

欧亚邮件取道西伯利亚
经西伯利亚铁路进出蒙古之邮件



CHINA—EUROPE MAIL VIA SIBERIA
MAIL TO AND FROM MONGOLIA VIA
TRANS-SIBERIAN RAILWAY

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CHINA—EUROPE MAIL VIA SIBERIA
MAIL TO AND FROM MONGOLIA VIA
TRAN-SIBERIAN RAILWAY

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

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 of 7 kopeks. The following is a rare west bound item from Peking to Sinkiang carried by the Russian Post Office in 1898, the transit datestamp of Troitsuko-savsk proved beyond doubt that it transited Urga, Kiachta and exited China on an overland route from Troitsuko-savsk to connect the trans-Siberian Railway, off loaded at Tomsk or Novo-Nicolaevsk on another inland journey to Ilie (Kuldja) of Sinkiang Province.

Russian Post Office Peking
To Ilie (Kuldja) Sinkiang
via Mongolia

Transit via Troitsuko-savsk
across Chinese Kiachta
on Russian border

Letter Rate 7 kopeks
Acknowledgement of Receipt
Fee 14 kopeks



Russian Post Office Peking 5 I 1898 (Julian calendar), Troitsuko-savsk transit (19 ??) Chinese manuscript on cover back indicated arrival date 18th day 3rd lunar month of Wu Sun (April 8, 1898). Manuscript instruction on cover front indicated that this item had been transferred twice but without private courier markings or further annotations.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Stores in Sinkiang Province selling goods from Peking also relied on Russian Post Office to deliver mail items back to Peking, again the transit datestamp of Troitsuko-savsk indicated mail exchange between China and Russia at this border town just across Chinese Kiachta (then known as Mai Mai Kai or “vending and purchasing street”). The Chinese Eastern Railway connecting Russia with Harbin, Mukden and Peking was yet uncompleted at this time.

Russian Post Office Kuldja
in Sinkiang Province to
Peking, China

Transit via Troitsuko-savsk
across Chinese Kiachta
on Russian border

Letter Rate 7 kopeks
Acknowledgement of Receipt
Fee 14 kopeks



Russian Post Office Kuldja 17 IV 1901 to Russian Post Office Peking 31 V 1901 via Troitsuko-savsk 12 (May) 1901, all Julian calendar reckoning, transit time from Kuldja to Peking 44 days.

Chinese manuscript on cover front indicated this item was further delivered to its final destination Tientsin.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

A registered red band cover from the same correspondence 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 Troitsuko-savsk
before entering China

Russian Post Office Peking
arrival datestamp



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

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

The third item from the same correspondence revealed another crucial information : mail items from Sinkiang Province was handled at the Russian Post Office of Semipalatinsk before boarding the trans-Siberian Railway at Tomsk or Novo-Nicolevsk to Troitsuko-savsk.

Russian Post Office Kuldja
datestamp 7 XI 1901

Russian Post Office Semipalatinsk
transit datestamp 15 XI 1901

Troitsuko-savsk transit
datestamp 4 DEC 1901



There was slight delay caused by mail handling at the border town of Semipalatinsk in that the transit time from Kuldja to Troitsuko-savsk was 27 days instead of the 25 and 21 days of the previous items but it is proof beyond doubt that this item had exited China, been carried on the Trans-Siberian Railway and entered China via Troitsuko-savsk.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

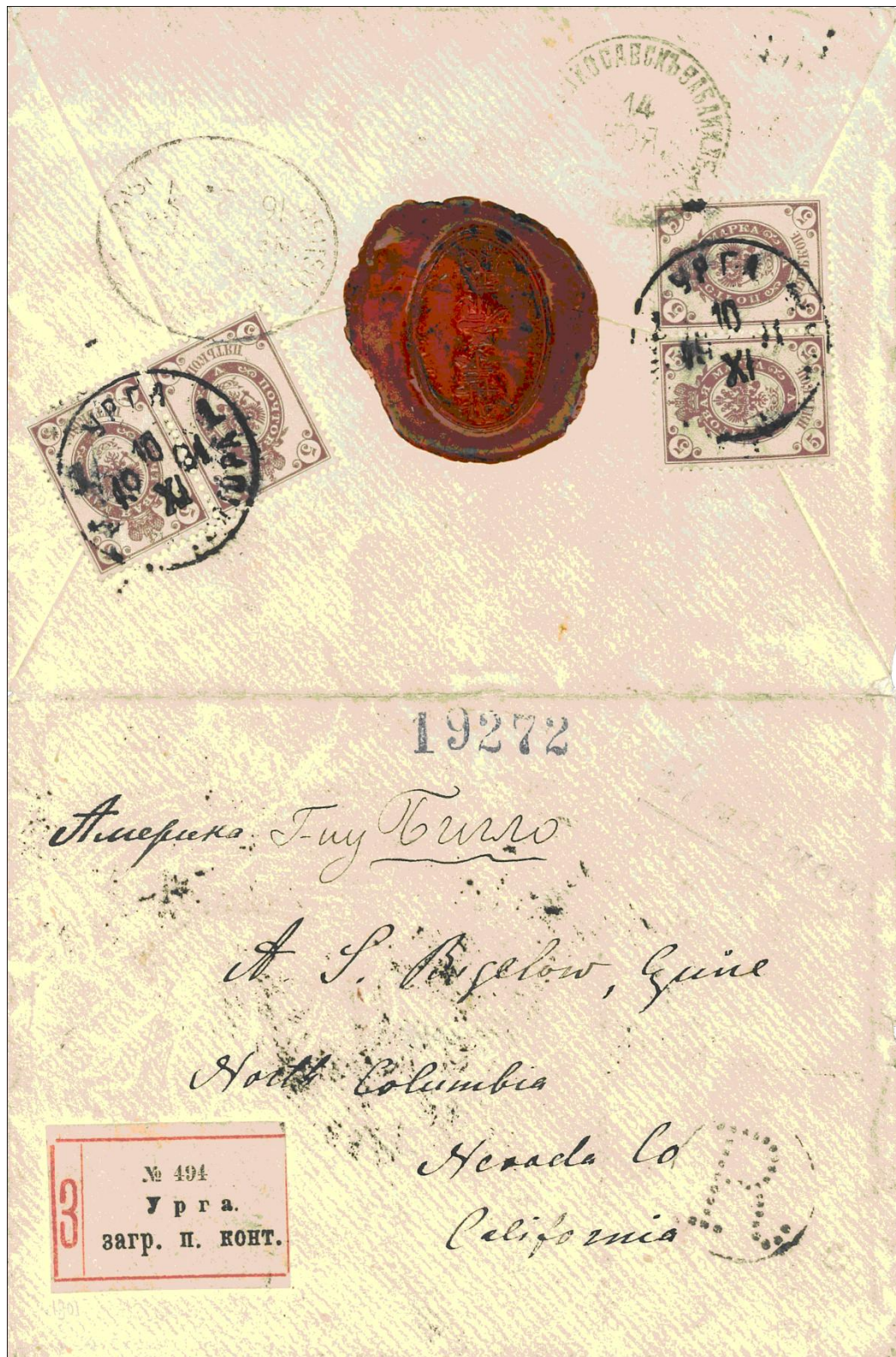
The Russian Post Office Urga began to solicit mail handling business at the turn of the century and a registered cover to the United States of America revealed that the registration label was made impromptu. The letter rate was 10 kopeks, registration and acknowledgement of receipt fee each 10 kopeks, making a total of 30 kopeks.



