

欧亚邮件取道西伯利亚

1898-1911 西伯利亚邮运服务中国/欧洲邮件简历



CHINA-EUROPE MAIL VIA SIBERIA
CHRONOLOGY OF CHINA-EUROPE MAIL
VIA SIBERIA, 1898-1911

***Chronology of
CHINA / EUROPE Mail
“Via SIBERIA”-----1898-1911***

- | | |
|--|--------------------|
| <i>(1) Early pre-inauguration period Items, 1900-1901</i> | <i>01-02</i> |
| <i>(2) Later pre-inauguration period items, 1902-September 1903</i> | <i>03-04</i> |
| <i>(3) Items dispatched in first month of inauguration--Oct.1903</i> | <i>05-06</i> |
| <i>(4) Via Siberia items prior to Russo-Japanese War, Feb. 1904</i> | <i>07-08</i> |
| <i>(5) Item posted during Russo-Japanese War</i> | <i>09</i> |
| <i>(6) Commemorative postcards of Russo-Japanese War</i> | <i>10 & 14</i> |
| <i>(7) 1904 items “Via Siberia” after Russo-Japanese War</i> | <i>11-12</i> |
| <i>(8) 1905 Russian Soldier’s card via Siberia</i> | <i>13</i> |
| <i>(9) 1905-06 items via mail boats</i> | <i>15-18</i> |
| <i>(10) 1907 items via Canada and via Siberia</i> | <i>19-20</i> |
| <i>(11) Via Siberia items from 1908-1911</i> | <i>21-28</i> |

Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

From **November 3rd 1893** mails for Europe franked with British, German and French stamps were accepted by the Russian Post Office to be sent via the Trans-Siberian Railway. This applied only to the west-bound mail. The Siberian Railway proper from Warsaw to Vladivostok in the east was completed in 1900, including a section from Manchouli through Harbin to Suifenho within Chinese Northeast Provinces, but the construction of a north-south trunk line from Harbin to Port Arthur had to wait a further three years and opportunity presented itself in 1900 when the Boxer Movement had attracted the attentions of China and all other foreign powers but Russia was wise enough not to confront China directly in Peking or Tientsin, instead Russian troops entered the Chinese Northeastern Provinces by force and hurriedly completed the section of railway from Harbin to Port Arthur. On October 1, 1903 Russia announced the official inauguration of the "Via Siberia" mail service when mails could be carried from Shanghai to the United Kingdom via the Tientsin-Pukow Railway, Peking-Moukden Railway, Chinese Eastern Railway (i.e. sections of railways built by the Russians from Suifenho to Manchouli in east-west direction and Harbin to Port Arthur in north-south direction), exiting China at Manchouli and continue along the Trans-Siberian Railway to Warsaw with further connections to Berlin, Paris and London.

Prior to the full completion of the Trans-Siberian Railway in 1903, the Russian Post Office had already made use of the completed sections of the railway for mail carrying purposes when their sub-offices in Sinkiang and Mongolia Provinces solicited mail delivery service for items from Sinkiang to China via Mongolia and from Mongolia to Europe or China with domestic postage, registration fee and acknowledgement of receipt fee at 7 kopeks each.

The following is a rare west bound item from Peking to Sinkiang carried by the Russian Post Office in 1898, the transit datestamp of Troitsk-savsk proved beyond doubt that it transited Urga, Kiachta and exited China on an overland route from Troitsk-savsk to connect the trans-Siberian Railway, off loaded at Tomsk or Novo-Nicolaevsk on another inland journey to Ilie (Kuldja) of Sinkiang Province.

01 Early pre-inauguration Items

1898 Peking to Kuldja (Sinkiang Province) Envelop via MONGOLIA

1898 registered red band cover franked on reverse Russian Post Office 14 kopeks and 7 kopeks stamps, canceled Russian Post Office Peking c.d.s. 5 I 1898 (Julian calendar, corresponding to January 18) with Troitsk-savask transit c.d.s. 19 ?? ? on cover front and brush manuscript 戊三十八申刻接 meaning "received on 18th day of 3rd lunar month in the year Wu Sun 戊申 (1898) at 3 to 5 p.m. which corresponded to April 18, 1899.

