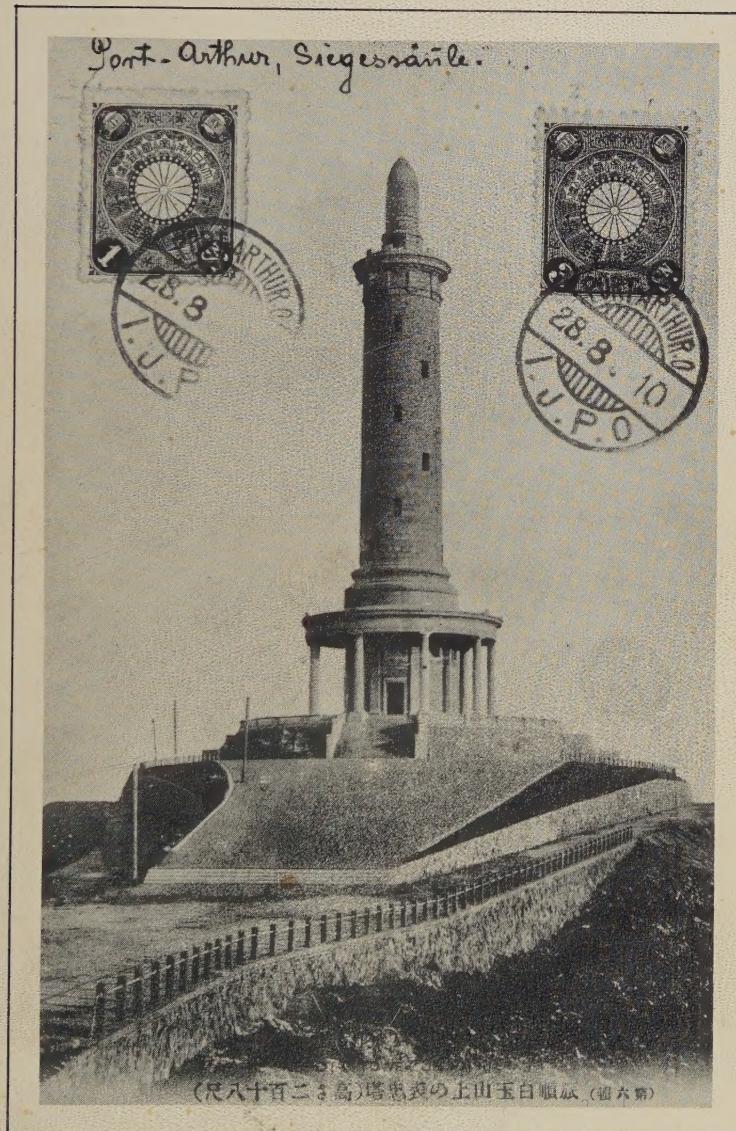


# Japanese Post Offices in China and Manchuria



John Mosher





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# Japanese Post Offices in China and Manchuria

大日本帝国圖書公司

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This book is  
dedicated  
to my friend  
Heinz Warmuth.  
和



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## Introduction

The first results of my work in this field, which began about 1972, were occasional articles and translations in "Japan berichte", followed by the publication of Japanische Postämter in China und der Mandschurei mit Kwantung - 1876-1922 by the Arbeitsgemeinschaft Japan, Berlin 1977.

In the present book I am able not only to make corrections but also, thanks to the generosity of my publisher, to expand the work considerably. This book is not a translation of the German one but a completely revised and greatly expanded new edition. As work of this type is constantly growing and changing, I am glad to be able to bring my contribution up to date.

Despite all changes the German book remains the basis for as well as the only path to the present one. It was intended to encourage German readers to unearth new information in their own stamp collections. This effort has already brought out many previously unknown cancels and provided me with numerous other examples to use as illustrations.

The German book also brought me the most valuable new sources. A writer in England loaned me two books I had previously searched for in vain (f\* and g), enabling me to fix accurate distances between all locations in Manchuria as well as providing data on the smaller towns there and the exact locations of many Japanese post offices in both China and Manchuria. Mr. Meisō Mizuhara in Japan sent me j, which appeared in reprint after my German book, a book containing everything one could possibly want to know about the postal realm of Kwantung 1906-36. Thanks to this book I have expanded the information on post offices in Manchuria through 1936.

-----  
\*see the bibliography

By the end of the revision no page of the little German book was without a red mark: a fact revised, a typographical error finally discovered. Where data in the German book conflicts with that given here, the latter must be taken as my best appraisal to date - and I know some of this will someday have to be changed.

It is valuable to have different points of view. Thus I was glad to have access to K, a source in Chinese by a Chinese man. Refreshing the book's first sentence: "'Guests' is the customary appellation of the postal service that foreigners presumptuously set up in our country; it was a detraction from our nation's rights and a disgrace for our country."

In the beginning China had no postal system to offer the foreign powers who, competing more against each other than against China, rushed to fill the void with their own systems, activity ranging from the single American office at Shanghai to the rapidly expanding Japanese system, by far the largest.

The Chinese tried to catch up by handling mails through their Customs Service, under which they established a postal system 1896-97, but "the new system has to compete with 'letter hongs', and struggle against likin charges on parcels, and smuggling of 'clubbed' mails. Fixed rates and prepayment are much resented, the Chinaman ever wanting to bargain."(R) Similarly, the first telegraph line, erected between Peking and Shanghai 1884 by a Danish company, had to deal with villagers who "pulled up the posts to make firewood, and cut the wires to make nails. To check this destructiveness, an Imperial decree was fixed on each post, threatening with immediate decapitation any one who would be caught cutting down the posts or wires."(R)

In time China applied for admission to the UPU and obtained the technical right to order the

foreigners to leave. One such order 1903 was simply ignored. On 6 Nov 1906 a Ministry of Posts and Communications was established at Peking, freeing the postal service from its subordination to the Customs Service. The following year a Postal Atlas was issued with conventionalized Western spellings for all town names, including 2000 towns which already had postal service.

This list gave birth to the infamous "postal spellings", which in many cases became the only spellings foreigners knew. Modern researchers have attempted to revert to linguistically responsible spelling of Chinese place names, and although we cannot avoid the postal spellings, which appear on the Japanese cancels, I give the Wade-Hepburn spelling for each location.

Up to the time of the first World War, China had no luck freeing herself of her postal rivals, but by declaring war on Austria and Germany (14 Mar 1917) was able to evict those two countries. Russia followed in the wake of the Russian Revolution: recognition of Imperial Russia was rescinded 23 Sep 1920; Russian post offices except Harbin, which lasted until spring 1921, closed in November.

Finally China entered the UPU and ordered England, France, Japan and the USA to close their post offices on 7 Jun 1921. Chinese complaints at the Washington disarmament conference in the fall of 1921 led to a convention 1 Feb 1922 calling for foreign post offices to be closed by the end of the year. England closed hers 22 Nov, the others waited out the year. In Manchuria, the Japanese offices continued under Kwantung administration and as part of Manchoukuo until 1945.

Even before 1876, when they opened their first office at Shanghai, the Japanese had wanted to start postal activity in China, but financial problems held them back. These also forced them

to cut back operations in the 1880s, but all such problems were solved by the wars against China 1894-95 and Russia 1904-05. From 1895 on Japan used every opportunity to establish new post offices in China and Manchuria.

The two cases developed differently. In China, Japan opened offices singly at specific locations usually named in treaties. In Manchuria they had a virtual open hand in the Kwantung Leased Territory and along the South Manchurian Railway, which they saturated with installations of all kinds, including whole towns. Japanese postal activity in Manchuria was far more densely organized than that in China proper. I have carried it only through 1936, as Manchoukuo is a subject unto itself.

For China the book b, which appeared in 1976, became a primary source at a single stroke. I recommend it to anyone who is serious about the subject. Minor errors and occasional mistaken identifications are far outweighed by the vastness of the material shown. I avoided taking illustrations from it; to begin would have led to borrowing the whole book. This and that book should remain complementary, as they are.

For Manchuria j is a primary source of factual information, but there is no comprehensive source for studying regular cancels yet, and the Kanji cancels of Manchuria remain as good as unresearched.

I give all statistics, names, etc. as of the time we are studying, in particular population figures, which can vary wildly depending on the source. Trade figures are in Haikuan taels (Tls.); one tael = about \$.75, but with very wide fluctuation. In quotations, I have left all spellings as they appear, as long as no confusion can arise.

For the better known places I give their names as follows: at left the international or postal

name; in the middle the accepted Wade-Hepburn spelling, which pertains to the Chinese characters at the right. For the sign ~ (Szü-fang) I have adopted - (Szü-fang). The lesser used or unused names are given in parentheses. I also give variations of the place name which I encountered in the course of my work.

I don't like freehand drawings of cancels or attempts to complete fragmentary cancels, as I have seen too many such which gave a false impression. The drawings in this book were all made by me with India ink over glass. I have attempted to give only what I saw and no more. Most of the prettier illustrations are from secondary sources and only given here to provide examples; the incomplete, even messy cancels are the real thing we find in our collections.

I want especially to thank Heinz Warmuth, without whose gentle encouragement I would never even have looked at my own box of Shanghai cancels, and Alfred Hoch, without whose support no English edition would have been possible. Others who made self-sacrificing contributions to my work, most of them non-phileatelists, are named in the back of the book.

Philately spawns pedantry. Every true philatelist makes obeisance before this dread god. Only the great can force their necks, strengthened by common sense, erect against its depressing force. Exactness must be served, but where it becomes its own end, the life force which alone makes any pursuit relevant is slowly squeezed out until only dry bickering remains.

Our subject contains many unresolved questions. Some will be cleared up in time, others will remain in doubt. But only by communicating what we already know, however imperfect, can we hope to arouse those possessing missing information to share it. If we waited for perfection, this book

could never be published. In this spirit I have made it as good as I can and look forward to the corrections, new information, and advice of others of good will who would help make it better.

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August 1978

## Dates of Operation

The dates of operation of many offices are uncertain. Different sources give different dates. Misprints spread wrong dates. In some cases, such as Swatow, initial operation as a receiving office later converted to full post office added secondary dates which can be confused unless carefully handled. In this edition I have adjusted some dates, notably for Peking, Ch'ang-sha, and Swatow, and have incorporated the Manchuria office dates as given in j.

I am sure if I could examine original Japanese government records I would find it necessary to revise more of these dates, especially for post office openings. The date a post office was authorized to open is not always the first day it provided service. In some cases there were decided intervals between authorization and actual opening.

On the other hand, except in rare cases where they might reflect otherwise secret political or military events, the exactness of these dates is not all that important, as long as we have a reasonable idea of the period of operation. The earliest date for stamp collectors is invariably the date of the earliest known postmark, and no post office has great philatelic meaning beyond the date of the last known postmark.

Even here the subject can be confused: the Chefoo postcard, reproduced in C, with the cancel of 1 Jan 1923. This postcard, which also bears a 19 Dec 1922 cancel, was evidently a precanceled new year greeting - although the Chefoo post office would be closed forever when that New Year's Day arrived.

## Post Office Designations

For this book I have decided after long resistance and soul-searching to present the post office designations in a new way. In some sources these designations are not even given consistently throughout the book, which was the last straw forcing me to seek a new approach. The subject is knotty. What is a branch office in Chinese is a receiving office in Japanese, where a branch office is something else. The Japanese terms *yubin-kyoku* and *yubin-sho* both come out in English as "post office". For space reasons I have assigned each term a letter abbreviation to be used where needed in the tables. These letter abbreviations, which in context should cause no confusion with the abbreviations of bibliographical sources, introduce the explanations below.

- PO Post Office. Japanese 郵便局 *yūbin-kyoku*. Chinese 郵政局 *you-cheng-chü*. Usually the main post office of a town or place. Larger is only
- C Central Post Office. Japanese 中央郵便局 *chūō-yūbin-kyoku*. At Dairen 1932 and Mukden, Hsin-king 1935.
- F Field Post Office. Japanese 野戰郵便局 *yasen-yūbin-kyoku*. The military equivalent of a post office, opened without bureaucratic red tape.
- O Post Office, or Office. Japanese 郵便所 *yubin-sho*. An office of independent characteristics but localized within a larger community. Its name is usually modified by a street name or the name of a specific location within the town.
- S Sub-office. Japanese 郵便局出張所 *yūbin-kyoku-shutchōjo*. Chinese 郵政代办所 *you-cheng-tai-pan-suo*, or acting post office. Branch which must depend on a specific

larger local office. The Boxer Rebellion offices (see p. 12). At Kirin there was a shutcho-jimu-sho 出張事務所 or Business Sub-office.

- R Receiving Office. Japanese 受取所 uketori-sho. Chinese 郵政分局 you-cheng-fen-chü or branch office. Offices under Shanghai 1876-83 (see p. 42). Delivering mail to a regional head office for processing. Receiving point for mail.
- B Branch Office. Japanese 支局 shikyoku. Remote branch of a regional head office. Branches of Dairen 1906-07. A B can rule an S: there were ten such cases in Manchuria 1906-07.
- AY Agency. Japanese 郵便取扱所 yubin-toriatsukaijo. On many older cancels the character (所) is written (逓). Service points. Handling offices. The term frequently appears in the names of telegraph offices and military mail processing offices.
- AX Annex. Japanese 郵便局分室 yubin-kyoku-bunshitsu. An office or room at a remote town depending on a larger established office not nearby. Five cases in Manchuria 1916-22.

In j the offices under Kwantung administration are listed on pp. 161-77. I have numbered them to enable cross reference and use these numbers in my text: at the left the office's own number; in the middle the number of a superior office where applicable. Some offices fall outside the above categories:

- Tg Telegraph (15 67 68 69 70 71 72)  
WTO Wireless Telegraph (90 120 126 133 135)  
Tp Telephone (130 131 132)  
SMO Savings Management (145 146)  
- Airport (136)

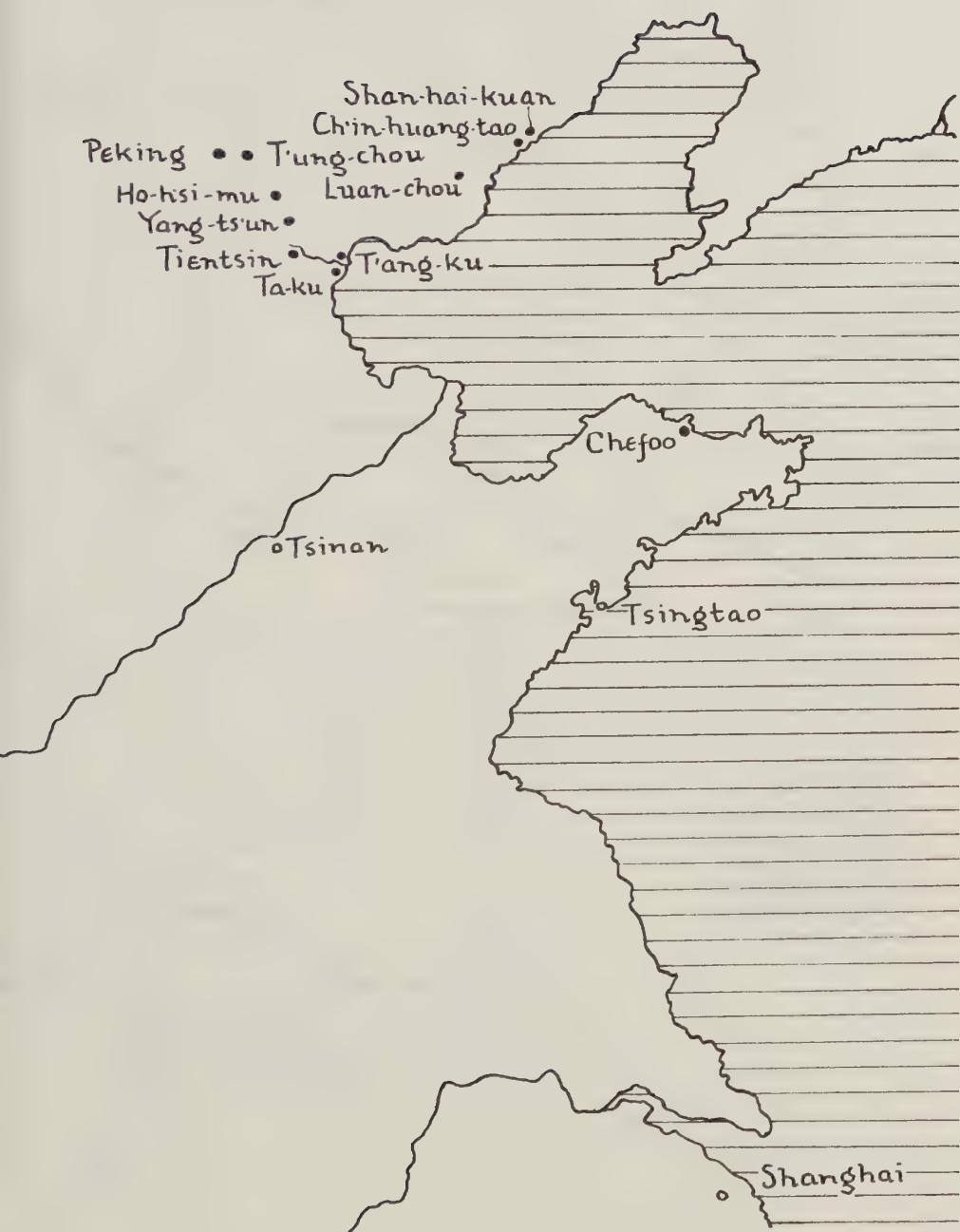


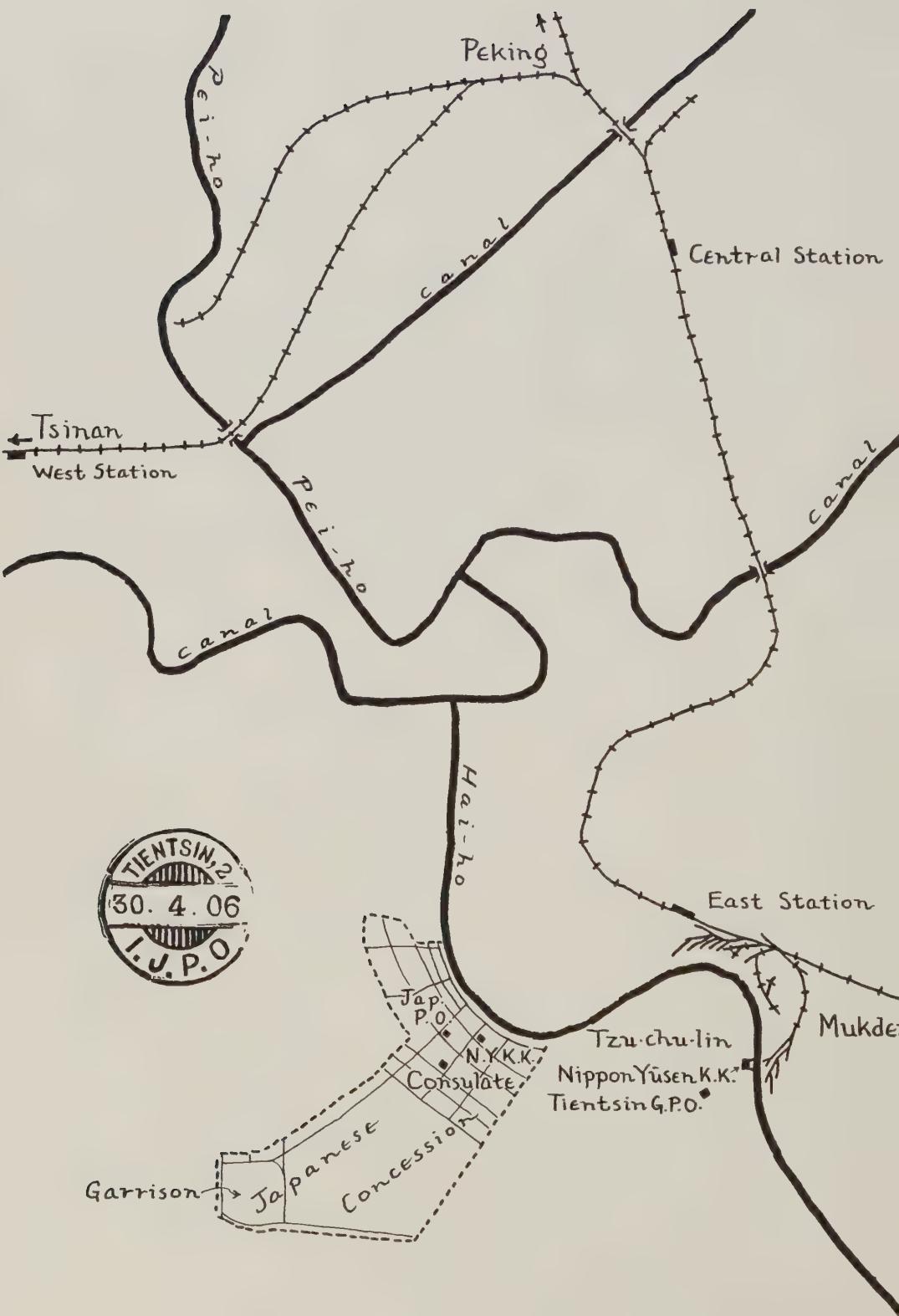
Japanese Post Offices  
in China  
and Manchuria

North China



Mukden o





Tientsin  
Jap. Tenshin

(T'ien-chin)  
Prov. Chih-li

天津

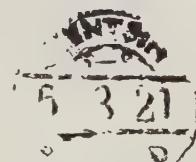
1. R for Shanghai 20 Dec 1876-31 Mar 1883
2. R 20 Jun 1889-20 Jul 1889
3. Tientsin PO 1 Oct 1892-31 Dec 1922  
-interrupted by war: 16 Aug 1894-17 Aug 1895

Tientsin Sub-offices:

4. Kyoryūchi 居留地 (Concession) 1 Jul 1901-31 Aug 1902,  
moved to
5. Tzū-chu-lin 紫竹林 1 Sep 1902-31 Dec 1922.
6. Hsin-ch'eng 新城 6 Aug 1901- 7 Nov 1901

Known cancels:

3. L/71 102 218 220\*★ (I.J.P.O)  
225 226 (TIENTSIN) 242 326  
330i 331 Commemorative
4. L/326a
- 4-5. L/220\*★ (I.J.P.A)
5. L/71 225 226 (TIENTSIN 2)
6. L/326a



Tientsin, major northern trade center on the river Pei-ho, 86 miles by rail from Peking, for which it served as trade and tax gateway, being at the northernmost end of the Grand Canal.

Transshipment to Peking and coastal trade lined the river to the sea with junks, which at Tientsin became "innumerable". (W) Salt manufacturing monopoly; salt for the entire region piled alongside the river.

Bombarded by the British and French 1860 who in the ensuing Convention of Peking (24 Oct 1860) obtained settlements in the area south of the river known as Tzū-chu-lin. Opened to trade May 1861. Massacre 21 Jun 1870, 21 foreigners killed. Japanese settlement after the Sino-Japanese War. City besieged, occupied by foreign troops 1900.

Population about 750,000 rapidly growing toward

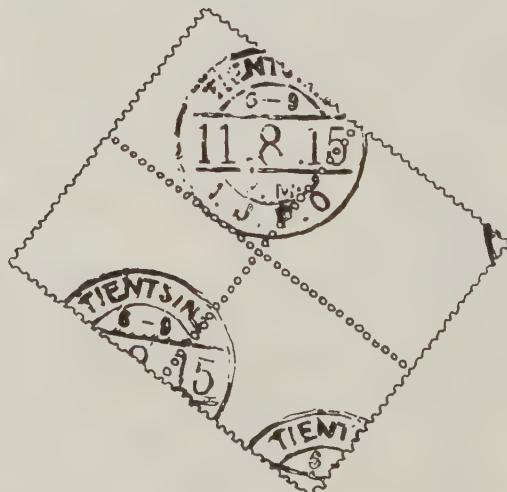
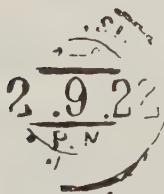
a million, with about 30,000 floating coolies.  
Total foreigners 1914: 5391 of which 1772 Jap.  
1919: 8674 " " 4750 " .

Cold winters (-15°F), ice, little snow; much rain, +90°F in July.

Tientsin's trade, about 69 million Tls. 1903-04, doubled to 113 by 1906, doubled again to 225 millions by 1921, by which time it had outstripped Hankow and Canton, was second only to Shanghai.

The Japanese Post Office was in the busiest street of the Japanese Concession, Asahi-gai. The Sub-office was first located in the Concession, where the Nippon Yūsen K.K. (Japan Steamship Mail Line) had its offices, then moved to the later N.Y.K.K. landing place at Tzū-chu-lin in the French Concession.

Hsin-ch'eng, Jap. Shinjō, means new (walled) town or castle. I have not located this presumably military office yet.



# 烟台

Chefoo                    Yen-t'ai  
 Jap. Chiifu              Prov. Shan-tung

also: Cheefoo, Chifu, Tschifu (Ger.), Chih-fu  
 (芝罘)

1. R for Shanghai	15 Jan 1877-31 Mar 1883
2. R	20 Jun 1889-20 Jul 1889
(per b, d; K says:	1 Aug 1889-12 Aug 1889
3. Chefoo PO -interrupted by war:	1 Oct 1892-31 Dec 1922 16 Aug 1894-17 Aug 1895

Known cancels:

2. ?L/213 (1890!)  
 3. L/218 220\* 225 226  
 242 326 330i 331

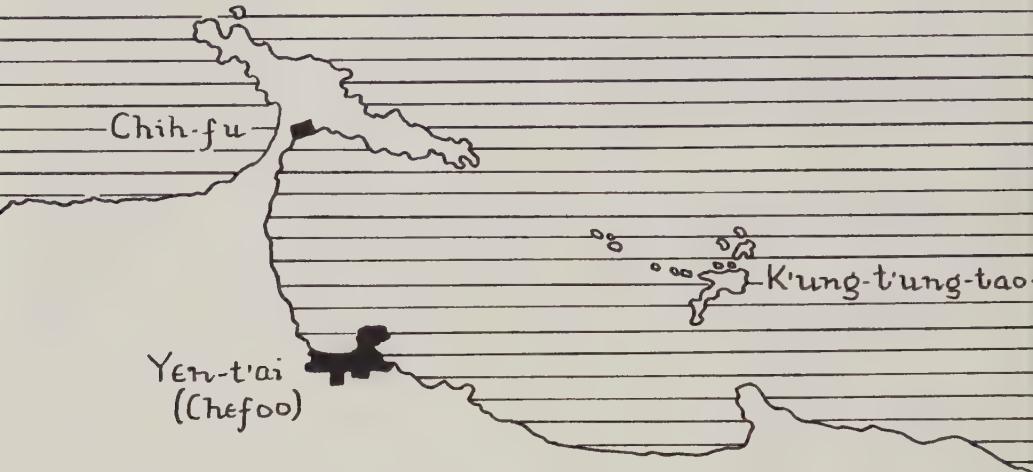


Chih-fu was opened to trade by a treaty signed with the British and French 26 Jun 1858 at Tientsin, but ministers returning one year later to ratify it were fired upon, which led to war. The agreement was then ratified under the Convention of Peking 1860; the island K'ung-t'ung-tao was ceded to France. The port was opened March 1862. The first proper lighthouse on the Chinese coast stood here 1867.

Foreigners were meant to settle Chih-fu but chose Yen-t'ai instead, renaming it "Chefoo". The steamer and naval port was handicapped by the lack of a railway; the development of Tsingtao with railway to Tsinan siphoned away Chefoo's inland connections. Outside trade, 38 million Tls. 1903, stagnated at the same figure or less through 1920, while Tsingtao boomed.

	1912	1920	1921	1924
Chefoo	34.4	37.8	55.6	?
Tsingtao	56.3	67.6	81.9	131.6 million Tls.

Chefoo developed as a summer resort and fleet an-



chorage; fishing port also produced silk, hair nets, bean oil; exporting farm produce, especially fruit, livestock; importing cotton, kerosene, etc. A railway link to Wei-hsien was planned but not realized.

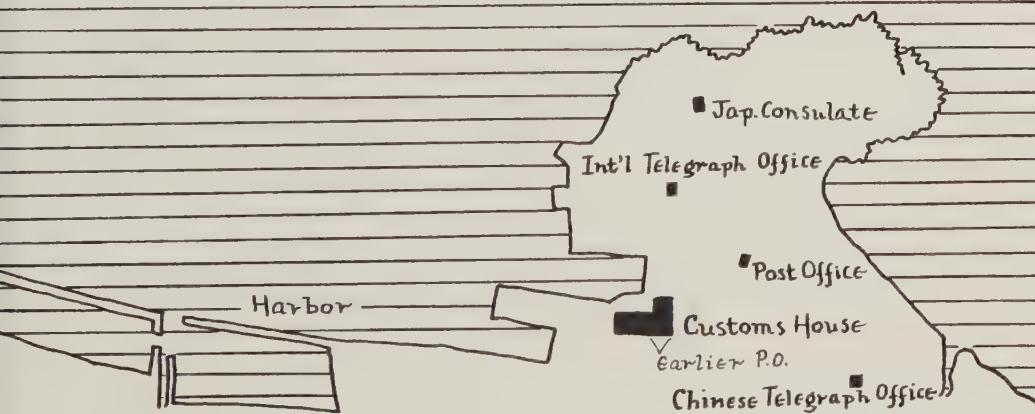
65,000 to 80,000 inhabitants, up to a thousand foreigners. A temperate climate.

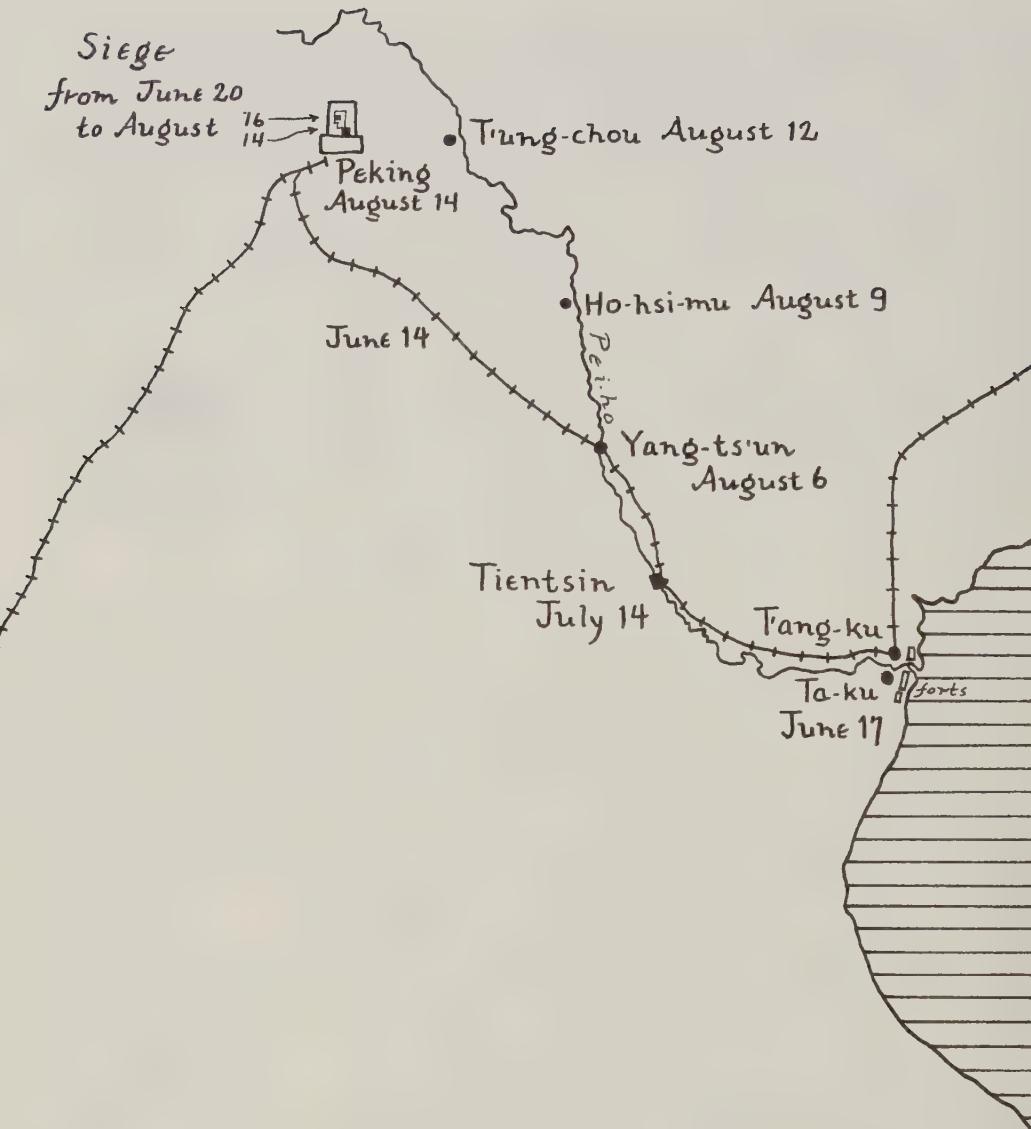
"The hills along the shore have a remarkably uniform, conical shape, resembling bonnets worn by officers." (W)

The location "Post Office" on the plan opposite indicates the site of the later Chinese Post Office. Chefoo had British, Russian, French, German, and Japanese post offices, all clustered about this same general location. At that time the Chinese Post Office was in the southeast corner of the complex which later became the enlarged Customs House. Besides the telegraph offices shown, Germany and Japan offered telegraph service through their post offices.

