

欧亚邮件取道西伯利亚
西伯利亚邮运与中国邮集之一



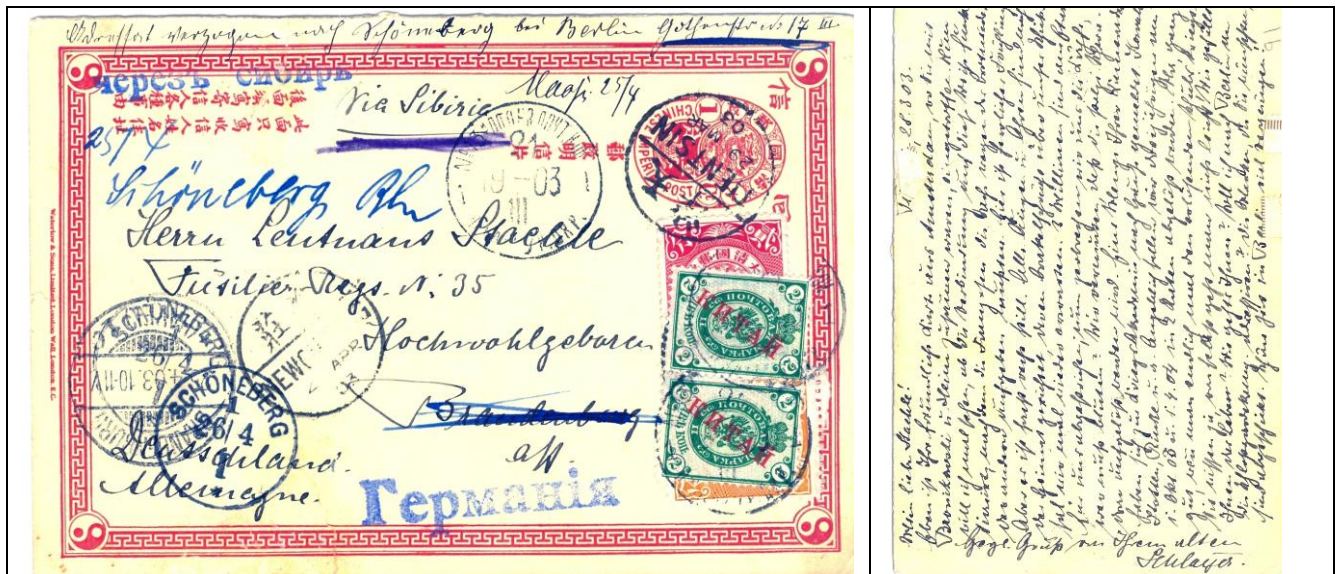
CHINA—EUROPE MAIL VIA SIBERIA
COLLECTION EXHIBITING CHINA-EUROPE MAIL
VIA SIBERIA, NO. 1

CHINA—EUROPE MAIL via. TRANS-SIBERIAN RAILWAY 1901-1932

With the completion of the final section of railroad across the Lake Baikal in Russian territory, the Trans-Siberian Railroad was fully operational in **November 1901** connecting Warsaw and Moscow in the west with Manchouli on Chinese border with further extension to Vladivostok in the east via Chinese Eastern Railway from Manchouli to Suifenhao, a north-south trunk line branching from Harbin to Port Arthur, both within Chinese Northeast Provinces.

The Russian Post Offices had already made use of the completed sections of the Trans-Siberian Railroad to carry mail items from Sinkiang and Mongolia to European countries. At the inception of mail service, the postage charge varied from time to time and place to place. Even though official announcement indicated that transmission of mail "Via Siberia" began **October 1, 1903**, Russian Post Offices in Peking, Tientsin, Shanghai, Newchwang and Yingkow are known to accept, at a much earlier date, mail items to Europe delivered "via Siberia" upon payment of additional postage prescribed by Russian Post Office.

1903 MAR 29 postal stationery card from Tientsin to Germany, with endorsement at top "Via Siberia", additional franking of C.I.P. 2c and 1c at right canceled Tientsin bilingual dater, transited Newchwang 2 APR 03 when the Russian Post Office 2k pair was added and canceled Russian Post Office Newchwang dater 1903 III 21 (Julian calendar, corresponding to April 3), another German transit and SCHONEDERG arrival dater 26/4 at lower left, 28 days in transit.



Russian Post Office Shanghai also accepted mail "Via Siberia" before the official inauguration date and the following 1903 III 29 (Julian calendar, corresponding to May 11, 1903) cover, franked 5 stamps paying 13k postage was canceled Russian Post Office Shanghai dater, the cover transited Moscow 1903 V 8 (Julian calendar) and arrived London 25 MY 03, total transit time only 14 days.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Both Russia and Japan intended to have full control of Chinese Northeast Provinces for territorial expansion and for the rich natural resources. The completion of the Chinese Eastern Railway by Russia within Chinese Northeast Provinces, connecting Manchouli with Suifenho and Vladivostok in the east-west direction, and Harbin with Port Arthur in the North-South direction, effectively hindered similar ambition on the part of Japan.

Without prior warning, the Japanese Army attacked the Russian fleet anchored at Port Arthur on **February 6, 1904** and war was declared on February 8 when Russia later announced on **February 16** that the Trans-Siberian Railroad was to be closed temporarily. Picture post cards of this Russo-Japanese War had been prepared, most of which with both Russian and Japanese stamps canceled with appropriate daters from the corresponding post offices.

Japan emerged as the victor of the war and it can well be imagined that profuse battle scenes in which Japan claimed victory were made into commemorative postcards and special commemorative handstamps had also been adopted as illustrated below.

Postcard "Our combined Squadron steaming towards the enemy" was used from Shanghai to Kyoto, Japan, franked with C.I.P. 2c canceled Shanghai lunar year dater, Japanese 1sn and 1/2 sn added on picture side canceled commemorative handstamp "Triumphant Military Review-1906"



Postcard "Port Arthur as seen from Namako-Yama", used from Shanghai to Kyoto, Japan with C.I.P. 1c x 2 canceled Shanghai lunar year dater, Japanese 1/2sn added on picture side canceled commemorative handstamp "Triumphant Military Review—1906"



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Element of surprise and excessively long supply line had caused Russia to be defeated. Initially the surviving soldiers from the naval battle ships stationed in Port Arthur were met with warm welcome upon returning to St. Petersburg and a parade of reinforcement units was held to display its military might, but alas Japan was well prepared and its proximity to China was an enormous advantage at that time even when both powers were later fully engaged on ground war fare.