Russian Post Office Urga (? II 1901), Troitsuko-savsk 8 III 1901 and New York 4-17 1901, Nevada City APR 23.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Back in Mongolia, the Chinese Post Offices in both Urga and Kiachta had not yet been set up and the Russian Post Office at Urga handled much Mongolian mail delivery business when the following registered item to California of the United States of America was posted at Russian Post Office Urga, it exited China and transited Troitsuko-savsk but the indistinct oval cancellation could not confirm whether this item was carried on the east bound or west bound trans-Siberian Railway. The postage charged was 10 kopeks each for letter rate and registration fee.



MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Mail items from other parts of China to Mongolia had to be handled by Russian Post Office and pay additional postage in Russian currency as illustrated by the following combination post card from Peking to Kiachta. It was franked Chinese Imperial Post 2c and 1c x 2 paying 4 cents international post card rate, with additional franking of Russian Post Office 3 kopeks x 2 cancelled indistinct Russian Post Office Shanghai datestamp with Russian Post Office Port Arthur transit on card front and Troitsuko-savsk arrival datestamp on card back.

Chinese Post Office Peking
datestamp DEC 13 1902

Russian Post Office Port Arthur (14 XII), Shanghai (22 XII) and
Troitsuki-savsk 24 XII 1902.



The Shanghai transit datestamp indicated that this item had been carried to Shanghai and from there it was probably shipped to Vladivostok before boarding the trans-Siberian Railway west bound to Verkhne-Udinsk where it was off loaded and took an overland route to Kiachta via Troitsuko-savsk.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

The Russian residents in Urga also relied on Russian Post Office Urga to handle mail items back to their families and friends back in Russia as illustrated by the following item from Urga to St. Petersburg via Troitsko-savsk. The international postage charged by the Russian Post Office Urga was 7 kopeks.

Russian Post Office Urga
(indistinct datestamp)

Transit via Troitsko-savsk
(indistinct datestamp)

St. Petersburg arrival
datestamp 9. 1. 1903



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 Suifenhao 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. Russia was defeated during the Russo-Japanese War, and as part of the terms included in the Peace Treaty brokered by the Americans and signed in Washington on 5 September 1905, Russia had to cede to Japan part of the railway from Port Arthur to Kwanchengtse as war compensation. This section of the Chinese Eastern Railway built by the Russian will henceforth be named South Manchurian Railway and controlled solely by Japan, thus severing connection between Urga/Kiachta and Peking/Kalgan by the trans-Siberian Railway until the "via Siberia" mail service was resumed some time in 1907.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

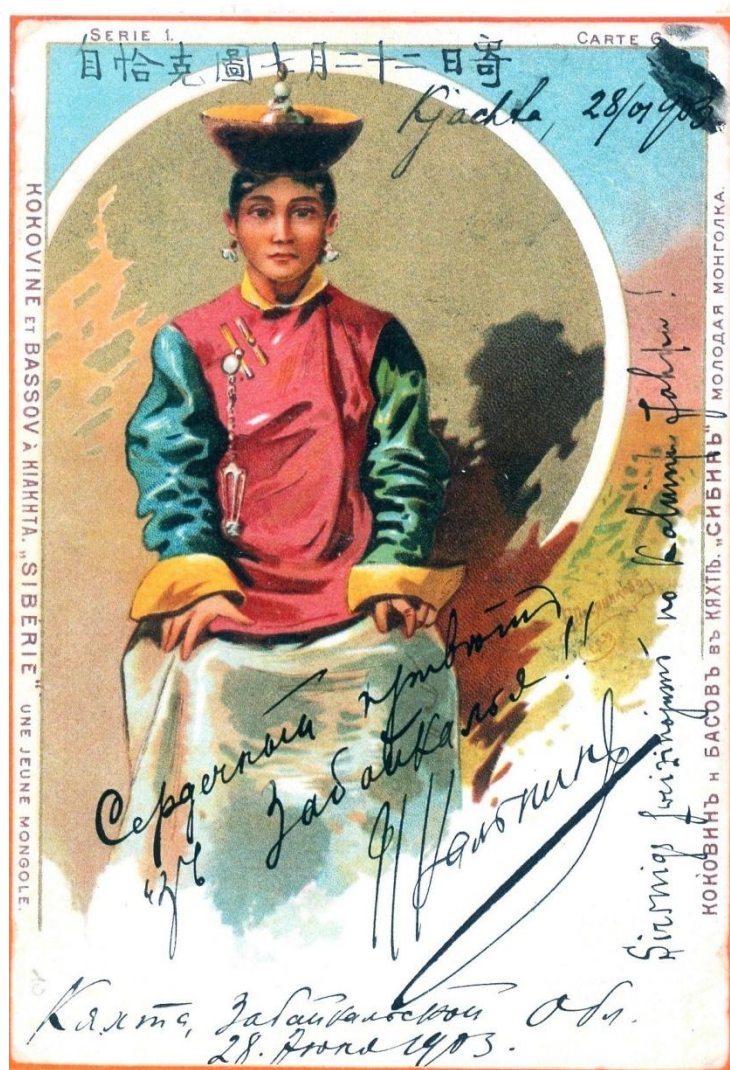
The Chinese and Russian folks living in Kiachta had to post their mail items across the border at the Russian town of Troitsuko-savsk and pay postage in Russian currency as is the case of this 1903 post card which paid 5 kopeks rate for international post card to Eger. Three Russian stamps on top left were cancelled by datestamp of Russian Post Office Troitsuko-Savsk with Moscow transit datestamp 13 VII 1903 and an indistinct arrival datestamp above.