The Chinese manuscript on cover front had so many interesting information and instruction :...deliver to 金頂寺 (monastery with golden roof top) to a store 天利順寶號 which was to transfer the cover to Sinkiang Province (by Min Hsin Chu ?) to another store 同盛和寶號 for further transfer to the addressee 天義厚記.

The sender was a firm in Tientsin and perhaps the

Russian Post Office there did not handle mail to Sinkiang so that this cover had to be posted at the Russian Post Office in Peking. This single trip took three months (January 18 to April 18 1898, Gregorian calendar) and this explains why extant Sinkiang covers are so rare because businessmen preferred the more expensive but quicker cable communication.



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

Prior to the completion of the entire Chinese Eastern Railway in November 1901, Russia had already made use of the completed sections of the Trans-Siberian Railway to deliver mail from Mongolia to the west. Likewise the Russian Post Offices in Kuldja, Kashgar and Tacheng of Sinkiang Province also began to accept mail “Via Siberia” and surprising enough, this service had been utilized to deliver mail items from cities in Sinkiang to Kalgan or Peking as illustrated by a registered red band cover from a store selling goods from Peking, was franked 14 kopeks cancelled Russian Post Office Kuldja datestamp 15 V 1901, it transited Troitsuko-savsk 6 VI 1901 from there it entered China and took an inland route via Urga, Kalgan to Peking arriving there on 27 VI 1901, a total transit time of 43 days from Kuldja to Peking. As usual it had to rely on two other firms for further delivery to Tientsin.

Russian Post Office Kuldja
of Sinkiang Province

Transit via Troitsko-savsk (opposite
Kiachta, Mongolia) before entering China

Russian Post Office Peking
arrival datestamp

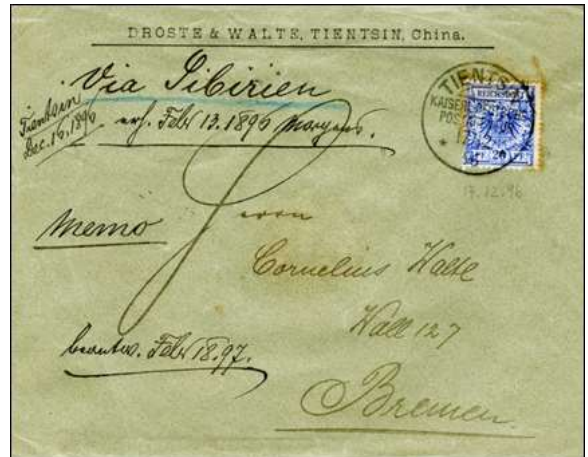


This item was presented to M. D. Chow (nicknamed “philatelic king”) as gift by S. X. Zhao on August 6, 1926 when the former took interest to study the historical background of the Trans-Siberian Railway.

The final leg of delivery from Peking to Tientsin is again interesting : it was delivered to a store 合義店寶號 in Peking and then to another store 益興齋 as the first contact in Tientsin, which delivered this item to the addressee 興泰和本記 in Tientsin situated at 天津茶店口, with an alternative delivery arrangement via a shoe store 榮陞齋鞋舖. The cordial relationship between the addressee and its neighboring stores was very important, it prevented important items like this one from being returned to sender on account of non-delivery

Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

The German Post Office organized an experimental trip in December 1896 to January 1897, carrying mail from Berlin to Peking on the completed sections of the Trans-Siberian Railway, as far as Lake Baikal, thence by land route to Kiachta and Urga to connect the Russian Postal Wagon service from Urga to Kalgan and Peking. This exercise aimed to ascertain the efficiency of this new mail route over the extant sea route and the whole journey took “weeks” longer. Three reasons might have caused delay : (a) mail items had been forwarded to a Russian company which affixed Russian stamps on each item before the Russian Post Office put them on board the Trans-Siberian Railroad, (2) at the inception of trans-Siberian Railway service, the schedule had not yet been fixed and (c) the German post bag was pretty big, heavy and could not be carried on camel back at Kiachta and had to be transported to Urga by car. After this trip, the idea of a new route to China via Mongolia had been dropped, but what happened to the mail items carried on the experimental trip ? Did they have transit daters to evidence their passage on Trans-Siberian Railway ? Were German and Russian stamps affixed on all items ?



Tientsin German Post Office handled the above item to Bremen Germany dated 17/12/ 96 and there was manuscript endorsement “Via Sibirien” at upper left corner, below which the sender deliberately wrote “Tientsin Dec. 16, 1896” against the latter the recipient wrote a remark in German to confirm date of receipt as Febr.13 1896(7). Perhaps another experimental trip from Tientsin to Bremen took place even earlier in February 1896 ? Anyway, 61 days transit time disinterested the German Post Office and when the eastbound experimental journey also proved unsatisfactory, the mail route between Germany and China via Mongolia was no longer pursued with keen interest.

03 Later Pre-inauguration Items

1903 Shanghai to Suisse envelop per s.s. “Princess Irene”

The French and British Post Offices had utilized their status as members of the Universal Postal Union to request Russian Post Office deliver mails from China back to Europe without additional payment of postage in Russian currency but the German Post Office was not impressed with the performance of the “via Siberia” mail service as can be illustrated by this January 1903 item carried per s.s. “Princess Irene”.



“Gensburger & Co. Shanghai” printed cover franked German Post Office “China” overprint on 20 pf, canceled Shanghai Deutsche Post Office c.d.s. 6/1 03, endorsed per s.s. “Princess Irene” with Vevey (Switzerland) arrival c.d.s. 17.II.17, a total transit time of 42 days, much longer than the average 3 weeks transit time from China to Europe at that time.

Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

The Boxer Movement of 1900 had occupied the full attention of China and major foreign powers and Russia was quick enough to seize this opportunity, entered the Chinese Northeast Provinces by force and hurriedly completed the Chinese Eastern Railway comprising a west-east main line from Manchouli to Vladivostok and a north-south trunk line from Harbin to Port Arthur. On October 1, 1903 Russian Post Office announced that foreign post offices in China, Japan and Korea can send mail items destined for Europe via the trans-Siberian railway.

Earlier in 1903 Russian Post Offices at Port Arthur, Tientsin, Peking and Shanghai had already begun to solicit mail handling business, charging a fee of 10 kopeks for letter rate, registration fee or acknowledgement of receipt fee on top of normal postage charged by the Chinese Imperial Post. Items dispatched in 1903 prior to the official inauguration on October 1 1903 belong to the latter part of pre-inauguration period items.

04 Later Pre-inauguration Item

Triple rate registered envelop from Tientsin to Austria

1903 registered “I. & R. AUSTRO HUNGARIAN CONSULATE IN TIENSIN” envelop to Vienna, Austria, franked on reverse Chinese Imperial Post 10c x 4 canceled Tientsin bilingual c.d.s. 29 AUG 03, transit via Newchwang (5 SEP 03), Russian Post Office Newchwang (23 VIII 1903, corresponding to 5 September) and Russian Post Office Port Arthur when the four Russian Post 10 kopeks stamps on cover back (13 IX 1903) were canceled. English language Tientsin Registration handstamp of the Chinese Imperial Post Office applied on reverse above the wax seal with Chinese inscriptions, Russian Post Office registration label and red manuscript instruction “Via Sibiria” on cover front



Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

An identical "Gensburger & Co. Shanghai" printed envelop to same addressee in Vevey of Switzerland, franked on front Russian Post Office 7 kopeks and 3 kopeks, canceled Russian Post Office Shanghai c.d.s. 4.10.03 with manuscript instruction "Via Siberia" at top left and Vevey arrival c.d.s. 9 XI 1903 on reverse, transit time 35 days almost the same as similar transit time carried by steamership.