Postcard depicting the arrival of Russian reinforcement troops in Liao Yang of Chinese Northeast Provinces where ground battle with Japanese Army was fought.



The War was still continuing in the first half of 1905 and was officially concluded with the signing of the Treaty of Washington on September 5, 1905. A returning Russian serviceman wrote this stampless military postcard from Kungchuling (in Chinese Northeast Provinces) to St. Petersburg on 14.09.1905, with purple handstamp of "The 4th Battalion of the 23rd Artillery Brigade" and the transit handstamps of "Head Central Field Post Office."



Japan emerged as the victor of the Russo-Japanese War but her ambition alerted many other foreign powers. The Treaty of Washington was brokered by the United States of America and signed on **September 5, 1905**, by the terms of this Treaty, Russia was to cede to Japan that portion of Chinese Eastern Railway from Kwanchengtse to Port Arthur as war compensation.

CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

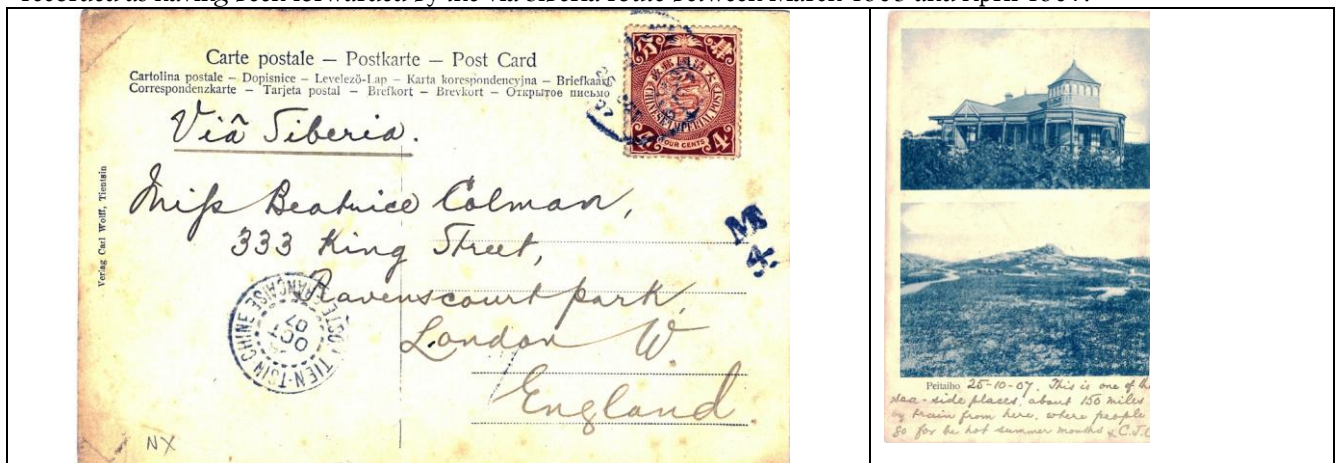
China's communication with Europe via Trans-Siberian Railway was almost cut off by the cessation of that section of Chinese Eastern Railway from Kwanchengtse to Port Arthur. However, Japan did not stop mail traffic between Moukden and Manchouli via Kwanchengtse and Harbin but the lack of transit daters make it difficult to determine whether the following mail items had actually been carried on the Trans-Siberian Railroad. China-Europe mail again had to travel via Suez Canal or adopt the via America route as from 1905, illustrated by the following postcard.

Picture postcard "The Bell Tower Peking" to Belgium, franked with C.I.P. 2c pair canceled Peking bilingual dater 1 APR 07, since via Siberia service was still suspended, the postcard had to transit Shanghai (21 APR) and Shanghai B.P.O. (APR 29), adopting a sea route via Suez to its destination in Belgium.



On February 18 1907 mail items to the Far East can utilize via Siberia mail route if they had been marked with 'Via Siberia'. The French "Bulletin Mensuel des Postes" issued the following public announcement in May 1907, "Utilization of the Trans-Siberian Railroad for the Transportation of Postal Correspondence" as if on behalf of the Russian Post Office.

Relying on such information, the sender of the following postcard from Tientsin to England endorsed "Via Siberia" at top of card, the C.I.P. 4c was canceled Peking bilingual dater 25 OCT 07 with French Office Tientsin dater also 25 OCT 07. Even though the transit time cannot be calculated in view of the lack of transit or arrival daters, but suffice it to say that Russia was much weakened by its military reverses and could not maintain the level of services before the Russo-Japanese War. From the beginning of 1905, the vast empire was shaken by a revolutionary government which spread to Siberia when dissident governments were set up in several industrial centres such as Krasnoyarsk and Chita on the Trans-Siberian Railroad, and there was even a military revolt in Vladivostok. Rail traffic was interrupted and the trans-Siberian railway was only used to carry contingents of troops loyal to the government, leaving from Moscow in the west and Harbin in the east, joining force in Siberia to crush the rebellion. Order was restored at the beginning of 1906 but it appears that international postal traffic was not re-established until the spring of 1907. Very few items had been recorded as having been forwarded by the via Siberia route between March 1905 and April 1907.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

When the Trans-Siberian Railroad resumed its mail service, comparable or even longer transit time had been experienced by China/Europe mail, partly because of longer transit time for mail to get to Manchouli via the Japanese owned South Manchurian Railway (Port Arthur to Kwanchengtse) and partly because Russia had been weakened by internal revolution following her defeat in the Russo-Japanese War when bandits began to plunder the trains from time to time. Nevertheless the standard of service improved with time and the amount of China-Europe mail carried via Siberia increased by geometrical proportions from 1908 onwards, until the outbreak of the First World War in 1914.

1908 cover endorsed "Via Siberia", franked on front C.I.P. 4c pair and 2c, paying 10c international letter rate, with stamps canceled Peking lunar year dater (corresponding to July 12 1908), Burton-On-Trent arrival dater on cover back, total transit time 21 days.