The small peninsula where the foreigners settled was regarded as a mountain. "Yen-tai-shan or Mt. Yen-tai (170 ft.), projecting into the sea, and the sea-coast from the S. foot of Yen-tai towards the E. are occupied by the foreign colony and are traversed by wide, clean streets. The shores E. of the colony make a good watering-place, while off the shore W. of the colony is the anchorage for steamers. Here are well-equipped piers, and behind them extend native streets ..." (g)

Chefoo had the advantage over other northern ports that it did not freeze up in winter, but it was laid open to the north winds. There was one boat daily to Wei-hai-wei as well as an overnight boat which reached Port Arthur and Dairen the following morning.





## Boxer Rebellion and Siege at Peking 1900

- 11 Jun Japanese Chancellor Sugiyama murdered at Peking
- 14 Jun Admiral Seymour's reinforcement train, stopped near An-ping, retreats via river, arsenal to Tientsin
- 15 Jun Tientsin under siege
- 17 Jun Allied landing parties take Ta-ku forts
- 20 Jun German Minister von Ketteler murdered at Peking; legations there (eleven countries) under siege until 14 Aug, at Pei-t'ang (cathedral) until 16 Aug
- 14 Jul Allies capture walled city, Tientsin
- 4 Aug Relief force (Gen. Gaselee) leaves Tientsin: force of 15-20,000 from eight countries, of which half Japanese, almost half Russian, British, American, with negligible units of French, Germans, Italians, Austrians, captures
- 6 Aug Yang-ts'un
- 9 Aug Ho-hsi-mu
- 12 Aug T'ung-chou
- 14 Aug Peking
- 15 Aug Empress Dowager, Emperor, Court flee to Si-an
- Aug Russia uses events as pretext to occupy Manchuria
- 28 Aug Allied victory parade, Peking
- 7 Sep 1901 Peace Treaty: 67,500,000 Pounds indemnity; Ta-ku forts to be razed ...

## Secret and Impromptu Post Offices

Normally, post offices are opened with paperwork and formalities; the military escapes these by opening field post offices.

In the Boxer Rebellion, the Japanese Army participating in the Allied Relief Force should have opened field post offices. Instead, they opened sub-offices of the Tientsin (civilian) Post Office but without the formalities. In this way, these offices could continue handling mail after their military function had ended, but there is no official record of their existence.

Such offices were:

Tientsin Kyoryūchi  
- Hsin-ch'eng  
T'ang-ku  
Ta-ku  
Yang-ts'un  
Ho-hsi-mu  
T'ung-chou  
Peking  
- Consulate  
- Ch'eng-pei  
Shan-hai-kuan

Five subordinate offices in China were evidently secret or surreptitious. Although no record can be found of their existence, various evidence (especially cancels or covers) indicates they did exist. These five are:

Ch'in-huang-tao  
Luan-chou  
Nanking Hsia-kuan  
I-ch'ang  
Amoy Chwi-seng-keng

Simple geographical convenience seems to have motivated the Nanking and Amoy offices, for which cancels are known; of the others little is known.

(Tangku)

T'ang-ku  
Prov. Chih-li

塘沽

also: Tongku

1. S of Tientsin  
2. T'ang-ku PO

3 Jul 1900-11 Jan 1901  
12 Jan 1901-31 Dec 1922

Known cancels:

1. L/326a  
2. L/220\*★ TONGKU 225 226 TANGKU

There is a discrepancy here, as type L/326a cancels clearly indicating T'ang-ku as a sub-office of Tientsin, but dated Jan and Sep 1902, are shown in b.

T'ang-ku, town of over 2500 at the mouth of the river Pei-ho, north bank, on the railway to Tientsin (27 miles, by boat 34 miles). Burned 1900. Garrison for foreign troops 1902.



Landing port, iced up in winter. Designated in 1910 agreement between China and Japan as sea mail port for Manchurian post. The Japanese Post Office was "among the larger buildings".(g)

大沽

(Taku)  
Jap. Tāku

Ta-ku  
Prov. Chih-li

S of Tientsin

5 Jul 1900-11 Jan 1901

Known cancels:

L/220★ 326a

Ta-ku was a fortified point at the mouth of the river Pei-ho on the south bank, "noticeable as the spot where the first interview between the Chinese and English plenipotentiaries was held, in August, 1840."(W) The location made Ta-ku a focal point of repeated battles between European and Chinese forces 1858-60. The forts were occupied 1900 and as part of the Boxer Rebellion settlement subsequently razed.



"With the exception of salt-manufacture and the fishery interests, there are few industrial enterprises. The fish caught are nearly all conveyed to Tientsin and there consumed. Salt mounds and windmills in the neighborhood attest to the prosperity of the salt industry."(J)

The town had over 7000 inhabitants. Tientsin, 37 miles.

Ta-ku shows that the Tientsin sub-offices were using the L/220★ I.J.P.O. cancel; see also the note on the next page under Yang-ts'un.

(Yangtsun)

Yang-ts'un  
Prov. Chih-li

楊村

S of Tientsin

10 Sep 1900-17 Jul 1901

Known cancels:

L/220★ 326a

A card shown in b, page 14, containing both cancels, proves they were being used simultaneously, even though one says "I.J.P.O." and the other "shutchōjo" or sub-office. In other words, a L/220★ I.J.P.O. cancel does not demonstrate a place was a Post Office at a given date.

A town 17 miles northwest of Tientsin where the railway crossed the river Pei-ho; the blocked bridge here prevented Seymour's retreat in 1900. Yang-ts'un fell to the Allies 6 Aug 1900.



Jap. Ho-si-wu

Ho-hsi-mu  
Prov. Chih-li

河西務

S of Tientsin

12 Sep 1900-10 Jan 1901

Known cancels:

L/326a

This town on the Pei-ho between Yang-ts'un and T'ung-chou fell to the Allies on 9 Aug 1900. The first known cancel was reported in d, Mar 1978, p. 2.

通州

(Tungchow)

T'ung-chou  
Prov. Chih-li

1. S of Tientsin then	22 Sep 1900-30 Apr 1901,
2. S of Peking (per K; b says: S of Tientsin	1 May 1901-30 Jun 1901. 15 Sep 1900- 7 Sep 1901)

Known cancels:

L/220★

The cancel L/326a, probably used here, could if found help establish the actual period of postal operations.

Town on river Pei-ho and port for Peking, 12 miles west, to which it was linked by canal, elevated stone road, and eventual railway.



"The city of Tung chau presents a dilapidated appearance amidst all its business and trade, and its population depends on the transit of goods for their chief support. The streets are paved, the largest of them having raised footpaths on their sides. The houses indicate a prosperous community. A single pagoda towers nearly 200 feet above them, and forms a waymark for miles across the country. Tung chau is only 100 feet above the sea, from which it is distant 120 miles in a direct line; consequently, its liability to floods is a serious drawback to its permanent prosperity."(W)

Bypassed by the new Tientsin-Peking railway 1897, then bombarded 1900, T'ung-chou lost its former importance. It was the last town to fall to the Allies, on 12 Aug 1900, en route Peking.

Peking  
Jap. Pekin

(Pei-ching)  
Prov. Chih-li

北京

also: Shun-t'ien-fu (順天府), Peiping

- |   |                          |
|---|--------------------------|
| 1. S of Tientsin<br>became                          | 27 Aug 1900-21 Sep 1900, |
| 2. Peking PO<br>(per d, b; K says:<br>S of Tientsin | 22 Sep 1900-31 Dec 1922. |
|   | 22 Sep 1900-19 Mar 1901) |

Peking Sub-offices:

- |  |                         |
|--|-------------------------|
| 3. Consulate 公使館                               | 1 Aug 1901-30 Aug 1901  |
| 4. Ch'eng-pei 城北<br>(K gives 3.<br>moved to 4. | Jul 1901-18 Sep 1901    |
|  | 1 May 1901-30 Jun 1901, |
|  | 1 Jul 1901-18 Sep 1901) |

Known cancels:

- 1.
2. L/71 102 220★ 225 226 326  
      330i 331 Commemorative
- 3.
4. L/326a

Note: L/220★ is known for Feb 1901.

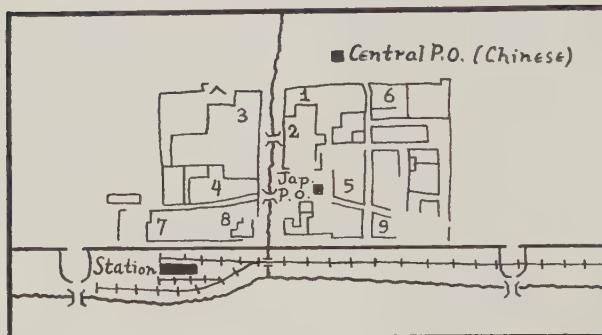
Peking, old city first made capital by Kublai Khan 1264, which, after a short interruption, it remained from 1411, with legation quarter set up for Russians 1689, expanded 1861, besieged 1900, relieved by foreign troops 14 Aug 1900. Population 600,000 to 800,000; 1922 930,000 including 5000 foreign of which 3500 Japanese.



Although Peking had historical, cultural, political, and diplomatic importance, it stood second to Tientsin in commercial, military, and postal importance.

The climate is dry with wind and dust, extremes

*Peking Legation Quarter*  
~ Showing walls, not streets ~



*Legations*

1	Italian	4	Russian	7	Dutch
2	Japanese	5	French	8	American
3	British	6	Austrian	9	German

from 104° to zero Fahrenheit. "The little snow that descends remains only two or three days on the ground, and is blown away rather than melted; no one associates white with winter, but snow is earnestly prayed for as a purifier against diphtheria and fevers. The winds from the Plateau cause the barometer and thermometer to fall, but the sky is clear. In the spring, as the heat increases, the winds raise the dust and sand over the country; some of these sand-storms extend even to Shanghai, carrying millions of tons of soil from their original place."(W)

The Japanese Post Office, like all foreign offices, was in the Legation Quarter, although in a different building from the legation. The 1910 agreement between Japan and China specifies this location as well. No cancels are known for the Consulate Sub-office.

"Ch'eng-pei" means a "north" part of the "city".

(Shanhaikwan)

Shan-hai-kuan  
Prov. Chih-li

山海關

1. S of Tientsin                    21 Dec 1900-                    1909  
2. Shan-hai-kuan PO                1909-31 Dec 1922

Known cancels:

1. L/71 220★★ 225  
2. L/226 330i 339b

The unusual L/71 (Tientsin Shan-hai-kuan S) cancel shown in b, p. 131, most likely date 10 Oct 1900, throws a crimp into the unanimously given opening date above. The 1909 date is given by K. The L/339b cancel, in b, is 9 Jul 1909.

Shan-hai-kuan, coastal city of 30-80,000 at the east end of the Great Wall, halfway between Mukden and Peking, each about 260 miles distant. Manchuria begins north of here. Historical barrier and fortress against the north. The Great Wall is over two thousand years old.



Shan-hai-kuan was occupied by foreign troops 1900 and again 1911. The railway station was near Nan-kuan, "a sort of overflow city"(f) filling the half mile between the station and the south gate. The British, French, Italians, and Japanese occupied various forts here; that occupied by the Japanese was closest to the station. Their post office was in Nan-kuan, where they also had inns and stores.

The Germans had a post office here 1901-02.



秦皇島

Ch'in-huang-tao  
Prov. Chih-li

also: Ts'in-wang-tao, Chinwangtao

Receiving Office

1914-

1922

Known cancels:

Only ice-free port in North China, five miles south of Shan-hai-kuan, further enhanced by deep water. Population 5000. "The place is dreary and unattractive, as it consists of a rocky elevation ending in a sandy beach, though trees diversify the scene." (g)

Nominally opened by Chinese announcement 5 Apr 1898; foreign marines landed 1900, built piers; port actually opened 1901. The major export was coal, but also coolies for South African gold mines. Trade fluctuated between 8 and 20 million Tls., reached 22.4 millions in 1921.

Evidently a secret post office, about which little is known. No known cancels to date.

(Lanchow)

Luan-chou  
Prov. Chih-li

深州

also: Lan-hsien 縣

Receiving Office?

Known cancels:

Presumably there was secret postal activity here as at Ch'in-huang-tao. Luan-chou, town with junk traffic on the river Luan-ho 56 miles southwest of Ch'in-huang-

tao; Peking 199, Mukden 321 miles. Famous for red carp, of interest to us because of large nearby coal mine organized by the Chinese 1878, sold to the British 1900, merged with the Kai-p'ing mines under the Kai-lan Mining Administration, with seat and export harbor at Ch'in-huang-tao, 1912. This organization had mines at T'ang-shan as well as Kai-p'ing and Luan-chou.

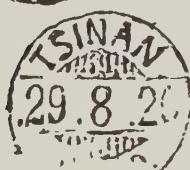
Output of the company and predecessors was

1899 750,000

1917 3,176,469

1920 4,201,888 tons.

# Shan-tung Province

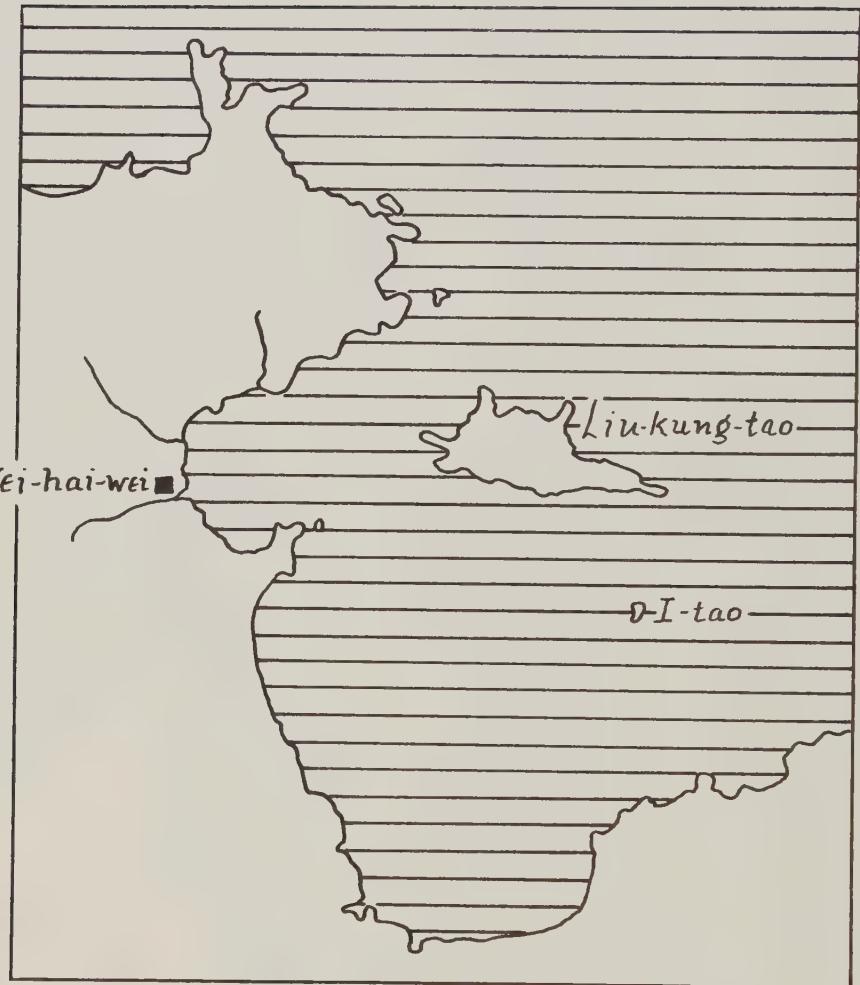


Mentsin

Dairen

2 SEP 1914 • Lung-kou 龍口 Lung-kou  
Wei-hai-wei 12 FEB 1895 • Chefoo 廈口 Chefoo  
Tieh-shan  
Chang-ts'un  
Chou-ts'un  
Tsinan  
Po-shan  
Tzu-chuan  
Fang-tzu  
Wei-hsien  
Ching-chou  
Kao-hsi  
Kiao-chou  
Lai-chou 萊州  
Tsingtao 7 NOV 1914  
(Blockade 27 AUG 1914)

0 10 20 30 40 50 60 70 80 90 100



Wei-hai-wei

Prov. Shan-tung

威海衛

Jap. Ikaiei

11th Field Post Office

7 Oct 1895-

1898

Known cancels:

L/300 326

Wei-hai-wei, a harbor across from Port Arthur, was China's last naval stronghold in the Sino-Japanese War (see p. 83), where the remnants of the Northern Squadron fell with the town to the Japanese 12 Feb 1895.

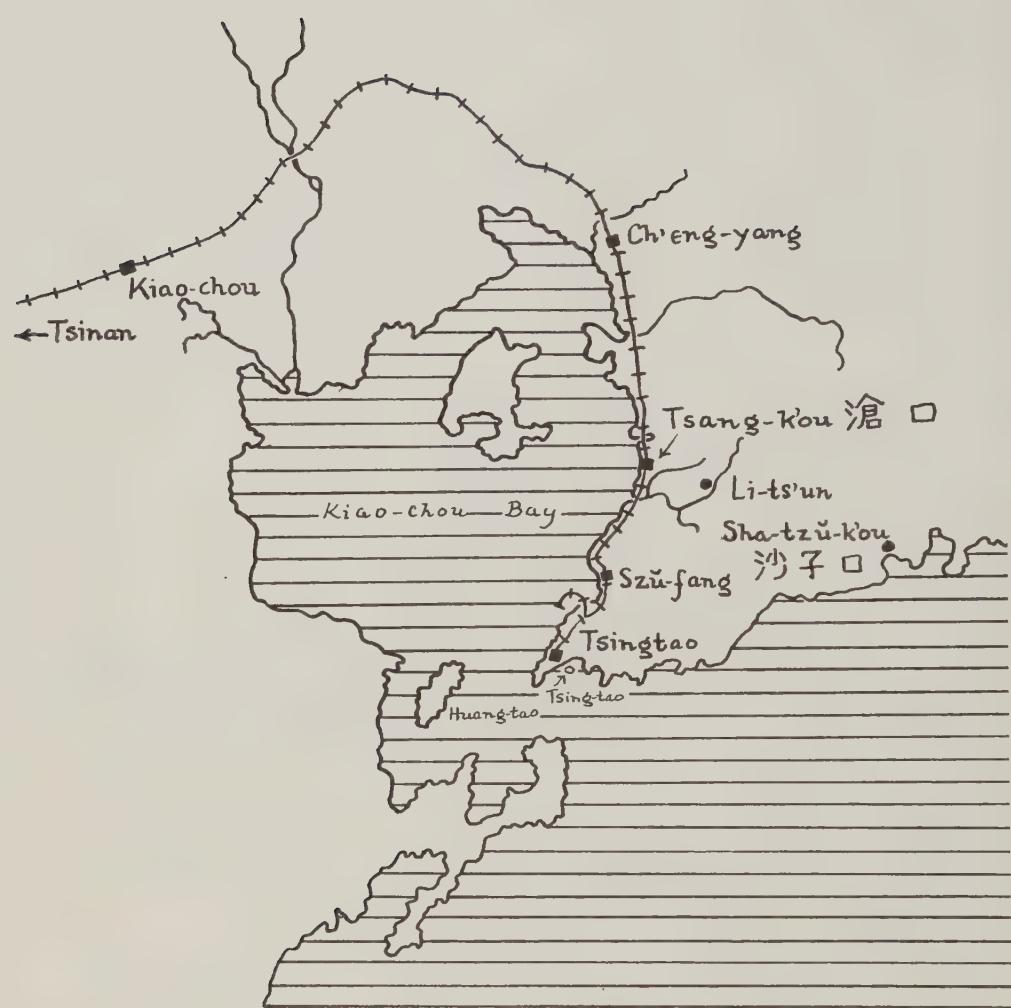
The peace treaty 17 Apr 1895 provided for Japanese occupation of Wei-hai-wei while reparation payments were outstanding; the Japanese field post office here resulted from this occupation.

Japanese troops constructed a bath house over the local hot spring, said to be efficacious against "rheumatism, gout, women's diseases, anemia, scrofula, chronic skin diseases, and disorders of the digestive organs."(J)

Later Wei-hai-wei and surroundings, an area of some 285 square miles and 150,000 souls, was leased to Great Britain (Anglo-Chinese Treaty 1 Jul 1898) "for as long as Port Arthur shall remain in the occupation of Russia." The British outlasted the Russians, returning Wei-hai-wei to China 1 Oct 1930.

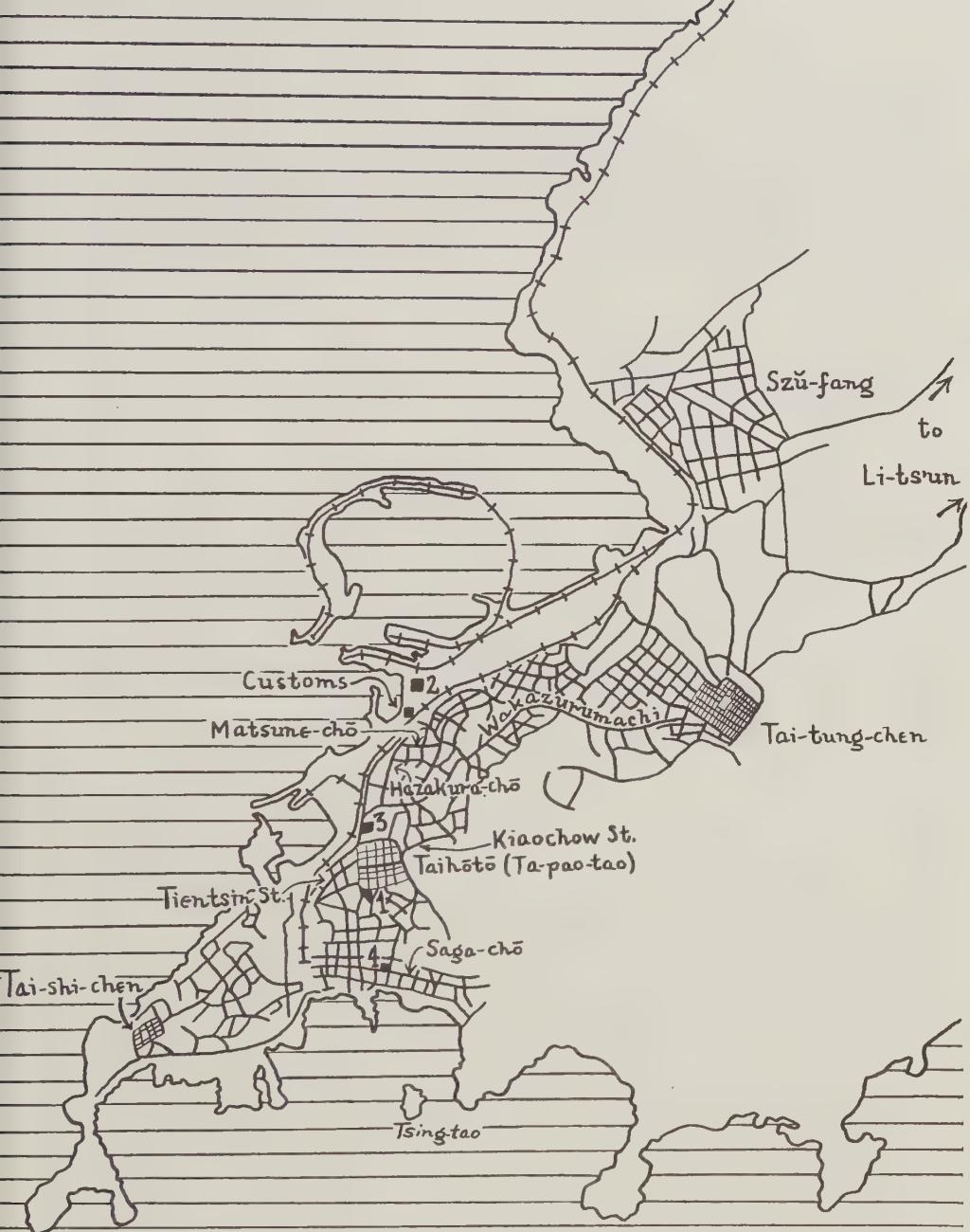
Free port, summer station of British Asiatic Squadron, also known as Port Edward. To Chefoo by steam launch 4 to 6 hours; overland by sedan chair one and a half days.

According to d, a second Japanese field post office may have existed on Liu-kung-tao (see map), but no confirming evidence is yet known.



## Post Offices in Tsingtao

- |                        |                       |
|------------------------|-----------------------|
| 1. Taihōtō 大龜島         | Wakazuru-machi 若鶴町    |
| C: Ta-pao-tao          |                       |
| 2. Futō (Dock) 埠頭      | Matsune-chō 松根町       |
| 3. Seitō (Tsingtao) 青島 | Tientsin St. 天津町      |
|                        | J: Tenshin            |
| 4. Saga-chō 佐賀町        | Kiaochow St. 膠州町      |
|                        | J: Kōshū C: Kiao-chou |
| Taikō 大港               | Tai-tung-chen 臺東鎮     |
| (at Hazakura-chō)      |                       |



青島

Tsingtao

(Ch'ing-tao)

Prov. Shan-tung

also: Seitō, Chintō (Jap.); Tsingtau (Ger.)

Post Offices

25 Nov 1914-10 Dec 1922

Known cancels (see p. 31):

L/111 225 299 308 309  
309a+330a 309b 309c  
313 330g 331

Tsingtao was unique in Japanese postal affairs in China: a city built by Germans, the only Japanese imperial conquest in China proper before 1922, with military and civilian postal affairs handled side by side. In most cases the Japanese took over existing German Shan-tung post offices.



Opening dates depended on when the Japanese occupied a place and began running the local post office. Tsingtao offered postal service for civilians from 25 Nov 1914 (cancel L/308). The Futo office was opened 2 Nov 1918. On 21 Nov 1918 FPOs in the lease zone - that is, Tsingtao area, Szü-fang, Li-ts'un, Wei-hsien, Tsinan - became ordinary civilian post offices. Others the Japanese opened without official basis outside the zone remained as FPOs until 1920 and then continued under the artificial designation "military".  
(d) The peace treaty presumably forced this adjustment, which produced a complex array of cancel types being used for what amounted to equivalent service. Japanese troops returned to Shan-tung 1928, see cancel L/313.

The place was a fishing village the Chinese began developing as a fort and naval base in March 1891, building an unfinished dock 1896-97. Germany occupied Tsingtao ostensibly in retaliation for the

murder of the German missionaries Nies and Henle, developed it into a major shipping point for inland mines reached by their railway, and following customs union with China for Chinese goods as well. Japan took over these rights after besieging Tsingtao 1914, only returned them to China in December 1922.

14 Nov 1897	Germans occupy Tsingtao
6 Mar 1898	German treaty with China: -99 year lease, 214 sq. mile area -railway rights to Tsinan -mining rights 9 miles either side of railway -30 mile radius sphere of influence
2 Sep 1898	Tsingtao declared free port
1899	harbor, railway construction begun
8 Apr 1901	railway opened Tsingtao - Kiaochow
6 Mar 1904	harbor completed and opened
1 Jun 1904	Russian ships seek refuge during Russo-Japanese War
1906	customs union with China
27 Aug 1914	Japanese naval blockade
17 Sep 1914	battle at Li-ts'un
29 Sep 1914	siege begins
7 Nov 1914	Tsingtao surrenders
Jan 1920	peace treaty gives Japan German rights in Shan-tung Province
10 Dec 1922	Japan returns everything to China

The coal mines along the railway reached a production close to 500,000 tons/year prior to 1914, raised to 600,000 under the Japanese. Tsingtao was said to be the largest peanut shipping port in the world. The railway to Tsinan and customs agreements with China opening inland Shan-tung cities to foreign trade enabled Tsingtao to replace Chefoo as the premier port of the province, second in North China only to Tientsin. It was also a summer resort especially popular with the foreigners living in China. The trade figures overleaf reflect Tsingtao's astounding growth:

1900	5.3		1910	52.7
1903	14.5		1912	56.3
1905	22.3	railway open	1919	67.3
1906	30.5		1921	81.96
1908	41.7		1924	131.6 million Tls.

Population figures are also revealing:

Year	Chinese	European + American	Japanese	Total
1902	14,905	688 + 1850*	-	15,593
1904	27,622	962 + 1850	152	28,838
1907	31,509	1484 + 1850	161	33,166
1910	34,130	1621 + 2400	167	35,989
1913	53,312	2069 + 2400	205	55,611
1920	28,791	691	17,597	47,079
1926	60,000	759	13,344	74,103

\*this figure indicates the German garrison; the totals 1904-13 include Asians who were neither Chinese nor Japanese.



#### Cancellation chart for Tsingtao and Shan-tung

The chart on the opposite page shows all known offices. Where a cancel is confirmed, I give the last digit or letter of the type for easier reading. Where the exact type is uncertain, for example in cases of fragmentary known cancels, ( ) is given at the right. Two offices that did not last, Lung-k'ou and Lai-chou, are not shown.

	111	225	299	308	309	309a	309b	309c	313	330a	330g	330h	331
Tsingtao (Seitō)	1	5	9	8	9	a	b	c	3	g		l	
-Ta-pao-tao		( )										h	
-Futo		1											
-Saga-chō		1											
-Tientsin St.												h	
-Taikō		( )											
-Wakazuru-machi										g			
-Matsune-chō										( )			
-Kiaochow St.										g			
Tai-tung-chen		( )								g	( )		
Szū-fang													
Li-ts'un		( )											
Sha-tzū-k'ou													
Tsang-k'ou													
Ch'eng-yang										g			
Kiao-chou													
Kao-mi													
Fang-tzū							b	c	3				
Wei-hsien	1	5			9								
Ch'ing-chou													
Chin-ling-chen													
Chang-tien						b		3				h	
-Po-shan						b	c						
-Chou-ts'un													
-T'ieh-shan						b							
Tsinan	1	5	9	9	a			3	a			h	

(Taitungshen)

Tai-tung-chen  
Prov. Shan-tung

臺東鎮

Post Office

Feb 1916-10 Dec 1922

Known cancels:

L/330g 330h

When the Germans took over Tsingtao 1898, they "bought up" and tore down the Chinese houses of the town; "and its inhabitants were transplanted to the suburbs of Taitungshen and Tai-shishen, which were laid out according to their requirements."(TG)

The Field Post Office here became civilian from 21 Nov 1918.

Szū-fang  
Prov. Shan-tung

四方

also: Yzu-fang; Syfang (Ger.)

Post Office

Jun 1916-10 Dec 1922

Known cancels:

Twenty minutes from Tsingtao by train, Szū-fang developed into an industrial center (major railway repair shops) employing about 25,000, and expanding grew into Tsingtao. The Field Post Office here became civilian from 21 Nov 1918.