Elsewhere in China, various Russian Post Offices were also busy soliciting mail delivery business to Russian and Europe via Siberia, charging postage in Russian currency. If was on October 1, 1903 the Russian Post Office announced official inauguration of "via Siberia" mail service for mail items paying specified postage charged by Russian Post Offices.

European countries objected to such arrangement and being as fellow members of the Universal Postal Union, Russian Post Office was duty bound to deliver their mail to Russia, China, Japan or other Asian countries free of charge with via Trans-Siberian Railway. The concerted efforts of England, France and Germany succeeded when from November 3 1903 mails for Europe franked with British, French and German stamps were accepted by the Russian Post Office and could be sent via Trans-Siberian Railway without further postage in terms of Russian stamps.

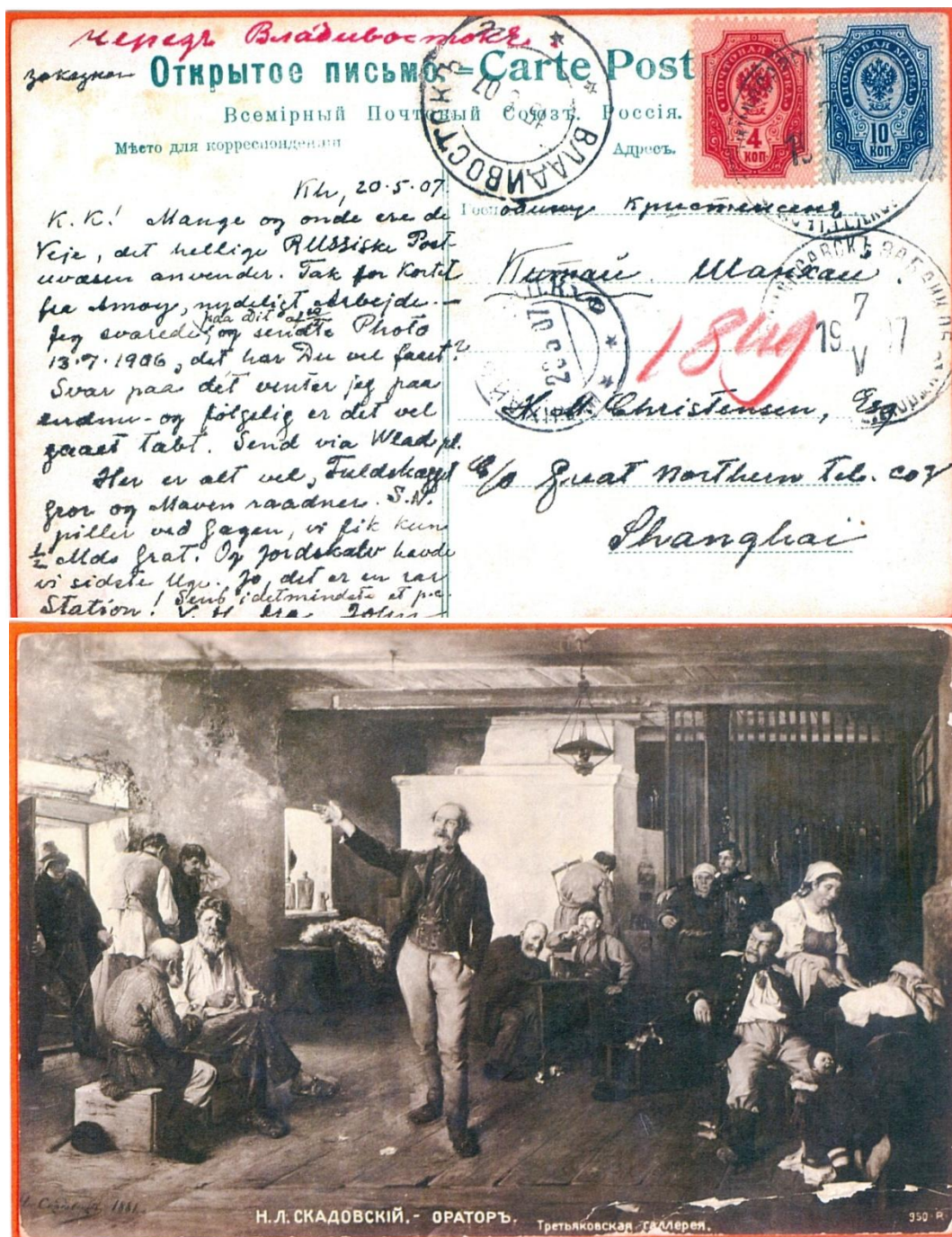
China had earlier signed a Postal Agreement with the French Post Office for free and reciprocal delivery of each others' mail items and for a very short period of time between November 1903 and February 1904, Chinese mail items for Russia and Europe could be delivered to the French Post Office which could in turn request further delivery "via Siberia" by Russian Post Office free of charge, relying on their status as a member of the Universal Postal Union.



MAILS TO AND FROM MONGOLIA VIA
THE TRANS-SIBERIAN RAILWAY, 1898-1933

Pursuant to the Treaty of Washington signed in September 1905, a section of Chinese Eastern Railway from Kwanchengtze to Port Artuhur was ceded to Japan as war compensation, effectively severing communication between Peking and other Chinese cities on the one hand with Russia and European countries on the other hand because mail items could not cross from Kwanchengtse to reach Mukden and connect Peking with the Peking/Mukden railway.

“Via Siberia” mail service resumed in early 1907 but there was no through mail traffic from Harbin to Mukden because Japan was busy altering the railway gauge between Kwanchengtze to Port Arthur to conform with the railway gauge of Tokyo—Fusan—Antung line. However an alternative route was available : mails could travel all the way to Vladivostok and take a sea trip to Shanghai via Tsuruga of Japan as illustrated by the following post card..



The 10 kopeks and 4 kopeks stamps on card front were cancelled Troitsk-savsk datestamp 7 V 1907 (Julian calendar) with Vladivostok transit datestamp 20.5.07. Manuscript “Kh, 20.5.07) evidenced its origin from Kiachta.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

The Chinese Post Offices at Urga and Kiachta were opened for business soon after the official announcement of full resumption of "via Siberia" mail service in October 1909. Urga Post Office opened in early 1910 and Kiachta Post Office opened a little later. Mail items from Urga and other places in Mongolia could now be delivered with the benefit of the "via Siberia" service via Kiachta. A mail exchange procedure was made with the Russian Post Office and Harbin was chosen as the mail exchange station when mail items from Mongolia to China and vice versa were handled there as illustrated by the following red band cover.



