

欧亚邮件取道西伯利亚

航空邮运带来之竞争



CHINA—EUROPE MAIL VIA SIBERIA
COMPETITION FROM AIRMAIL SERVICE

航空郵運帶來的競爭

COMPETITION FROM AIRMAIL SERVICE

一九二四年八月份開始，以後每逢五月到十月這段時間，中華民國郵政可以安排新成立的莫斯科至高尼格斯堡的航空服務將寄往歐洲郵件的投遞時間縮短數日。郵件經西伯利亞火車到達莫斯科後乘上飛機至高尼格斯堡由火車送至柏林再轉至歐洲目的地。翌年，柏林至歐洲其他目的地的航線陸續開闢，到了 1926 年「全程航空」服務已從莫斯科涵蓋至柏林。

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..

以下一件 1924 年 9 月 9 日北京「經西伯利亞」寄英國的航空封貼票兩枚共付郵資 24 分，其中 10 分為國際信函費，14 分為莫斯科至柏林的航空郵費。付多一倍郵資來節省數日時間是否值得？再者開辦初期航班疏落可以導致郵件因等待航班而產生延誤。總括來說這種在中國境內預付中國境外航空郵資的函件，並不多見。



This 9 SEP 24 cover from Peking to England “VIA SIBERIA” and endorsed “Par avion de Moscou a Königsberg” paid a total postage of 24c (10c international letter rate and 14c additional airmail postage for Moscow to Berlin section). The intention to save 3 to 4 days transit time may not be materialized or alternatively, canceled out by delay arising from intermittent flight schedule at early stages of airmail service. In general, the prepayment of international

postage on mail items originating from China is rather uncommon.

到了 1925 年，南部省份的寄信者也知道境外航空節省時間的措施。本件 1925.6.30 廈門寄出的掛號封，左上角用英文打字機註明在莫斯科選用航空郵運。十四枚郵票支付國際信函費 10 分，國際掛號費 10 分，莫斯科至柏林郵空費 30 分，總共 50 分。可惜沒有莫斯科，柏林的中轉戳和倫敦的到步戳，未能確定節省了多少投遞時間。



Sender from the southern provinces also had knowledge of aerial service from Moscow to Berlin as illustrated by 1925.6.30 registered cover Amoy to London endorsed “Peravionia Moscow”. The 50c postage paid represented international letter rate 10c, registration fee 10c air fare for Moscow to Berlin flight 30c. The lack of Moscow, Berlin transit and London arrival daters fail to disclose in more detail the save in delivery time resulting from such aerial trip.

俄文和法文並用的航空郵件標貼在 1926 年 9 月 1 日哈爾濱寄奧地利的掛號封上露面。六枚郵票共 60 分郵資其中 10 分為國際信函郵資，10 分國際掛號費，30 分為莫斯科至柏林航空郵資，過貼了 10 分。封背的中轉戳顯示 9 月 10 日到達莫斯科，同日乘坐航班抵達柏林



Bilingual Russian and French Par Avion label appeared on this 1.9.26 registered airmail cover from Harbin with manuscript endorsement “Via Siberia & Moscow”, the transit backstamps evidenced that the trip from Moscow to Berlin was completed on the same day, 10.9.26. The 60c postage paid includes 10c international letter rate, 10c

registration and 30c airfare, and over payment of 10c.

航空技術日趨成熟後，美國人約翰·亨利·米雅士在 1928 年舉行了自紐約出發的環繞地球飛行壯舉，橫越大西洋和西伯利亞上空並在滿洲里和日本停留。本件明信片在滿洲里寄出，12 日後中轉紐約寄至英國約克郡，充份顯示了航空郵運取締鐵路郵運是指日可待之事實。



With the advancement of aerial flight technology and experience, an American John Henry Mears started “Round the World” flight on June 28, 1928. The plane started from New York and flew over the Atlantic Ocean, Siberia and stopped at Manchouli and Japan. This postcard from Manchouli to York England, reached New York after 12 days, sending a loud and clear message that airmail service can replace overland train service in the very near future.

1929 年 6 月份開始，伊爾庫斯克至莫斯科航線成立，寄往歐洲各地的郵件可由航班運送兩程，其一是由伊爾庫斯克至莫斯科，其二是莫斯科至柏林。

Commencing from June 1929, airmail service between Irkutsk and Moscow has been established, resulting in further saving of delivery time because mail for European destinations can now take two airmail passages, one from Irkutsk to Moscow and then from Moscow to Berlin.