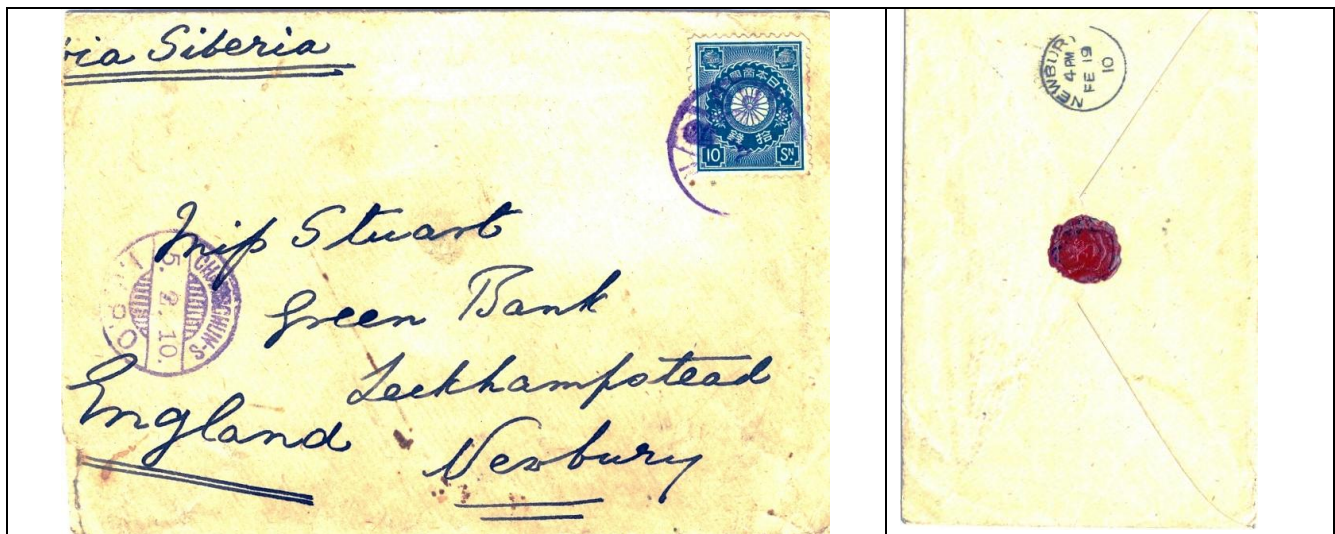
The French Post Office Peking handled the following "Via Siberien" registered cover to Zurich of Switzerland, it was franked 4 French stamps paying a total postage of 29 cents with stamps canceled Peking Chine dater 17 DEC 09 and the Zurich backstamp of 1.1.10 indicated a transit time of only 15 days evidencing great improvement of service standards.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Japan intended to connect its railway from Tokyo right through Korea to Antung of Chinese Northeast Provinces with further connection to Changchun, Harbin and then Trans-Siberian Railway. Towards this end, Japan diligently proceeded to change the railway gauge of the Kwanchengtze to Port Arthur section of the Chinese Eastern Railway which Russia had to cede to her as war compensation. As early as 1909, the Japanese Post Office at Changchun used suffices “S” and “H” after the post office name, the former to denote the sub-office at Changchun station the latter the head office. Prior to the First World War, Changchun had operated as the mail exchange station for mails between Japan and China, also Japan and Russia.

1910 cover to Newbury England, franked on front Japanese 10 Sn canceled indistinct purple dater, cover transited Changchun on 5.2.10 with Newbury arrival backstamp of FE 19 10, total transit time Changchun-UK only 14 days.



Back in China, the Wuchang Revolution broke out on **October 10, 1911** when revolutionary forces united under the leadership of Dr. Sun Yat Sen to overthrow the Imperial Qing Dynasty and on **January 1, 1912** Dr. Sun Yat Sen proclaimed the founding of Zhong Hua Min Kuo, alternatively known as The Republic of China. Emperor Hsuan Tung announced his abdication of throne on **February 14, 1912**. It was business as usual on the Trans-Siberian Railroad, little affected by the change in sovereignty save and except that Chinese Imperial Post stamps with Zhong Hua Min Kuo overprint (also known as Republic overprint) began to be used in early 1912. There was no adjustment of postage rate immediately following the change of sovereignty.

1912 western style cover from Tsangchow (Chihli Province) to Germany with C.I.P. 10c canceled Tsangchow lunar year dater, instructive handstamps in French “Via Sibirlen” and Chinese “Germany, Transit via Siberia” on cover front, with French Post Office Tientsin transit backstamp of 2 JUL 12.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

China had also exerted her efforts to connect Peking with the Trans-Siberian Railway by means of Peking-Moukden Railway, the initial section from Peking to Tientsin was constructed as early as 1900. The main obstacle was the Japanese owned section of narrow gauged railway from Sinmintun to Moukden (both within Chinese Northeast Provinces) which had to be bought back from Japan, gauge changing works ensued soon afterwards and the entire railway was operational in mid-1911 with express train service specially designed to transport “via Siberia” in synchronization with service schedules of both the Chinese Eastern and Trans-Siberian Railways. However, not all mail items carried by Peking-Moukden train receive its transit dater.

1914 “via Siberia” cover from Chinese Northeast Provinces, franked Republic overprint on C.I.P. 10c, canceled Republic 3rd year dater, transited Hsinking and Moukden (17 JAN 14), with Kjøbenhavn Denmark arrival dater 29.1.14, only 12 days transit time from Moukden to Denmark.



The southern provinces of China also adopted “via Siberia” mail service even though it might take a few days for mail to get on board the Peking-Moukden train.

1914 western style cover to London, franked Junk 5c, 3c and 2c, paying 10c international letter rate, stamps canceled Shameen (Kwantung Province) bilingual dater 3 JUL 14 with Shanghai transit backstamp 9 JUL 14. By that time, the Peking-Pukow Railway was also completed, the cover was most likely delivered by land to Pukow in Kiangsu Province to board the Peking-Pukow Railway and then the Peking-Moukden Railway all the way to Moukden of Chinese Northeast Provinces. Mail items from southern provinces adopting “via Siberia” route was quite scarce before 1909 but improved efficiency of service convinced many senders to join the league.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Japan also made good use of the “Via Siberia” mail service when mail items from various ports in Japan destined for European destinations could be delivered as far as Changchun before further delivery to Russian or Chinese Post Offices as the case may be. Operation became even more smooth after China had joined the Universal Postal Union in 1914 when exchange of mail items between China/Russia/Japan was carried out according to rules applicable to member countries of the UPU.