(Litsun)

Li-ts'un  
Prov. Shan-tung

李村

Post Office

-10 Dec 1922

Known cancels:

L/111?

Inland market town of about 2000 nine miles northeast of Tsingtao, three hours by foot or one by carriage. Farming center, notable orchards, circuit court. In heavy fighting here 17 Sep 1914, the Japanese lost many men.

The Field Post Office here became civilian from 21 Nov 1918. The top half of a kanji cancel is known, which I have listed tentatively under L/111.

Kiaochow

Kiao-chou  
Prov. Shan-tung

膠州

Kiao-chou offices:

1. Kiao-chou
2. Ch'eng-yang

25 Nov 1914-10 Dec 1922  
-10 Dec 1922

Known cancels:

- 1.
2. L/330g

Kiao-chou, 45 miles (2 hours!) from Tsingtao, old port town on a hill; port Ta-pu-tou at mouth of river was an enclave in the lease zone. Among the tourist attractions singled out by g is "the execution ground (the market-place on

ordinary days)." Ch'eng-yang (城陽), a town about 25 miles from Kiao-chou or 20 from Tsing-tao, was located where an iron bridge crossed one of the many rivers falling into the bay.

These offices were among those called "military" (see p. 28).

(Fangtse)

Fang-tzū  
Prov. Shan-tung

坊子

Post Office

-10 Dec 1922

Known cancels:

L/309b 309c 313

Hamlet 140 miles from Tsinan enlivened by the discovery of coal 3 miles from the station. The Germans built the output up to 273,354 tons (1909-10), but production sank to about 120,000 tons when better coal was discovered at Hung-shan (Po-shan) and Fang-tzū equipment moved there. Coal at Fang-tzū was 40% gas-coal, there were explosions, conditions in the mountains were unfavorable. Explosion of 1907; floods 1907, 1912. The Japanese opened two new pits during the war, and production later continued at 120,000 tons. Wei-hsien is 10 miles west of here.

This post office too was called "military" (see p. 28).

Wei-hsien  
Prov. Shan-tung

潍縣

Post Office

-10 Dec 1922

Known cancels:

L/111 225 309

Commercial center of 80,000 to 100,000 on railway between Tsingtao (113 mi.) and Tsinan (130 mi.), close to Fang-tzu coal fields. Straw braid, bristle. Opened to foreign trade January 1906. Occupied by Japanese October 1914 prior to the assault on Tsingtao. The station was a half mile outside the south gate of the city.

Wei-hsien was the inland destination for a bus service from Chefoo (12 hours, 187 miles). The Field Post Office here was civilian from 21 Nov 1918.

Ch'ing-chou  
Prov. Shan-tung

青州

also: Ts'ing-chow; Tschingtschoufu (Ger.)

Post Office

Jun 1916-10 Dec 1922

Known cancels:

Former provincial capital of about 40,000 on railway between Tsingtao (150 miles) and Tsinan (95 miles). An old trade center. Products yarn, silk, cotton, wool. Railway station at northeast edge of the city. Here too the post office was called "military" (see p. 28).

張店

Chang-tien  
Prov. Shan-tung

Chang-tien offices:

- |                          |              |
|--------------------------|--------------|
| 1. Chang-tien            | -10 Dec 1922 |
| 2. Chang-tien Nr. 2      | -10 Dec 1922 |
| 3. Chang-tien Nr. 3      | -10 Dec 1922 |
| 4. Chang-tien T'ieh-shan | -10 Dec 1922 |

Nr. 2 was Po-shan (博山), Nr. 3 was Chou-ts'un (周村). T'ieh-shan (鐵山) or Iron Mountain.

Known cancels:

1. L/309b 313 330h
2. L/309b 309c
- 3.
4. L/309b

Chou-ts'un, Ger. Tschoutsun, silk center of Shan-tung, 40,000 inhabitants. Tsinan 57 mi. Opened to trade with foreign settlement Jan 1906. Station at east end of town.

Chang-tien (Tsinan 68 mi., Tsingtao 177 mi.), a town of 3000 with branch line to Po-shan (24 mi., 50,000 pop.). Coal mines at Tzu-chuan (淄川) and Po-shan put out 600,000 tons a year.

Chin-ling-chen (金嶺鎮, Tsinan 76 mi.) was the station for the T'ieh-shan iron mine, which delivered 200,000 tons yearly to the Yawata Iron Foundry, Kyushū.

These offices too were called "military" (see p. 28).

濟南

Tsinan  
Jap. Sainan

Chi-nan  
Prov. Shan-tung

Post Office

-10 Dec 1922

Known cancels:

L/111 225 299 309 309a+330a  
313 330a 330h

Inland city, provincial capital of 100,000 at the turn of the century swelling to 400,000 (with 2500 Japanese and 250 other foreign) twenty years later, not far from the modern course of the Yellow River, which gave it a link to the sea.

A city of concentric walls and spring-fed ponds.

The Chinese government voluntarily opened Tsinan to trade Jan 1906 and set up a foreign commercial district, Shang-pu, west of the city and near the railway lines, where foreign interests including those of the Japanese were concentrated. The German Post Office, which the Japanese presumably took over, was located at I-ma-lu, later Ta-ma-lu, the road running next to the railway at Shang-pu.

The railway to Tsingtao, 245 miles away, was opened 1 Jun 1904; later came the link to Tientsin 217 mi. north and Pukow (Nanking) in the south, a line begun 1908 and opened 1 Dec 1912. The two lines met at the north edge of Shang-pu, with stations vis-à-vis. Japan returned the Tsinan-Tsingtao line to China 10 Dec 1922.

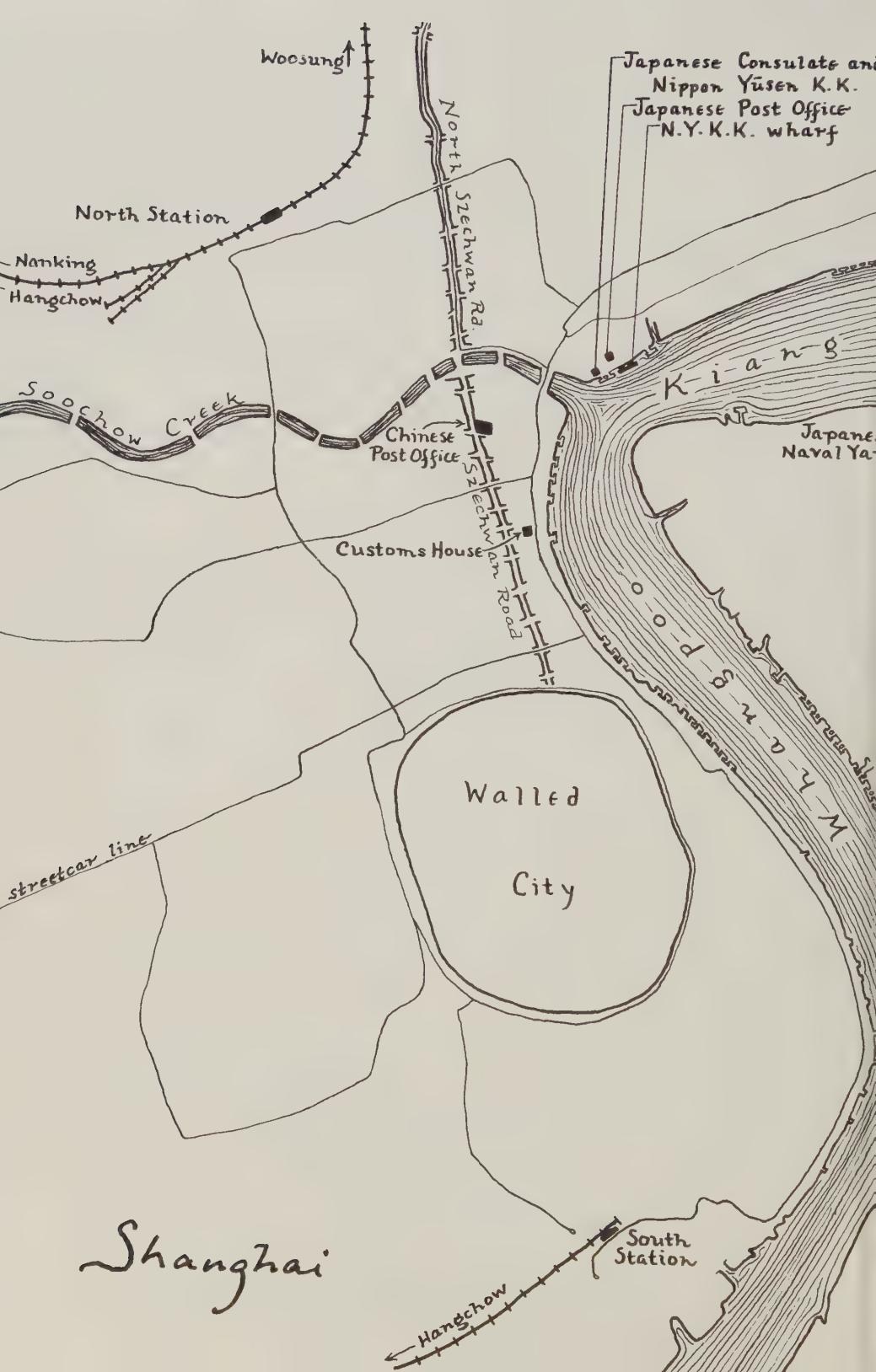
The Field Post Office here was civilian from 21 Nov 1918.



Central China







# 上海

Shanghai  
Prov. Kiangsu

(Chiang-su)

also: Shanhai (Jap.), Schanghai (Ger.)

1. Shanghai PO 15 Apr 1876-31 Dec 1922  
-interrupted by war: 16 Aug 1894-17 Aug 1895
2. North Szechwan Rd. R 3 Dec 1918-31 Dec 1922

北四川路

Known cancels:

1. L/71 102 199 202 202a 206 213  
214 216 220\* 225 226 (I.J.  
P.O) 242 251 257 330i 331  
Commemorative
2. L/226 (I.J.P.A) 330i

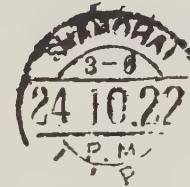
A mere anchoring place for junks, Shanghai was opened to foreign settlement, begun 17 Nov 1843, by the Opium War (Treaty of Nanking 1842), prospered when wealthy Chinese fled there for British protection during the Taiping Rebellion 1853. Although enclosing a walled city, Shanghai was essentially a foreign or international entity, the commercial capital of China. Trade growth here at the outset of the twentieth century was unparalleled:

1903	1906	1912	1920
118.8	168.7	375	577.7 million Tls.

The last figure represents about 43% of China's total trade for the year.(J)

Railway to Woosung (port, 12 miles away) built by British 1876, torn up and shipped to Formosa by Chinese government 1877, rebuilt by German engineers 1897 and opened 1 Sep 1898. Railway to Nan-king via Wusih (18 Jul 1906) from 1907 on.

A temperate climate, but hot (100°F) and humid in the summer; occasional snow in winter. The popu-



lation of greater Shanghai was estimated at two million.

population walled as of:	city	Chin.	Jap.	other frgn
14 Oct 1905	ca. 300,000	537,508	2,230	10,098
1920	?	926,575	10,500	16,300

Shanghai became a center for foreign post offices, beginning with the French. Stamps had to be surcharged "China" because exchange fluctuations made them cheaper here than in the home country. Shanghai was the first Japanese post office in China and the only one to function properly from 1876 to 1922; the first postmaster was Consul Shinagawa. After October 1892, when the steamship line Nippon Mitsubishi K.K. became the Nippon Yusen (mail ship) K.K., postal activities in China expanded.

The Japanese consulate and N.Y.K.K. were next to each other, the first at 1 North Yangtze Rd.; the American consulate - and post office - across the street; the German consulate a block away.

With regard to the receiving office, "North" was added to street names in Shanghai north of Soo-chow Creek.

#### Receiving Offices under Shanghai 1876-1883

office	opened	closed	reopened
Tientsin	20 Dec 1876	31 Mar 1883	1889, 1892
Chefoo	15 Jan 1877	"	1889, 1892
Ningpo	"	"	-
Chen-chiang	"	"	1904
Hankow	"	"	1899
Kiukiang	"	"	1908 or 1909
Foochow	"	"	1901
Newchwang	"	"	1901

Most sources give these eight offices. K also lists Ch'ang-sha, which seems unlikely, as the place was first opened for trade in 1904.

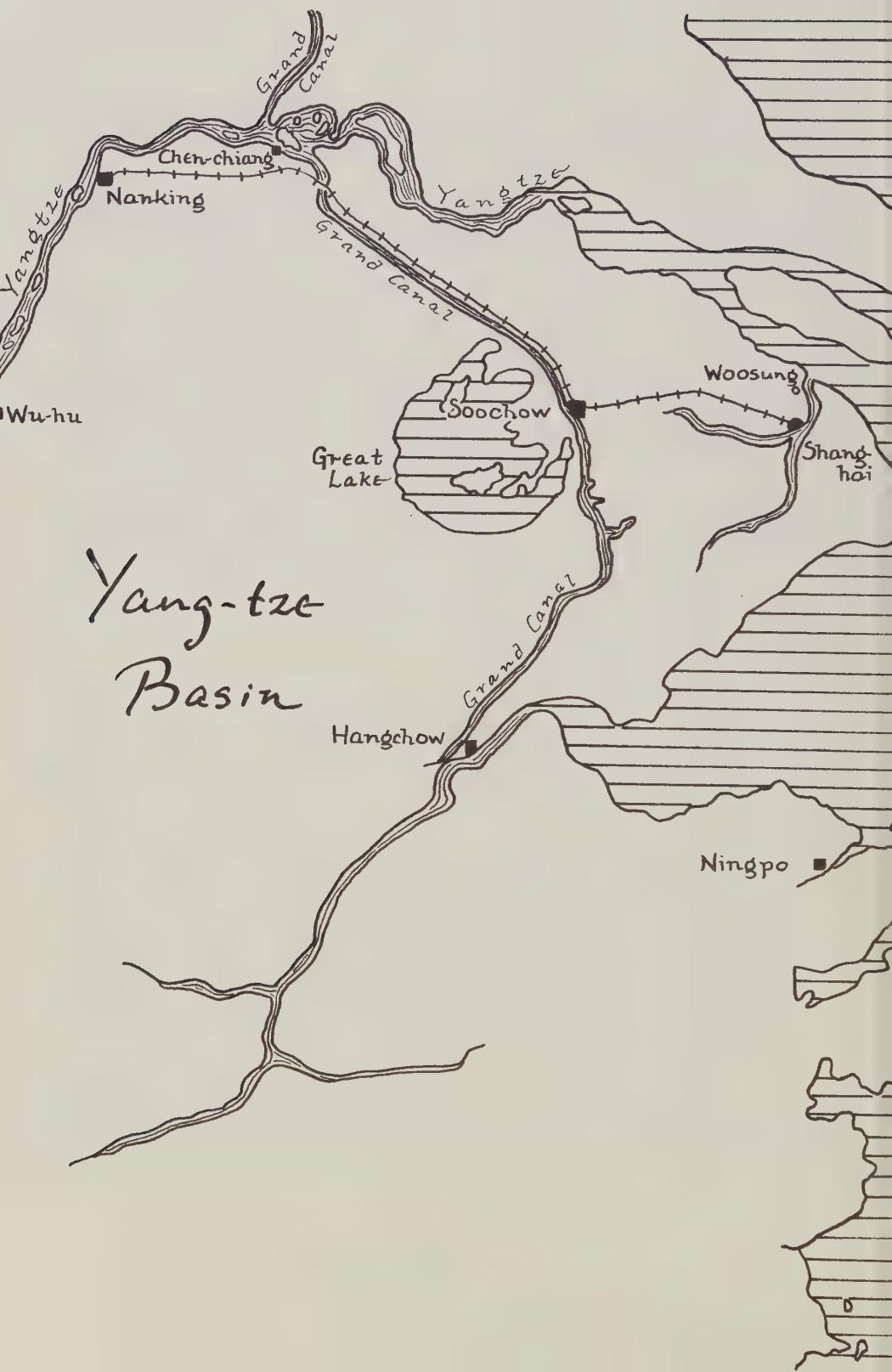
Mail from these offices was evidently forwarded to Shanghai, where stamps and cancellations were applied. A FOOCHOW cancel has been discovered on several covers, but not on their stamps, which were evidently canceled in Shanghai.

The dates of opening, as given in C, seem to be generally accepted, although JP says only that the offices were first listed in reports covering the fiscal year 1876-77, and K, b, and d offer only "1876" as opening date for them all.

As closing date for all offices - "leaving communication with these ports to the British Hong Kong postal system" (S) - K gives 20 Aug 1881 and b, d "the end of 1881", but C gives 31 Mar 1883, which I have adopted in light of the following explanation in JP27/29:

... the Postal Communications Bureau's annual report for the 12 months ending 30 June 1876 said merely that "offices in other open ports" (than Shanghai) of China would probably be established soon. The 8 are listed by name in the next annual report (for the period 1876.7.1 - 1877.6.30). We hear little more of them until 20 August 1881, when the Bureau proposed closing them (but not Shanghai) because of "losses in operations and difficulties in (obtaining) personnel." The Council of State approved this on 28 September 1881, but for reasons not yet known they were not actually closed until 31 March 1883.

With the exception of Ningpo, all these offices were eventually reopened. The list at left gives them in the order they appear in this book.



Ningpo

(Ning-p'uo)

寧波

Jap. Neiha

Prov. Chih-chiang

also: 瓜波, used when an Imperial personal name contained the other character, which was therefore suppressed.

R for Shanghai

15 Jan 1877-31 Mar 1883

No known cancels

One of five ports opened by the Nanking Treaty 1842, Ningpo slipped back as Shanghai, then Hangchow developed. Captured by rebels 1862, but the presence of foreign men-of-war prevented its destruction. The population is variously given from 260,000 to 450,000 depending whom you read.

13 miles inland from Hangchow Bay, linked to it by river, disadvantaged in summer by stifling heat and the bad quality of the water. "The thermometer ranges from 24° to 107° during the twelvemonth, and changes of 20° in the course of two hours are not unusual, rendering it the most unhealthy station along the coast." (W) Ice, and short-lived snow driven by a piercing northeast wind in winter.

120 miles from Hangchow by rail, 134 miles from Shanghai by boat. Trade figures: 22.2 million Tls. 1903, sinking steadily for several years, only reached 28.4 million by 1920.

Ningpo alone of the original Shanghai receiving offices was never reopened.



杭州

Hangchow

(Hang-chou)

Prov. Chih-chiang

also: Hanchow, Hang-hsien; Hangtschou (Ger.);  
Kōshū (Jap.)

Hangchow PO

1 Nov 1896-31 Dec 1922

Known cancels:

L/71 220\* 225 226

Onetime Sung Dynasty capital, provincial capital at the southern end of the Grand Canal from Tientsin, on the shore of the West Lake and at the head of Hangchow Bay, whose funnel shape causes a unique tidal bore: "As its wall of water approaches the city, the junks and boats prepare by turning their bows to meet it, and usually rise over its crest, 6 or 10 feet at times, without mishap."(W)

121 miles from Shanghai by rail, a population of 350,000 with very few foreigners. "The long main street extending along the Grand Canal into and through the city, thence out by the Tsientang, was, before its ruthless demolition by the Taipings in 1863, probably one of the finest streets in the whole Empire. The shops and warehouses, in point of size and stock of goods contained in them, might vie with the best in London. In population, luxury, wealth, and influence this city rivals Suchau, and for excellence of manufactures probably exceeds the latter place. Were Hangchau easily reached by sea, and had it ample harbors, it would engross the trade of the eastern coast; but furious tides (running sometimes 11 1/2 knots an hour); the bore jeopardizing passage-boats and other small crafts; sand banks and quicksands; - these present insuperable difficulties to the commerce by the ocean."(W)

Hangchow was opened to trade after the Sino-Japanese war in October 1896. Trade figures rose slowly from 15.6 million Tls. 1903 to 22.2, 1921.

The Japanese consulate was located at the north end of the lake just outside the city wall, but the Japanese Post Office was in the special Japanese concession two miles away near Wu-so, at the south end of the Grand Canal.

Soochow  
Prov. Kiangsu              (Su-chou)  
                                  (Chiang-su)

蘇州

also: Su-chou, Soutcheou, Suchau, etc.;  
Sutschou (Ger.); Soshū (Jap.)

Soochow PO

1 Nov 1896-31 Dec 1922

Known cancels:

L/220\* 225 226 326 330i 331

Ancient city and onetime capital, center for scholars and mandarins, reputed for its silk, the best rice in China, and beautiful women. Once on the Great Lake, which receded until it was 12 miles away. The city and surrounding country laced with canals over which most traffic flowed. Chinese saying: "to be happy on earth, one must be born in Suchau, live in Canton, and die in Liau-chau, for in the first are the handsomest people, in the second the most costly luxuries, and in the third the best coffins."(W)



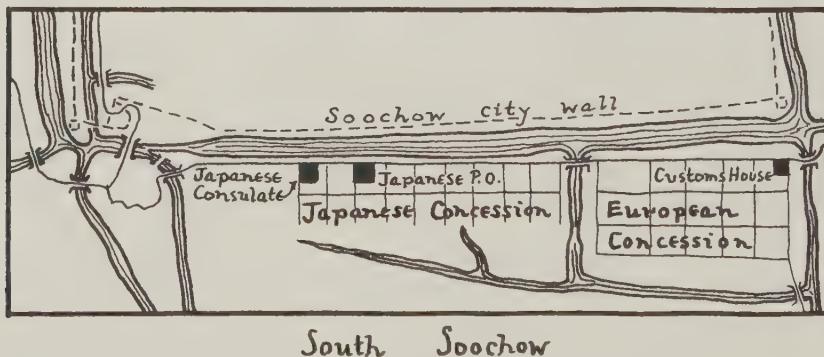
With perhaps a million people Soochow flourished until its capture by rebels 1860, who took it again and reduced it to ruins 1865. It revived; early twentieth century population is variously given as 280,000; 500,000; 700,000 - 800,000.

By rail 140 miles from Nanking, 53 miles from Shanghai. By canal, 80 miles from Shanghai.

Soochow, Hangchow, and Sha-shih were opened to trade by the peace treaty ending the Sino-Japanese War 17 Apr 1895; Cr gives the actual opening at Soochow in Sep 1896 and at the other two locations in Oct 1896. These places, as well as Chung-king, were opened by Article 6 of the treaty to "trade, residence, industries, and manufactures."(Th) The same article gave the Japanese steam navigation rights on the Yangtze between I-ch'ang and Chung-king and by river and canal from Shanghai to Soochow and Hangchow. In 1896 Sino-Japanese agreements at Peking provided for special Japanese settlements at the above cities and at Shanghai, Tientsin, Amoy, and Hankow as well (Protocol 19 Oct 1896 to the Treaty of Commerce and Navigation 21 Jul 1896).

The large, exclusive Japanese concession at Soochow was outside the south wall of the city.

Soochow's trade rose gradually from 3 million Tls. 1903 to 19.3 in 1921, but these figures do not give an accurate reflection, as much of the city's trade was handled in Shanghai and does not appear in the customs statistics.



鎮江

Prov. Kiangsu      Chen-chiang  
(Chiang-su)

also: Chenkiang, Chinkiang

1. R for Shanghai  
2. Chen-chiang R

15 Jan 1877-31 Mar 1883  
1 Feb 1904-31 Dec 1922

Known cancels:

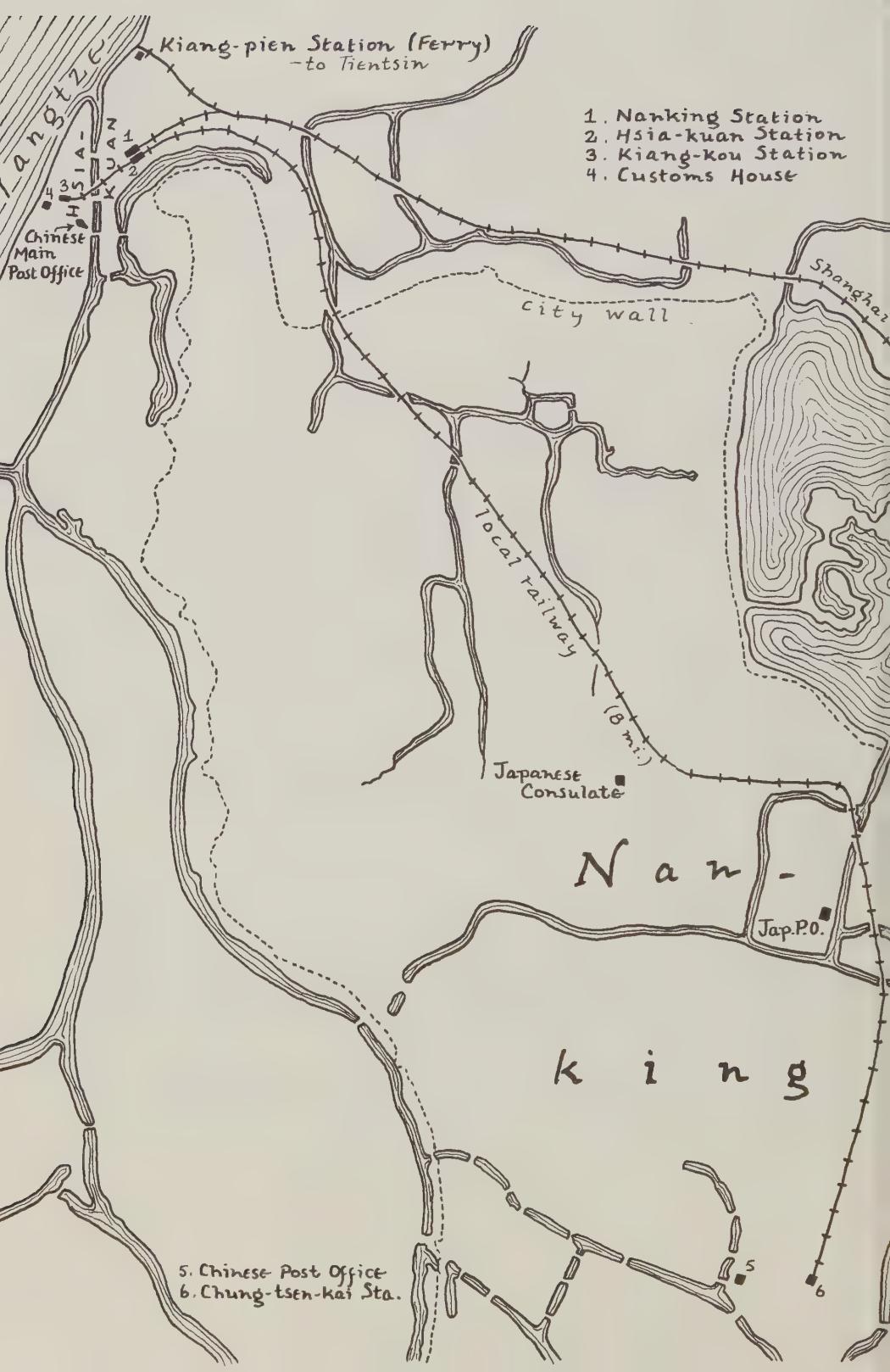
2. L/71 225 226 330i

"Its position renders it the key of the country, in respect to the transport of produce, taxes and provisions for Peking, inasmuch as when the river and canal are both blockaded, the supplies for the north and south are to a great extent intercepted."(W)

Chen-chiang's location at the point where the Grand Canal crossed the Yangtze made it a center for junk traffic and involved it in continuous military conflict. It was captured by the British at heavy Chinese cost July 1842; destroyed 1861 in fighting between the Taipings and Imperialists. It was opened to trade by treaty between Prussia and China 1861, but like Wu-hu (q.v.) it lost its importance to Nanking in the twentieth century.

"The foreign concession is splendidly situated, facing the Yangtze and lying at the N. base of Chin-shan, a hill to the W. of the city. In the concession are the British, German, French, and Austro-Hungarian consulates, and German and Japanese post-offices."(g)

Trade slipped from 34.4 million Tls. 1903 to 27.5 1921. Nanking 43 miles, Shanghai 166 miles. Population 200,000 to 300,000.



南京

Nanking (Nan-ching)  
Prov. Kiangsu (Chiang-su)  
also: Nankin (Jap.)

1. Nanking PO 10 Aug 1901-31 Dec 1922  
2. Hsia-kuan S 下關 -

Known cancels:

1. L/220★ 225 226 (NANKING) 330i  
2. L/226 (NANKING2) 330i

Ancient city, provincial capital, occasional capital of China, larger in area than Peking with the longest city walls in the country, 32-35 miles, built when Nanking was capital the end of the fourteenth century but never filled out with buildings.

Nanking was taken by the Taiping rebels 25 Feb 1853 and held by them until 1864, with resulting general destruction. It had no pure water supply (river water was filtered), what roads and drainage there had been were in ruins from the time of the Taipings until revolutionaries made Nanking their provisional capital 1911. This and the advent of the railway from Shanghai, for which the concession was granted 9 Jul 1903, and which was completed 1907, brought Nanking's commerce, previously dormant, to a commanding position in the region (trade figures overleaf). Special products porcelain, damask silk, fans.

Nanking is a short distance from the river with Hsia-kuan as its port. Its opening was provided for in the peace treaty with the French 1860 but not realized until a further agreement 1897. The Chinese apparently attempted in vain to keep the foreigners restricted to Hsia-kuan.

The Chinese had their Main Post Office at Hsia-

kuan and another post office downtown near the city station. The Germans had a post office at Hsia-kuan. The Japanese Post Office was at Tsen-hsien-kai, see the plan. The Japanese Sub-office at Hsia-kuan was surreptitious but perhaps only an unreported branch at the port for convenience.

The marshy country and hot climate were an ideal breeding ground for disease. In W, a resident claims no visitor or foreigner escaped being sick, the Europeans for at least six months to a year after arrival. "For myself, after suffering two months from a malignant fever, I had ten attacks of a malady the Chinese here call the sand, from the skin being covered with little blackish pimples, resembling grains of dust. It is prompt and violent in its progress, and corrupts the blood so rapidly that in a few minutes it stag-nates and coagulates in the veins. The best remedy the people have is to cicatrize the least fleshy parts of the body with a copper cash. The first attack I experienced rendered all my limbs insensible in two minutes, and I expected to die before I could receive extreme unction. After recovering a little, great lassitude succeeded."

Shanghai 212 miles by boat, Hankow 375 miles; railway from the opposite bank of the Yangtze to Tientsin 1912. 400,000 population with 446 foreign of which 200 Japanese.

Comparative trade figures show the trend:

	1903	1906	1920
Nanking	7.3	9.6	53.3
Chen-chiang	34.4	35.8	28.8
Wu-hu	24.5	21.99	40.1 million Tls.