經過了多番的策劃，籌備和試航，歐亞航空公司開闢的上海至滿洲里「國際」航線的首航終於在 1931 年 5 月 31 日至 6 月 6 日這星期舉行。許多寄件者利用「全程航空」方式支付郵費，包括上海/滿洲里，伊爾庫斯克/莫斯科和莫斯科/柏林的三段航運費，但是滿洲里至伊爾庫斯克這段還是經西伯利亞鐵路運送。以下由上海寄柏林的「全線航空」首航封共付郵資 2.40 元，其中 8 角支付伊爾庫斯克至莫斯科航費，另外 6 角支付莫斯科至柏林航費。



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. The following cover paid a total postage of \$2.40 (inclusive of 80c for Irkutsk/Moscow passage and 60c for Moscow/Berlin passage), illustrating hefty increase of postage in an effort to shorten delivery time.

本件上海至倫敦「全程航空」首航封，貼票 5 枚共 2.20 元支付「全程航空」資費：國際信函費 0.20 元，國際航空費 0.60 元，伊爾庫斯克至莫斯科航空費 0.80 元，莫斯科至柏林航空費 0.60 元。封背的柏林中轉戳顯示郵封在 10 天後已送抵柏林



This cover from Shanghai on 6.6.1931 also paid the \$2.20 “all-up airmail” postage but did not specify in manuscript. Ten days later it transited Berlin on 16.6.31 via Luftpost.

柏林回航的首航封在 6 月 16 日起飛，6 月 25 日到滿洲里，6 月 29 日到南京，手寫的指示並無指定莫斯科至伊爾庫斯克要用航空郵遞。

The return “First Flight” flew from Berlin on June 16, 1931 transiting Manchouli June 25 and arriving Nanking June 29 as illustrated by the above cover. The manuscript on front did not specify air passage from Moscow to Irkutsk.



上海至滿洲里的「國際」航線, 1931年5月31日首航至9月18日「瀋陽事件」發生時僅三個月, 在此期間, 支付「全程航空」郵費的民間書信或商業函件極少見, 以下一例是 1931.8.5 南京寄德國 STOLP, 「全程航空」郵費共 2.75 元, 8.13 到達滿洲里, 8.24 到達柏林。



This 1931.8.5 airmail cover from Nanking to Stolp Germany paid the “all-up” airmail postage of \$2.75, just before the outbreak of “Mukden Incident” on 1931.9.18, it arrived Manchouli on 13.8.31 and Berlin on 24.8.31. During the 3.5 months time from May 31 to September 18 1931, mails paying “all-up” airmail postage are quite scarce.

1931.8.26 從 STOLP 寄回南京的航空封, 9月8日才到達滿洲里, 需時 13 天, 比上一件的 8 天多了 5 天, 可能莫斯科至伊爾庫斯克一段由西伯利亞鐵路運送所致。



An airmail cover from Stolp to Nanking on 1931.8.26 recorded the arrival time at Manchouli as September 8, transit time 13 days, 5 days more than the time taken from Manchouli to Berlin shown on the previous “all-up” airmail cover. The trip from Moscow to Irkutsk by Trans-Siberian Railroad instead of airmail service explains the extra 5 days required.

九. 一八「瀋陽事件」之後，日本軍隊開始武力侵佔東三省，以下 9.24 由上海寄法國，付 2.75 元郵資的「全程航空」封順利地在 10.3 到達滿洲里，但不知何故需時一個多月在 11.16 才到達巴黎。



Soon after the Mukden Incident on September 18, 1931, Japanese Army began to occupy Northeast Provinces by force but the airmail cover from Shanghai on September 24 did manage to arrive Manchouli on October 3 but it took an inexplicable one month's time to reach Paris.

1931.10.3 哈爾濱寄出的航空封，用英文指示伊爾庫斯克至莫斯科用航空投遞，10.5 到達滿洲里後，10.19 到達柏林，並沒有扣留等待檢查而引致延誤。



An airmail cover from Harbin on 1931.10.3 reached Manchouli on 10.5, since the English instruction indicated airmail passage from Irkutsk to Moscow, it was delivered as such and arrived Berlin 10.19. without any delay caused by possible holding up pending censorship.

1931 年 10 月後，上海至滿洲里航線因東三省政局變遷而停頓，但滿洲里中華民國郵政局繼續運作，以下一件 1931.12.14 由貴陽「經西伯利亞」寄至巴黎的航空掛號封，1932.1.11 到達，需時 28 天，寄信者十分著意支付航空郵資至漢口來節省投遞時間。



After October 1931, Shanghai-Manchouli air route was closed owing to political situations there and then but the Chinese Post Office at Manchouli was still functioning and the following registered airmail cover from Kweiyang 14 12 20 (1931) to Paris (11 1 32) marked “Via Siberia” took 28 days to reach destination. The sender was mindful in payment airmail postage to Hankow in order to shorten delivery time.