The domestic letter rate during 1911 was 6 cents and a four cents stamp at the position just above the 2c stamp had dropped off from the above cover. By checking the relevant dates, it is surprising to note that the time taken from Kiachta to Harbin was only 5 days and 5 further days were required to reach Peking, much quicker than the inland route via Urga and Kalgan.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

On October 10, 1911 Wuchang Revolution broke out and revolutionary forces joined forces under the leadership of Dr. Sun Yat Sen and ultimately founded Zhong Hua Min Guo on January 1, 1912 with Mongolia as one of sixteen provinces of the newly founded Republic. This change in sovereignty did not affect the smooth functioning of the "via Siberia" mail service.

A few years later on July 28, 1914, the First World War broke out, initially between Germany and Russia but later involved the entire Europe. Even though mails to Germany and beyond were interrupted, mail items back to China was little affected initially. However, censor stations began to be set up and non Russian language mail items had to undergo rigorous censor procedures, especially those written in German language or destined for Germany.



Registered red band cover posted on July 26, 1914 (two days before the outbreak of World War I), with single franking of 16 cents reaper stamp, canceled Kiachta datestamp, Chinese manuscript on reverse "please forward via Siberia" and the postage of 16 cents reflected this intention (6c domestic letter rate + 10c *international* registration fee), indistinct Harbin transit c.d.s. on cover front, Peking and Taiyuan transits (August 7 & 10 respectively) and Sanchunchun arrival c.d.s. (August 12) all on reverse.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

As World War I intensified, Russia set up mail censorship stations along the Trans-Siberian Railway but such stations were not always strategically located as illustrated by the following item from Urga to Peking which was carried all the way to the eastern end of the Trans-Siberian Railway to be censored at the terminal station of Vladivostok before resuming its proper journey from Harbin to Peking via the Mukden-Peking Railway.



Censor No. 9 at Vladivostok used rectangular censorship handstamp in blue ink. Delay caused by mail censorship was quite minimal because the above item only took 17 days to reach Peking.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

As World War I intensified, Russia set up mail censorship stations along the Trans-Siberian Railway but such stations were not always strategically located as illustrated by the following item from Urga to Peking which was carried all the way to the eastern end of the Trans-Siberian Railway to be censored at the terminal station of Vladivostok before resuming its proper journey from Harbin to Peking via the Mukden-Peking Railway.



Mail censorship during a war was a serious business and on the above cover, censor No. 9 of Vladivostok used conspicuous red rectangular handstamp to indicate that this item had been censored by him, together with manuscript annotations in Russian language. The transit time was 16 days.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Mail censorship stations had been set up soon after the outbreak of World War I but east bound and west bound mail items were censored at different locations. For west bound mails from China to Europe, mail censorship could take place at Manchouli, Irkutsk or Petrograd but as far as Mongolia was concerned, mail censorship took place either at Irkutsk or Vladivostok.

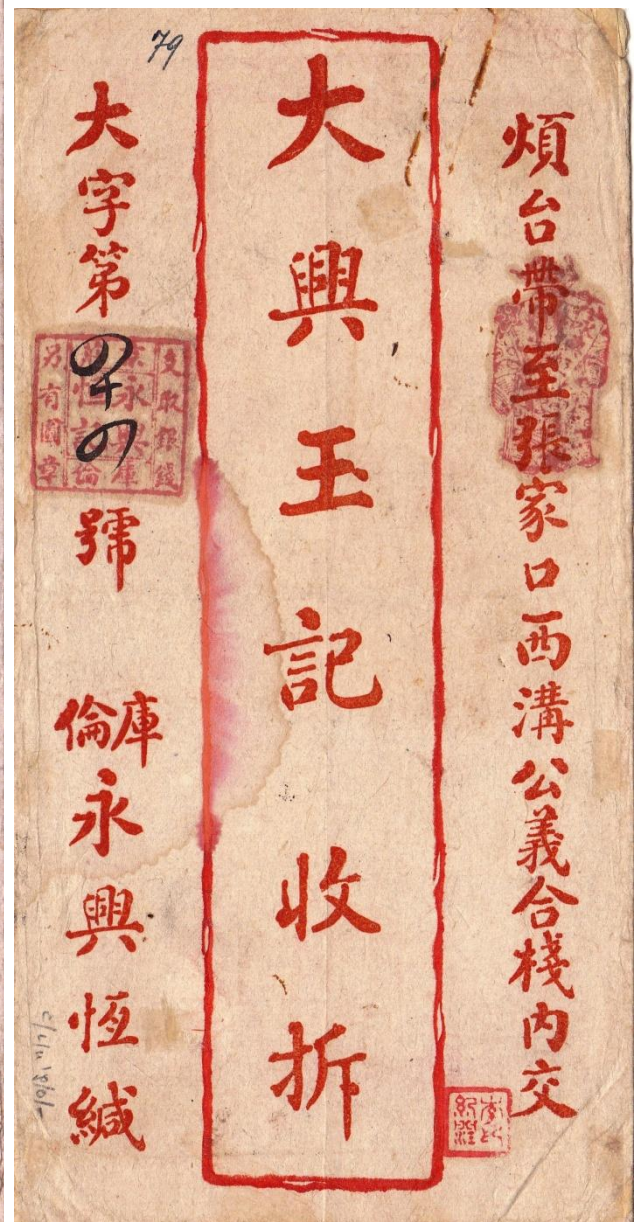


The above red band cover originated from Tsain-Shabi of Mongolia and addressed to Kalgan China and was censored at Irkutsk, evidencing that it was carried via Trans-Siberian Railway, perhaps it was off loaded at Verkhne-Udinsk and carried westwards to Irkutsk for censorship before reverting a eastward direction to enter China at Harbin. For eastbound mail items, mail censorship did not take place at Chita or Manchouli.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Russian Revolutions of 1917 caused much material damage to the Trans-Siberian Railway than World War I when mail traffic was virtually disrupted except for a few Russian language items with Russian postage. A sequence of events followed and the "via Siberia" mail service was no longer available to Mongolia which had to rely on the original inland route from Urga to Kalgan thence Peking. In 1920 all Russian Post Offices in China closed down, including those in Mongolia and in the ensuing year, Mongolia proclaimed independence and broke away from China. It took quite some time for the Mongolian postal system to be set up and with the resumption of "via Siberia" mail service by Soviet Post Office in 1923, mail communication between China and Mongolia resumed with the

exception that postage due was levied on all incoming items to China because Mongolia was not yet a member of the Universal Postal Union. Urga was renamed Ulanbator and Kiachta Atlanbutak and many other smaller post offices began to operate in other parts of independent Mongolia.