(Anhwei)

Wu-hu  
Prov. An-hui

蕪湖

Wu-hu R

10 Feb 1908-31 Dec 1922

Known cancels:

L/225 226

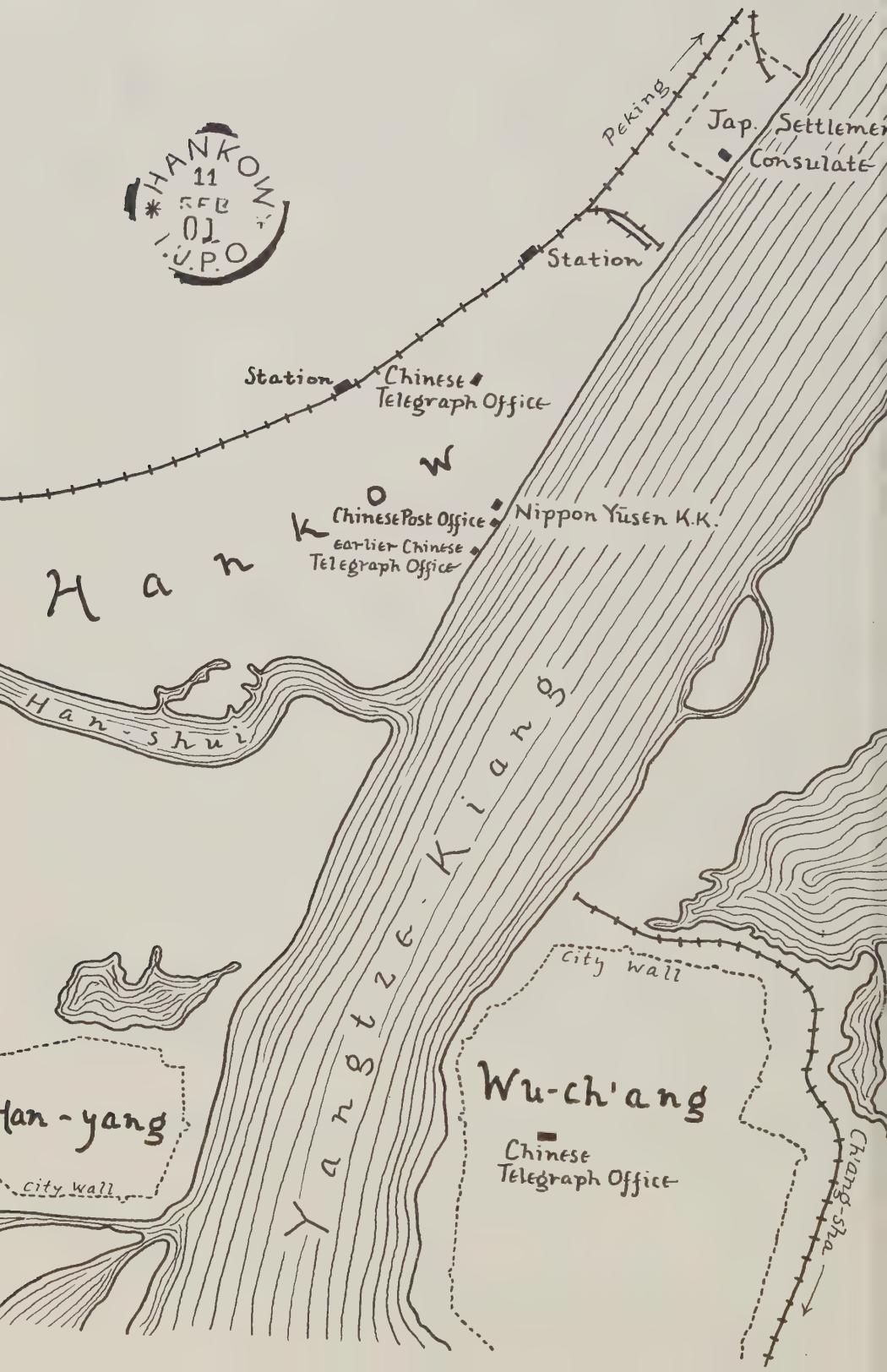
Wu-hu, located on the Yangtze 264 miles above Shanghai and about 60 miles above Nanking, had a population of over 130,000. Its chief exports were rice (10,000,000 bushels a year), cotton, tea.

It was the only treaty port in An-hui, a large inland province cut in two by the Yangtze. It was opened with three other ports including I-ch'ang by the Chefoo agreement 13 Sep 1876 which followed the murder of the British Consular Service representative Augustus R. Margary 20 Feb 1875. Actual opening was apparently 1877.

Trade in An-hui focused in the north on Chen-chiang and east of the river on Wu-hu, leaving Nanking, between these two ports, with nothing to speak of, but the changes in Nanking's situation described on page 51 enabled that city to seize the focus of activity from the other two. Without this competition, Wu-hu's trade might have grown far more than the figures on the opposite page indicate.

At the time the Japanese opened receiving offices at Wu-hu and Chen-chiang, these cities were vital trade centers, but their diminishing importance may be the reason these two offices never became full post offices.

A new foreign settlement was opened here 16 May 1905.



Hankow  
Jap. Kankō

(Han-k'ou)  
Prov. Hu-pei

漢口

1. R for Shanghai 15 Jan 1877-31 Mar 1883
2. Hankow PO 11 Sep 1899-31 Dec 1922
3. Hankow S 12 Jan 1908-31 Dec 1922  
-indicated on kanji cancels by  
Nippon Kyoryūchi until -31 Mar 1911  
Gaikoku Kyoryūchi from 1 Apr 1911-

Known cancels:

2. L/220\* 225 226 (HANKOW) 326  
330i 331
3. L/102 225 226 (HANKOW2) 330i

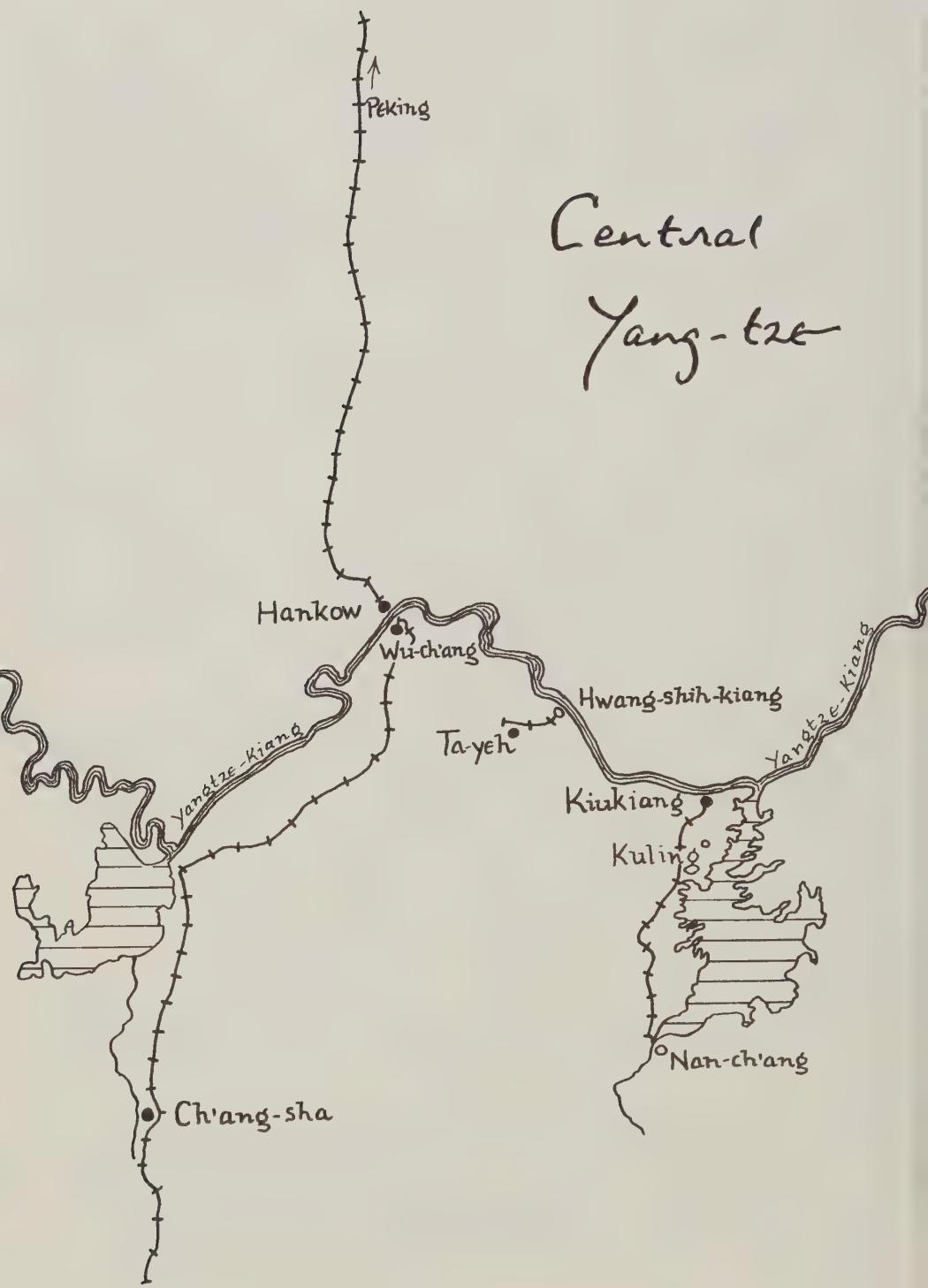
Some 600 miles from Shanghai and the sea, Hankow was opened to foreign trade by a treaty between Prussia and China 1861 and quickly eclipsed its more venerable vis-à-vis Wu-ch'ang to become the upriver commercial center of Middle China. The city was largely burned down in the revolution 1911, only to be rebuilt bigger and better within three years. The chief export was tea. Comparative trade figures for the four giants of China show Hankow's rise:

	1903	1906	1912	1920
Tientsin	68.7	112.8	104	170.5
Shanghai	118.8	168.7	375	577.7
Hankow	99.1	97.1	135	169.9
Canton	110.5	94.1	112.3	140.8 ml. Tls.

Railway connection to Peking, 754 miles, was opened 14 Nov 1905.

Japanese concession 1898, with match factory and post office. The location of the Nippon Yusen K.K. in the British concession probably explains the extra post office. Nippon Kyoryuchi (日本居留地) means Japanese settlement; Gaikoku Kyoryuchi (外国居留地) means foreign settlement.





Kiukiang

(Chiu-chiang)  
Prov. Chiang-hsi

九江

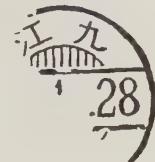
also: Kiang-chow

- |                                  |                         |
|----------------------------------|-------------------------|
| 1. R for Shanghai                | 15 Jan 1877-31 Mar 1922 |
| 2. Kiukiang R<br>-per b; K says: | 1 Mar 1909-31 Dec 1922  |
|                                  | " " 1908- " " "         |

Known cancels:

2. L/225 226 330i ?102

450 miles upstream from Shanghai, Kiukiang was the river port for the foreign summer resort in the mountains, Ku-ling (九嶺), and starting point for the Japanese-built 80 mile railway to the provincial capital, Nan-ch'ang (南昌), a city originally at the edge of the P'o-yang Lake, which receded from it. Nan-ch'ang had 300,000 to 750,000 people.



With Hankow and Foochow, Kiukiang was one of the three great Chinese tea ports. The Taipings virtually destroyed it 18 Feb 1853 in their march east along the Yangtze; it was opened to trade by the agreement with Prussia 1861. Population was 36,000 rising to 70,000. Trade gradually doubled from about 23 million Tls. at the beginning of the century to about 44 million in the 1920s.

Besides tea, Kiukiang was a port for porcelain, residence of the imperial porcelain commissioner until 1911, and a center for silversmiths. Silk, brocades, and satin in its shops; mountains rising to 4000 feet behind it.

"The foreign concession is located near the river and to the W. of the native town. The city is surrounded on the land side by a canal ..." (g)

大冶

Ta-yeh  
Prov. Hu-pei

also: Taiya, Tayê

Ta-yeh R

1 Apr 1903-31 Dec 1922

Known cancels:

L/220\* 225 226

Iron mine worked by the Chinese government located south of the Yangtze, connected to the river port Hwang-shih-kiang by a 19 mile railway. The Ta-yeh mines contained limestone and manganese mixed with 67% iron ore located near the surface, obtained by blasting, said to be superior to the ore of Germany, America, or Sweden. The estimated life of the mine was 700 years based on an annual output of a million tons. This output was purchased under contract by the Yedamitsu Iron Works, Kyūshū, Japan.

Hwang-shih-kiang (黃石滬), about 530 miles up-river from Shanghai, had 6000 inhabitants and was the site of a cement works. Its main function was to serve as the outlet for the Ta-yeh mine.

(Woochang)

Wu-ch'ang  
Prov. Hu-peh

武昌

also: Wuchang (Ger.)

Wu-ch'ang R

1 Dec 1903-31 Dec 1922

Known cancels:

L/71 225 339b

Provincial capital of 400,000 to 500,000 across the river from Hankow (see the plan p. 54). The Yangtze is two miles wide here, with level variations throughout the year, depending on the season, as great as 45 feet.

"Wuchang is the residence of the provincial officers, the Manchu garrison, and a literary population of influence, while the working part depends mostly in Hankow for employment. Its walls are over twelve miles in circuit, inclosing more vacant than occupied surface, whose flatness is relieved by a range of low hills that extend beyond Hanyang on the other side of the river. The narrow streets are noisome from the offal, and in summer are sources of malaria, as the drainage is bad."(W)

The city fell to the Taiping rebels 23 Dec 1852.



# 長沙

Ch'ang-sha  
Prov. Hu-nan

also: Tschangscha (Ger.), Chōsha (Jap.)

1. Ch'ang-sha R	1 Nov 1904-15 Oct 1905 became
2. Ch'ang-sha PO	16 Oct 1905-31 Dec 1922

Known cancels:

1. L/71
2. L/220★ 225 226 330i 331

Ch'ang-sha, inland provincial capital with clean streets, an unusual characteristic in the China of that time, withstood the siege of the Taipings 18 Sep - 1 Dec 1852 and was the home of men later instrumental in suppressing that rebellion. It was linked to Hankow by steamship (211 miles) and by rail (220 miles). A commercial treaty with Great Britain 5 Sep 1902 provided for its opening to trade, which took place in 1904. Trade figures, starting at nil in 1903, rose steadily to 33 million Tls. by 1920.

1903	-
1904	2.8
1906	5.2
1912	22.-
1920	33.-

The city had a population of 500,000. The Japanese consulate was on the river beyond the north-west corner of the city wall.

The postal history and cancels of Ch'ang-sha are so similar to those of Swatow that I am tempted to believe the cancel L/220★ must also exist.

沙市

Sha-shih  
Prov. Hu-pei

also: Shasi, Shashe, Shashi, Sha-tou, King-sha

Sha-shih PO

1 Nov 1896-31 Dec 1922

Known cancels:

L/220\* 225 226 326 330i

A city of 90,000 contiguous with the older and larger city (300,000) King-chou (荆州), which had been a capital in the sixth century B.C. The younger town, Sha-shih, first prospered as a port under the Tang Dynasty (seventh and eighth centuries A.D.). During the Taiping Rebellion, when junk traffic on the Yangtze was blocked below this point, it prospered once again.

Sha-shih was opened to foreign trade in October 1896 after the Sino-Japanese War. Its outside trade was not spectacular:

1903	2.4
1906	1.5
1920	7.6 million Tls.

Its importance was not commercial but as a strategic upriver point. Shanghai 890, Hankow 300 miles downriver; I-ch'ang 83 miles up.

"Near the pier are the Japanese consulate and post-office and the maritime custom-house."(g)

宜昌

I-ch'ang  
Prov. Hu-pei

also: I-ling; Gishō (Jap.)

I-ch'ang S

?1 Apr 1911-31 Dec 1922

Known cancels:

I-ch'ang is at the gateway to the Yangtze rapids and gorges a thousand miles from the sea and some 370 miles (4 days) upriver from Hankow; large vessels cannot proceed beyond here. It had the advantage over Sha-shih that an island protected it from the current for about 8 months in the year, except in the flood season. It was also spared the ravages of the Taipings.

Like Wu-hu, I-ch'ang was opened to trade by the Chefoo agreement 1876. Further, the treaty ending the Sino-Japanese War gave Japan "steam navigation for vessels under Japanese flag on the Upper Yangtzu River from Ichang to Chungking." (Th)

Population 40,000 to 50,000 with only about 30 foreigners and no foreign hotel. I-ch'ang was looted by local troops 30 Nov 1920, foreign property being spared by a payment of \$60,000 and the arrival of the H.M.S. Gnat.

Trade fluctuated at low levels:

1903	3.1	1906	4.7
1904	2.9	1920	9.1
1905	3.2	1921	4.3 million Tls.

The postal sub-office here was supposedly secret and reporting to the post office at Sha-shih. No cancels are known.

## Blank Page

As this page was otherwise destined to be blank (to the undoubted relief of many a reader), I shall add a note on town names. Writing down the names of these Chinese towns, Chinese and Japanese people would use the same characters, but in conversation they would pronounce them differently. Sometimes this difference is not so great (An-tung, Antō), but in other cases (I-ch'ang, Gishō) it is. Even a Japanese, however, writing out these place names westernized (as in the Official Guides to China), would use the Chinese pronunciation as his basis.

In this book I give the Chinese names of towns, adding the Japanese pronunciation for certain more prominent places. In Manchuria the subject is complicated by the Manchu name (Mukden, Feng-t'ien, Hōten); in the foreign-built cities (Harbin, Tsingtao, Dairen), the foreign name dominated. Japanese installations and streets in Manchuria retain their purely Japanese names.

A special problem is caused by the character 城 Chinese, ch'eng, walled town; Japanese, shiro or jō, citadel - virtually equivalent, and in China, where the towns were walled, the equivalent of City (New York City). Where this character is part of the proper name, Feng-huang-ch'eng, the argument for the Chinese pronunciation is clear. The Japanese would add it to a post office name (#59 Ch'ang-ch'un-ch'eng, p. 92) to distinguish the office in the old town from one in their new town by the railroad. But when they added "in the city" (城内) to the town name, K'ai-yüan 城内 p. 126, I have written the suffix out as the Japanese would say it, -jō-nai, for here it is no longer part of the town name but just a direction signal in the language of the people running the Japanese post office.

South China





福州

Foochow

(Fu-chou)  
Prov. Fu-chien

also: Hokchiu; Futschou (Ger.); Fukushū (Jap.)

1. R for Shanghai

15 Jan 1877-31 Mar 1883

2. Foochow PO

1 Apr 1901-31 Dec 1922

Known cancels:

1. L/206a

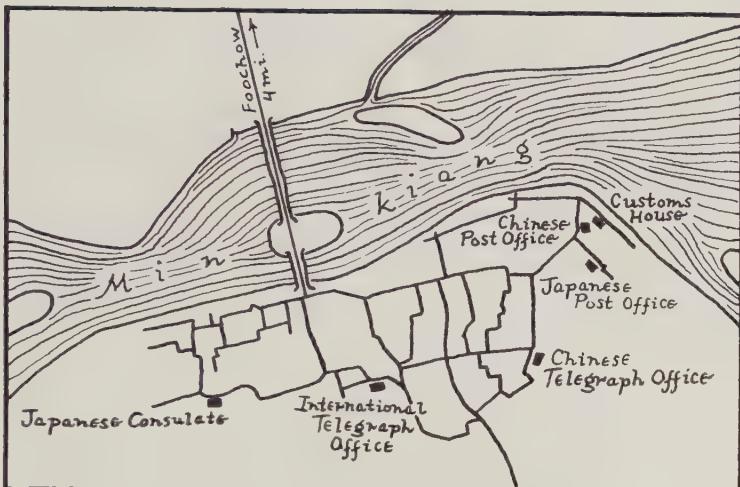
2. L/220★ 225 226 330i

Provincial capital of 624,000 to 800,000 with about 200 Japanese, whose opening to trade was originally provided for by the Nanking Treaty 1842; actually opened 1861.



The city was poorly situated for commerce 34 miles upriver from the coast and unreachable by large ships. As mountains blocked all land transport, junks and small steamers were the sole link to the outside. Streets so rough only sedan chairs could be used, so filthy hundreds died daily in summer of cholera, bubonic plague. Fine tea and oysters, but such poor soil rice had to be imported. A military and literary center, the home of expectant officials.

"The city lies in a plain, surrounded by hills, forming a natural and most magnificent amphitheatre of vast dimensions, whose fertility emulates and adds to its beauty. Suburbs extend from the walls three miles to the banks, and stretch along on both sides the stream. They are connected with each other, and a small islet in the river, by a stone bridge built in the eleventh century. ... Though vastly larger than Ningpo, the number of temples and substantial private residences in Fuh-chau is much less, and as a whole it is not so well built. The streets are full of abominations, for which the people seem to care very little. ...

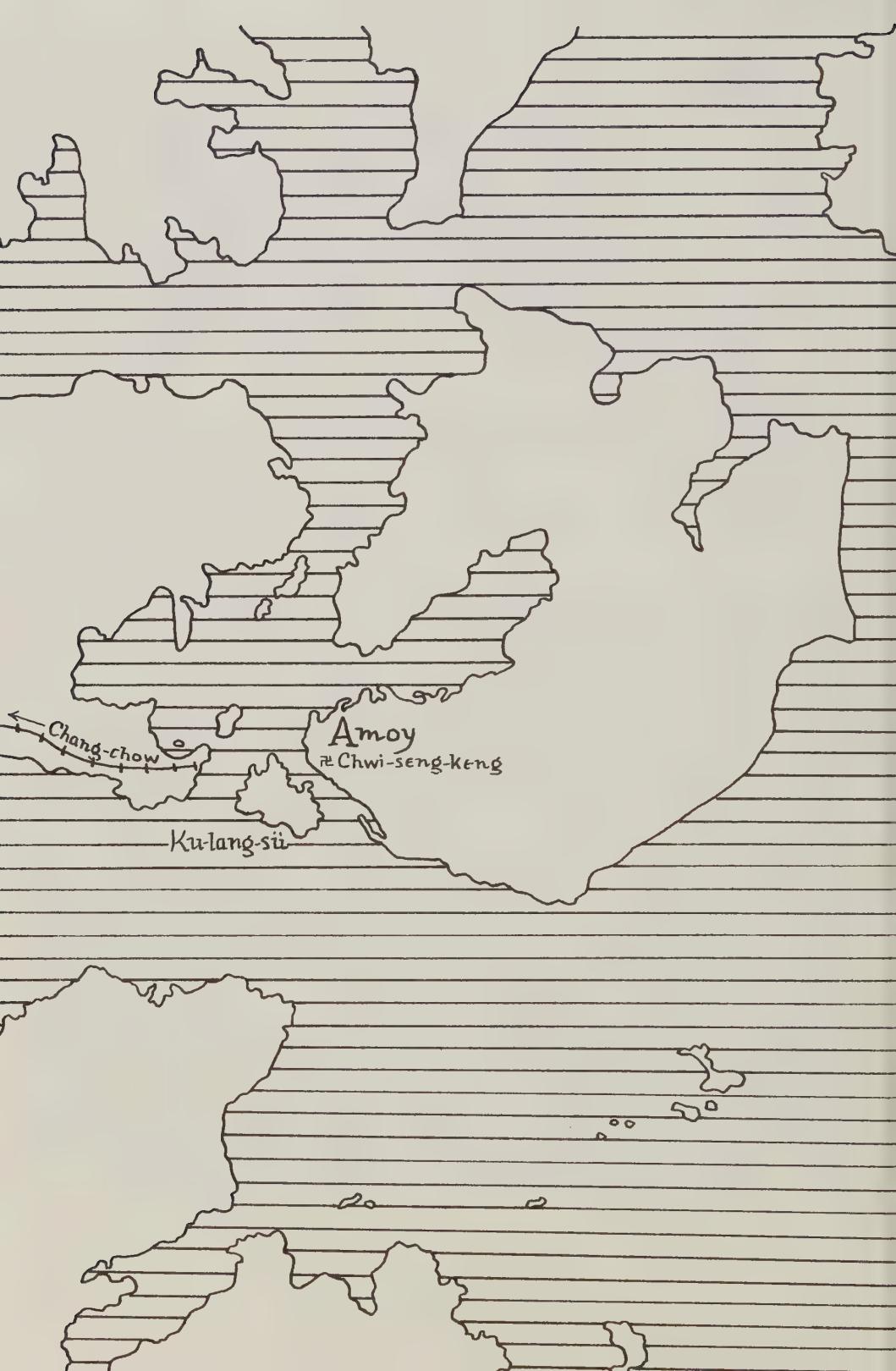


### Nang-tai

The citizens of Fuhchau bear the character of a reserved, proud, rather turbulent people, unlike the polite, affable natives further north. They are better educated, however, and plume themselves on never having been conquered by foreigners. Their dialect is harsh, contrasting strongly with the nasal tones of the patois of Amoy, and the mellifluous sounds heard at Ningpo. ... There is also a general lack of courtesy between acquaintances meeting in the highway, a circumstance quite unusual in China. ... The island in the river is settled by a trading population, a great part of whom consist of sailors and boatmen."(W)

Foreigners, their consulates and post offices, were settled at Nang-tai on the river, where the Chinese had their post office and customs house. Besides the Japanese, there were British, German, and French post offices.

Foochow's trade held at about 17 million Tls. for many years, reached 25.6 in 1920, 33 million 1921.



Amoy  
Chwi-seng-keng

Ku-lang-sü

Chang-chow

# 廈門

Amoy  
Jap. Shamen

Hsia-men  
Prov. Fu-chien

1. Amoy PO 1 Sep 1898-31 Dec 1922  
2. Chwi-seng-keng S 水仙宮 -

Known cancels:

1. L/220\* 225 226 326 330i 331  
2. L/226 (AMOY2) 330i

"Amoy is the best known port in the province, and 150 years ago was the seat of a large foreign commerce."

(W) Opened to foreign trade by the Nanking Treaty 1842, blessed with a fine harbor and delightful climate, summer heat tempered by the monsoon and free of the winter frosts to the north, Amoy nevertheless lost its trading position as the 19th century ended.

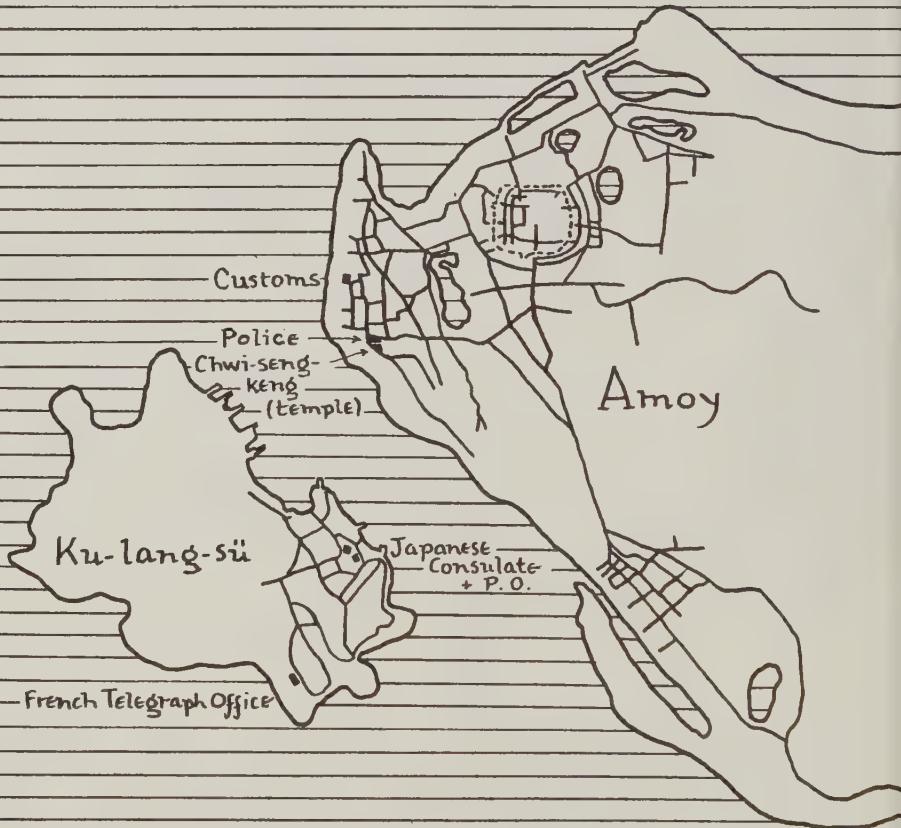


The loss of Taiwan to Japan 1895 eliminated Amoy as processor of that island's tea, and the indifference of local growers, who marketed any leaf that would sell and were soon planting rows of sweet potatoes between their tea bushes, led to the extinction of Amoy's own once fine tea.

Export figures:

1872	65,800 piculs tea
1897	12,127
1898	10,528
1900	-0-

Among local products (including mainland Fu-chien Province): sugar, tobacco, grapefruit (Yu-a), iron kettles, brick, stone - and people. An emigration port, Amoy sent off as many as 90,000 people a year. Negative trade was offset by the money sent home by 2,500,000 Amoyese abroad. The unusual dialect gave the world words like "tea" (茶) and "junk" (船).



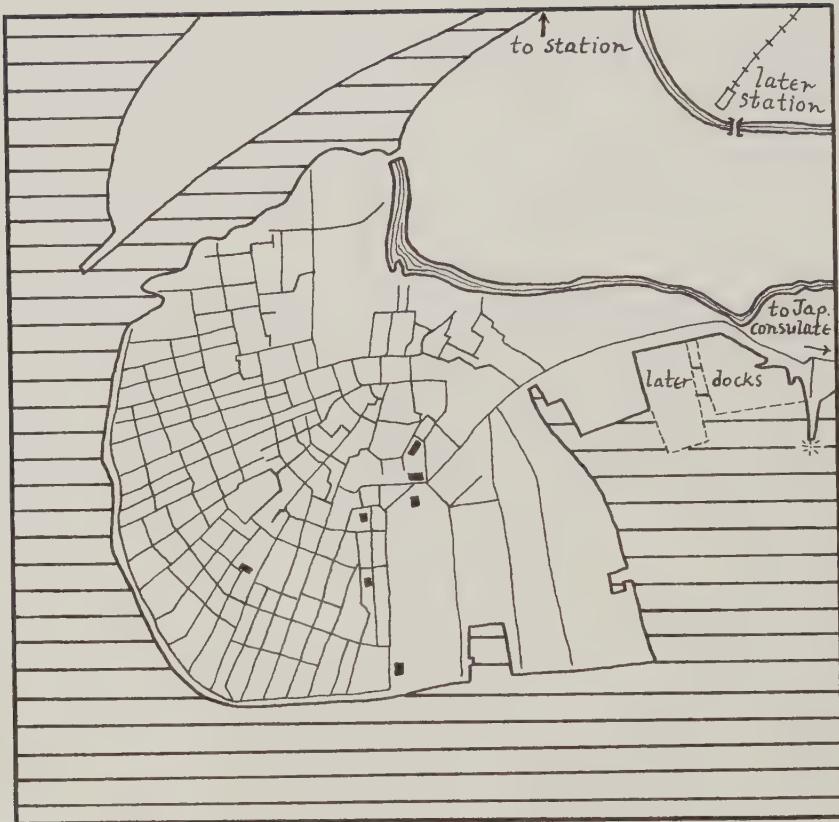
Overall trade figures show 17 to 18 million Tls. in the early years of the century; 22.3 in 1920 (export 3.8, import 18.5); 30.9 million 1921.

The city, with a fortress in its center, population 114,000 to 150,000, stands at the landward end of a large island containing many other villages and about 100,000 more people. "The streets of Amoy, laid out on hillsides of various shapes, are steep, narrow, and irregular, and are available only for sedan chairs."(J)

The Japanese had an exclusive concession on the coast of Amoy Island, granted under the Peking Protocol 1896, described on p. 48, but their consulate was in the international concession which was established on the smaller island Ku-lang-sü 1903. This must explain the need for two post offices. Japanese, British, French, and German post offices were all on Ku-lang-sü. The Japanese needed postal service here to provide a link from Taiwan to the Chinese mainland.

Chwi-seng-keng, for which there are various spellings such as Sui-hsien-kong and Shui-hsien-kung, was an area around a temple of the same name on the main island. Police headquarters was nearby. The Chinese Customs House was on the Bund in the British concession. The Japanese concession mentioned above was in this area. The Chwi-seng-keng Sub-office was unreported (see p. 12).





## Swatow

- ◆ Japanese Post Office
- Customs House
- Chinese Post Office
- Norwegian Post Office
- Chinese Telegraph Office
- British Branch Post Office
- Customs House Agency

Swatow (Shan-t'ou)  
Jap. Suwato Prov. Kuang-tung

汕頭

also: Swat'eu, Shant'eu, Shantou; Swatau (Ger.)

1. Swatow R 1 Oct 1904-12 Feb 1905  
became  
2. Swatow PO 13 Feb 1905-31 Dec 1922

Known cancels:

1. L/71  
2. L/220★★ 225 226 330i 331

According to J, foreigners involved in opium trade here took up kidnapping coolies for sale abroad, which aroused such hatred the foreigners were kept out for many years. Like Chefoo, Swatow was opened to foreign trade by the 26 Jun 1858 treaty with the British and French at Tientsin, whose ratification led to war and eventually took place at Peking 1860. The establishment of a British consulate 1861 and new conciliatory attitude eventually led to foreigners and Chinese living side by side on good terms throughout the city.