中華民國郵政局繼續提供郵政服務至 1932 年 7 月 13 日撤走日止，在該日前歐洲經伊爾庫斯克寄往中國內地的郵件仍可由滿洲里或哈爾濱中轉，以下兩件 1931.7.7 及 7.15 由英國曼徹斯特寄上海的信都貼上航空標籤並以英文手書「經西伯利亞」，可以說是中華民國在東三省撤走前，經西伯利亞鐵路進口中國郵件的尾聲。



The Chinese Post Office continued its services until its evacuation on July 13, 1932; before that date, it was still possible to transit mail items from Europe (carried by air to Irkutsk) to mainland China as evidenced by the following two covers from Manchester England to Shanghai dated 1931.7.5 and 7.15 both with Par Avion label and English manuscript instruction “Via Siberia”.

This pair could be said to be the latest batch of mail items entering China via the Trans-Siberian Railroad before withdrawal of the Chinese Post Office. 1932.



上海寄出的航空封貼式圓宮門票一枚銷 15.7.32 日戳，左下角用英文書寫「請等至招喚時」，\$2 郵資可分解為：國際信函郵資 25 分，伊爾庫斯克至莫斯科航空郵資\$1，莫斯科至維也納航空郵資 75 分。信件到達滿洲里時，中華民國郵局已撤離，極少數職員留局約一星期清理業務，安排本件乘搭西伯利亞鐵路再飛行兩程，於 4 VIII 32 順利到達維也納。

An airmail cover from Shanghai was franked Hall \$2 canceled Shanghai standard dater 15.7.32 with PAR AVION label and manuscript "Kindly hold till called for" The \$2 postage can be broken down into 25c international letter rate, \$1 Irkutsk to Moscow airmail postage and 75c Moscow to Vienna airmail postage. By the time it reached Manchouli, the Chinese Post Office there had already evacuated, a few staff members stayed behind to provide an extra week service and arranged this item get onto the Trans-Siberian Railroad and subsequently took two air passages to Vienna successfully arriving there 4 VIII 32.

上海至歐洲「全程航空」的據點滿洲里淪陷後，不屈不撓的歐亞航空公司決定開闢另一條，沒有那麼方便的上海至迪化航線來接駁西伯利亞鐵路及其後的航空網絡。經過數次涉及墜機的試航後成功地在 1931 年 12 月 19 日由北平飛抵迪化，1932 年 1 月 7 日迪化回航至北平。以下兩件試航封記錄了這個事實。



With abandonment of Manchouli as the gateway for “all-up” service from Shanghai to Europe, the persistent Eurasia Aviation Corporation undertook to open up a new (less convenient) aerial service from Shanghai to Tihwa in Sinkiang Province with view to connecting the Trans-Siberian Railroad and the airmail services network beyond. After several trial flights involving plane crashes, the first successful trial flight from Peiping to Tihwa took place on 19 December 1931, with return trial flight on January 7, 1932 as illustrated by the pair of trail flight covers illustrated above.

經過將近一年的重複試航，籌備和評估政治形勢，上海至迪化的首航在 1932 年 12 月 15 日舉行，新疆郵局並且在 11 月 26 日發行“航空”郵票兩枚，將“航空”二字分別木戳手蓋於限新疆省貼用農獲票 15 分及 30 分上，用以支付航空郵資。以下兩件為 30 分“航空”票首日封和上海至迪化首航封。



After almost a complete year's further trial flights, preparations and assessment of political situations, the formal launch of the Shanghai-Tihwa airmail service began on 15 December 1932. Prior

to this, Sinkiang Post Office issued two “Airmail” stamps by overprinting Chinese characters meaning “Airmail” on Reaper 15c and 30c, both already overprinted “For Use In Sinkiang Only”. The above are two covers illustrating the first day use of the “Airmail” stamps and the regular First Flight from Shanghai to Tihwa.

到了 1932 年 12 月底時新疆內部動亂漸趨嚴峻，令航班無法維持正常操作，延至 1933 年 9 月份全線停航。在該時，世界各地航空網絡覆蓋面廣，中國各地都不難找到適合的航空網絡來航遞郵件至目的地，以下 1933 年威海衛至愛爾蘭的航空信件是一個好例子。

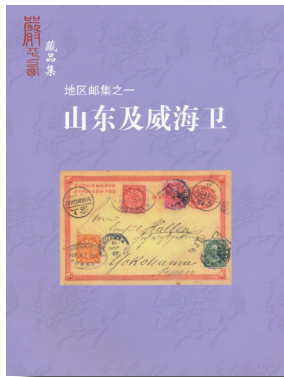


With civil unrest breaking out in Sinkiang from late December 1932, service became intermittent and by September 1933 was essentially abandoned. By that time airmail network covered far and wide, all over China it was not difficult to choose a network of connecting air services for mail delivery to the intended destination, as illustrated by this 1933 airmail cover from Weihaiwai to Ireland

位據要津的滿洲里郵局在 1932 年撤走後，加上航空網絡發展覆蓋日廣，使西伯利亞鐵路對郵運的貢獻有今非昔比的感覺。事實並非如此，當二次大戰後西伯利亞鐵路重新向東三省開放時，它仍然是最經濟和有效的郵運途徑，時至今日它的重要性未曾稍減。請期待陳文翔醫生在將來新著「西伯利亞鐵路與中國,1932-1970」對此論點的詳盡闡述和佐證。

With the closure of Manchouli and Harbin post offices in 1932 and the ever increasing competition from airmail service, it would seem “curtains down” for Trans-Siberian Railroad service but this was not the case, as the Trans-Siberian Railroad reopened after World War II, it was still an economical means of overland mail delivery and its importance lasted even up to present days.