The use of surcharged junk stamps as postage due stamps in Harbin on the above January 26 1927 cover from Ulanbator is relatively scarce.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

A strange arrangement occurred in 1928 when mail items from Ulanbator to Peking via Siberian mail service received the transit datestamp of Chita, a major station just outside Manchouli in Russian territory. Why was mail not exchanged in the usual way in Harbin ? The Chinese Eastern Railway Incident occurred in late 1929, was antagonism already felt as early as 1928 when Soviet Union decided to handle mail in Chita instead of Harbin.



Ulanbator originating datestamp 3 III 28, Chita transit datestamp 10.3.28, Peking arrival datestamp 15.3.28.

10 cents junk stamp was affixed on arrival as postage due stamp, canceled Peking arrival datestamp 15.3.28

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Two Russian revolutions took place in 1917 bringing irreparable damage to trans-Siberian Railway and international mail items from Mongolia had to take an overland route to Shanghai via Peking for further delivery by sea mail as illustrated by this item from Kiachta, franked with six junk stamps with a total postage of 20 cents canceled Kiachta bisected bilingual datestamp 25 DEC 17 and English language registration handstamp below. It transited Urga January 2, Kalgan January 13, Peking February 2 and Shanghai February 5 finally arriving Montreux 1 V 18, total transit time taken was 126 days.

Since World War I was still subsisting, it was censored at Milan, Italy when the cover was opened for examination and resealed with censor tape, tied to cover with MILANO POSTA ESTERA handstamp.

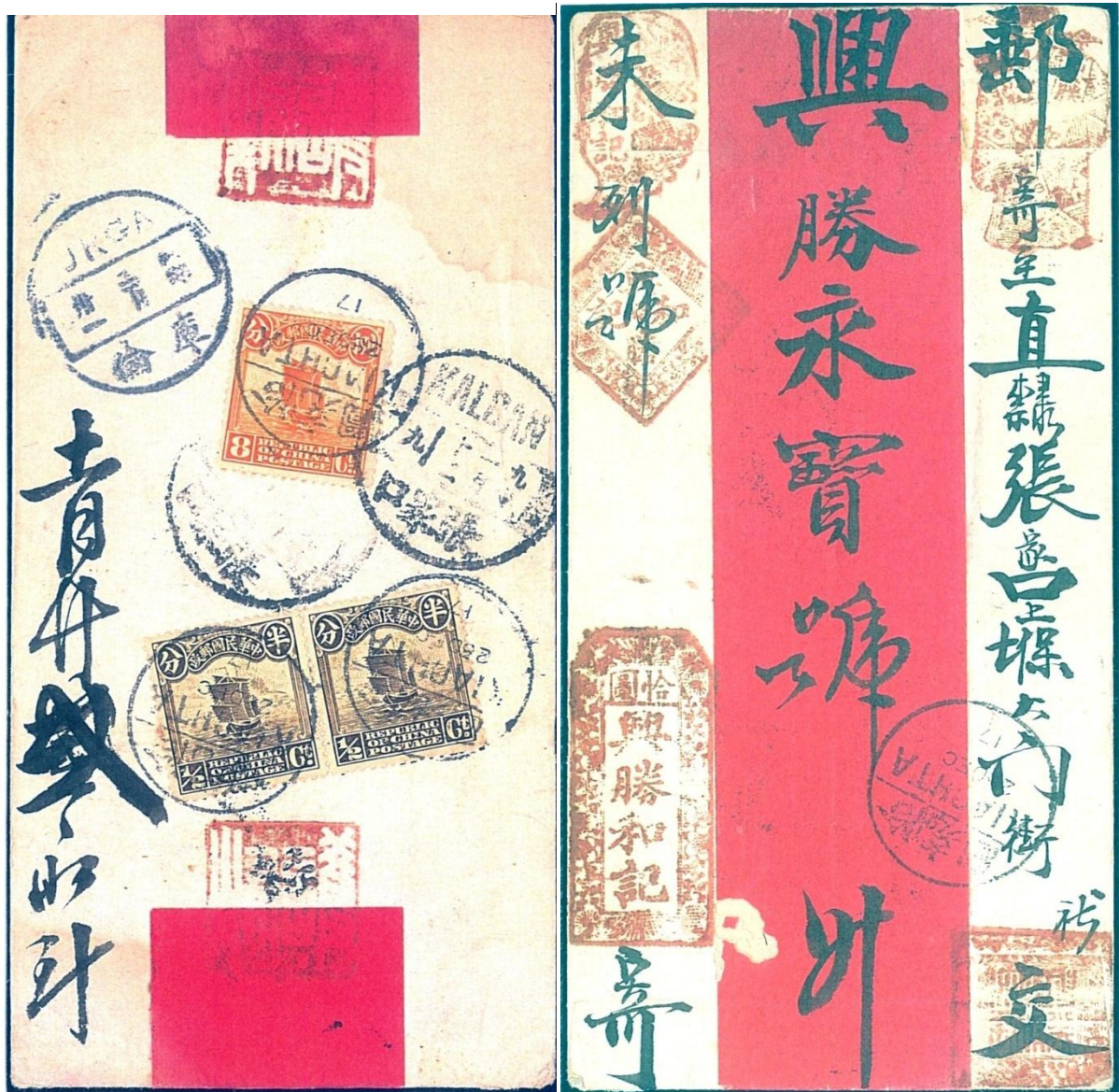
Kiachta bisected bilingual datestamp had been known to have canceled many stamps on mail items back to China paying the international letter rate, but this is a genuine international registered item and the horizontal type English language registration handstamp : R/KIACHTA C.P.O No. 98 was properly applied on reverse of cover.

The sender was fully aware that the "via Siberia" mail service had suspended and his manuscript instruction on cover front reads "Via Shanghai" knowing that bank cover would undergo lengthy censor procedures if it traveled through Russia and Germany, the two countries at war.



MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

An identical Kiachta bisected bilingual datestamp of 25 DEC 17 canceled three stamps on a red band cover to Kalgan via Urga. The postage was made up of three junk stamps totaling 9 cents domestic rate instead of 10 cents international rate and there was no instruction to dispatch this item via Siberia.