Swatow had 60,000 inhabitants; it was another emigration point, with 100,000 leaving but 80,000 returning each year. Unlike Amoy its trade grew steadily, showing 43-49 million Tls. in the early years of the century; 59.1 in 1912; 63.8 in 1920; 82.1 in 1921. A staple product was sugar. The climate is subtropical. Sea distances: Amoy 130, Canton 259, Foochow 303 miles.

The Japanese Post Office was centrally located near the Customs House, Chinese Post Office, and Polo Ground. There were British, German, Norwegian post offices. The Japanese consulate was in Kia-lat quite far east of the main city.

# 廣東

Canton

Kuang-tung  
Prov. Kuang-tung

also: Kwang-chow(-fu); Kanton (Jap., Ger.)

Canton PO

15 Dec 1906-31 Dec 1922

Known cancels:

L/220★ 225 226 330i 331  
Commemorative

Provincial capital of about one million, chief southern port and site of foreign trade long before the first treaty ports, which diminished the status Canton had enjoyed since the sixteenth century. Opening was provided for in the Nanking Treaty 1842, but the Chinese refused to open the city.

Up to this time foreigners had lived in a western part of the city known as Shih-san Hang or "Thirteen Hongs". The area was tightly crowded. "The shops and markets of the Chinese were separated from them only a few feet, and this greatly increased the danger from fire ... Fires were not unusual, which demolished portions of them; in 1822 they were completely consumed; another conflagration in 1843 destroyed two hongs and a street of shops; and in 1842, owing to a sudden riot, connected with paying the English indemnity, the British Consulate was set on fire. Finally, as if to inaugurate a new era, they were all simultaneously burned by the local authorities to drive out the British forces, in December, 1856, and every trace of this interesting spot as it existed for so long a time in the annals of foreign intercourse obliterated."(W)

The British then invaded Canton 1857, occupying it 3 years during their state of war with China. A new foreign settlement was created on the man-



made Shameen Island 1859. Foreign consulates and post offices were located there.

"Canton is the coldest place on the globe in its latitude, the only place within the tropics where snow falls near the sea-shore." (W) "A fall of snow nearly two inches deep occurred there in February, 1835, which remained on the ground three hours. Having never seen any before, the citizens hardly knew what was its proper name, some calling it falling cotton, and every one endeavoring to preserve a little for febrifuge." But the coldness and invigorating air kept Canton free of epidemic and made it a healthy place to live.

During the period of the revolution 1911-16 Canton was engulfed in the fighting of the various factions. Its trade (see p. 55) reached 165.2 million Tls. in 1921.

The southernmost and last peaceably established full Japanese post office in China; by 1906 the Chinese had their own separate postal service, resentment of the foreign service was already high.

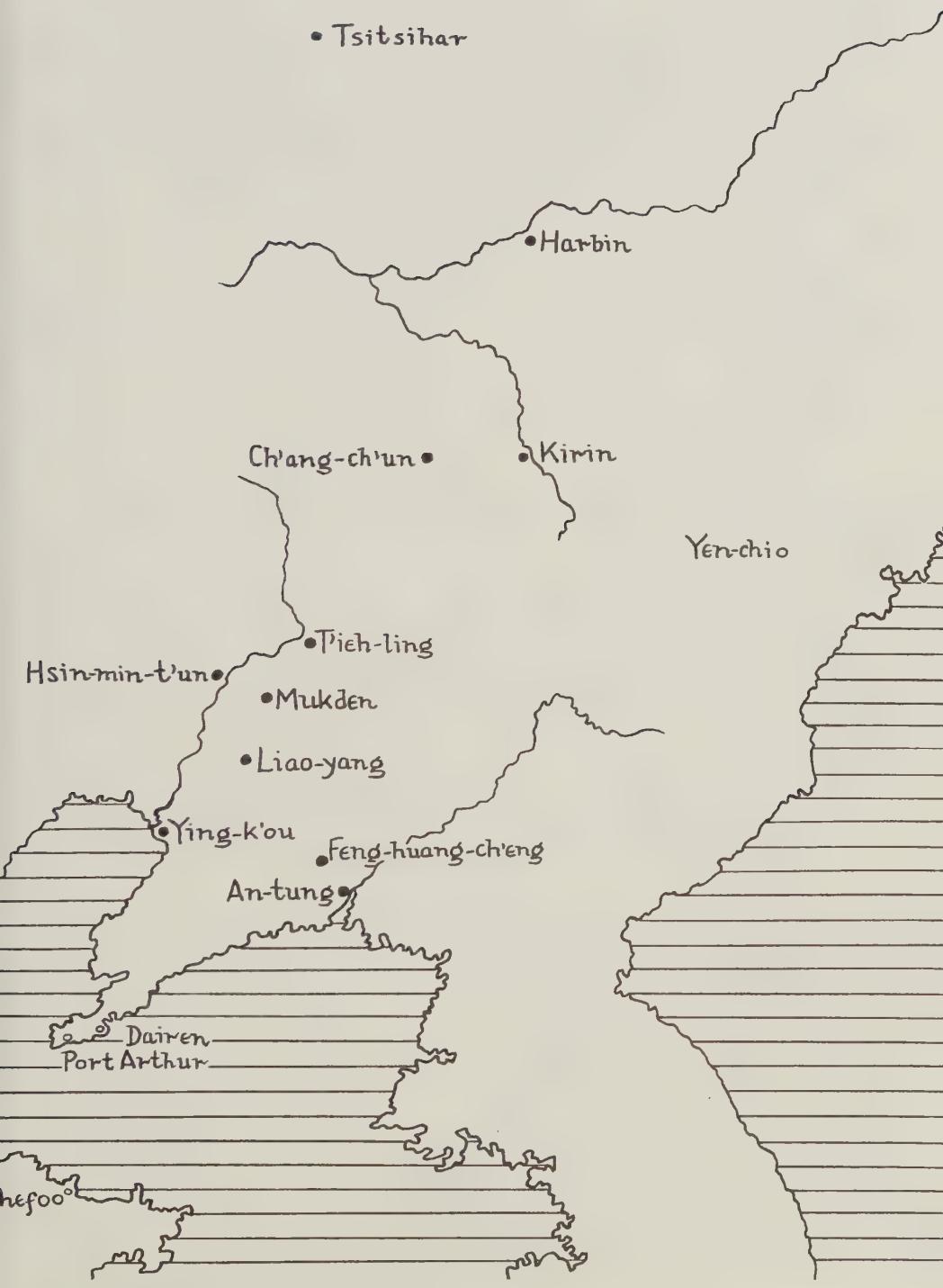


Shameen Island

- 1 German Consulate and Post Office
- 2 Japanese Consulate (below)  
Japanese Post Office (above)
- 3 Maritime Customs
- 4 Chinese Post Office

*Manchuria*





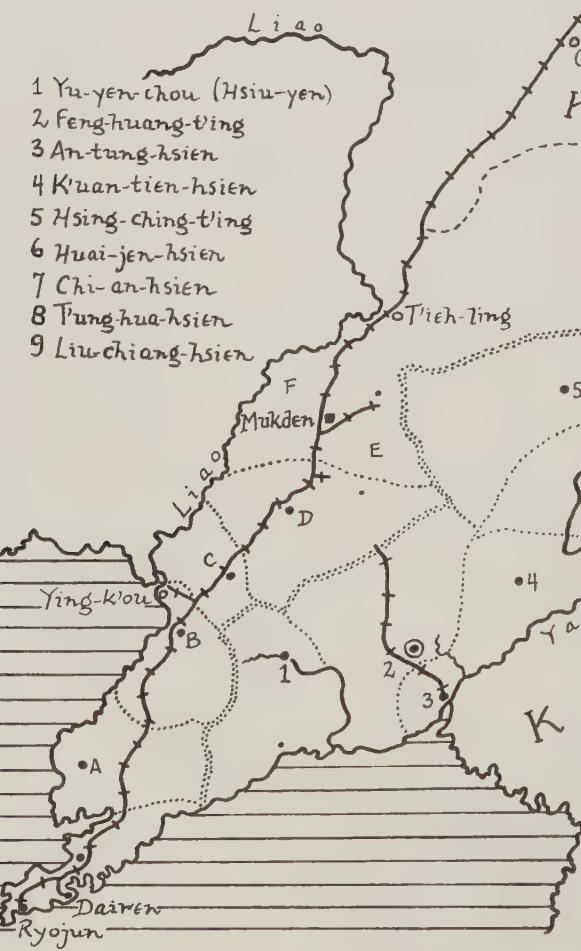
SHENG-KING 盛京 1905  
PROVINCE

LIAO-TUNG 遼東  
(A-F + 1-9)

Tung-pien 東邊  
(1-9)

Feng-huang-cheng 凤凰城

- A Fu-chou
- B Kai-ping-hsien
- C Hai-ch'eng-hsien
- D Liao-yang-chou
- E Hsing-jen-hsien
- F Ch'eng-teh-hsien



## Manchuria

was in some ways like Alaska, geographically and politically outside the central nation. China proper consisted of 18 provinces whose northern barrier was at Shan-hai-kuan; Manchuria was known as Kuan-tung, "East of the Barrier", or Tung-san-shang, "Three Eastern Provinces":

- Hei-lung-chiang
- Kirin
- Sheng-king or Feng-t'ien.

Japanese postal activity took place in Kirin and Sheng-king Provinces.

Sheng-king is divided by the Liao River into two parts: Liao-hsi, west of the river, and Liao-tung, east of the river.

The eastern part of Liao-tung, most of which ran up against Korea, was known as Tung-pien or Eastern Frontier.

The Liao-tung Peninsula was not a peninsula named Liao-tung but the peninsula in the Liao-tung district. Its edges actually run all the way from An-tung to Ying-k'ou. This was the peninsula the Japanese believed they had won in the Sino-Japanese War.

The extreme lower tip of this peninsula was leased from China by Russia 1898, a lease Japan took over after the Russo-Japanese War 1905.

"Although it is uncertain where God placed paradise, we may be sure that he chose some other country than Liautung."

-Abbé Huc, 1846.

## Japanese Post Offices in Manchuria

The first by far was Newchwang, one of the unsuccessful receiving offices for Shanghai 1877-83, reopened 1901. Newchwang was a treaty port of China proper, belonged to Japan's "China" postal system, and closed nominally with the other post offices in China the end of 1922.

Like Newchwang were other locations outside the Japanese railway zone in Manchuria, Chin-chou in western Sheng-king Province (p. 123) and Hsin-min-fu west of Mukden. These offices too closed the end of 1922.

The other history of Japan in Manchuria runs from 1894 to 1945: Japanese field post offices in the Sino-Japanese War, then in the Russo-Japanese War, converting to civilian service 1906, expanding inside the Kwantung Leased Territory and along the South Manchurian Railway through 1936. Post offices were established at railway stops and, in the more important cities where the South Manchurian Railway Co. had leased territory for development, mining, or building new towns, within such leased territory. In some cases, as at Mukden and Ch'ang-ch'un, branches were established in the old Chinese cities too.

All these offices were administered from Dairen. "The Japanese postal system in Manchuria is controlled by the Civil Administration Department of the Genl. Government of Kuantung, being placed in charge of the Communication Bureau of that department."(f) Offices in this system continued under Kwantung until 1937, then as part of Manchoukuo until 1945.

Besides the Japanese, the Russians had postal jurisdiction in their own railway zone in northern Manchuria, and the Chinese retained postal jurisdiction throughout Manchuria outside the foreign railway zones.

Sites of Japanese postal activity which do not fit the above categories were Harbin and Tsitsihar in the Russian railway zone and Kirin; see pp.111 ff. The exact nature of and authorization (if any) for their operations is not yet clear, though the railway construction project to Kirin 1907-12 and the wartime expedition to secure the Chinese Eastern Railway 1918-22 clearly influenced this activity, which ceased at all three locations without public announcement the end of 1922.

The growth of the Japanese postal network was lively. The following table shows the number of post offices by type.

	PO	S	AX	O	AY
1906	36	8	-	-	-
1911	30	13	-	10	65
1921	42	13	5	6	75
1931	43	9	-	22	149
1935	53	3	33	30	146

But for all this activity we still have only a handful of cancellations from places other than the largest cities, with only isolated examples from offices in the small towns.

The Sino-Japanese Postal Convention of 1910 stipulated that mail to China from Japanese post offices in Manchuria must also bear Chinese stamps and cancels. Only seven localities were named, for six of which (An-tung, Newchwang, Liao-yang, Mukden, T'ieh-ling, Ch'ang-ch'un, but not Ta-tung-kou, a port in the process of being eclipsed by An-tung) I have found cancels. Implied is that mail bound for China would have to be funneled through one of these places, which may have concentrated mail processing activities at these points as well. In any case these six locations produce the commonly found cancels of Manchuria together with Dairen and Port Arthur in the Kwantung Leased Territory.

In the following pages I give the locations of major interest first, then the others in geographical order. I have numbered the offices in Manchuria, except Newchwang which was administered from the China side, to enable cross reference to the list in j, pp. 161-77.

(Starting with number 1 above the black triangle on page 161, place consecutive numbers above every triangle or circle(s) until number 160 above the last circle page 177. These numbers will then coincide with those assigned the offices here.)

At the left is the number of the office; in the middle where applicable the number of its superior office.

From 1 Sep 1906 to 1 Nov 1907 all Japanese post offices in Manchuria were classified as branches (B) of the post office at Dairen. Only after 1 Nov 1907 were they considered independent entities, although they continued to be administered from Dairen in the Kwantung system. Where no final closing date for an office is given, it continued to exist at least through 1936 (indicated by ...).

Information on the following topics will be found on the pages indicated.

Sino-Japanese War	opposite
Russo-Japanese War	p. 86
"New Town"	100
Chinese Regional Organization	101
Railways	116
Short-lived Branches 1906-07	144
Wireless Telegraph Offices	163

Although there is no reason to isolate it postal-  
ly, I have separated the Kwantung Leased Terri-  
tory to keep the geographical and political dis-  
tinction clear. It is dealt with beginning on  
p. 147.

Sino-Japanese War

(1894-95)

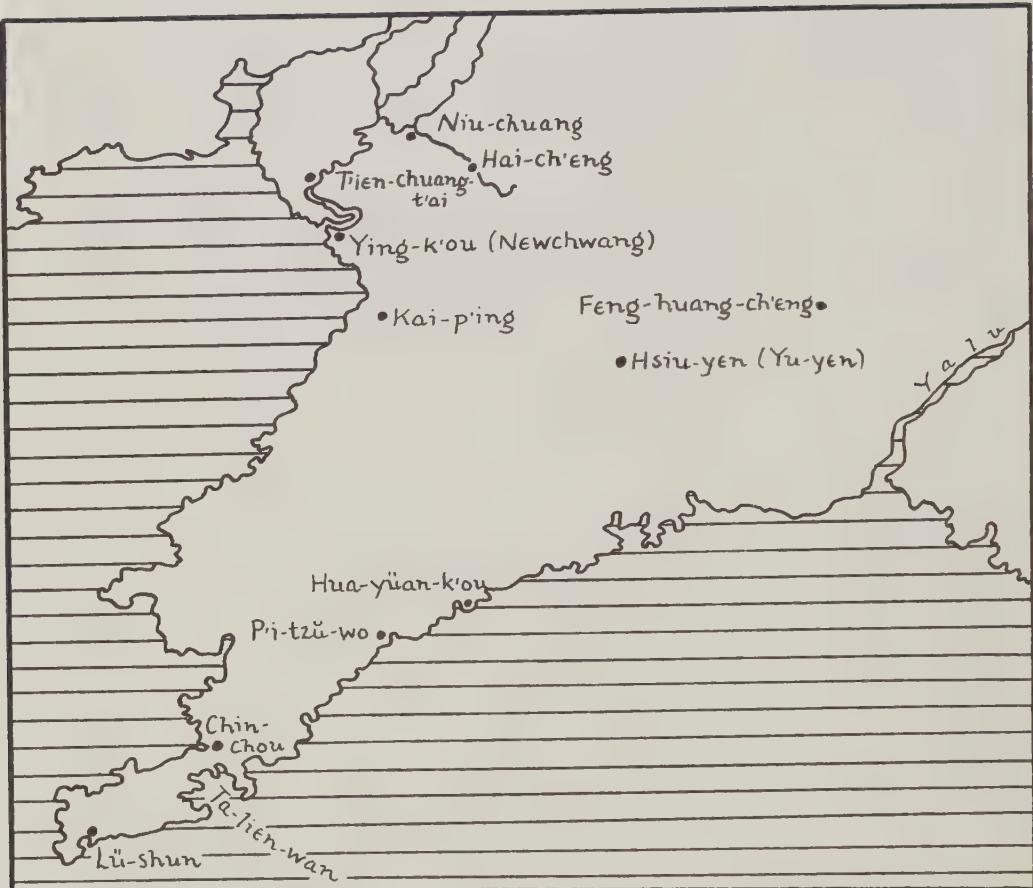
Caused by political, then military confrontation between China and Japan in Korea; incidents involving both countries in China; agitation of the military faction in Japan.

- 25 Jul 1894 Naniwa sinks British steamer Kowhsing carrying Chinese troops to Chemulpo  
29 Jul Japanese defeat Chinese at Asan Korea  
3 Aug both countries declare war  
15 Sep (1) Japanese victory at P'ing-yang\*  
17 Sep Japanese victory naval battle of Yalu or Hai-yang, 5 vessels sunk  
          (1) Japanese invade Manchuria  
30 Sep (1) -occupy Feng-huang-ch'eng T'ing  
      Nov (2) -land at P'i-tzü-wo, Hua-yüan-k'ou  
      6 Nov (2) -take Chin-chou T'ing  
      7 Nov (2) -Ta-lien-wan (Bay, later Dalny)  
18 Nov (1) -Hsiu-yen Chou  
21 Nov (2) -Lü-shun (Port Arthur)  
13 Dec (1) -Hai-ch'eng Hsien, thereafter repelling 4 Chinese counterattacks  
10 Jan 1895 -Kai-p'ing Hsien (1)  
12 Feb Wei-hai-wei and remainder of Chinese Northern Squadron fall  
4 Mar (1) Niu-chuang falls to Japanese in "the most desperate struggle in Manchuria" (H); Chinese officers cut own throats  
6 Mar (2) -Ying-k'ou (Newchwang); (1)(2) unite  
9 Mar (1+2) -T'ien-chuang-t'ai, last Chinese stand in Manchuria; Chinese retreat west; Japanese consolidate, are now in a position to threaten Peking.  
Chinese capitulate.

(1) First Army Corps

(2) Second Army Corps

\*P'ing-yang or Phyönyang, Hpyeng-yang, Pyongyang, Jap. Heijo



This map shows the geographical locations of Niu-chuang, which the Chinese intended to be the treaty port, and Ying-k'ou, which the British settled and named Newchwang, as well as locations in Manchuria which figured in the Sino-Japanese War 1894-95. This was before the railway building activity which spread through Manchuria, coming from both north and south, at the end of the century - activity for which the war between Japan and China was the first great catalyst.

- 19 Mar 1895 Chinese plenipotentiary Li Hung-chang arrives at Shimonoseki  
 24 Mar -he is shot below the left eye by Koyama Toyotarō, 26  
 17 Apr Shimonoseki or Bakan Treaty: China cedes Greater Liao-tung along line Feng-huang-ch'eng/Hai-ch'eng/Ying-k'ou to Japan; opens Sha-shih, Hang-chow, Soochow, Chung-king to trade; pays 200 million Tls.; Korea becomes independent (see also p. 48)  
 8 May Treaty ratified at Chefoo, but Russia, Germany, France intervene against the annexation ("Dreibund")  
 10 May Japanese proclamation gives in  
 8 Nov Retrocession Convention, Peking: China to pay 30 million Tls. more by 16 Nov instead, which she does  
 30 Nov Japanese begin evacuating occupied territory, finish by end of year

The consequences were far-reaching, for the intervention of the three powers, who also raised the money China had to pay, had its price: Russia obtained the railway rights through Manchuria and gradually took over the areas Japan had been forced to give up; Germany seized Kiaochow and acquired railway and mining rights in Shan-tung Province; upon which France insisted on and received equivalent rights from Tong-king into South China. China's weakness was revealed, opening the gates to all foreign powers. And ten years later Japan took her revenge for the retrocession of 1895 in the Russo-Japanese War.

Russo-Japanese War

(1904-05)

- 8 Apr 1902 Russia agrees to restore Manchuria to China, but delays doing so
- 8 Feb 1904 Japan blockades Port Arthur
- 9 Feb -midnight torpedo boat attack on Russian fleet there
- 10 Feb Tsar declares war  
Emperor declares war
- 18 Feb -field post offices in the war zone
- 21 Mar -Japanese bombard Port Arthur
- 1 May -Japanese cross Yalu
- 26 May -capture Chin-chou (Kwantung)
- 30 May -capture Dalny (later Dairen)
- 3 Aug -invest Port Arthur
- 4 Sep -take Liao-yang
- 27 Nov -assault 203 Meter Hill, Port Arthur
- 6 Dec -take 203 Meter Hill
- 1 Jan 1905 Port Arthur surrenders, Japan holds all Kwantung; Military administration 1) Kwantung; 2) Manchuria
- 10 Mar Japanese take Mukden after heavy battles; field post offices begin handling civilian mail
- 27 May Russian Baltic Fleet annihilated at Tsushima Straight
- 23 Jun Kwantung Civil Administration, Dairen
- 9 Aug Peace Conference, Portsmouth, N.H.
- 5 Sep Portsmouth Peace Treaty:  
-Japan gets free hand in Korea  
-Russia gives Japan Kwantung lease  
-Japan takes over railway south of Ch'ang-ch'un  
-railways north of Kwantung dedicated to peaceful commerce  
-Russia cedes Sakhalin south of 50°N  
-gives Japan fishing rights in Russian waters
- 21 Oct 10 Japanese field post offices offer public telegraph service

- 20 Nov Japanese close down wartime fleet postal service
- 22 Dec Treaty of Peking: China accepts the terms and changes of Portsmouth
- 31 Jul 1906 Japan takes over S. Manchurian Rwy.
- 1 Sep Army field post offices become civilian branches of Dairen Post Office
- 26 Nov S. Manchurian Rwy. Co. established
- 30 Jul 1907 Japan and Russia secretly divide Manchuria into north and south spheres of influence
- 1 Nov independent post offices in Kwantung and S. Manchurian railway zone
- 4 Jul 1910 Japan and Russia agree not to interfere in one another's zones
- 22 Aug Treaty of Korean Annexation signed
- 29 Aug -made public
- 8 Jul 1912 Japan and Russia secretly extend spheres of influence into Mongolia
- 25 May 1915 Sino-Japanese Agreement signed and effective:  
-leases of Kwantung and South Manchurian, An-tung railways now 99 years  
-Japanese may lease land and erect buildings for business in South Manchuria  
-Japanese may travel freely and conduct business in South Manchuria  
-China to open Eastern Inner Mongolia  
-revision of Kirin-Ch'ang-ch'un line loan agreement
- 3 Jul 1916 Japan and Russia secretly agree to unite against any intervening third power, valid until 14 Jul 1921
- 1 Mar 1932 Manchoukuo

Newchwang

Ying-k'ou

also: Newchuang, Niuchwang, Niu-chuang (牛莊);  
 Yingkou, Inkou, Ying-tzū; Eikō (Jap.)

## Treaty Port, or China side:

1. R for Shanghai	15 Jan 1877-31 Mar 1883
2. Newchwang PO -reopened after war	1 Aug 1901-10 Feb 1904 10 Aug 1904-31 Mar 1919
3. Shinshigai R	1 Apr 1909-31 Mar 1919

## Kwantung side:

14) Niu-chia-t'un B	1 Sep 1906- became
Niu-chia-t'un PO	1 Nov 1907-25 Jan 1911
15) Ying-k'ou B	1 Sep 1906- became
Ying-k'ou TgO	1 Nov 1907-31 Mar 1919
56) Kuan-wai S (15)	1 Sep 1906-15 May 1908
65) Shinshigai S (15)	6 Jul 1908-19 Mar 1909
70) Kyūshigai TgAY	20 Mar 1909-*1 Sep 1933
105) Newchwang PO	1 Apr 1919-31 Dec 1922
106) Shinshigai S (105)	1 Apr 1919-31 Dec 1922
Ying-k'ou PO	1 Jan 1923- ...

\*date administration transferred from Kwantung

## Notes:

2. Placed under Kwantung administration 1 Apr 1919, successor is (105); closed end of 1922 according to agreements with China.
3. Shinshigai (新市街) means New Town. If (70) succeeded (65) for telegraph service, then this office for mail. Cancels from 1912, 1915 are shown in b.
- 14) When the Japanese came, the Russian railhead at Niu-chia-t'un was the only railway station. 牛家屯 This office provided mail, telegraph, savings, and money order services. The growing Japanese New Town with station made it less important; in 1911 its telegraph facility was absorbed by (15) and its mail operation by Newchwang, and it was closed.

- 15) Telegraph and telephone service, had jurisdiction over (56)(65), was absorbed by (105) and physically succeeded by (106).
- 56) Kuan-wai (閑外), outside the gateway, as outside the Old Town on the later site of the New. Short-lived, absorbed by (15).
- 65) Another short-lived specimen evidently succeeded on the telegraph side by (70) and on the mail side by 3. Shinshigai.
- 70) Full name is Ying-k'ou Kyūshigai (舊市街, Old Town) Japanese Telegraph Agency. Evidently under (15) 1909-19, (105) 1919-22, (106) 1922-33, when telephone and telegraph administration was transferred from Kwantung.
- 105) Succeeded 2. Newchwang when it came under Kwantung; succeeded in turn by (106), according to j a name change.
- 106) Succeeded 3. Shinshigai when it came under Kwantung, then became the Ying-k'ou Post Office 1923.

Known cancels:

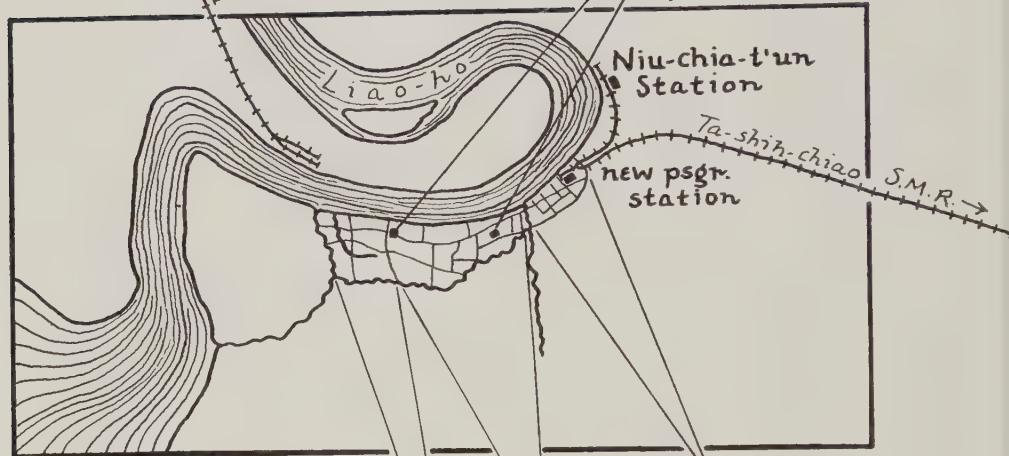
2. L/71 102 220\*★ 225 226  
 (NEWCHWANG) 326 330i 331
3. L/225 226 (NEWCHWANG 2) 330i
- 15) L/331 339b
- 70) L/331
- 106) L/225 (YINGKOW)



The fishing village Ying-tzū or Wo-péng grew into "a miserable local port frequented by rogues and outlaws." (f) A line, later a city street, passing in from the river through the temple Lao-yeh-ko separated the two local jurisdictions governing the place, Kai-chou and Hai-ch'eng; it also eventually divided Hsi, or West Ying-k'ou from Tung, or East Ying-k'ou (map overleaf).



"Many people fancy that Yingkou is simply another



name for New-chwang. But the old town of Niu-chuang stands 50 mi. farther up the river and the Niu-chuang of the Tientsin Treaty means, no doubt, this

fortified town and environs. But the shrewd English at once saw the natural advantages of Yingkou and had their consulate established here, calling it the 'New-chwang Consulate'. Other countries followed suit and thus Yingkou came to pass as a synonym for New-chwang."(f)

When the British set up their Newchwang Consulate 1860 (Niu-chuang having been opened to trade by the Tientsin Treaty 1858), East Ying-k'ou became the international settlement, while West Ying-k'ou remained Chinese. The Chinese acquiesced to the situation by establishing a customs house in East Ying-k'ou 1864 and reorganizing the split city under the Governor of Shan-hai-kuan. In 1866 Ying-k'ou became T'ing, or sub-prefecture.

The Russians built their railhead with large set-

tlement 1898 at Niu-chia-t'un farther east, then the Japanese succeeded the Russians and built a New Town between East Ying-k'ou and the railhead, to which they brought in track to a new passenger station.

Ying-k'ou was the port for the heavy river traffic coming down the Liao-ho, dealing chiefly in bean oil and bean cake. Other exports included skins, deer horn, fish, and liquor. The population, 61,000 to 74,000, grew in summer and prosperous times by 20-30,000. The port flourished initially but as the situation elsewhere in Manchuria changed its disadvantages began to show. The harbor was icebound from November to March. Import duties were levied; the ports of Dairen and Vladivostok were free. Railway rates were higher than elsewhere. The Chinese merchants were not residents but summer visitors from the South who could be expected to abandon the port if better conditions appeared somewhere else. The new railways cut into the river traffic. Trade figures peaked 1903 at 47.6 million Tls., were inflated by the war 1905 to 61.7, but stagnated at about 45 million through 1920, a level Dairen had already reached from nowhere by 1908.

In the Sino-Japanese War, the Japanese occupied Ying-k'ou 6 Mar 1895, permanently dismantled the nearby fort, carried off its guns. Ying-k'ou was in the territory China ceded to Japan after the war, but the intervention of the European powers forced its return to China (evacuation Dec 1895). Russia, having occupied Manchuria during the Boxer Rebellion, held this place from 5 Aug 1900 until late July 1904, when she was driven out by Japan. The Portsmouth Treaty 5 Sep 1905 committed both sides to withdraw troops in 18 months. China regained control of Ying-k'ou again 6 Dec 1906, but the Japanese at Dairen were already undermining its importance. Dairen 162, Port Arthur 193, Mukden 112, Ch'ang-ch'un 300, Harbin 450, Peking 472 miles.

Jap. Chō-shun

Ch'ang-ch'un

長春

also: Tschangtschun (Ger.), Yū-shih-ch'eng-tzū,  
K'uan-ch'eng-tzū (寬城子), Hsin-king

35)	K'uan-ch'eng-tzū B	1 Sep 1906-	became
	Ch'ang-ch'un B	21 Oct 1907-	"
	Ch'ang-ch'un PO	1 Nov 1907-	"
	Hsin-king PO	1 Nov 1932-	"
	Hsin-king Chūō C	1 Apr 1935-	...
59)	Ch'ang-ch'un S (35)	1 Jan 1907-	became
	C.-ch'eng S (35)	21 Oct 1907-	"
	Nihonbashi S (35)	21 Dec 1922-	"
	H. Nihonbashi PO	15 Feb 1935-	...
71)	C.-ch'eng TgAY	30 Mar 1909-*1 Sep 1933	
86)	C. Higashi S (35)	1 Sep 1910-	became
	Mikasa-chō S (35)	1 Nov 1932-	"
	H. Mikasa-chō PO	15 Feb 1935-	...
144)	H. Shiragiku-chō O	1 May 1934-	became
	H. Kōan-dōri O	1 Oct 1934-	...
148)	Hachijima-dōri S (35)	15 Oct 1933-	became
	H. Hachijima-dōri PO	15 Feb 1935-	...
153)	Kwantung Military Headquarters PO	1 Aug 1935-	...
155)	H. Nishiki-chō O	1 Nov 1935-	...
159)	H. Akebono-chō O	1 Jul 1936-	...