05. Items dispatched during first month of inauguration.

1903 October envelop Shanghai to Vevey "Via Siberia"



Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

The French military personnel stationed in China could send mail items back home free of charge by applying their official handstamp of the military unit to which he belonged. However free postage was not applicable if the military personnel chose to have his mail item delivered "Via Siberia"

06. Items dispatched during first month of inauguration. 1903 October envelop Tientsin to Moras (France) via Siberia

1903 envelop from military personnel of "Corps de Occupation de Chine" with two military handstamps and manuscript endorsement "Transsierian" and franked French Post Office 10c and 5c on top left, canceled Tientsin Poste Francaise c.d.s. 30 OCT 03 with partial Moras arrival backstamp



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

At the inception of the “via Siberia” mail service, printed matter was excluded but this applied only to printed mail items received by the Russian Post Offices in China. However when member countries of the Universal Postal Union like France requested Russia to deliver printed matter items from China to Europe, Russian Post Office had to oblige as illustrated by the following item.

07. Item dispatched from Oct.03 to Jan.04 1903 December “Printed Matter” item Shanghai to France VIA SIBERIE



Picture postcard “Soochow Creek”, franked on front French Post Office 5c canceled Shanghai Chine c.d.s. 5 DEC 03 with VIA SIBERIE handstamp at top left, without any transit or arrival c.d.s. Normally the letter rate for items to Europe handled by the French Post Office was 25 cents and postcard 10 cents, the 5 cents rate was only applicable to printed matter even though there was no annotation to that effect.

Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

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. So much efforts had been devoted to the construction of the Trans-Siberian and the Chinese Eastern Railways and yet four months after its official inauguration, it had to be discontinued because of the Russo-Japanese War.

08. 1904 item "via Siberia" prior to Russo-Japanese War 1904 Jan. envelop Taiyuan to Scotland Via Siberia



1904 envelop franked on front C.I.P. 2c x 4 and 1c x 2 paying 10c international letter rate, canceled Taiyuan bilingual c.d.s.25 DEC 03, transit via Peking (31 DEC 03), French Post Office Peking (1 JANV 04) with Edinburg arrival c.d.s. JA 25 04, redirected to Shrewsbury (JA 26 04). This is an early example of mail items from Shansi Province via inland route to Peking to connect the Via Siberia mail service.

No Russian Postage was paid on this item because China had earlier signed a Postal Agreement with French Post Office effective January 1902 for free and reciprocal delivery of each other's mail items. This item was probably handled by French Post Office which could request free delivery by Russian Post Office because of its U.P.U. membership status.

Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

The Czar of Russia arranged a hero's welcome in St. Petersburg for those surviving naval officers and soldiers previously serving on various Russian warships anchored at Port Arthur which were severely damaged by heavy bombardment inflicted by the Japanese army and navy. At the same time the Czar paraded vast number of infantry troops to be transported to the battle scene via the Trans-Siberian Railway and as one can imagine, the troop members wrote back post cards on the train towards Chinese territory, telling their family members of the scene on the way. A circular red handstamp of the relevant military unit was applied on the post card as a confirmation of free postage, and if the post card was posted on the section from Manchouli to Harbin, it received the circular Travelling Post Office No. 261 datestamp.

09. Items posted during Russo-Japanese War

No. 261 (Manchouli—Harbin) Travelling Post Office c.d.s.

Even though the post card was dispatched in August 1904, it was not delivered until October 15, 1905. Perhaps it had been detained in Russian territory because the Czar would not want the family members of the military personnel face worry and uncertainty, but it was actually delivered after the Treaty Of Washington signed on September 5, 1905.