Even more perplexing are the Urga transit (December 21, 1919) and Kalgan arrival (January 12, 1920) datestamps Which indicated a lapse of two entire years.

Perhaps the Chinese Post Office Kiachta sent this item via Siberia, thus using the Kiachta bisected bilingual cancel but it was detained by Czarist Russia or Soviet revolutionaries and subsequently returned to Chinese Post Office by Soviet Union and was delivered to Kalgan via Urga in December 1919.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

On July 11, 1929 the warlord of Chinese Northeast provinces, Marshal Chang dismissed all Soviet heads of Chinese Eastern Railway departments and divisions and there were group firings of other Soviet workers, with about 60 deported to USSR and some 200 other held under arrest. Marshal Chang Hsueh-liang deployed 60,000 troops facing the Soviet frontier in preparation for Soviet retaliation. On July 18, the U.S.S.R broke all diplomatic relationships with China and still further on September 7, Soviet bombers bombarded Suifenho and initiated military conflict. Still further on November 27, Chinese armies stationed at Manchouli and Chailainoreh had been routed by Soviet army which went on to capture Hailar, forcing the young marshal Chang to sue for peace and peace treaty was concluded when on January 10 1930 traffic was restored on the eastbound Chinese Eastern Railway and a few days later on January 15, traffic was restored on the westbound Chinese Eastern Railway with full scale resumption of service on January 20.

The independent Mongolia chose January 11, 1930 as the inaugural day of Ulanbator to Irkutsk first flight because the eastbound traffic on the trans-Siberian Railway resumed the day before.

Even though there was announcement of resumption of eastbound service on trans-Siberian Railway, this first flight cover was not delivered right after its arrival at Irkutsk. The Harbin arrival datestamp which cancelled postage due stamps was dated three weeks later on February 4, 1930, evidencing that this item could have been held up for censorship or perhaps pending full resumption of service on January 20, 1930.

80 Mung postage can be broken down to letter rate 25 Mung, registration fee 25 Mung and airmail charge 30 Mung. Chinese postage due was only charged on letter rate x 2 or 50 cents, indicated by 5 postage due stamps each with 10 cents denomination and blue crayon "50" on cover front probably reminded post office staff to levy the postage due.



MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Smaller post offices in Mongolia began to be set up and a Chinese style cover from TSETSELIG MANDAL to Kalgan revealed yet another interesting fact : the exchange station had been shifted from Harbin to the border town of Manchouli where the post due was levied. This happened at around the same time as the Soviet Post Office moved its exchange station to the border town of Chita.



Tsetselig Mandal (31.12.28) via Manchouli (26.1.29) to Kalgan (2.2.29)

Junk 4c stamp was pre-affixed onto cover front, intended to pay the internal postage within China, and was cancelled by Manchouli datestamp. If this had not been affixed, then postage due at twice the domestic postage would have been levied.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

A registered red band cover from Ulanbator was franked 3 Mongolian stamps on reverse paying 50 Mung postage and canceled circular Ulanbator datestamp 7 II 30, three weeks after full resumption of operations on the Chinese Eastern Railway after the ownership incident in late 1929 and early 1930. An abnormal Verkhne-Udinsk transit datestamp appeared on cover front indicating that this cover was exchanged and perhaps censored there, since hostilities between Soviet Russia and Warlord of the Northeast Provinces had just been concluded.



After the Chinese Eastern Railway Incident of 1929/30, Harbin was again the exchange station for mail items from Mongolia to China.

4 cents junk stamps x 4 were affixed on cover front as postage due stamps, cancelled by Harbin datestamp before further delivery to Kalgan.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

The role of Verkhne-Udinsk as a frontier exchange and censor station remained for a few months and its transit datestamp also appeared as late as 14.4.30 as illustrated by the following red band cover from Ulanbator to Kalgan.



Verkhne-Udinsk transit datestamp 14.4.30 appears on cover front

Chinese junk stamps 4c x 2 and 1c x 2 affixed on cover front as postage due stamps, canceled Manchouli datestamp.

Kalgan arrival datestamp 23.4.30 on reverse.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

After signing of peace treaty between Soviet Russia and China, and in the latter part of 1930, a circular Russian and Chinese language censor handstamp had been applied onto inward mail items from Mongolia as illustrated by this 15 VII 30 inward cover from Ulanbator which transited Manchouli on August 31, 1930

A close look at the bilingual handstamp revealed that the inscription reads : "Special Censor Region Fifth District Police Headquarters Examined".

This was used by the Chinese Post Office, perhaps on board the Chinese Eastern Railway in late 1930 when Russian and Japanese influences on the Chinese Eastern Railway was increasing.

The 50 Mung registered rate was paid in Mongolian stamp and additional 60 cents postage due was levied upon entry into China at Manchouli.



MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

Prior to the establishment of the Manchuokuo administration, the Japanese back “Kang Teh” administration was established earlier in March 1932 and around that time, the Chinese Eastern Railway was virtually controlled by the Japanese, even though the Chinese staff working at various post offices in Northeast Provinces were still discharging their duties under the protection of an accord between the Kang Teh administration and Chinese Post Office.