Picture postcard “The Aroma of Tea” to London England “Via Sibria”, written on November 3, 1912 franked Japanese 4 Sn canceled indistinct dater. The sender K. Matsusaka requested the recipient to send a harmonica to him in Tokio.



Another 1914 Japanese 4 Sn postal stationery card from Tokio (24.3.14) to Birmingham England was also endorsed “Via Siberia” at top left corner; the message acknowledges the receipt of seeds.



As the “time distance” between east and west shortened considerably, people of different nations became pen-pals and began to exchange items of liking such as the harmonica and seeds mentioned in the above examples. Each party can expect a reply within a month if the other party responded immediately and cultural inter-action was overwhelming but the hay days were short lived, the curtain of the First World War was about to be unveiled shortly.

CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

In July 1914, a Serbian assailant successfully assassinated the heir to the Austrian throne when Austria declared war on Serbia, lifting the curtain of World War I. It was the third year of Zhong Hua Min Guo in China when various warlords carved out spheres of influence of their own and in particular the Chinese Northeast provinces were under the control of Marshal Chang Tsor Lin. In general, via Siberia mail service was functioning properly, but with the setting up of Russian censorship offices at Manchouli and Petrograd, delays were inevitable. Regular via Siberia mail service was replaced by intermittent services, dependent on then political and social situations.

Even in 1915, Chinese mail senders still preferred to adopt the “Via Siberia” mail service, they didn’t seem to mind the fact that mail item might be cut open and censored with inevitable delay.

1916 western style registered cover from Puchowfu to Sweden franked 6 stamps (1 stamp invalidated and crossed out by pen) totaling 32 cents canceled Puchowfu 5th year (of the Republic) dater, transit via Kunyingtang when “Examined Without Damage” handstamp was applied before further transit via Peking (27 APR 16) and Manchouli (3 MAY 16) Cover cut open and resealed by Russian language censor tape with handstamps (No.99) and Stockholm arrival dater 27.5.16 all on cover back. The transit time between Peking and Stockholm was one month, evidencing a delay of two weeks caused by censorship.

Since mail items to Europe via Siberia had to be censored, especially so for registered items, Kunyingtang Post Office was very prudent in applying “Examined Without Damage” handstamp on cover back, because in the case of depletion of contents owing to subsequent censorship, Kunyingtang Post Office had already disclaimed responsibility by applying the aforesaid handstamps on cover back.



A diversity of censor tapes and censor handstamps had been used at Petrograd during WWI to deal with vast amount of transit mail items like the one illustrated below.

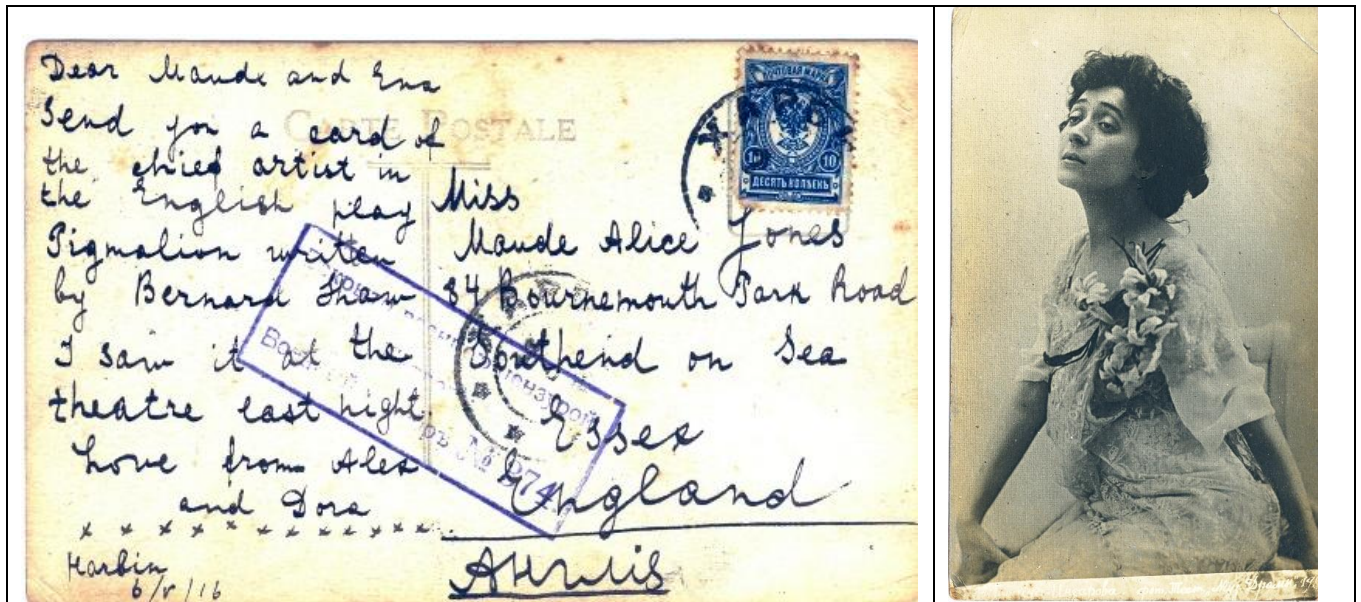
1916 western style cover franked on front Junk 10c canceled Nanfangchang 5th year (of the Republic) dater with a vast array of transit and arrival markings on cover back : Kienchow (Aug.13), Sian (15 AUG), Peking (20 AUG), Manchouli (26 AUG) and St. Petersburg 21.8.16 (Julian calendar, corresponding to 4 SEP) where the cover was cut open, resealed with censor tape and handstamp (No.66) arriving Sweden 12 CEN 1916, transit time from Peking to Sweden 23 days.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

China was not directly affected by World War I when a couple, Alex and Dora sent the following postcard of a chief artist who performed the English play *Pigmalion* written by Bernard Shaw at a theatre in Harbin to their friends back in Essex of England.