10. Picture post card of Russo-Japanese War

Cancelled to order with Russian & Japanese Post Offices, Shanghai

Picture post cards depicting various scenes of the Russo-Japanese War had been produced, primarily from Japan the victor of the War and partly by French and British observers and journalists who also actively participated in this war in a different sense. Many hand drawn sketches are made into post cards to lessen the impact of cruelty and inhumane aspects of war and some philatelists went further to request both Russian and Japanese Post Offices to cancel stamps on the same card and on the same date July 27, 1904.



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

Even though “via Siberia” mail service was interrupted as early as February 1904, some French language items managed to get through, probably because French Post Office relied on its U.P.U. status to ask Japanese Post Office to deliver mail items to Kwanchengtze or even Harbin where the French agency could pick them up and hand them over to the Russian Post Office to be carried via the Trans-Siberian Railway back to Europe. The cordial relationship between French and Russian Post Offices was another underlying key factor.

11. 1904 III cover to Paris “Via Siberia”

French Legation envelop paying postage in Russian currency.

At the beginning of the Russo-Japanese War, the interruption to mail service was not significant when “Legation de la Republique Francaise en Chine” entrusted the Russian Post Office in Peking to handle a registered envelop back to Paris on 22 III 1904 (Julian calendar, corresponding to April 4), paying 20 kopeks postage. The Paris arrival backstamp indicated 2-5 04 and the transit time can be worked out to be 28 days.



12. 1904 SEP French army cover Voie Siberie

This is an exceptional item in that it relied on “via Siberia” mail service for delivery to its destination MADAGASCAR, the Tientsin c.d.s. of origin was 5 SEPT 04 and the partial Madagascar arrival backstamp was dated 9 NOV 04, taking more than two months and it would have been quicker had it taken a sea route.



Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

The military personnel who had earlier sent a post card back home in August 1904 survived the War and on his way back home, he sent another post card home whilst at Manchouli, again with the handstamp of the military unit to which he belonged, in order to claim postage free status. Surprisingly, this card was also dispatched on October 15, 1905 the same date as his previous card of 1904 was dispatched. Circular Traveling Post Office No. 262 c.d.s. was not applied probably because this card was not posted on board the returning train, Apart from Nos. 261 and 262, the Travelling Post Office c.d.s used on other sections of the Chinese Eastern Railway were: No. 263 Harbin to Vladivostok, No. 264 Vladivostok to Harbin, No. 265 Harbin to Port Arthur and No. 266 Port Arthur to Harbin. Initially these TPO c.d.s. might appear on transit items but later as mail volume grew, only those posted on board the trains received TPO c.d.s. on the section in which it was posted.

13. 1905 Postcard from repatriated Military personnel

Russian Post Office Manchouli c.d.s.



14. Japanese picture postcard of victorious war scenes & Japanese commemorative handstamp

Most of the commemorative post cards were canceled to order by Russian or Japanese Post Offices or both, only a few had been postally used, including the one illustrated here from Shanghai to Kyoto in 1905. It was franked with CIP 2c, paying the printed matter rate even though there was no annotation to that effect. Chinese Post Office Shanghai canceled the stamp with lunar year c.d.s. and the card was then handled by Shanghai I.J.P.O. and reached Kyoto on March 19, 1905.

Japanese picture post card "Japanese warship at the front decorating on the occasion of His Majesty's birthday with portrait of His Majesty at top right corner surrounded by cherry blossoms and maple leaves.

Two Japanese stamps on picture side was added at a later date and canceled to order by circular Kyoto commemorative handstamp "TRIUMPHANT MILITARY REVIEW -1906"



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

As the Russo-Japanese War progressed into year 1905, China—Europe mail could not be delivered from Mukden to Harbin because the Japanese army was in effective control of South Manchuria from Dairen and Port Arthur in the south to Changchun in the north. French and British maritime routes via the Suez Canal was again relied upon.