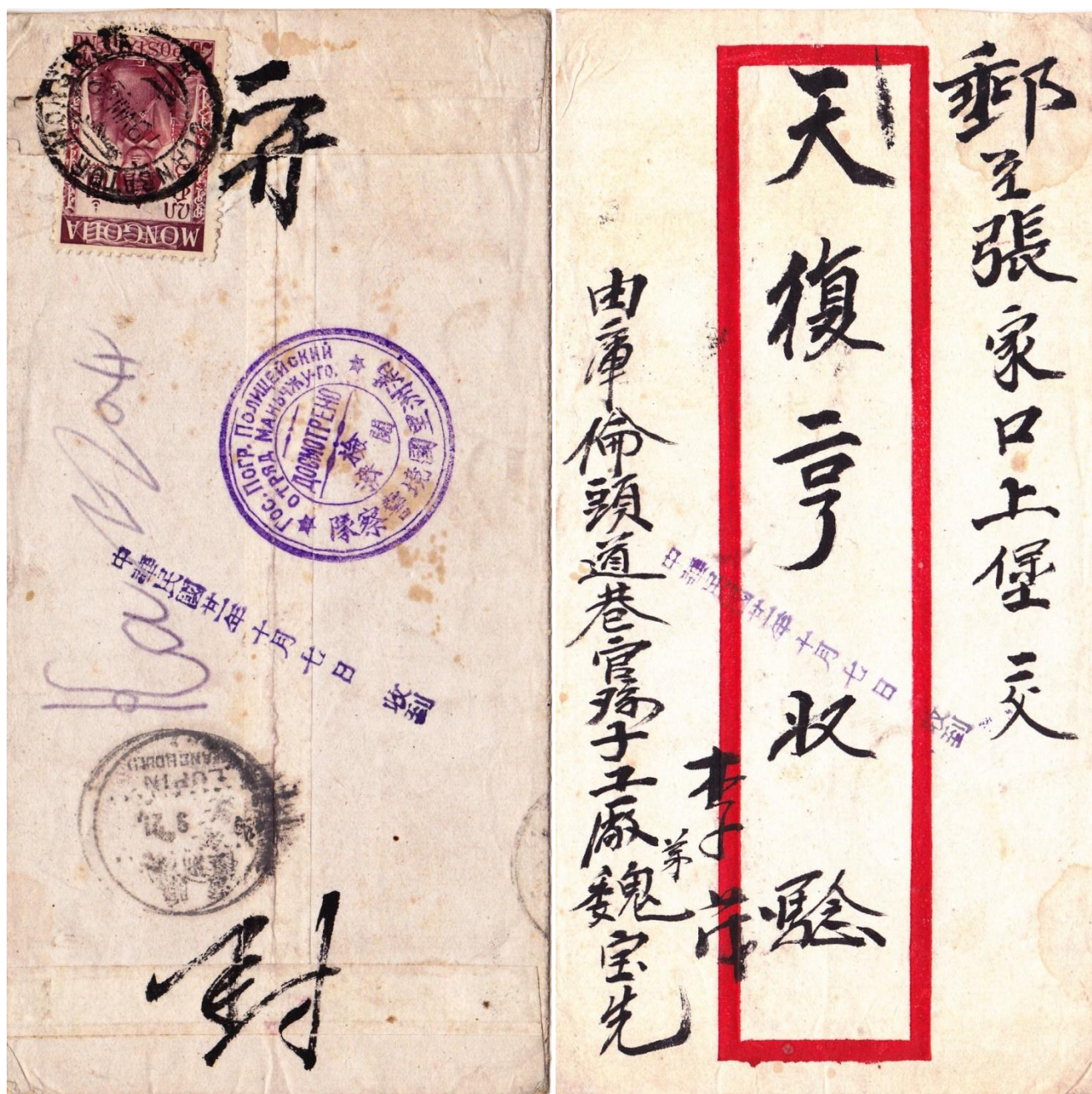


The above cover originated from Ulanbator on 4 VII 31, since only 20 Mung postage had been paid, postage due handstamp T was applied on cover front. When it transited Manchouli, the familiar circular censor handstamp was applied on cover back but close inspection revealed that this handstamp indicated that Japanese Police force in Manchouli was in actual control of the Chinese Eastern Railway between the Chinese language inscription reads “ Manchouli Border Area Police Squad Censor Section” and the three Chinese characters previously meaning “Examined” have changed into “censor section”

The absence of Chinese Post Office transit and arrival datestamps indicated that the Japanese Post Office did all the delivery work and this item reached the addressee on October 7, 1932 almost one year and three months after its dispatch, probably held up during the transit into Kang Teh administration in 1931 and later Manchuokuo administration in 1932.

MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

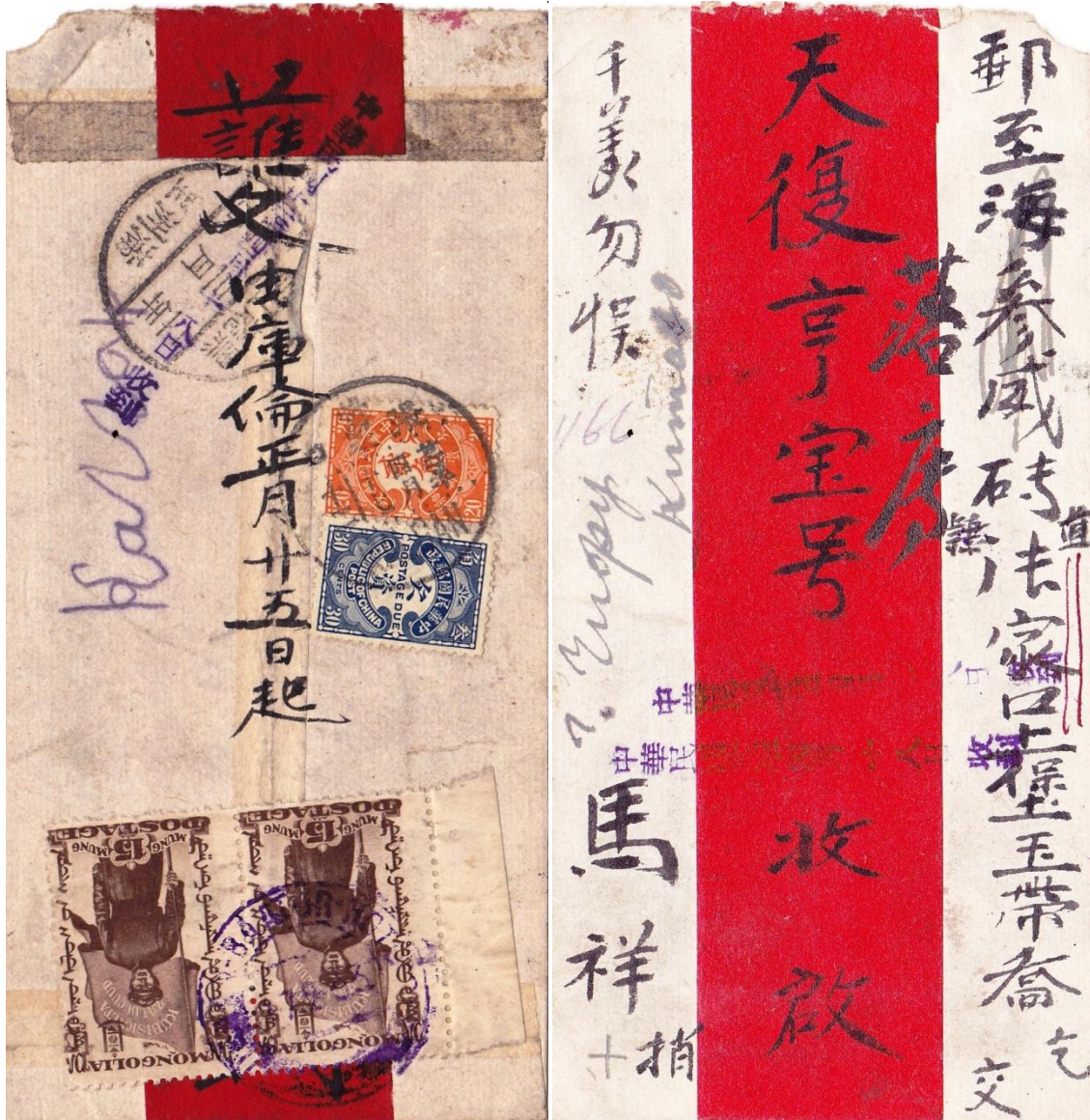
An almost identical cover from Ulanbator (19 VIII 32) to Kalgan was also franked 20 Mung and received circular bilingual censor handstamp upon entry into China at Manchouli. By this time, all the staff members in Chinese Post Offices across Northeast Provinces had evacuated and hence Chinese postage due was not levied.