Outer dependencies of (35) were:

- 74) Harbin S 1907-18, see p. 111.
- 92) Tsitsihar-ch'eng S 1914-18, see p. 111.
- 99) Nung-an AX 1 Nov 1917- 1 Apr 1922

\*date administration transferred from Kwantung

Notes: C. = Ch'ang-ch'un H. = Hsin-king

- 35) The K'uan-ch'eng-tzū Branch Office, which originally provided only telegraph service, was located at Meng-chia-t'un (孟家屯). It was renamed when moved to Yokogo-gai (橫五街, Fifth Cross St.) in the Ch'ang-ch'un New Town, see plan p. 94. Hsin-king (新京) Chūō (中央).

- 59) Originally located in the Chinese city (城, -ch'eng) at Hsi-san-tao-chieh (西三道街, West Third Ave.), the same street where the Chinese Post Office was; from 1908 at Taipei-wai (大北外); 1922 at Nihonbashi-dōri (日本橋通).
- 71) Full name (長春城日本電信取扱所).
- 86) Higashi (東, East); Mikasa-chō (三笠町).
- 144) Shiragiku-cho (白菊町); Kōan-dōri (興安通).
- 148) Hachijima-dōri (八島通).
- 153) Kwantung Gunshireibu-nai (關東軍司令部內), was located at Hsin-king as if 26 Dec 1934.
- 155) Nishiki-cho (錦町).
- 159) Akebono-cho (曙町).
- 99) Nung-an (農安), a town 50 miles northwest of Ch'ang-ch'un near the frontier of Mongolia; like Ch'ang-ch'un, it had a famous horse fair. See map p. 136.

Known cancels:

- 35) L/225 (KUAN CHENG TZU) 331  
 L/106 130 225 (CHANG-CHUN etc.)  
 L/108 225 227 (HSINKING)  
 L/108 314 (Hsin-king Chūō)
- 148) L/108  
 155) L/108

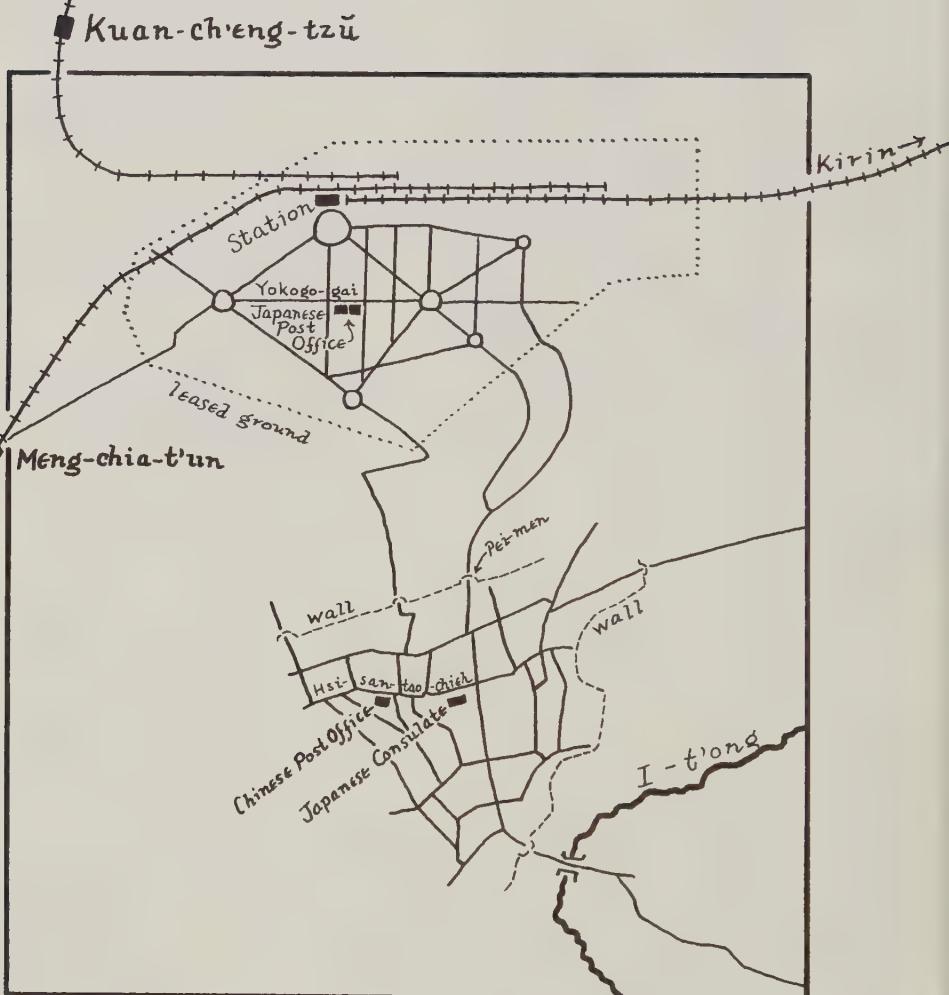
Railway: L/298 299a



The original village here was K'uanch'eng-tzū, with a local government center, Ch'ang-ch'un, 7 miles east. Having a better location, the village outgrew the local capital, so the latter was moved here 1825 and the place name changed to Ch'ang-ch'un, though both names survived.

Even at its new location, Ch'ang-ch'un remained "a mere post for overseeing the Manchus and Mongols passing to and fro on the edge of the steppe." (W) The railroad brought prosperity:





Ch'ang-ch'un

Ch'ang-ch'un became a transfer point for trade with the north and east. The Russian New Town was as large or larger than the old capital it served.

After the Russo-Japanese War the Japanese South Manchurian Railway met the northern portion of the Central Manchurian line left to Russia at K'uan-ch'eng-tzū, the official name of a point one mile north of Ch'ang-ch'un proper. There was a station there, but for convenience the Russian trains came on to the larger station at Ch'ang-ch'un, where passengers changed trains and adjusted their watches: Russian time was 23 minutes earlier. The later railway line to Kirin also began at Ch'ang-ch'un.

Ch'ang-ch'un had 120,000 to 150,000 inhabitants, several thousand Japanese, several hundred Russians. Trade chiefly in beans and wheat, with the beans accumulating throughout the winter. Famous horse fair. The old city was an odd shape, not entirely walled, on the shallow I-tung River. It was opened to Japan by treaty 1905, with the first consulate 14 Nov 1906.

Renamed Hsin-king, Ch'ang-ch'un became the capital of Manchoukuo 1932-45.

Distances: Harbin 150, Kirin 79, Dairen 436 mi.

During the first World War and in the wake of the Russian Revolution, Japan attempted to expand north through Manchuria and into Siberia. Nung-an and other annexes opened 1916-17 reflect this ambition, which was cooled by the Washington Disarmament Conference; all were closed in 1922.



Mukden  
Jap. Hōten

Feng-t'ien

奉天

also: Shen-yang (瀋陽); Sheng-king (盛京);  
Fung-t'ien-fu (奉天府); Moukden

Mukden is the Manchu name, Feng-t'ien the Chinese.  
"Fu" from 1657 on.

21)	Mukden B	1	Sep 1906-	became
	Mukden PO	1	Nov 1907-	"
	Mukden Chuō C	1	Apr 1935-	...
22)	M.-jō-nai B	1	Sep 1906-	became
	M.-jō-nai PO	1	Nov 1907-	"?
	Ta-pei-men S (21)	1	Nov 1907-31 Dec 1922	
66)	Ta-hsi-kuan S (21)	1	Aug 1908-31 Dec 1922	
67)	M.-ch'eng TgAY	16	Mar 1909-*1 Sep 1933	
88)	M. Eki S (21)	11	Jun 1911-	became
	Jūkembo S (21)	11	Oct 1915-	"
	M. Jūkembo O	1	Jul 1925-	"
	Jūkembo S (21)	21	Sep 1931-	"
	Kamo-chō S (21)	1	Nov 1932-	"
	M. Kamo-chō PO	15	Feb 1935-	...
101)	Chin-chou AX (21)	11	Nov 1917-21 Dec 1922	
109)	M. Ekimae S (21)	1	Aug 1922-	became
	M. Ekimae O	21	Mar 1925-	"
	M. Ekimae PO	1	May 1936-	...
128)	Hsin-ch'eng-tzū S (21)	21	Dec 1928-30 Apr 1936	
140)	M. Aoba-chō O	21	Sep 1931-	became
	M. Aoba-chō PO	1	Nov 1934-	...
146)	Mukden SMO	11	Jan 1934-	...
147)	M. Chiyoda-dōri O	1	Oct 1934-	...
150)	M. Hagi-machi O	1	Nov 1934-	...
151)	M. Tetsudo PO	15	Feb 1935-	...
152)	M. Ika Daigaku-nai O	1	Jul 1935-	...
156)	M. Heian-hiroba O	11	Feb 1936-	...
158)	M. Sumida-chō O	1	Jul 1936-	...

\*date administration transferred from Kwantung

Notes: M. = Mukden

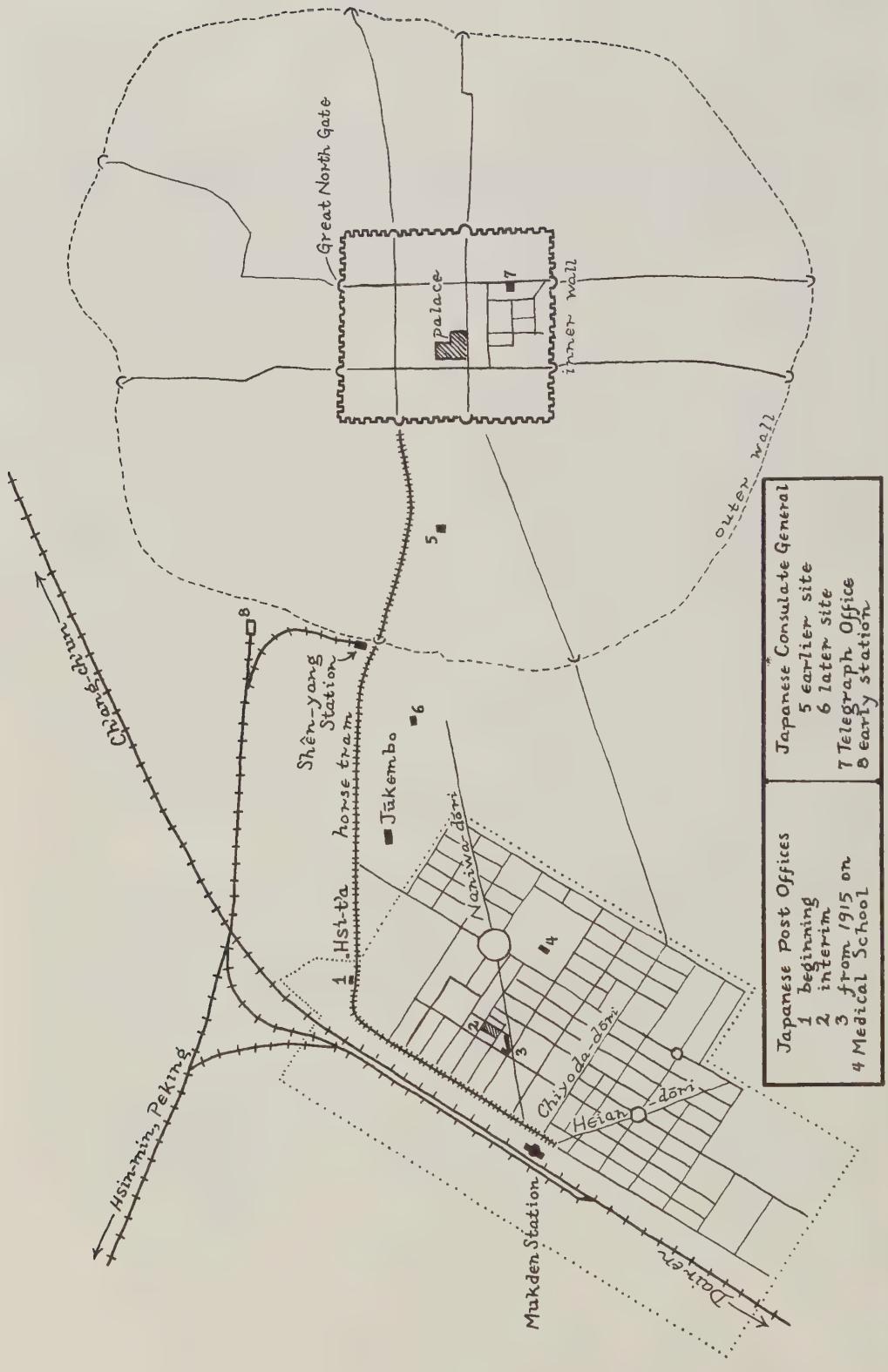
- 21) Initially near Hsi-t'a (西塔, West Tower), then from 1 Oct 1915 in the principle avenue of the New Town, Naniwa-dōri (浪速通); see plan overleaf.
- 22) In the Chinese city (城内, -jō-nai). The repeated date is as it appears in j/163. Ta-pei-men (大北門, Great North Gate) is the office given in f as "within the Great N. Gate."
- 66) Ta-hsi-kuan (大西關, Great West Gateway), that is, gate in the outer wall of the city, this office described in f as "opposite the Japanese Consulate."
- 67) Full name (奉天城日本電信取扱所).
- 88) Eki (驛, Station); Jukembo (十間房); Kamo-chō (加茂町). May account for the MOUKDEN-S cancel, though this cancel dates from Feb 1911.
- 101) Chin-chou (錦州), see p. 123.
- 109) Ekimae (驛前) in front of the station.
- 128) Hsin-ch'eng-tzū (新城子), see p. 126.
- 140) Aoba-chō (青葉町); the office appears to have succeeded (88) to the O rank Sep 1931.
- 146) Chokin-kanri-sho (貯金管理所).
- 147) Chiyoda-dōri (千代田通), see plan.
- 150) Hagi-machi (萩町).
- 151) Tetsudō (鐵道) means railway.
- 152) Ika Daigaku-nai (醫科大學內), inside the Medical School; see plan.
- 156) Heian-hiroba (平安廣場), the traffic circle on the Heian-dōri, see plan.
- 158) Sumida-chō (隅田町), Sumida as in the Sumida River, Tokyo.

Known cancels:

- 21) L/107 108 225 227 (MOUKDEN) 331  
22) L/331  
88) L/225 (MOUKDEN-S)  
109) L/107

Railway: L/297 299a





With the rise of the Manchus in the 17th century Mukden served as provisional capital until 1644 when they set themselves up at Peking; it remained Manchurian capital as well as that of Sheng-king Province.

An old city with two concentric walls, the outer one ten miles around of mud, the crenulated inner one of black brick three miles around and over thirty feet high standing "in the midst of a rich but treeless plain."(R) The city plan was like Peking only smaller, with imperial palace in the center. Burial place for the Manchu emperors. Mint. 170,000 to 300,000 inhabitants.

Occupied by the Russians 1 Oct 1900. As part of the general campaign to get Russia out of Manchuria, the United States pressed China to open Mukden, Harbin, and Ta-tung-kou to trade. After long negotiation the Chinese agreed to open Mukden and Ta-tung-kou on 8 Oct 1903, the date the 18-month deadline for Russian evacuation would be up. But the Russians did not leave, their delaying provoked the Russo-Japanese War and delayed these openings. Later, An-tung was substituted in the agreement for Ta-tung-kou. Mukden was occupied by the Japanese 10 Mar 1905 (heavy fighting nearby 19 Feb - 14 Mar 1905).

The Shen-yang Station at the outer wall was the starting point for trains to Peking; the Mukden or Fengtien Station out of sight 3 miles west of the old city was on the main line from Dairen to Harbin. "Notoriously bad streets."(f) A horse tram ran between the stations and on to the inner wall.

Rail distances in miles: Dairen 246, Harbin 339, Ch'ang-ch'un 189, An-tung 170, Peking 522.



## "New Town"

Russia's agreement with China to build a railway from Harbin to Dalny stipulated that the railway must clear all villages, towns, and cemeteries. One result, as Alexander Hosie complains, was that railway stations were often several miles away from the towns they served. From their first railway agreement with China 1896 the Russians had obtained the right to build new towns on territory they leased around or next to the stations. This right, along with the right to exploit mineral deposits along the railway, was the first great weakening of Chinese sovereignty in Manchuria.

The Russians built new towns at the stations; in the case of Dalny a new city. After the Russo-Japanese War, Japan succeeded to these rights; the Russian new towns were completed and expanded by the Japanese.

The new towns were invariably laid out with straight streets in a grid or converging on traffic circles. Their area was sometimes as great or greater than that of the walled city they served. New towns assumed considerable importance at Port Arthur, Newchwang, Liao-yang, Mukden, T'ieh-ling, Ch'ang-ch'un, Chien-chin-sai (Fu-shun), and An-tung. Their development was accelerated when the old town was not close to the railway, as at Ch'ang-t'u and Kai-p'ing, as well as at Chin-chou in Kwantung where the old town was off limits to the foreigners, and at mining centers like An-shan-chan and Pen-hsi-hu where Japanese activity outdid what had gone on there before.

As in China, the foreigner was kept outside the walled Chinese city. In China he had his concession; in Manchuria - and here we speak only of the Russians and Japanese - there was space enough for him to build his own rival city.

## Chinese Regional Organization

Fu (府), Prefecture

Chow or Chou (州), Department

T'ing (廳), Sub-prefecture

Hsien (縣), District

"The Eighteen Provinces are divided into fu, t'ing, chou, and hsien. A fu is a large portion or department of a province, under the general control of one civil officer immediately subordinate to the heads of the provincial government. A t'ing is a division of a province smaller than a fu, and either like it governed by an officer immediately subject to the heads of the provincial government, or else forming a subordinate part of a fu. ... A chou is a division similar to a t'ing, and like it either independent of any other division, or forming part of a fu. The difference between the two consists in the government of a t'ing resembling that of a fu more nearly than that of a chou does: that of a chou is less expensive. ... A hsien, which is also a district, is a small division or subordinate part of a department, whether of a fu, or of an independent chou or t'ing.

"Each fu, t'ing, chou, and hsien, possesses at least one walled town, the seat of its government, which bears the same name as the department or district to which it pertains. ... It must be observed that the chief town of a fu is always also the chief town of a hsien district; and sometimes, when of considerable size and importance, it and the country around are divided into two hsien districts, both of which have the seat of their government within the same walls: but this is not the case with the t'ing and chou departments."(W)

These designations were not so much a part of the town name as an indication of its political function; from time to time they might change,  
as at

also: Sinmin, Sinming, Sinmint'un;  
 Hsin-min-t'ing (廳), -cho (廳),  
 -hsien (縣), -t'un (屯).

36) Hsin-min-fu B	1 Sep 1906-	became
Hsin-min-fu PO	1 Nov 1907-31 Dec 1922	
132) Hsin-min-fu TpO	1 Jan 1923-*1 Sep 1933	

Known cancels:

36) L/225

The railway line from Peking ended here from the time of its completion 1901 until the Japanese built the last 36 miles to Mukden during the Russo-Japanese War. This section was turned over to China 1907 upon payment of \$1,660,000.



The town was a gateway for the Manchus when they traveled to Peking. Junk traffic with Ying-k'ou, bean oil manufacture. Opened to Japan by treaty the end of 1905. Population 39,000; 150 foreign. An expensive little place to sleep and eat, perhaps because of its monopoly over travelers at the time when the railway ended here.

This monopoly ended with the completion of the through railway, and the Manchurian railways cut into the junk traffic. The Japanese Post Office was a natural development of the railhead being in Japanese hands but was stranded outside the Japanese sphere of influence after 1907. It was reduced to a telephone office as of 1 Jan 1923, which remained under Kwantung administration until (\*) 1 Sep 1933.

Like some L/225 cancels in Shan-tung Province, the Hsin-min-fu example has the "J" with serif.

## T'ieh-ling

鐵嶺

24)	T'ieh-ling B	1 Sep 1906-	became
	T'ieh-ling PO	1 Nov 1907-	...
25)	Higashi T'ieh-ling B	1 Sep 1906-	became
	Tomon-gai S (24)	16 Dec 1906-	"
	Seimon S (24)	1 Dec 1907-	"
	Kita Gojo-dōri S(24)	16 Dec 1922-	"
	T. Kita Gojo-dōri O	21 Mar 1925-30 Jun 1936	
68)	T.-ch'eng TgAY	16 Mar 1909-*1 Sep 1933	

\*date administration transferred from Kwantung

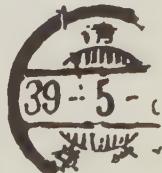
Notes: T. = T'ieh-ling

- 24) Located near the railway station, see the plan overleaf.
- 25) Higashi, Chinese Tung (東) means East. Initially this office provided only telegraph service. It was located "outside the East Gate"(j), and from 16 Dec 1906 took that name: Tomon-gai (東門外), Chinese Tung-men-wai. Evidently moved 1907 and renamed Seimon (西門), Chinese Hsi-men, meaning West Gate. This location is shown on the plan. Kita Gojo-dōri (北五條通) or North Fifth Street could, if the Japanese named their streets from the railway line in, have been in the same area.
- 68) Full name (鐵嶺城日本電信取扱所) indicates a location inside the Chinese city.

Known cancels:

- 24) L/225 339b ?106  
25) L/339c

"As we entered the city we encountered string after string of carts laden with beans, which were being deposited in the numerous pawn-shops to be seen on all sides. These shops are not only pawn-shops

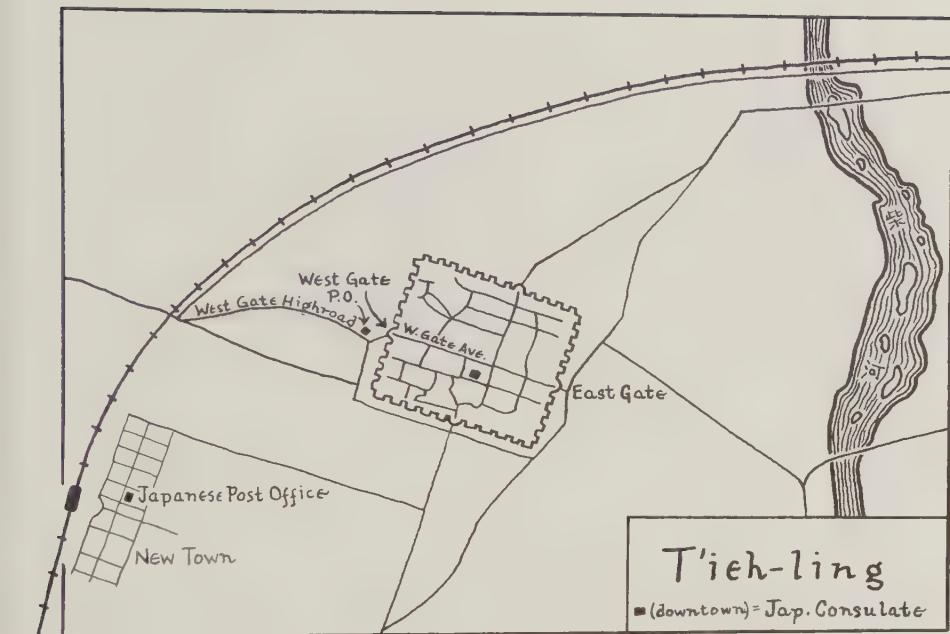


in the ordinary sense of the word, they contain also large compounds, where beans, millet and other products are stored in ricks, encircled with the matting already referred to, till the river opens in the spring. The tops of the ricks were everywhere visible, and more were being added. I noticed on the sign-boards of these shops, which were surrounded by high crenellated brick walls, with guns and rifles showing, that arms would not be received in pawn. So great was the bustle and confusion in the streets that our mounted escort had some difficulty in clearing a way for us to get to an inn. The place was full of blacksmiths' shops, where horseshoes were being turned out, the iron coming from a range of hills in the neighbourhood, and giving the name to the city - T'ieh-ling, or 'Iron Range'."

These were Alexander Hosie's impressions on arriving at T'ieh-ling at 8 in the morning 7 Jan 1896. He estimated the cart traffic passing through, which would continue as long as the roads were frozen, at 1000 bean carts and 5000 driven black pigs per day.

T'ieh-ling was the most important city between Mukden, 44 miles, and Ch'ang-ch'un, 145 miles away, its growth spurred by refugees from the two wars in the south. Walled since 1393, on "the blue waters of the Ts'ai-ho" with the great river Liao-ho, source of busy junk traffic later cut into by the railway, only 2 miles west. Pop. 30,000. Beans were stored here in winter to be shipped down the river in the spring.

The Russians had their railway completed this far north by April 1900. It passed west of the city, where a typical New Town was created and grew to mesh with T'ieh-ling growing beyond its walls. "The quarters outside the walls present no less an air of prosperity; especially the E. quarter, Tung-kuan, which is the native market place and



the W. quarter, Hsi-kuan, where lies the road to the station, and which constitutes the Japanese quarter."(f)

T'ieh-ling was opened to the Japanese by treaty 1905; they soon had about 3000 people here, including a concentration of military and railway guards and a hospital.



## Liao-yang

遼陽

Jap. Ryōyō

18)	Liao-yang B	1 Sep 1906-	became
	Liao-yang PO	1 Nov 1907-	...
61)	L.-ch'eng S (18)	16 Mar 1907-	became
	Tung-yang-chieh S(18)	16 Dec 1922-	"
	L. Tung-yang-chieh O	16 Dec 1924-	"
	L. Motomachi O	1 Jun 1928-	...
69)	L.-ch'eng TgAY	16 Mar 1909-*1 Sep 1933	

\*date administration transferred from Kwantung

Notes: L. = Liao-yang

- 18) Located near the station as shown on the plan.
- 61) -ch'eng (城) indicates the Chinese city; Tung-yang-chieh (東洋街), a street running along the west side of the city wall as indicated on the plan. It may have been given the Japanese name Motomachi (本町) later or the office moved.
- 69) Full name (遼陽城日本電信取扱所) indicates a location inside the Chinese city.

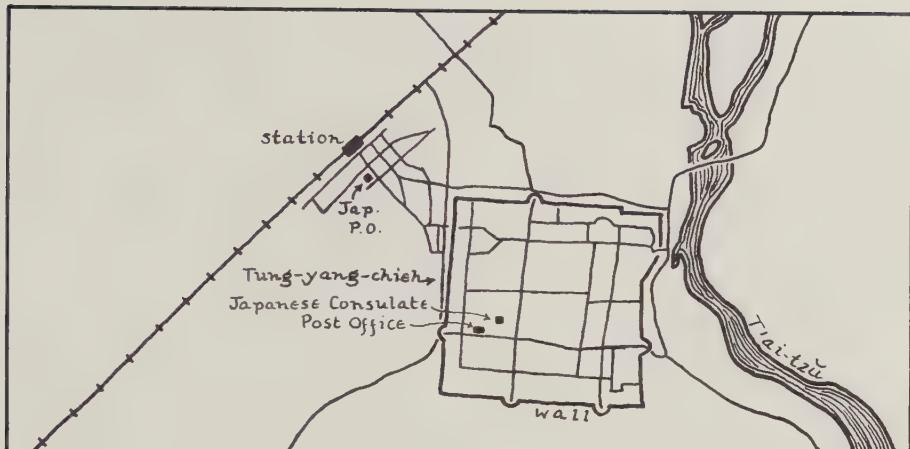
Known cancels:

- 18) L/225 331 ?106

Liao-yang was one of the oldest fortified cities in Manchuria, on its original site fifteen miles east of here dating back to 1500 B.C., a capital (Fu) before being replaced by Mukden 1657. The population was 40,000 to 50,000. Junk traffic from Ying-k'ou could ascend the river T'ai-tzū this far. Distilling center for samshu. Fruit. Mukden 41, Dairen 206 miles distant.



The Russians built a large settlement here and developed Liao-yang as a trade center on a scale



## Liao-yang

it did not later maintain. It fell to the Japanese 4 Sep 1904 after severe fighting and was opened to them by treaty the end of 1905.

After the Postsmouth Peace Treaty 5 Sep 1905 and before the formal transfer of the Kwantung Leased Territory to Japan in December, the Japanese set up their nominal headquarters for Kwantung here, where it remained until May 1906.(JP) As at T'ieh-ling, the Japanese had a considerable military concentration at Liao-yang even after that time. Their population was over 3000.



An-tung

安東

Jap. Antō

also: An-tung-hsien (縣); Sha-ho-chen (沙河鎮)

- |                          |              |             |
|--------------------------|--------------|-------------|
| 43) An-tung-hsien B      | 1 Sep 1906-  | became      |
| An-tung-hsien PO         | 1 Nov 1907-  | "           |
| An-tung PO               | 1 Nov 1932-  | ...         |
| 60) Kyūshigai S (43)     | 25 Feb 1907- | became      |
| Asahi-bashi S (43)       | 16 Dec 1922- | "           |
| A. Asahi-bashi PO        | 16 Sep 1935- | ...         |
| 72) A.-h. Kyūshigai TgAY | 31 Mar 1909- | became      |
| A. Kyūshigai TgAY        | 1 Nov 1932-  | *1 Sep 1933 |
| 119) A.-h. Liu-tao-kou O | 11 Jul 1925- | became      |
| A. Liu-tao-kou O         | 1 Nov 1932-  | "           |
| A. Liu-tao-kou PO        | 1 Jul 1936-  | ...         |

\*date administration transferred from Kwantung

Notes: A.-h. = An-tung-hsien

- 43) In the Yamatobashi-dōri, a central avenue from the station through the New Town to the Old. The town name was shortened 1932.
- 60) Kyūshigai (舊市街) or Old Town. It was known as Sha-ho-chen. Asahi-bashi (旭橋) was a bridge from Ichiba-dōri in the New Town across to the Old.
- 119) Liu-tao-kou (六道溝), village south of An-tung; resort. The Japanese expanded their New Town south of the railway to here.

