL	6. November	„

Preise für die Überfahrt von Antwerpen nach St. John, N. B.:

Zweite Klasse: Erwachsene K 260-
Kinder von 1-12 Jahren .. 150-
Kinder unter 1 Jahr .. 36-
Dritt Klasse: Erwachsene K 140-
Kinder von 1-12 Jahren .. 70-
Kinder unter 1 Jahr .. 12-

Passagiere, welche nach den Vereinigten Staaten reisen, haben überdies noch K 20.- für amerikanische Kopfsteuer zu entrichten. Bürger der Vereinigten Staaten wird das eingetragte Kopfgeld von der Canadian Pacific Railway Co. im Landungshafen mit 4 Dollar rückvergütet.

Nach KANADA reisende Passagiere III. Klasse haben keine Kopfsteuer zu entrichten.

EISENBAHNFABRPREISE (Kolonisten-Klasse).

Stadt	Abfahrts-termin	Preis	Stadt	Abfahrts-termin	Preis
Berlin	1. März	100	Montreal	1. März	100
Brüssel	1. März	100	Quebec	1. März	100
Genève	1. März	100	St. John	1. März	100
London	1. März	100	Montreal	1. März	100
Paris	1. März	100	Quebec	1. März	100
Wien	1. März	100	St. John	1. März	100

Direkte Linie von ANTWERPEN und TRIEST nach KANADA (Nord-Amerika).

Expressdampferdienst ab LIVERPOOL (4 Tage auf offener See), Nur für Passagiere I. und II. Klasse.

II. 4. Time-table of the Canadian Pacific Railway Company, 1913. APKr, SKKKr 536.

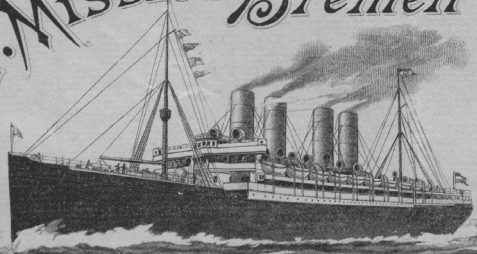
SKKKr 1054

555

F. Missler Bremen

Passagier-Beförderung
nach Amerika, Afrika
Australien, Asien.

Bank- und
Wechsel-Geschäft.



Bahnhofstrasse 30.



Bremen, dnia 30 stycznia 1913.
Panowemu Pan
Michał Molek

Kepanów
P. Zapanów

List Pański otrzymany i wra-
cam w katacecin postanych
mi telegraficznie
Kor 2659 92

i polecając się nadal takowej
panięci, kresle się
z pozdrowieniem

F. Missler

II. 5. F. Missler's Travel Agency in Brema. Correspondence dated 1913. APKr, SKKKr 1054.

Podróźni naszą Linią do Kanady lub do New-Yorku mają następujące korzyści:

1. Nasze parowce odchodzą dwa razy na tydzień do New-Yorku i Kanady — nie ma przeto potrzeby czekać przy wodzie.

2. U nas można nabyć bilety kolejowe wprost ze Lwowa aż do wody, oraz do wszystkich miast w Ameryce i Kanadzie, tak, że nigdzie już takowych kupować nie potrzeba.

Po otrzymaniu zadatku w kwocie 20 Kor. wysyłamy szykarkę wraz pouczeniem do podróży.

Do Ameryki północnej płaci się takse amerykańską 20 Kor. od osoby.

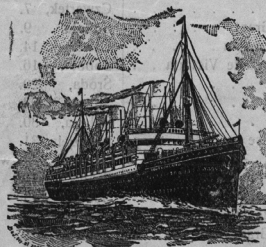
Ceny są:

Hamburg—New-York (pospiesznymi parowcami)	196 172 Kor.
Hamburg—New-York (pocztowymi parowcami)	172 "
Hamburg—Argentyna	166 "
Hamburg—Filadelfia	166 "
Hamburg—Kanada	166 "

(Zmiany zastrzega się).

LINIA HAMBURG-AMERYKA

Generalna Agentura dla Galicyi
we Lwowie, ulica Grodecka liczba 95
naprzeciw aleji kolejowej.



Rozkład jazdy

PAROWCAMI

pospiesznymi i pocztowymi

do

Ameryki, Kanady i Argentyny.

II. 6. Time-table of the liners travelling between Hamburg and America. 1913, APKr, SKKKr 536.