The cover further transited Harbin when Japanese style Harbin datestamp used by Manchukuo administration was applied on cover back. Vertical Chinese language handstamp indicated that the cover reached the addressee on October 7, 1932.

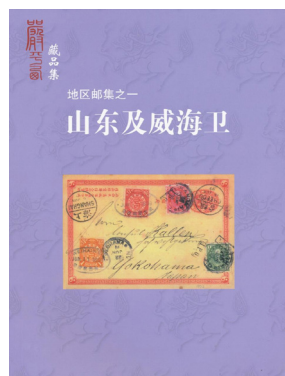
MAILS TO AND FROM MONGOLIA VIA THE TRANS-SIBERIAN RAILWAY, 1898-1933

A 1933 March 7 red band cover to Kalgan was franked two Mongolian stamps paying 30 Mung with Chinese manuscript instruction “deliver up to Vladivostok and divert to Kalgan”. This was the general route taken, because if the cover transited Manchuokuo to reach China, postage due would be levied both in Manchuokuo and China, the routing via Vladivostok exempted postage due levy by Manchuokuo.



In the actual case, this cover entered Manchuokuo via Manchouli in March and was further delivered to Kalgan without levying any postage due. Chinese postage due stamps 30c and 20c were affixed on cover back canceled upon arrival by Kalgan datestamp of April 10, 1933.

With the establishment of the Manchuokuo administration, the route from Mongolia to Peking and Kalgan via the trans-Siberian Railway had virtually been cut off and the obsolete overland route was pursued unless the item was destined for Shanghai when transit via Vladivostok became an option.



1



2

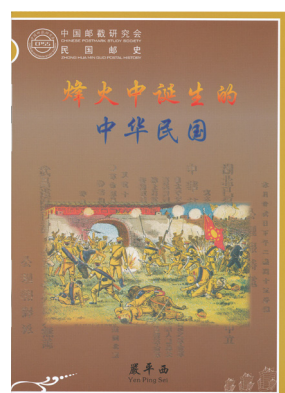


3

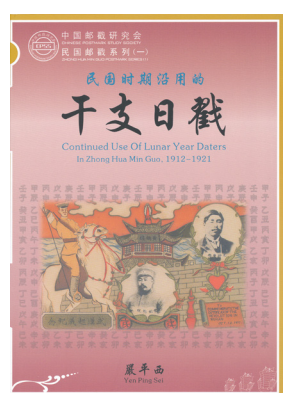


4

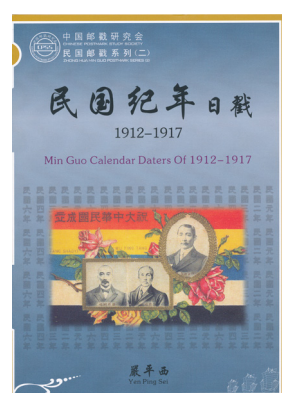
1-4 平装及精装



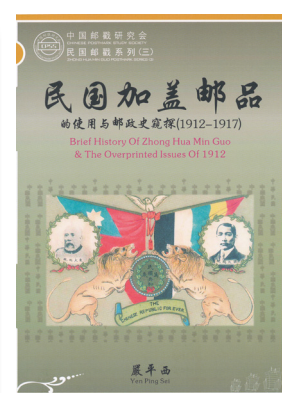
5



6



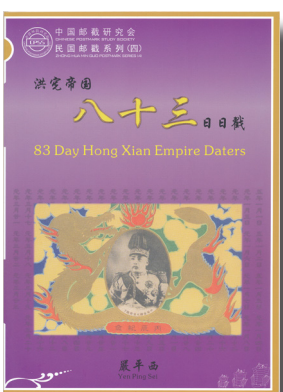
7



8



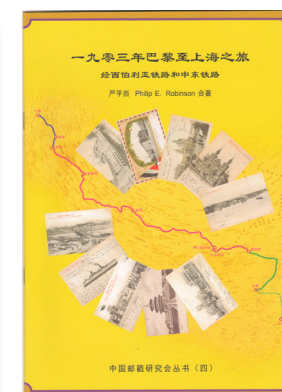
5-8合订本



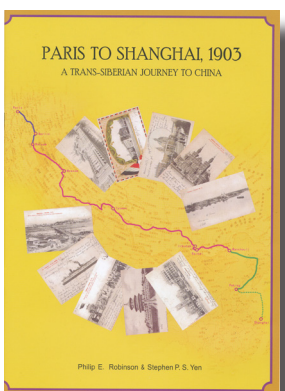
9



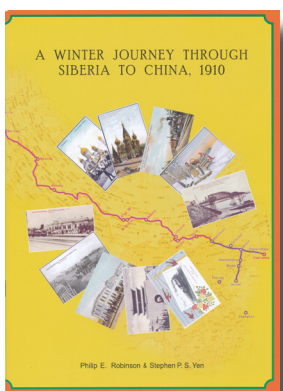
10



11



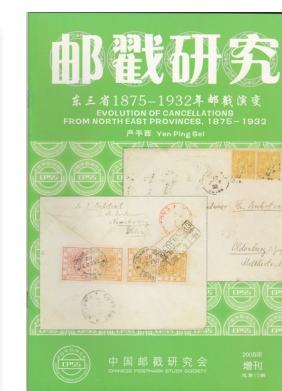
12



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