Real photo postcard of a leading actress in a play by Bernard Shaw, from Harbin to Essex England, franked Russian 10k canceled indistinct Russian Post Office Harbin dater (6.5.16?) with Petrograd censorship handstamp (No.74) The fact that this item was censored at Petrograd confirmed its transmission via Siberia mail service.



Mail items in German language were censored in more detail and longer delays were likely the case because Germany was the arch adversary with Russia during WWI. The following postcard with printed message was surprisingly handled by Russian Post Office Tientsin and posted on 21.1.17 just before the outbreak of the February Revolution in Russia. An unknown censorship marking appears below the dater and the card was destined for Buschinhayen in Germany.



The unsuccessful military maneuver against Germany and increased poverty of Russian people had fuelled discontent among the Russian people which culminated in The February Revolution (Julian calendar reckoning) on March 12, 1917 when Tsar Nicholas II had to abdicate and a temporary government was formed under the leadership of Krumsky.

CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

On November 7 (Julian calendar October 25) another revolution broke out when the communist party seized control and the success of this October Revolution had turned Russian state from parliamentarian to socialistic in character. The new government signed an armistice with Germany in December and by that time a coalition of anti-Bolshevik groups including invading armies from the victorious Allies attempted to unseat the new government in the Russian Civil War from 1918-1923 and this civil war marked the longest suspension of via Siberia mail service in the entire history of its operation and it is difficult to find 1918 mail items from China to Europe via Siberia.

In view of the Russian Civil War, The Chinese Post Office announced that the “via Siberia” postal route to Europe, Sinkiang and Mongolia was forced to be suspended in Mar. 1918. However, by the end of 1918, west bounded mails could still reach the Asha station between Cheliabinsk and Ufa in European Russia. Later Omsk became the western limit in October 1919, and Irkutsk in Dec. 1919.

1921 western style registered cover franked on reverse junk 3c x 6 and 1c x 2 paying 20c international registered letter rate, stamps canceled Harbin bilingual dater 5 MAR 21. The Moukden transit dater 7 MAR 21 evidenced that the cover had been delivered southwards, probably to Shanghai where it was carried by mail boat to its destination London, arriving on 17 AP 21, total transit time 43 days.



Russia was finally united under communist Soviet Union in November 1922, soon after the withdrawal of Japanese troops from Vladivostok. It took almost a year for things to settle down when via Siberia mail service officially resumed. The change of sovereignty worried some mail senders who preferred to adopt the “via America” route for their mail to Europe as illustrated below.

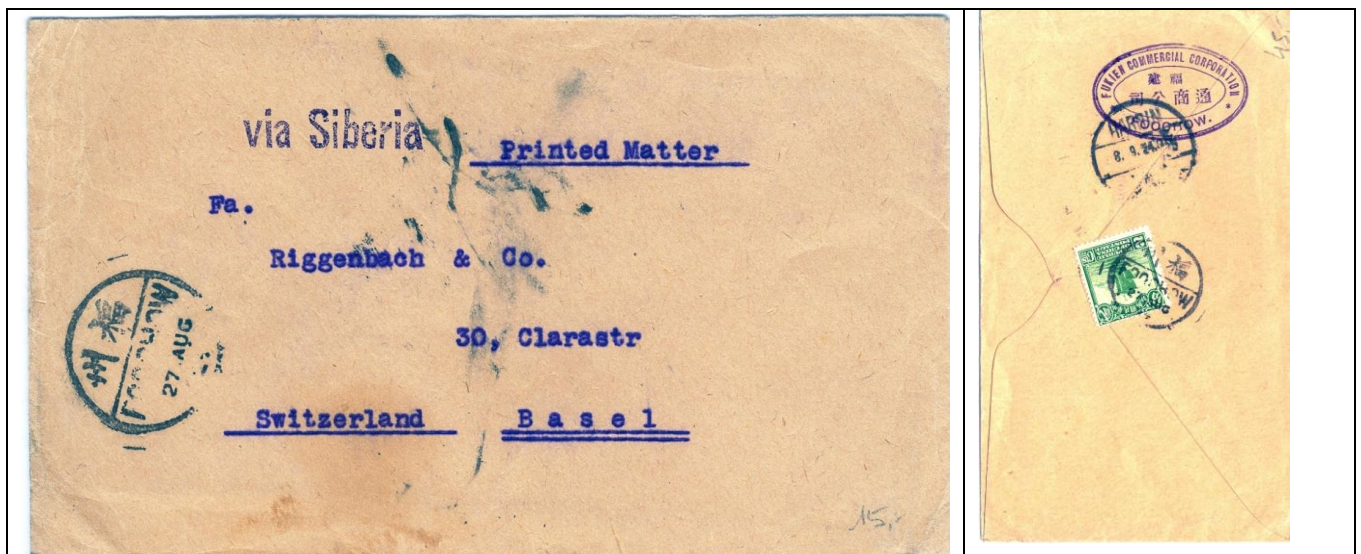
1924 western style cover to Bern of Switzerland, franked 2c surcharged on junk 3c x 5 canceled Shanghai bilingual dater 3.3.24, red pen manuscript Via America at top left, Burgdorf 10 IV 24 transit and Herisau 11 IV 24 arrival dater on cover back, 39 days in transit.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Printed matter items seldom adopt via Siberia mail service because it was not accepted at the inception of this service. The following 1924 Printed Matter cover originated from a commercial corporation Foochow in the southern province of Fukien to Basel of Switzerland, probably containing trade circulars, and the required postage was 2c as against 10c for sealed international letter.

1924 western style cover to Basel Switzerland, franked on reverse junk 2c canceled Foochow bilingual dater 27 AUG 24, typewritten annotation Printed Matter on cover top alongside via Siberia handstamp with Harbin transit backstamp 8.9.24.



All across China, senders from many provinces adopted via Siberia mail service including a 1925 registered cover from Taiyuan in Shansi Province to England, the contents seemed valuable because a wax seal was used on cover back.