15. Registered post card Tientsin to Milano Italy

Octagonal French Paquebot datestamp

Posted from the French Post Office Tientsin on 23 DEC 05 and franked French Post Office 25c and 10c with framed R registration handstamp, this item boarded the French paquebot 6 JANV 05 (probably Yokohama—Marseilles)



16. Registered envelop Kiaochow to Frankfurt Handled by British Post Office Shanghai

A Chinese style red bank envelop was franked on front CIP 10c and 1c, on reverse 5c and 4c (paying 20c international registered letter rate), canceled Kiaochow lunar year c.d.s. and horizontal English language registration handstamp on reverse, it transited Shanghai 10 NOV 05 and was subsequently handled by British Post Office Shanghai NO 13 05, arriving Frankfurt 15.12.05

Total transit time taken from Shanghai to Frankfurt 35 days.



Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

The Russo-Japanese War had a grave impact on the Tsarist Government now that it was weakened by its military reverses. 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 was 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.

19. June 07 Tientsin to England post card "Via Canada"

Handled by French Post Office

Even though there was announcement made by the French Post Office that the "via Siberia" mail service was partially resumed in early 1907 but mail senders were skeptical as to the efficiency of its service when a post card sender from Tientsin on 3 JUN 07 preferred the "Via Canada" route to deliver his card to Surrey of England which arrived on JU 28 07 with a transit time of 55 days.



20. June 07 post card Shanghai to Paris "via Siberia"-----Handled by German Post Office Shanghai

An interesting post card depicting scene from the Bund, Shanghai was posted from German Post Office Shanghai to Paris, franked German Post Office 4 cents surcharged stamp, with Shanghai Deutsche Post c.d.s. 14/6 07. It is bewildering why the sender did not mail it at the French Post Office because the destination was Paris.



This item illustrated an early period of "Via Siberia" mail after its partial resumption in 1907.



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

In 1908 mail senders in China regained confidence in “via Siberia” mail service and conspicuous handstamp “Via Siberien” or “Via Siberia” were often applied onto cover front instead of manuscript instruction.

21. 1908 Shanghai to Hamburg with “Via Sibirien” handstamp

A multicolor picture post card of “Metropole Hotel In Shanghai” with short message written on 30/10 08 was posted from Chinese Imperial Post Office, franked CIP 1c x 4 canceled Shanghai lunar year c.d.s., with additional Shanghai bilingual c.d.s. 30 OCT 08 and Hamburg arrival c.d.s. 16.11.06 at lower left. Transit time was only 17 days, evidencing that “via Siberia” mail service had resumed its original efficiency.



22. Railway connection with China to serve as feeder line for the Trans-Siberian Railway

This 1908 Chinese style envelop gives a glimpse of China’s efforts to link up Peking, Shanghai with the Chinese Eastern Railway and subsequently the Trans-Siberian Railway. It was franked CIP 4c x 2 and 2c, paying 10 cents international letter rate, canceled Peitaiho lunar year c.d.s. (corresponding to July 17) and endorsed “via Sibirien”. Four postal markings on reverse had individual significance : oval framed FT indicated “First Train” and oval framed 13.0 pm handstamp required postal staff to dispatch this item on the 1 p.m. train, the Moukden transit c.d.s. indicated its northward journey to connect the Chinese Eastern Railway and finally LEMGO arrival c.d.s. 2.8.08 indicated a transit time of 16 days,



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

Many significant events happened in China in 1909 amongst which was the signing of a special agreement between Tsarist Chinese Eastern Railway Company and the Qing Government in Peking which provided inter alia, that inside every Russian Mail Carriage on Chinese Eastern Railway a section measuring 1.5M to 2M could be partitioned off at the expense of the Chinese Government and used to transport “Official Mail” for the Chinese mandarinates free of charge. This section of the mail carriage was to be supervised by persons appointed by the Chinese authorities. Simultaneously regular Chinese Post Office mail was also allowed to be transported in this section but only upon payment of sufficient postage. Apparently this right was not exercised during the Qing Dynasty or alternatively no specific dater had been used then, since Dong Qing daters had not been recorded until 1913.