Known cancels:

43) L/106 107 225 339b  
Commemorative

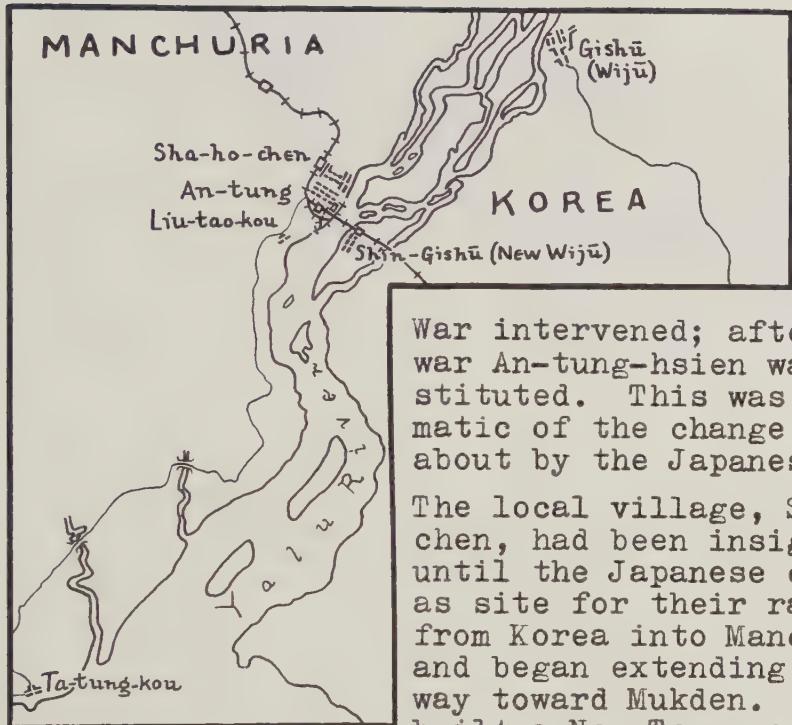
60) L/339c

Railway: L/297



When the Americans pressed China to open cities in Manchuria to trade 1903, they wanted Ta-tung-kou on the southeast coast. The Russo-Japanese





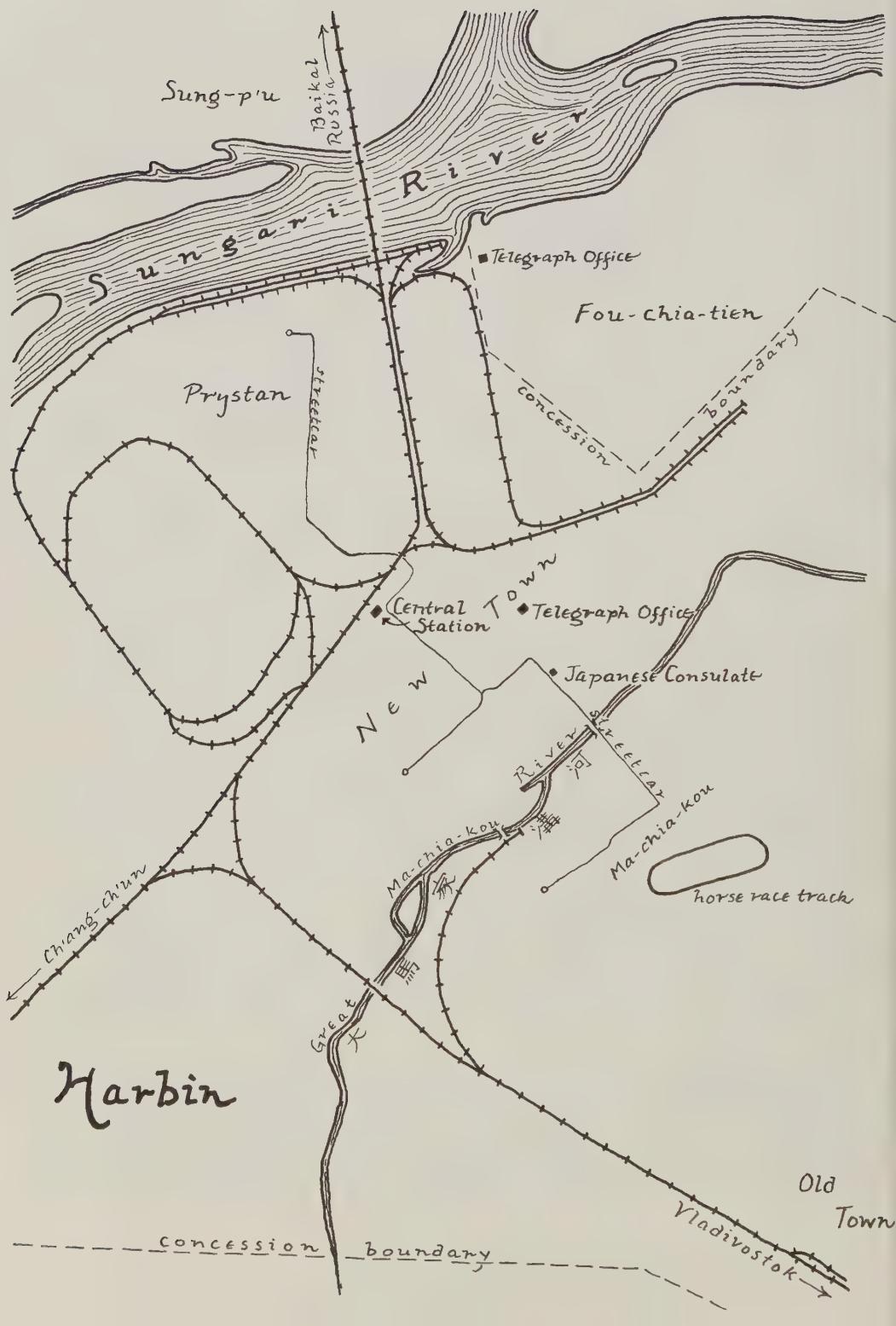
War intervened; after the war An-tung-hsien was substituted. This was symptomatic of the change brought about by the Japanese here.

The local village, Sha-ho-chen, had been insignificant until the Japanese chose it as site for their railhead from Korea into Manchuria and began extending the railway toward Mukden. They built a New Town next to

Sha-ho-chen and called the whole by the district name, An-tung-hsien (changed to An-tung 1932).

When An-tung was opened to trade 1907 it was already an important military, transport, and commercial center. It grew rapidly, taking the lumber traffic down the Yalu and other trade from the older ports down the coast. The railway was rebuilt from the wartime narrow gauge 1907-09, a new station replaced the old one on the river bank, which continued to be used for freight, and a spectacular 3000 foot bridge across the Yalu established An-tung as a vital location.

Population 20,000 to 34,000. Trade 1910 14.37, 1920 63.07 million Tls. The Japanese New Town north of the railway threatened to swallow Sha-ho-chen; they then built out south of the railway to Liu-tao-kou, which became a summer resort.



# 哈爾賓

Harbin

also: Ha-êrh-pin, Ha-la-pin, Haheulpin, Hamo;  
Charbin (Ger.)

74) Harbin S (35)	23 Apr 1907-31 Dec 1922
93) Harbin S (35)	1 Jan 1907- became
Shinshigai S (97)	7 Sep 1918-31 Mar 1919
97) Harbin PO	7 Sep 1918-31 Dec 1922
92) Tsitsihar-ch'eng S(35)	25 Mar 1914- became
Tsitsihar-ch'eng S(97)	7 Sep 1918-22 Dec 1922

## Notes:

- 93) Shinshigai (新市街), New Town.  
92) Tsitsihar-ch'eng (齊々哈爾城), capital of Hei-lung-chiang Province some 180 mi. north-west of Harbin, see map p. 77. Population 30,000 swelling to 70,000 when Mongols came in on market days.

The dates above are given as printed in j despite evident misprints. In my opinion a sub-office or its practical equivalent existed at the Japanese consulate in Harbin from 23 Apr 1907 until 7 Sep 1918, when it may have continued as the New Town Sub-office of the newly created Harbin Post Office until 1919 or the end of 1922. The dates for the Harbin Post Office seem reasonable, reflecting the Japanese push into northern Manchuria at the end of the first World War.

The Japanese had a consulate at Tsitsihar, which may account for the otherwise early date given for their postal outpost there. As early as 1905 Tsitsihar was listed in a Sino-Japanese agreement as a place to be opened to international residence and trade; the consulate came later.

All these offices were in the Russian railway zone and hence unauthorized or at best informal. The initial system used to handle mail at Harbin is described in f: "All mail matter for Japan

is received at the Japanese Consulate General and sent to the Japanese Post-Office at Changchun, whence it is despatched to its destination; the consulate also makes delivery of mails addressed to its care." Telegrams were sent this way to the Japanese telegraph office at Ch'ang-ch'un.

The Harbin Post Office was closed without public announcement the end of 1922. The unauthorized nature of these offices probably contributed to the confusion in j. Most likely the offices (74/93) were the informal one at the consulate, and offices (97) and (92) were essentially military.

Known cancels:

- 74)93) L/107  
97) L/225

Russian engineers chose this spot known as Ha-eul-pin, or fish-drying place, as northern endpoint for their Central Manchurian Railway in the spring of 1898. "There was one solitary house - a Chinese distillery - on the spot at that time."(H) The leased territory amounted to 29,000 acres on both sides of the Sungari River, which the Trans-Manchurian line crossed here, making Harbin a vital transportation junction and the instant commercial center of northern Manchuria.



The place grew phenomenally during the Russo-Japanese War, which especially affected Fou-chiatien, a Chinese city growing outside the leased ground next to the Russian settlements Prystan, the international commercial center on the river, and the New Town, Novié Gorod, site of administrators, consulates, and fashionable homes. In addition there were the Old Town, Stary Harbin, at the distillery site; Ma-chia-kou with race track between Old Town and New; Sung-p'u across the river; and other Chinese suburbs.

In no time Harbin had 30,000 inhabitants, and later figures show how its growth continued:

	1916	1926	1931
total,	89,000	320,000	ca.400,000
of which			
Chinese	ca.50,000	213,000	ca.300,000
Russian	ca.47,000	94,000	ca. 84,000
Japanese	760	3,300	3,800

No more talk of a lone distillery: f reports 10 flour mills, 9 vodka distilleries, 14 breweries of which 9 Chinese, and only the flour mills were overproducing: "Vodka and beer are also made in the neighbouring districts, but all the outputs are as yet insufficient to supply the local demand." (1913)

Four railway stations, railway factories and shops, the main station being the Central Station; administrative center for the Russian railway lines; commercially linked to Siberia, Vladivostok, and Dairen by rail and to the inland southwest by river, later by new rail lines to the north across the river and (1933) south to Kirin, the southeast, and Korea. Distances: Mukden 339, Peking 861, Ch'ang-ch'un 150, Dairen 585, Vladivostok 483, Moscow 4899 miles.

18 Dec 1917 Chinese officials seized the Chinese Eastern Railway and sent 3500 troops to Harbin. Several attempts were made to secure the railway in the wake of the Russian Revolution. American engineers came in March 1918, then Japan sent its own forces to take over from the Chinese. The Japanese did not withdraw until Oct 1922.

The city had been administered by the railway company and its own government, but the Chinese suspended Russian consular and judicial functions and established Chinese municipal jurisdiction 10 Feb 1921. Under Manchoukuo 1933 a Greater Harbin was created embracing all districts on both sides of the Sungari River.

Kirin

(Chi-lin)

吉林

also: Kihlin, Kilin, Ch'uan-ch'ang ("dockyard")

73) Kirin Business S            23 Apr 1907- became  
Kirin PO                        16 May 1921-31 Dec 1922

The Business Sub-office (see p. xvii) is listed as subordinate to the Imperial Japanese Post Office. Outside the railway zones, it was clearly an outgrowth of the Sino-Japanese treaty Apr 1907 to build a railway from Ch'ang-ch'un to Kirin. Mail may have been handled as at Harbin; this office too was closed the end of 1922 without public announcement.

Known cancels:

73) L/225

This cancel is known only by mention in an official circular but has not yet been seen.

Provincial capital and old commercial metropolis of inner Manchuria, a city of 100,000 to 200,000 walled on three sides in grey brick with the fourth side on the Sungari River, about 300 yards wide and navigable this far in the flood season, or May to Oct, icebound in winter. Tobacco, furs, tanning, carpentry, shoes, furniture; inexhaustible timber led to massive wood houses, paved wooden streets, solid log walls, and shipbuilding which gave the place its other name. Former Korean stronghold. Arsenal. "Kirin is, par excellence, the province of outlaws and ex-soldiers, who, well mounted and armed, collect into bands, and, issuing from their mountain fastnesses, especially in the east and north-east of the province, swoop down on villages, caravans of goods and travellers and plunder and rob without mercy."(H) 1000 of them were executed at the city each year, their heads exposed on roadside trees.

Cold winters! The ground freezes 7 feet deep, the thermometer reaches 30 below. "The snow is raised into the air by the north-east winds, and becomes so fine that it penetrates the clothes, houses, and enters even the lungs. When travelling, the eyebrows become a mass of ice, the beard a large flake, and the eyelashes are frozen together."(W)

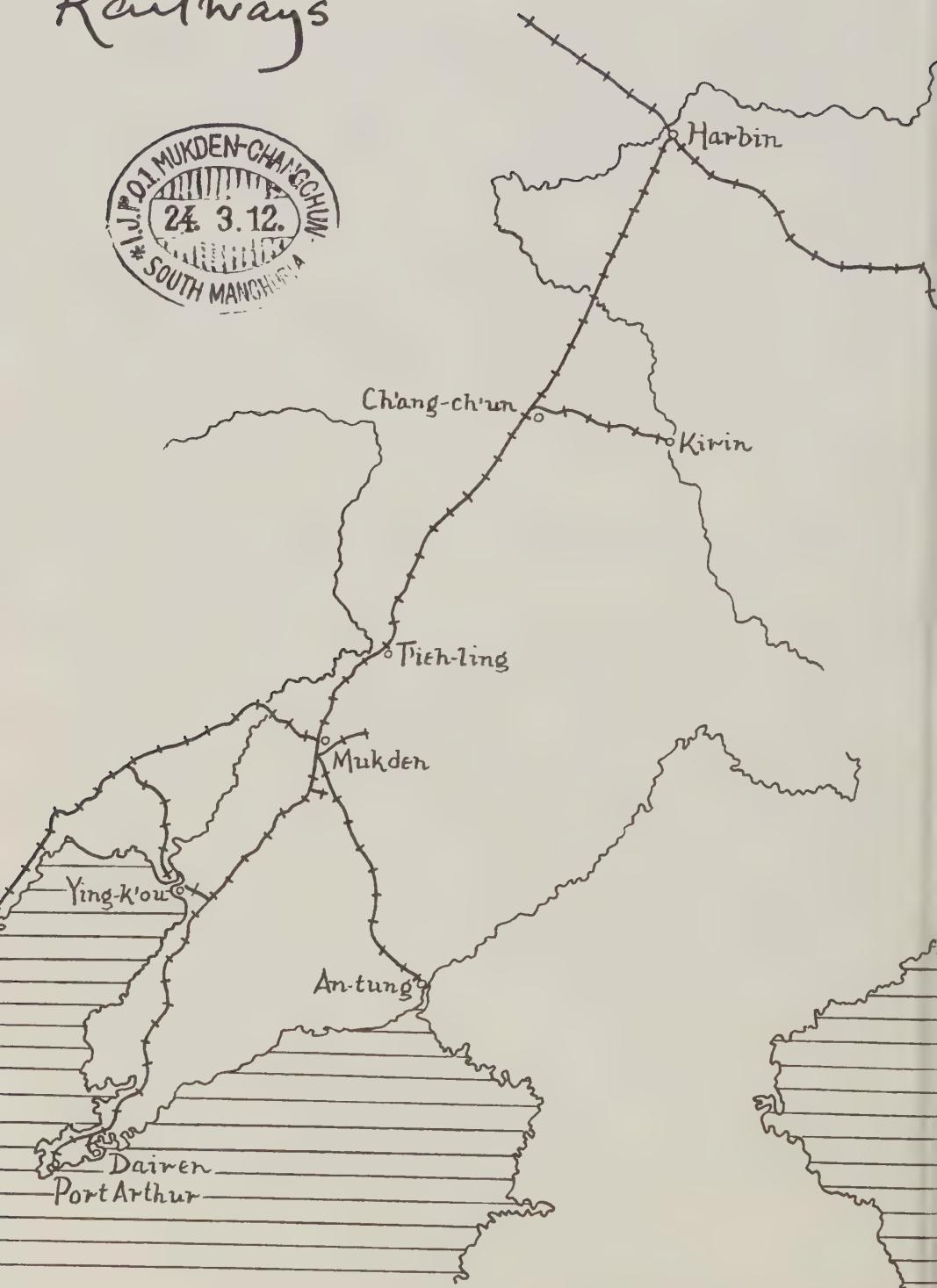
"We fared sumptuously in Kirin: frozen fish, including the sturgeon, were exposed in heaps on the streets for sale, and frozen game included partridge, pheasant, deer, antelope and wild boar. The Governor presented me with a deer, an antelope, several kinds of fish (including two sturgeon), a box of frogs and another of sparrows - all frozen."(H)

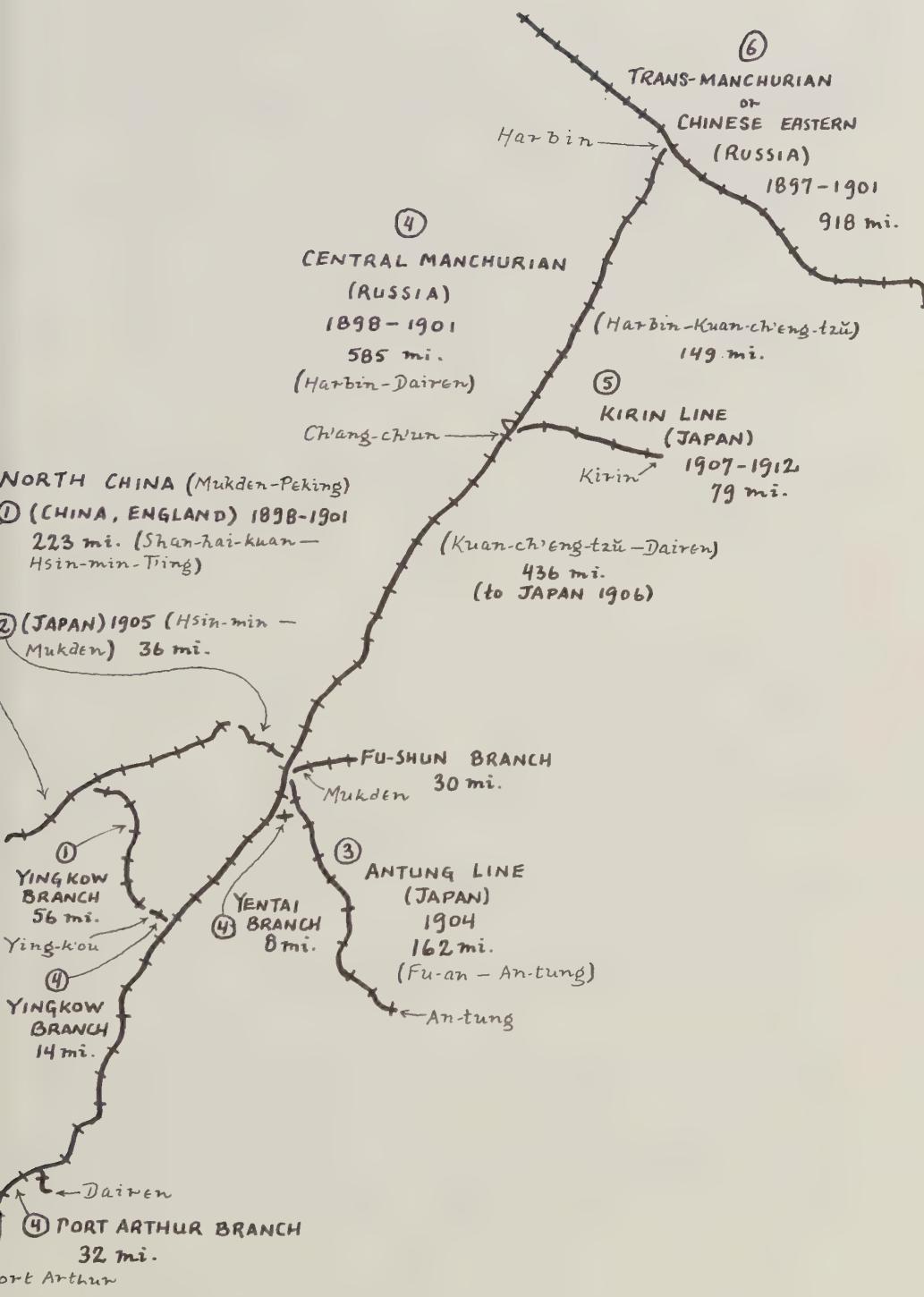
Kirin was occupied by Russia 1900. It was opened by treaty to Japan 1905. "Only Russia and Japan have consulates, which are situated outside the city walls."(f) In this Japanese consulate the postal affairs of Kirin presumably took place.

Such activity would have been but a fraction of that at Harbin. The new railways drained off commerce to Ch'ang-ch'un and Harbin, to which Kirin did not obtain railway connections until 1912 and 1933 respectively. If postal examples from Kirin exist at all, they must be among the rarest items from Japanese Manchuria.

Ch'ang-ch'un was 79 miles away.

# Railways





Railways (numbered according to plan p. 117)

6. TRANS-MANCHURIAN or CHINESE EASTERN, by agreements between Russia and China May-Sep 1896, giving Russia a short route to Vladivostok through Manchuria. Chinese Eastern Railway Company formed 4 Dec 1896, had its own flag: the Chinese with the Russian in one corner. First sod was cut at east end 28 Aug 1897.

36 years after inauguration China could buy it back; after 80 years it fell to China without payment. From 1917 on this line was the source of constant contention between China and Russia as well as the French successor to the Russo-Chinese Bank and Japan.

4. CENTRAL MANCHURIAN, by agreement between Russia and China 27 Mar 1898, giving Russia access to leased warm water port Dalny. End-points at Ying-k'ou, Harbin fixed spring 1898. Branch line Ta-shih-ch'iao/Ying-k'ou completed 1899, then main line begun in both directions. To Dalny opened 23 Oct 1899; as far north as T'ieh-ling Apr 1900.

The repatriation terms were the same.

6 + 4. Completed 14 Oct 1901.

1. NORTH CHINA, by agreement between China and the Hong Kong and China Banking Corporation 7 Jun and 10 Oct 1898. Shan-hai-kuan/Hsin-min-t'ing, with a branch to Ying-k'ou, to be completed by 10 Oct 1901.

This line belonged to China, whose earlier attempts to extend rail service north of Shan-hai-kuan had failed financially.

3. ANTUNG LINE, military narrow gauge buily by Japan during war summer 1904, transferred to S. Manchurian Rwy. Co. Apr 1907 to be rebuilt to standard gauge in 3 years and returned to China 15 years after that. The reconstruction was completed Jun 1909; Japanese rights extended to year 2007 after 1915 demands on China.

2. HSIN-MIN SECTION, another military line, built by Japan 1905, restored to China 15 Apr 1907 on payment of \$1,660,000, rebuilt jointly by China and Japan (SMR Co.) to standard gauge, Japan to be repaid in 18 years.
4. Awarded to Japan as far north as K'uan-ch'eng-tzū by peace treaty 5 Sep 1905, taken over 31 Jul 1906, SOUTH MANCHURIAN RAILWAY Co. established 26 Nov 1906.  
Rights were extended to year 2002 after the Japanese demands on China 1915. The part left to Russia became known as the Chinese Eastern Railway, South Branch.
5. KIRIN LINE under agreement between Japan and China Apr 1907, financed half by China half by SMR Co., begun at Ch'ang-ch'un end in the spring of 1910, completed 16 Oct 1912.

### Gauges

played an important military rôle beyond the inconvenience they caused where passengers were forced to change trains. By having different gauges, one prevented the other side from running its own equipment down one's own track in wartime.

The Russian gauge was 5 Russian feet.

The Standard gauge, used by the British, Chinese, and Japanese in China, was 4 feet 8 1/2 inches.

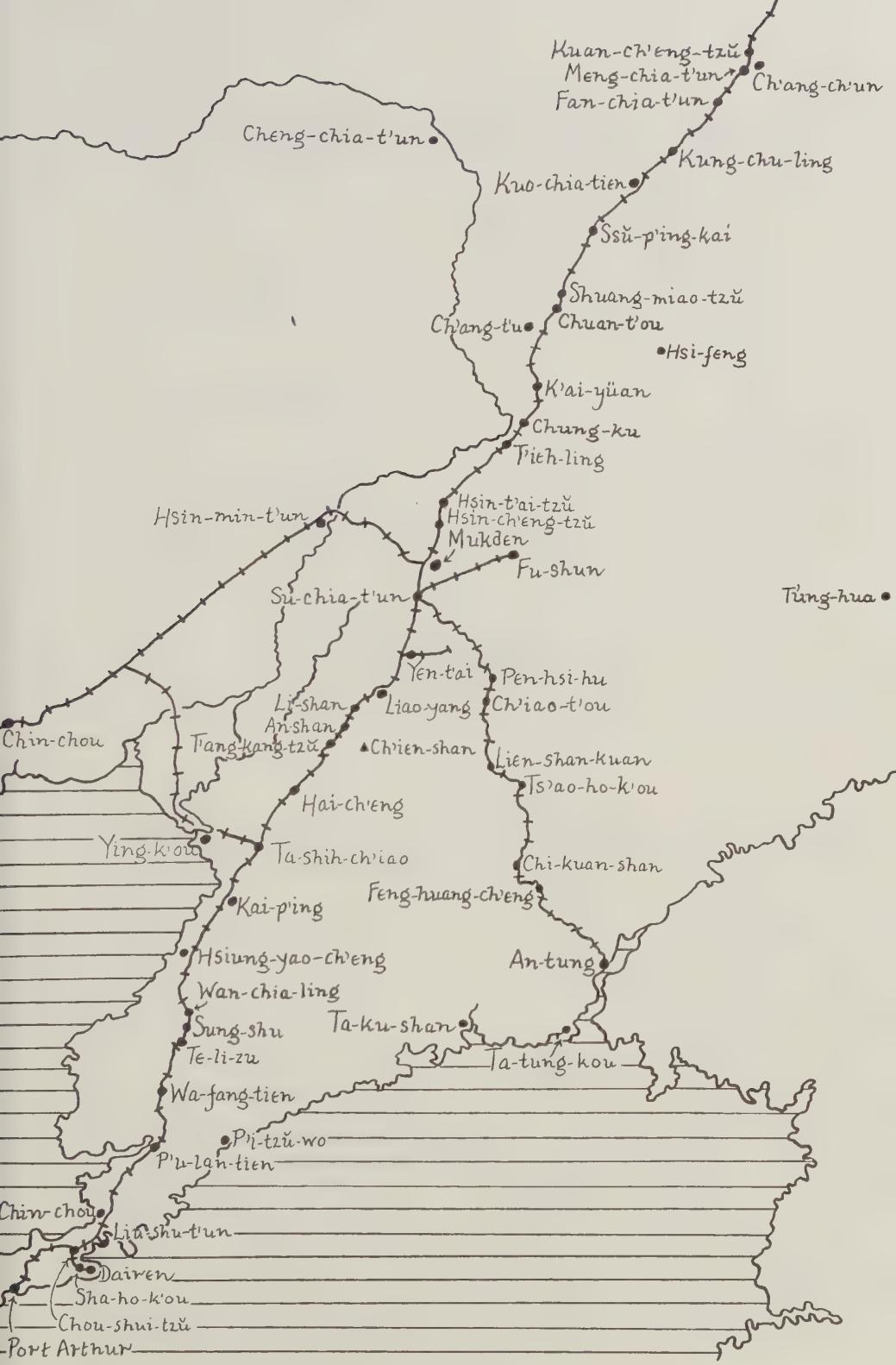
The Japanese wartime gauge used on most South Manchurian lines was 3 feet 6 inches; this was also the gauge used in Japan.

The Japanese wartime gauge used on the Antung "Decauville" Line was 2 feet 9 inches.

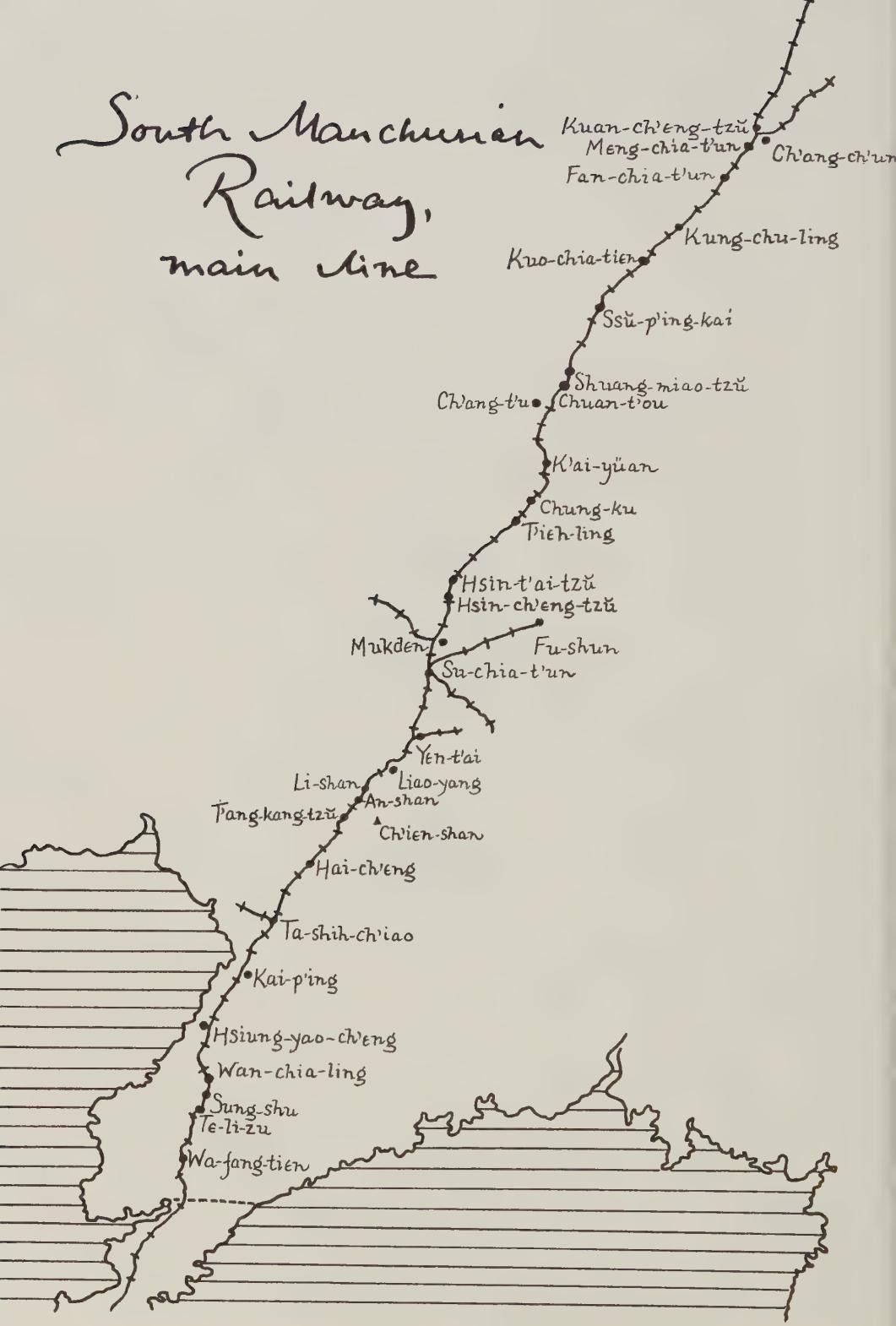
Extreme narrow gauge (Kai-yüan/Hsi-feng) 1 meter.

Japan in  
South Manchuria





# South Manchurian Railway, main line



## Secondary Locations in Manchuria

for very few of which cancellations are known.

### 1. West Sheng-king Province

Hsin-min-fu, see p. 102.

Chin-chou-fu (錦州府), also Kinchow, later Chin-hsien. Prefecture of southwest Manchuria and most important city between Mukden and Tientsin, population 70,000, railway crossing point. Until 1877, when Ch'ang-t'u joined them, Chin-chou (1665) and Mukden (1657) were the the only cities of Prefecture (Fu) rank in Manchuria. The postal annex was subordinate to Mukden.

101) Chin-chou AX (21) 11 Nov 1917-21 Dec 1922

### 2. S. Manchurian Rwy., main line, north to south

K'uan-ch'eng-tzū, see p. 92. From here 1 mile to Ch'ang-ch'un, see p. 92. About 1 mile south was Meng-chia-t'un, see p. 92. From here 18 miles to Fan-chia-t'un (范家屯).

34) Fan-chia-t'un B 1 Sep 1906-25 Mar 1907  
98) Fan-chia-t'un PO 1 Aug 1918- ...

20 miles to

Kung-chu-ling (公主嶺). Village where the Russians erected 300 brick houses toward an ambitious new town of 2000 the Japanese used to quarter railway guards and gendarmerie.

- 33) Kung-chu-ling B 1 Sep 1906- became  
Kung-chu-ling PO 1 Nov 1907- ...  
125) Samejima-dōri S (33) 11 Apr 1928- became  
Taihei-dōri S (33) 5 Nov 1934- "  
K. Taihei-dōri PO 16 Sep 1935- ...

Samejima-dōri (駢島通) -avenue names.  
Taihei-dōri (泰平通)

17 miles to

Kuo-chia-tien (郭家店). Local trading center of several thousand on bean cart route, about 1 km. northeast of its station. Russian general headquarters at end of war, occupied by the Japanese March 1905.

- 32) Kuo-chia-tien B 1 Sep 1906-25 Mar 1907  
110) Kuo-chia-tien PO 16 Oct 1922- became  
Kuo-chia-tien O 1 Aug 1934- ...

16 miles to

Ssū-p'ing-kai (四平街), also Szeping, Szu-ping-chieh. Small town a few miles north of the station. Last fighting place of Russo-Japanese War, where Russian and Japanese commissioners met. Military cancel, see L/314. Ch'ang-ch'un 72 miles.

- 31) Ssū-p'ing-kai B 1 Sep 1906- became  
Ssū-p'ing-kai PO 1 Nov 1907- ...  
94) Cheng-chia-t'un AX (31) 10 Apr 1916-21 Dec 1922

Cheng-chia-t'un (鄭家屯) or Liao-yüan-chou, town some 50 miles northwest of Ssū-p'ing-kai, railway link 1917. See map p. 121.