1925 western style registered cover franked on reverse junk 3c x 8 and 1c paying 25c international registered letter rate, stamps canceled Taiyuan bilingual dater 4 MAR 25, transit via Peking 5 MAR with London arrival dater 18 MAR 25 on cover back, transit time only 14 days.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

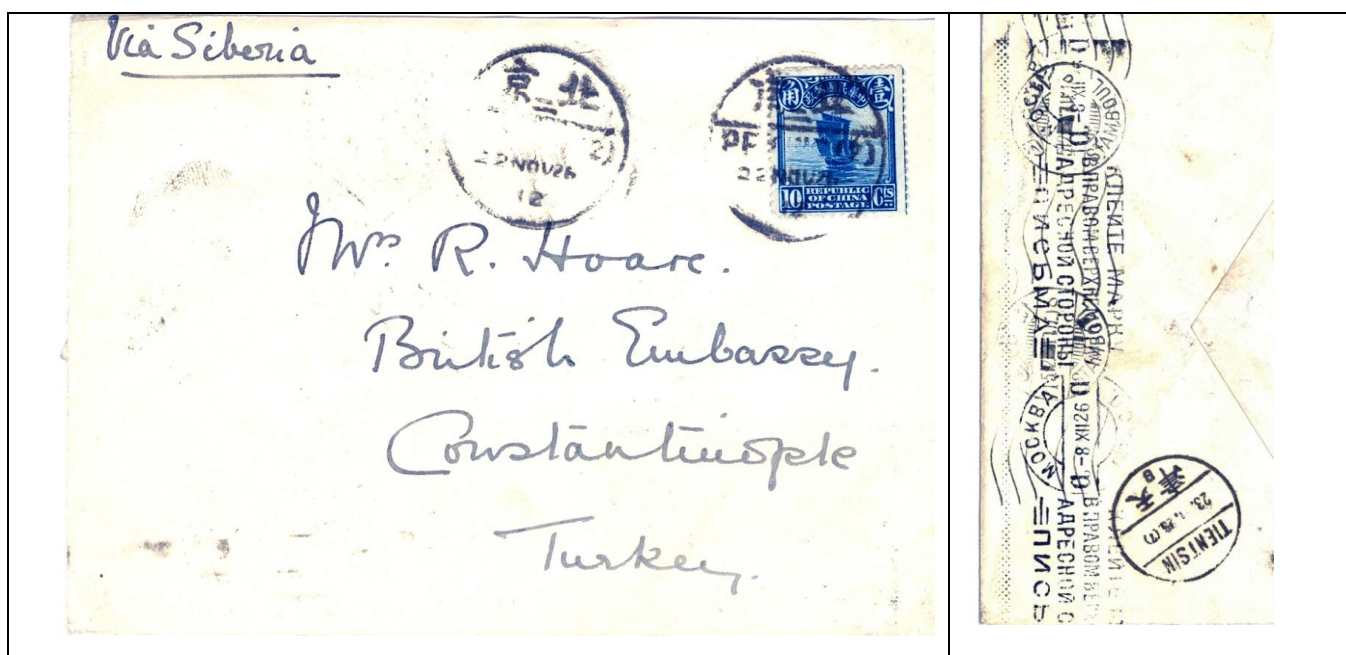
The 2c printed matter rate was again explored by a sender in Peking in 1926. Even though it was only 20% of normal international letter rate, still people did not make use of this service for fear that the contents might drop out and become lost, resulting in scarcity of printed matter items carried by via Siberia mail service.

1926 western style cover to Kent England, franked on front junk 2c canceled Peking bilingual dater 6.2.26 with manuscript endorsement via Siberia at top left, the cover was posted as a printed matter item but there was no specific identification as such, the flap was unsealed and there was no postage due marking, signifying that post office accepted it as a printed matter item and delivered as such.



Most of the mail items which availed via Siberia mail service was destined for European countries but in fact, items to middle east countries could also utilize via Siberia mail service as illustrated by the following 1926 cover to Turkey.

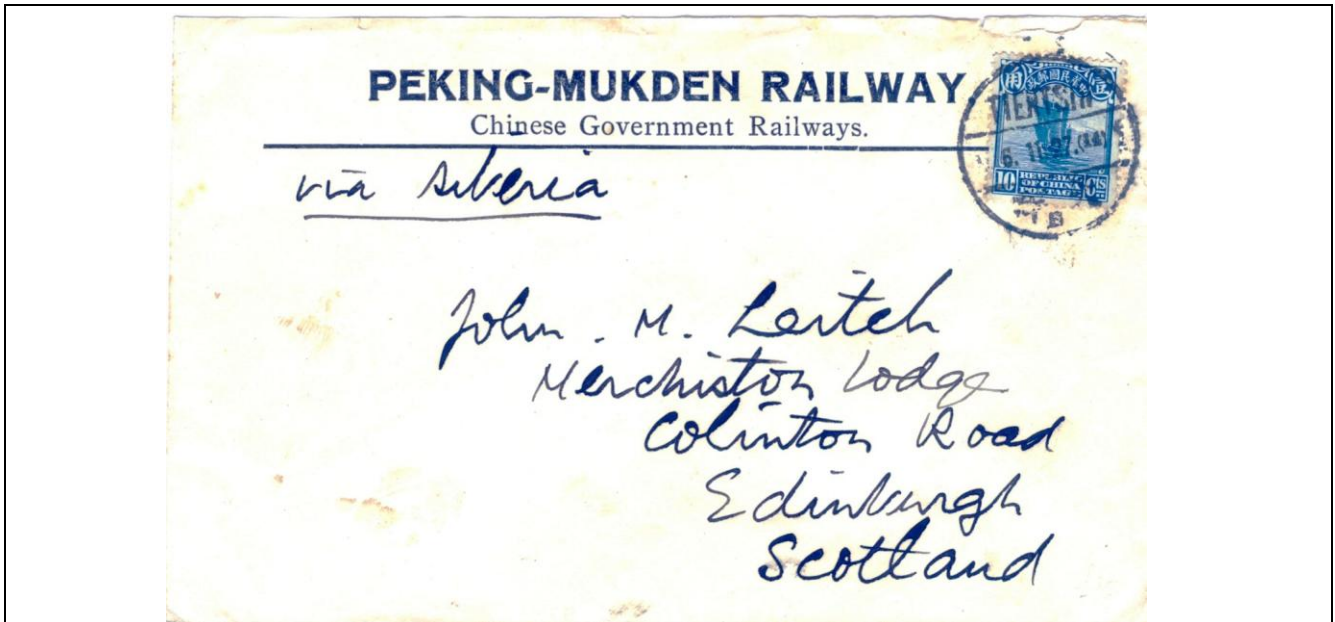
1926 western style cover franked on front junk 10c canceled Peking bilingual dater 22 NOV 26 with manuscript endorsement Via Siberia at top left, transit and arrival daters from Tientsin 23.11.26, Moscow 8 XII 26 and Constantinople 5.12.26 all on cover back.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

As railway networks ripened, train schedules became more complicated and maintenance problems began to surface, railway office staff might consult engineers all over the world to share experience and tackle the problems they were faced with.