At long last, Russian Post Office announced the resumption of “via Siberia” mail service on October 1, 1909. In order to trace the origin of large amount of mail items, Shanghai Post Office applied bold alphabets A, B, C, D, E on Europe bound items, probably to indicate distinct mail bags, so that if delay or loss occurred, the post office staff responsible for the mail bag could be identified.

23. Shanghai to Germany via Siberia

Bold alphabet “A” indicates mail bag A



24. Liu Kung Tau to Kent England by British Post Office.



Hong Kong stamps were used by the British Post Office in Liu Kung Tau and the post card rate was 4 cents.

Chronology of CHINA / EUROPE Mail "Via SIBERIA"-----1898-1911

Emperor Kwong Hsu passed away in early 1909 and baby Emperor Hsuan Tung succeeded to the throne in 1909 and a set of commemorative stamps with denominations 2c, 3c and 7c were issued to celebrate his ascension to the throne.

25. Tientsin to Germany "Via Siberia"

Hsuen Tung commemorative stamps

A real picture post card of a train at Tientsin station, showing guard with rifle talking to some foreign personnel with some Chinese folks in Qing attire in the background, was sent to Germany, franked Hsuen Tung commemorative 2c x 2 canceled Tientsin c.d.s. 11 FEB 10 with "Via Siberia" handstamp in blue at top left and partial Tientsin Chine Poste Francaise c.d.s.



26. Shanghai to London "VIA SIBERIA"

Photograph of Belgium Mission which passed Shanghai



Chronology of CHINA / EUROPE Mail “Via SIBERIA”-----1898-1911

The situation in 1911 was practically the same and the efficiency of the “Via Siberia” service began to attract provinces south of Shanghai to send mail items to Europe via Siberia

27. Tientsin to Italy “Thaly (Dalny) Via Siberia”



28 Registered French military mail from Peking to France Via Siberia



The commander of the French Army in Peking also chose “via Siberia” mail service to deliver its registered mail, paying 50c postage in French currency which was worthwhile because this item reached destination in 14 days.

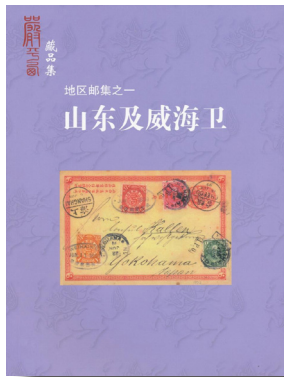
On October 10, 1911 Wuchang Revolution broke out and revolutionary forces began to unite under the leadership of Dr. Sun Yat Sen and he proclaimed the founding of Zhong Hua Min Guo, the first Chinese Republic, on January 1, 1912. Even though there was turmoil during the transition from Da Qing Empire to the Republic, “via Siberia” mail service was still functioning in the normal way, even faced with the later and larger scale World War I. It was the internal revolutions within Russia which devastated the entire system to such a serious degree that it took Soviet Russia quite a number of year to restore the service to its former standards in 1923 and this forms the subject matter of another chapter of “Chronology of China—Europe Mail Via Siberia

Trans-Siberian, Chinese Eastern & South Manchurian Railways, October 1903.



This map illustrates the seven connections onto the Trans-Siberian Railroad during the Qing Dynasty three of them in Sinkiang Province i.e. Kuldja (Inin), Kashgar and Tacheng, one in Mongolia i.e. Kiachta and four in Northeast Provinces i.e. Manchouli, Harbin, Suifenho and Pogranichnaya, the last named is a small town built by the Russians within Chinese territory to serve as an exchange station of mails.