STEPHEN YEN'S PHILATELIC PUBLICATIONS 严氏邮学丛书



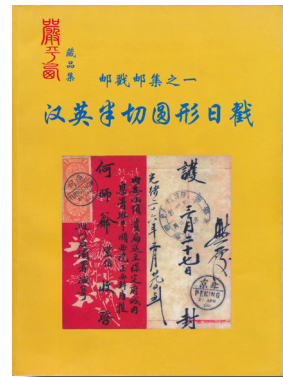
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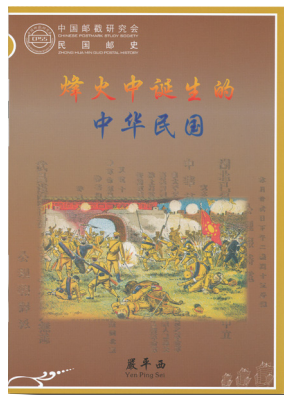


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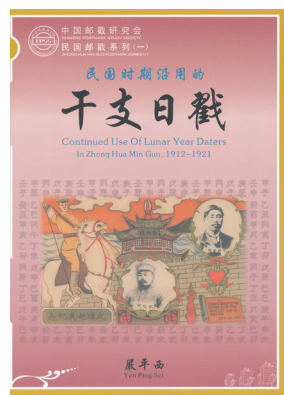


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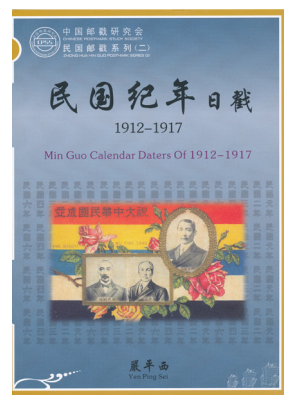
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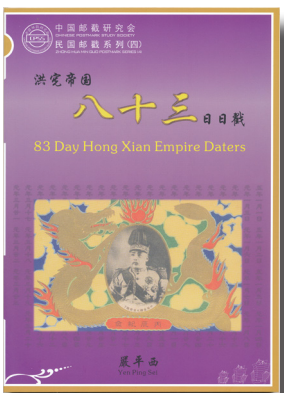
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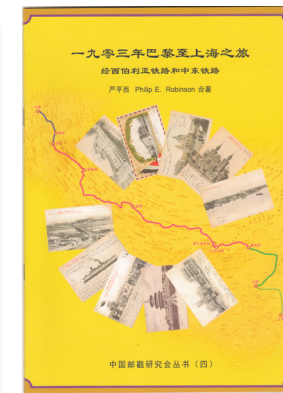
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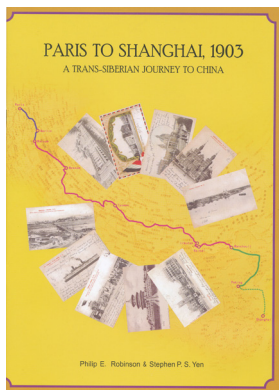
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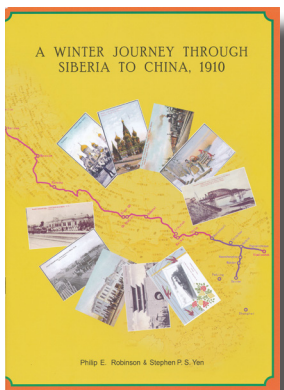
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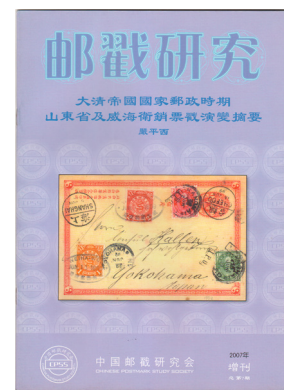
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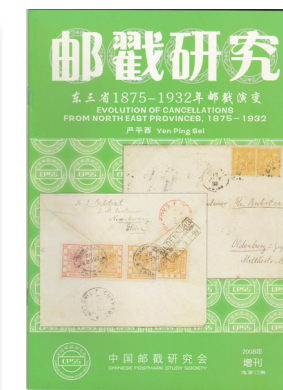
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