1927 Peking-Mukden Railway official cover to Edinburgh of Scotland, franked on front junk 10c canceled Tientsin bilingual dater 6.11.27, with manuscript endorsement via Siberia at top left.



People in Sinkiang Province also made use of via Siberia mail service to communicate with Peking and Kalgan since late 19th century and this habit continued in spite of the fact that alternative land route via Lanchow was available. For mails back to China via Siberia mail service, senders in Sinkiang Province had to pay international postage instead of domestic postage.

1927 Chinese style acknowledgement of receipt cover franked on reverse Reaper 20c and Junk 10c paying 30c postage (10c each for international letter rate, registration and acknowledgement of receipt) canceled Tacheng trilingual dater 1927.9.12, bilingual registration and AR handstamps on cover front, Peking transit 1927.10.1 and Ichow arrival dater 1927.10.12 all on cover back, transit time 30 days.

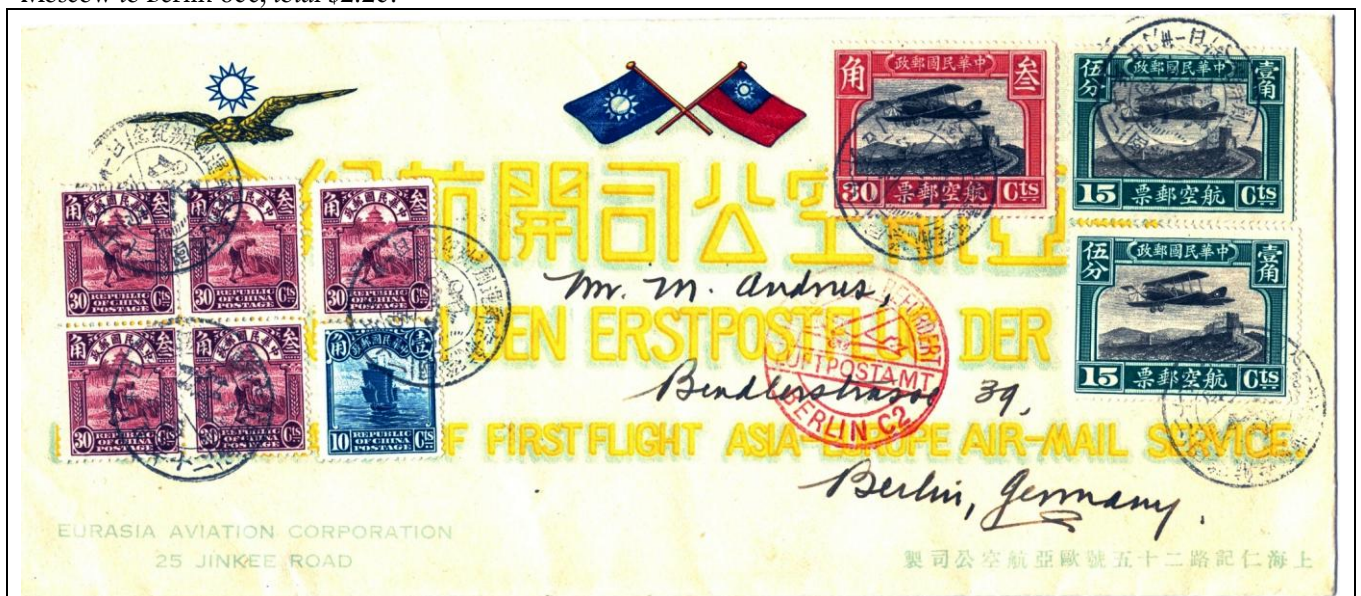


CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

Following the re-opening of via Siberia mail service towards the end of 1923 and the rapid growth of airmail service in Europe, commencing August 1924, for the period between May and October every year, China National Post can arrange, in an effort to shorten delivery time, the newly founded Moscow-Koenigsberg Air Line to carry mails to Europe, after the same had been carried by Trans-Siberian Railroad from Manchouli to Moscow. Later in 1925, mail items could be sent from Berlin to destination by air and still later in 1926 the airline service was extended to Berlin so that from Moscow onwards, mails were carried by air all the way. i.e. the “all-up” airmail service.

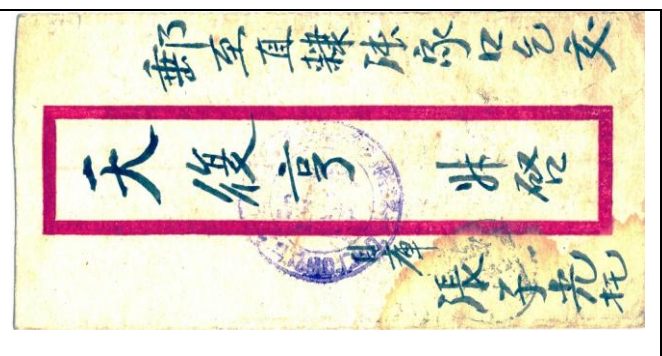
After persistent efforts, preparation and trial flights, the first flight of the Shanghai-Manchouli International Air Route by Eurasia Aviation Corporation took place on May 31 to June 6, 1931 and by that time, sender of airmail items to Berlin or beyond, already made use of the “all up” airmail service from Irkutsk to Moscow and Moscow to Berlin. Nevertheless, the passage from Manchouli to Irkutsk was still by way of Trans-Siberian Railroad.