STEPHEN YEN'S PHILATELIC PUBLICATIONS 严氏邮学丛书



1



2

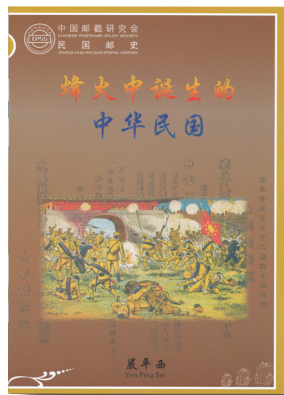


3

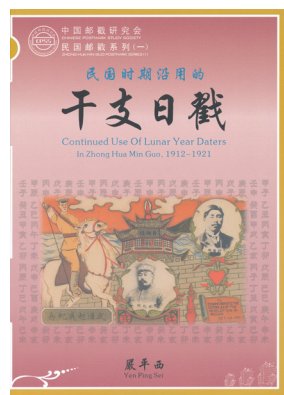


4

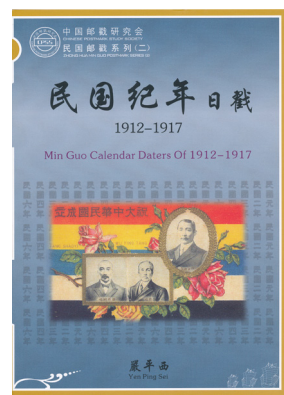
1-4 平装及精装



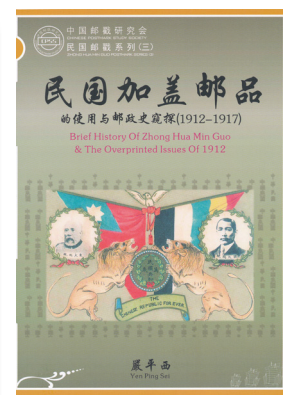
5



6



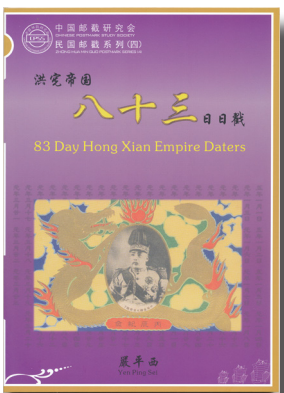
7



8



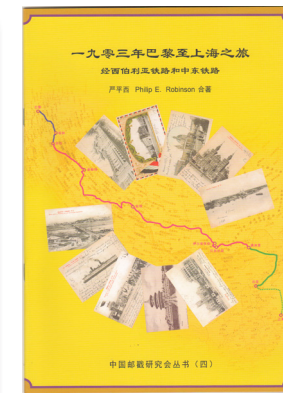
5-8合订本



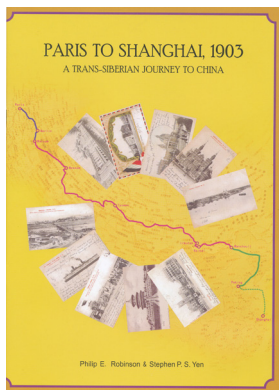
9



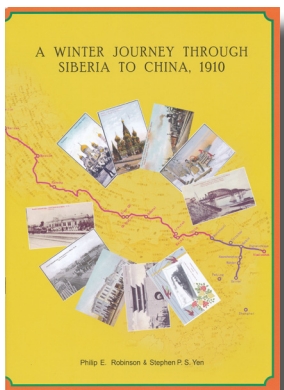
10



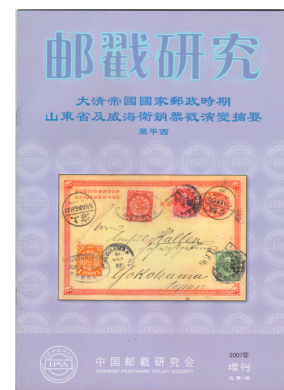
11



12



13



14



15