1931.5.31 First Flight cover carried on the Shanghai/Manchouli first flight with further connection by air passages to Berlin Germany, franked on front 9 stamps paying a total postage of 2.20 canceled commemorative first flight cancel alongside Berlin commemorative handstamp with arrival dater 11.6.31 on cover back. The postage can be broken down into : international letter rate 20c, airmail within China 60c, airmail from Irkutsk to Moscow 80c and airmail from Moscow to Berlin 60c, total \$2.20.



The Mukden Incident took place on September 18, 1931 heralding Japanese invasion of Chinese Northeast provinces but staff members of Chinese post offices stood their ground and continued to provide normal postal services and as the following incoming item from Ulanbator to Kalgan transited Manchouli, the Chinese Post Office still levied postage due and delivered it to its destination

1931 Chinese style cover franked on reverse 2 Mongolian stamps canceled Ulanbator dater 13 VIII 31, the cover then transited Manchouli when junk 4c x 2 were added as postage due and canceled Manchouli 30.8.31 dater with indistinct censorship handstamp on cover front.



CHINA—EUROPE MAIL via TRANS-SIBERIAN RAILWAY 1903-1932

For mail items from Europe to China, air passages from Berlin to Moscow and perhaps Moscow to Irkutsk were also explored provided the required postage could be paid at the time of dispatch as illustrated by this cover from United Kingdom to Shanghai, it is apparent that the sender in UK could not pay the airmail fee for the passage from Manchouli to Shanghai within China.

1932 western style cover franked UK 1s canceled slogan duplex dater with trilingual Par Avion label, typewritten instruction at lower left "Air Mail via Siberia" the cover transited Berlin with aero plane type handstamp on cover front and regular Berlin transit backstamp 23.7.32.

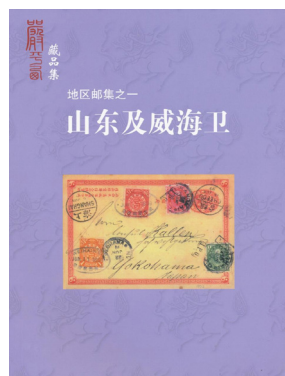


On July 25, 1932 the political situations deteriorated to such an extent that the Chinese Post Office ordered evacuation of all its branch post offices in Northeast Provinces involving 2,585 postal workers. With Japanese occupation of the Northeast Provinces and later the setting up of Manchukuo, China/Europe mail communication was almost completely severed until after unconditional surrender by Japan after World War II in 1945.

There was still a possible round about way to utilize via Siberia mail service by means of mail boat service from Shanghai to Vladivostok via Tsuruga of Japan. Upon arrival at Vladivostok, mail could board the Trans-Siberian Railway all the way to various European destinations as illustrated by the following example.

1936 western style acknowledgement of receipt cover franked on front 4 stamps paying a total postage of 75c (25c each for international letter rate, registration fee and acknowledgement of receipt fee) canceled Shanghai bilingual dater 7.5.36 with framed R.R. handstamp on front and typewritten annotation Via Siberia, Berlin 23.5.36 arrival dater appears on cover back, only 16 days in transit.





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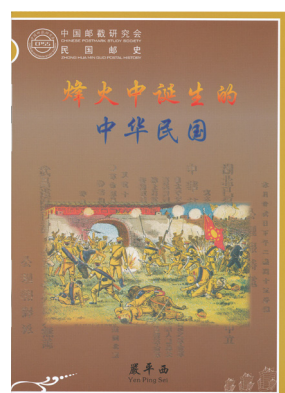


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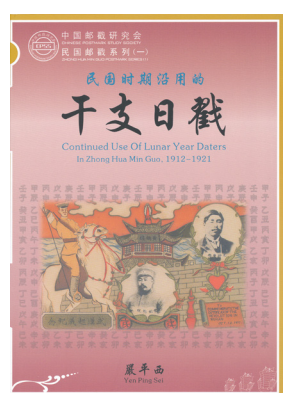


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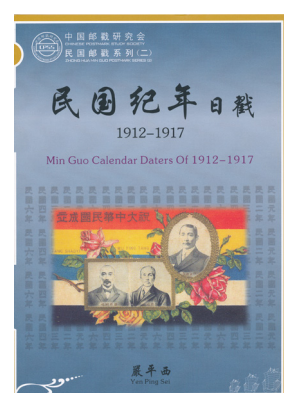
1-4 平装及精装



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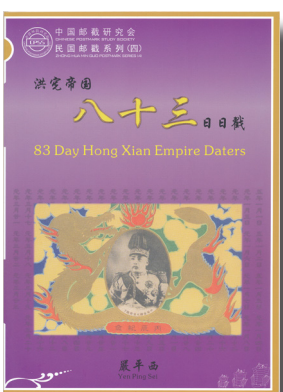
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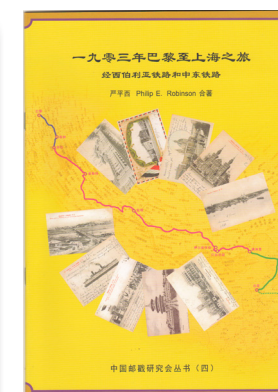
5-8合订本



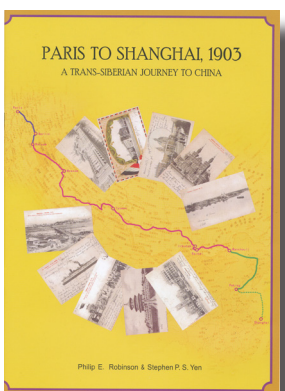
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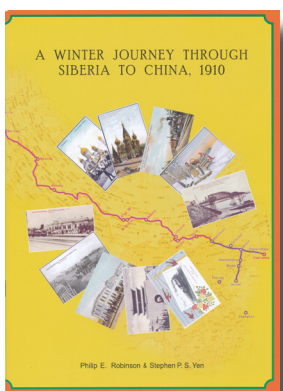
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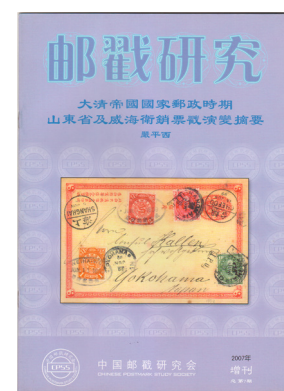
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