17 miles to

Shuang-miao-tzū (雙廟子); the name also appears as (双庙子). Station for nearby market towns. "There are found here the Barracks of a Japanese Garrison, a Police-Office and Post-Office, etc. - all in the neighbourhood of the station."(f)

- 30) Shuang-miao-tzū B 1 Sep 1906-10 Aug 1907  
121) Shuang-miao-tzū PO 16 Dec 1925- ...

A few miles south of Shuang-miao-tzū was Chuan-t'ou (泉頭), where a postal agency was elevated to

- 157) Chuan-t'ou O 1 May 1936- ...  
16 miles south of Shuang-miao-tzū was

Ch'ang-t'u-fu (昌圖府), also Yü-shih-ch'eng-tzū, prefecture (1877) of 14,000 five mi. northwest of its railway station and outside the old palisade, thus formerly in Mongolia, with which it maintained jurisdictional ties. Administrative rather than commercial center. The Japanese had a consulate office, school, hospital branch here, as well as the usual military, guards, police - and post office. Cancel L/339b is known.

- 28) Ch'ang-t'u B 1 Sep 1906- became  
Ch'ang-t'u PO 1 Nov 1907- ...  
29) C.-jō-nai B 1 Sep 1906- became  
C.-ch'eng S (28) 16 Dec 1906-30 Apr 1921

The first office was at the station and the second, established for telegraph and telephone service only, in the old town (城內, -jō-nai). Ch'eng (城) Chinese walled town.

19 miles to



K'ai-yüan (開原). Walled city (1369) four miles east of station, pop. 28,000, bean shipping center. New Town of 200 houses at station.

26)	K'ai-yüan B	1 Sep 1906-	became
	K'ai-yüan PO	1 Nov 1907-	...
27)	K.-jō-nai B	1 Sep 1906-	became
	K.-ch'eng S (26)	16 Dec 1906-30 Apr 1921	
100)	T'ao-lu AX (26)	11 Nov 1917-31 Mar 1922	

The first office was at the station and the second, established only for telegraph service, in the old town (城内, -jō-nai).

The annex (掏鹿) a town about 40 miles east on a later narrow gauge rail line, more commonly known as Hsi-feng (西豐); see the map on p. 121.

21 miles to

T'ieh-ling, see p. 103. Ch'ang-ch'un 145 miles.

17 miles to

Hsin-t'ai-tzū (新臺子), a minor railway stop with a small Chinese garrison.

23)	Hsin-t'ai-tzū B	1 Sep 1906-25 Mar 1907
112)	Hsin-t'ai-tzū PO	11 Feb 1923- ...

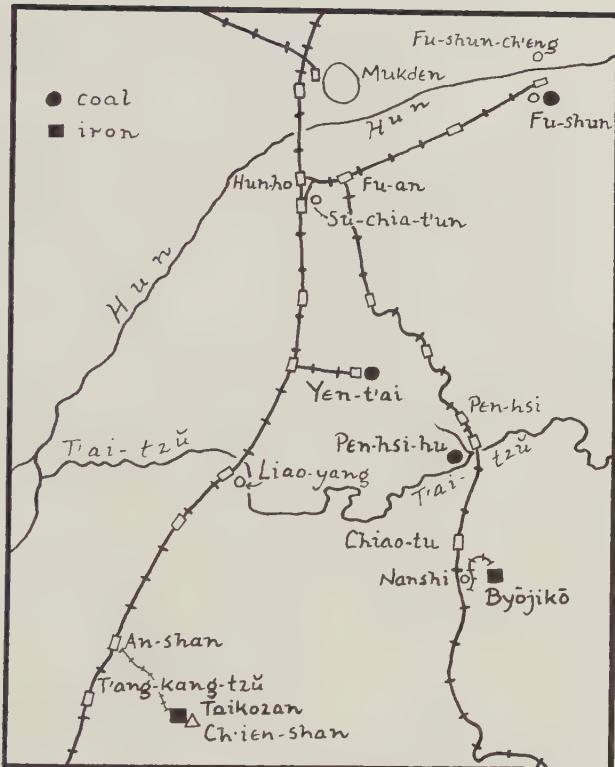
7.5 miles to

Hsin-ch'eng-tzū (新城子), where there was a sub-office depending from Mukden.

128)	Hsin-ch'eng-tzū S (21)	21 Dec 1928-30 Apr 1936
------	------------------------	-------------------------

20 miles to

Mukden, see p. 96. Five miles south of Mukden a 30 mile branch line led northeast to



Japanese Mines in South Manchuria

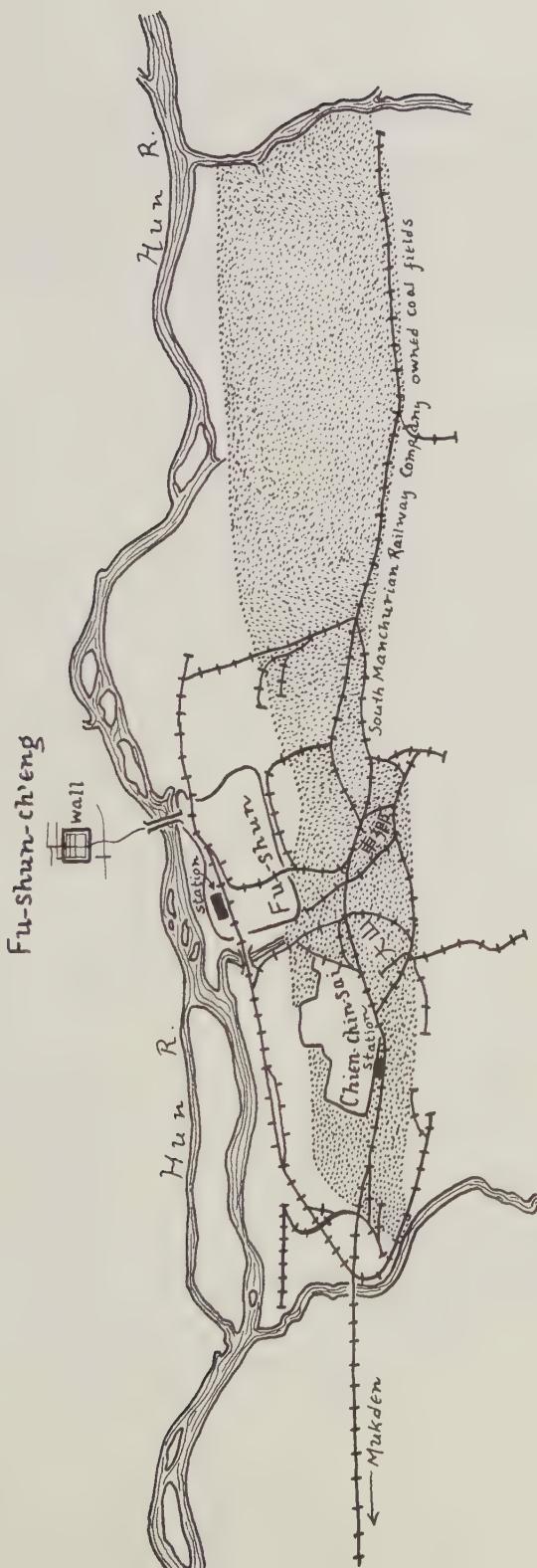
Fu-shun (撫順), Jap. Fujun or Bujun, coal mine dating from the twelfth century but closed for centuries out of superstitious fear until 1901, reopened by two companies, taken over by Japan 1905, developed by military administration, from Apr 1907 by the South Manchurian Railway Co. Coal of outstanding quality, mine life estimated at least a century. Two major shafts, Tōgō (東鄉) and Ōyama (大山), were sunk about 1910, output rose from 363 tons per day at the outset to 1344 by 1909 and 6235 by 1918, or 2,275,905 for the year.

The old walled town of Fu-shun-ch'eng was on the wrong side of the Hun River, despite the 1000-ft. bridge built by the Russians, to take part in the economic development here. Walled 1669, with gates north and south, population 4000.

Ch'ien-chin-sai or Chien-chin-chai (千金寨) was the first New Town at the mine; built out on a large scale, it replaced Fu-shun-ch'eng as district seat. Pop. 13,000 and growing. The Japanese Post Office was opposite Ch'ien-chin-sai station. Fu-shun New Town developed later.

37)	Fu-shun B	1 Sep 1906-31 Dec 1906
38)	Ch'ien-chin-sai B	1 Sep 1906- became
	Ch'ien-chin-sai PO	1 Nov 1907- "
	Fu-shun PO	1 Oct 1908- ...
102)	T'ung-hua AX (38)	1 Dec 1917-10 Apr 1922
108)	Tōgō-kō S (38)	1 May 1921- became
	Fu-shun Ekimae S(38)	1 Dec 1924- "
	Ch'ien-chin-sai S(38)	16 Oct 1927- "
	F. Ch'ien-chin-sai O	1 Apr 1930- ...

T'ung-hua (通化) about 130 miles east of Fu-shun, see map p. 121. Tōgō-kō (東鄉坑) the Tōgō pit. Ekimae (驛前) in front of the station. F. = Fu-shun.



10 miles south of Mukden was

Su-chia-t'un (蘇家屯), village at point where the main line from the south branched off toward Fu-shun. See cancel L/305a.

- 20) Su-chia-t'un B                    1 Sep 1906- became  
    Su-chia-t'un PO                1 Nov 1907- ...

16 miles to

Yen-t'ai (烟臺 (煙台)), Jap. Yentai or Endai. Coal mine some 8 miles east of the station, reached by a branch line of standard gauge. The mine supposedly dated from the tenth century and was the only one used while Fu-shun was closed, although the coal powdered and was of poorer quality. Daily output 60 tons (1908), 195 (1916), 311 (1918), and 548 (1930), expanding from one seam to 17.

- 19) Yen-t'ai B                    1 Sep 1906- became  
    Yen-t'ai PO                1 Nov 1907- ...  
89) Yen-t'ai-tankō S (19)            1 Apr 1912-15 Dec 1924

Tankō (炭坑) coal mine. Closing date is correctly given in j/299.

14 miles to

Liao-yang, see p. 106. Ch'ang-ch'un 230 miles.

12 miles to

Li-shan (立山).

- 95) Li-shan PO                    1 Jun 1917-15 Dec 1924  
    Six miles to

An-shan (鞍山) or An-shan-chan (鞍山站), Jap.

Anzan, a village named for the saddle-shaped hill to the east. Northernmost point of the Japanese invasion in Sino-Japanese War. "The village ... consists of a long street in

ruins, and at the north end a square, high walled enclosure, with a few houses inside, evidently a dilapidated camp." (H 1895) The place went unnoticed until the Japanese discovered iron in the hills Aug 1908; the resulting mines gave it a second name, T'ieh-tu (鐵都, "iron capital"). Exploitation rights granted by China in agreements of 1915; Sino-Japanese exploitation company, with Japanese interests in the hands of the South Manchurian Railway Co., formed the following year.

A production goal of one million tons per annum was set 1917. The first two blast furnaces managed about 150,000 to 200,000 tons; a third of improved design was capable of producing 280,000 tons as well as valuable byproducts like benzol, ammonium sulfate, tar, naphthalene, sulfuric acid. According to one secret report the operation ran heavily in the red for several years; losses were finally reduced by 1926 and the first profitable year was 1927.

The iron ore reserves were vast. The main site developed about seven miles southeast of An-shan, with connection by light railway, at the gateway to the Ch'ien-shan mountain area.

17)	An-shan-chan B	1 Sep 1906-25 Mar 1907
96)	An-shan PO	16 May 1918- ...
104)	Iron Works S (96)	1 Jun 1920- became
	A. Iron Works O	1 Apr 1929- "
	A. Shōwa Iron Works O	11 Jun 1933- ...

A. = An-shan; -chan (站) station.

Seitetsujo-konai (製鐵所構內), on the premises of the iron works, with the Shōwa era name (昭和) added later. For another sub-office of An-shan, see (138) next entry.

Seven miles south to

T'ang-kang-tzū (湯崗子), site of ancient mineral hot springs with baths and pools which the Russians, then the Japanese built out.

- 138) T'ang-kang-tzū S(96) 21 Jun 1931- ...

From T'ang-kang-tzū travelers diverted about ten miles east to see

Ch'ien-shan (千山), Thousand Mountains. "There is a legend that the original number was 999, but, as this idyllic odd number was unsatisfactory, an artificial hill was added to make the thousand."(H) The area was famous for its scenery and old temples.

- 113) Ch'ien-shan PO 1 Apr 1923- became  
Ch'ien-shan O 16 Jun 1925- ...

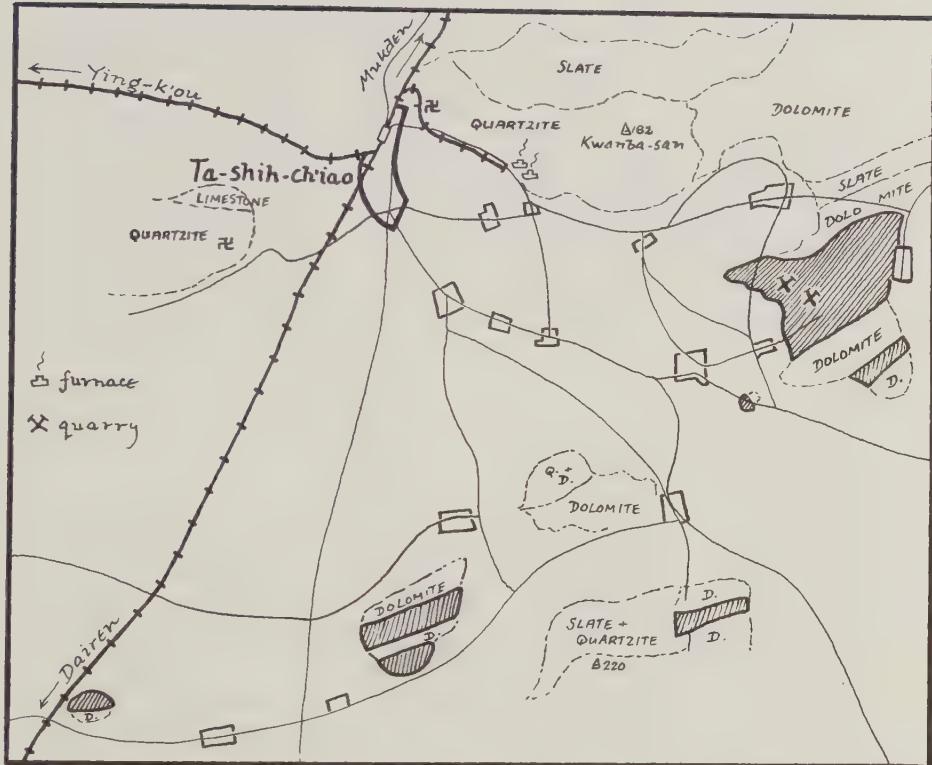
12 miles south of T'ang-kang-tzū was

Hai-ch'eng (海城), walled silk center of 15,000 one mile southeast of its station, site of repeated battles Dec 1894, occupied by the Japanese 13 Dec 1894 to 30 Nov 1895. Later, about 3000 Japanese lived here, with a cavalry regiment stationed as railway guards.

- 16) Hai-ch'eng B 1 Sep 1906- became  
Hai-ch'eng PO 1 Nov 1907- ...  
20 miles to

Ta-shih-ch'iao (大石橋). A village at an old crossroads which became the junction for the 14 mile branch line to Ying-k'ou, where the Russians built "a large station with numerous sidings."(H) At one time they had a general headquarters here. The first trip over the line to Ying-k'ou was 6 May 1899. Later, magnesite quarries, see opposite.

- 11) Ta-shih-ch'iao B 1 Sep 1906- became  
Ta-shih-ch'iao PO 1 Nov 1907- ...  
19 miles to



### Magnesite deposits at Ta-shih-ch'iao

The discovery of a Chinese who brought a sample to the railway where it was analysed: "a limestone which did not turn to lime after burning." Scattered  $MgCO_3$  deposits from 2 to 200 meters deep, quality above average, exposed deposits alone estimated at several hundred million tons, of which 10,000 tons produced annually, half of which was processed in South Manchuria, the rest being sent unprocessed to Japan.(G) The shaded areas of the map indicate the magnesite deposits. The lines are roads; the outlines, hamlets or groups of houses.

Kai-p'ing-chan (蓋平站), station for the walled district seat of 17,000 "concealed by hills to the east"(H) with a light railway connection. An important silk center, Kai-p'ing fell to the Japanese 10 Jan 1895. It was at the west end of the northern boundary of a neutral zone agreed on 1898 by the Chinese and Russians; in this zone north of the Russian leased territory no other power was to be allowed influence; see the map p. 138. The line followed the river to Ta-ku-shan. A cancel is known here: L/106.

- 10) Kai-p'ing B                    1 Sep 1906- became  
Kai-p'ing PO                    1 Nov 1907- ...  
19 miles to

Hsiung-yao-ch'eng (熊岳城), also Hsiun-yüeh-cheng or Hsiung-yo-cheng, a prosperous, irregularly shaped walled village of 3000 named after the passing river Hsiung-yao, whose wide sandy bed here by the sea was crossed by the longest bridge on the line. Town one mile west of station linked to hot spring Ch'eng-pai-chi-tsun 1 1/2 miles southeast by light railway; the Japanese built the hot spring out. Fishery. Lead mine some 7 miles southwest of here.

- 9) Hsiung-yao-ch'eng B    1 Sep 1906- became  
Hsiung-yao-ch'eng PO    1 Nov 1907- ...  
20 miles to

Wan-chia-ling (萬家嶺), "an insignificant place; only the hills behind the station yield Granite in abundance and much work is being done in quarrying."(f) (9) absorbed (12).

- 12) Wan-chia-ling B                    1 Sep 1906-15 Dec 1906  
10 miles to

Sung-shu (松樹), which had a station but is otherwise unsung.

111) Sung-shu PO 11 Feb 1923- ...  
Four miles to

Te-li-szu (得利寺), station named for a famous temple 2 miles west, with a castle ruin nearby; also near battlegrounds of the Russo-Japanese War.

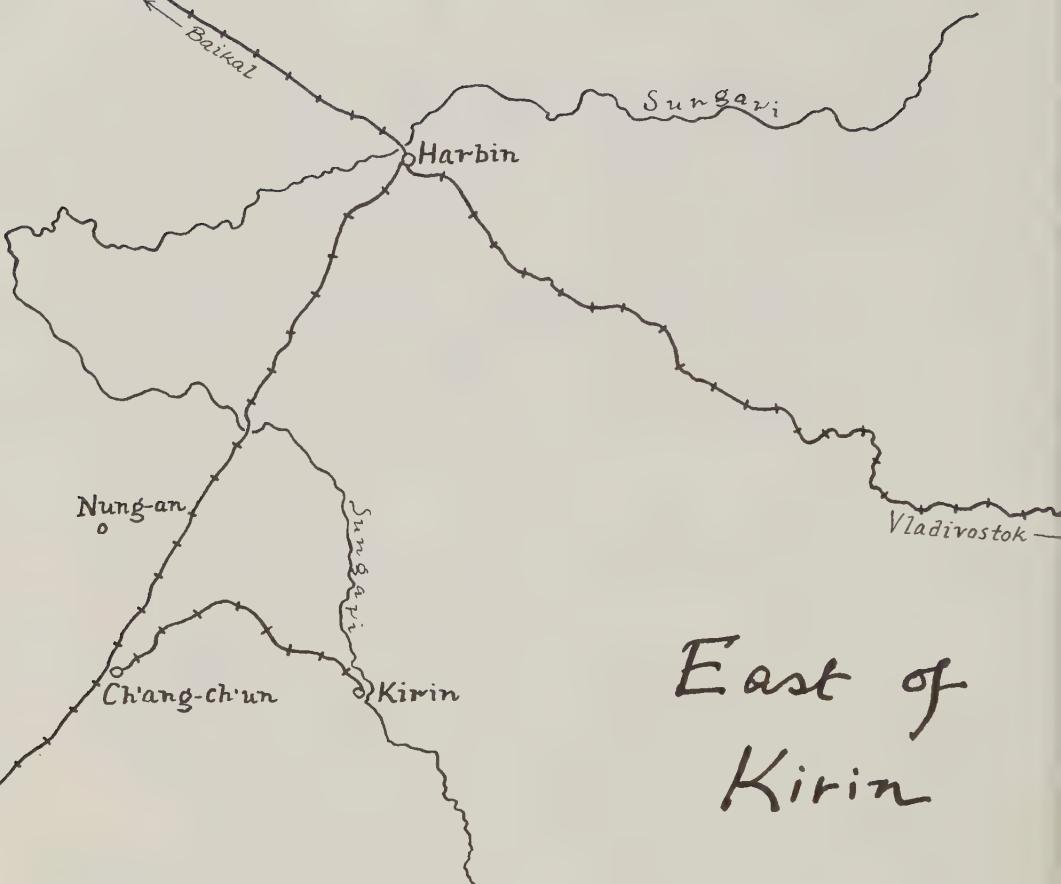
13) Te-li-szu B 1 Sep 1906-25 Mar 1907  
12 miles to

Wa-fang-tien (瓦房店), a station built up on a grand scale by the Russians, with engine sheds and sidings at Nan-wa-fang-tien, to the point that it lured merchants and officials from Fu-chou, the walled district seat 25 miles west of here. The Russians began developing a coal mine 3 miles east of Wa-fang-tien; it was expanded by a Japanese company to produce 50 tons a day, although the coal was of poor quality. Cancel L/106 type is known.

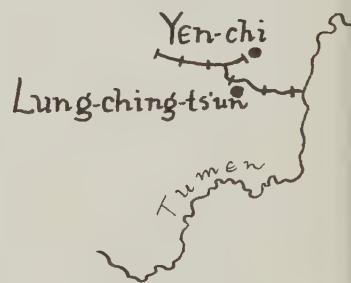
8) Wa-fang-tien B 1 Sep 1906- became  
Wa-fang-tien PO 1 Nov 1907- ...  
17 miles south was

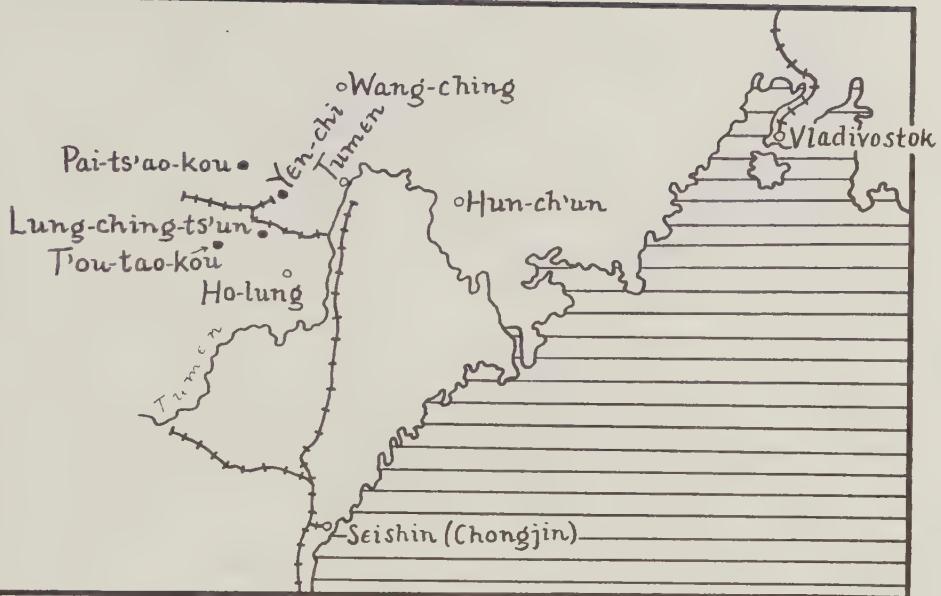
P'u-lan-tien, the first station in the Kwantung Leased Territory, see p. 159. From Wa-fang-tien 65 miles, from P'u-lan-tien 48 miles to Dairen.





## East of Kirin





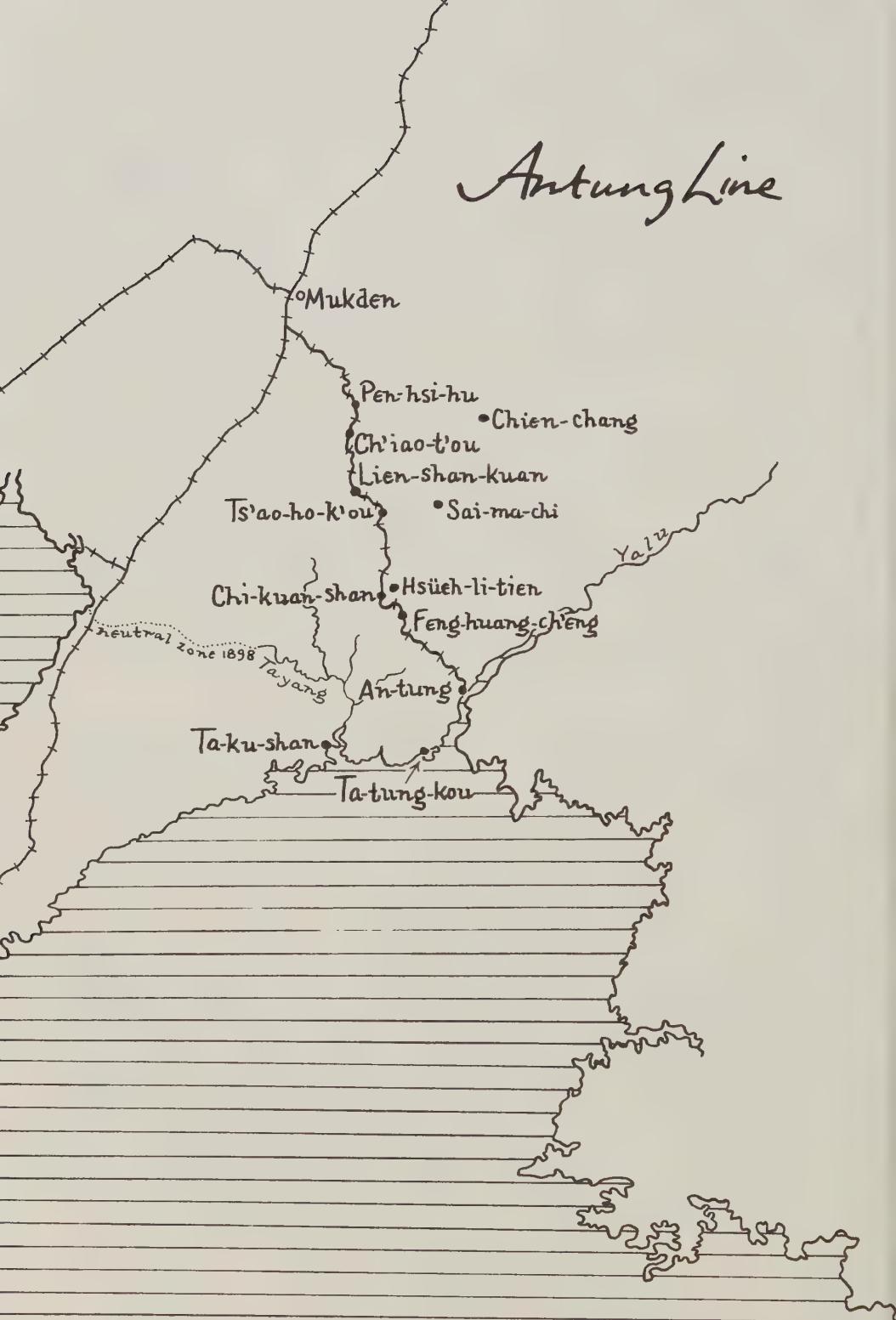
Treaty of Tumen River 1909: locations (a) sought by Japan and (b) actually granted treaty port status.(K)

- |                   |                       |
|-------------------|-----------------------|
| a b Yen-chi       | b Lung-ching-ts'un    |
| a Ho-lung (和龍)    | b T'ou-tao-kou (頭道溝)  |
| a Wang-ching (汪清) | -or Towtaokow         |
| a Hun-ch'un (珲春)  | b Pai-ts'ao-kou (百草溝) |
|                   | -or Pataokow          |

### 3. East of Kirin (not administered by Kwantung)

Yen-chi (延吉), also Yenki(h); its old name was Chü-tzü-kai (局子街); locally known as well by Pa-ta-t'un (八大屯). Pop. 10,000.(G) In the area where Russia, China, and Korea under Japanese control met; many Koreans lived here, but traditionally administered by the Chinese. Japan wanted to establish an area here to be administered from Korea and called Chien-tao (間島). The dispute ended under agreements 1909 between Japan and China by

# Antung Line



which four locations were opened to Japan, as shown on the map. Consulates and two post offices followed. The second post office was at

Lung-ching-ts'un (龍井村). Pop. 15,000.(G)  
Customs opening 1910. Commercial center  
of "Chien-tao"; lumber, stockyards.

(Post Office) 19 Sep 1907-

Cancels: L/94 107

This office, also called "Chien-tao", was established to provide service for Koreans working in that part of Manchuria and was administered by the Japanese postal system in Korea.

#### 4. The Antung Line

or Ampō (安奉) Line, see p. 118. Starting at Mukden, this line followed the South Manchurian main line 5 miles south past the small station Hun-ho, then ran on the Fu-shun branch line 3 miles to the little stop Fu-an (撫安), then branched south on its way to An-tung (map p. 127). It passed through difficult, craggy territory. In the reconstruction 1907-09 the Japanese shortened the military route by 20 miles, built 24 tunnels, of which the longest was 4900 feet, and 220 bridges, the longest 1800 feet crossing the T'ai-tzū at Pen-hsi-hu. When it had been rebuilt, this line closed the final gap in the railway system from Japan all the way through Russia to Western Europe. "The Antung-Mukden line, one hundred and seventy miles long, is a beautiful piece of construction, representing great expense.

Both as to roadbed and equipment it is far superior to the lines in Japan. Its completion brought Mukden within 1,582 miles, or less than three days' travel, of Tokyo."(n)

Pen-hsi-hu (本溪湖), Jap. Honkeiko, also known as Penki, district seat at highway junction and meeting point of T'ai-tzū and Pen-hsi rivers, on a plain surrounded by hills, with mild climate and good drinking water. Timber passing downriver on rafts. 18th-century coal mine. Pop. 5000.

Combat. Kabuto-yama, nearby hill, "is associated with the late war, on account of the heroic cavalry charge led by H.H. Prince Kan-in, in support of an infantry regiment sorely pressed by a superior Russian force." (f)

At the end of 1905 Ōkura & Co. of Tokyo began coal mining on an exploratory basis here, forming in union with the Chinese government a Coal and Iron Co., Ltd. (Baitetsu Yūgen) Oct 1911. Exploitation rights were granted under the agreements of 1915. The semi-bituminous coal deposits here were similar to but not as rich as those at Fu-shun. The early goal of 180,000 tons/year was realized before 1920 and production rose to over 520,000 tons in 1929.

Iron mining under the same aegis was centered at a place the Japanese called Byōjikō (廟兒溝) 20 miles south of Pen-hsi, where a 5 mile light railway linked to a stop called Nanshi (南坎). See the map p. 127.

Pig iron output:

1915	30,000	tons
1916	35,000	
1917	70,000	

...  
1929 76,300

Consistently inflated estimates for future

years indicated the hope of increased production. An-shan, which was larger, and Pen-hsi divided Japanese iron production in Manchuria, and Pen-hsi had the largest rail volume of any stop between Mukden and An-tung. Mining employees 1929: office employees 293 Chinese, 322 Japanese; miners about 8000, all Chinese.

Pen-hsi was 47 miles from Mukden.

- 54) Pen-hsi-hu B                    1 Sep 1906- became  
Pen-hsi-hu PO                    1 Nov 1907- ...  
10 miles to

Ch'iao-t'ou (橋頭), a village of 700 "situated in a charming spot, surrounded by wild scenery," another site of combat in the Russo-Japanese War.

- 75) Ch'iao-t'ou S (54)            21 Dec 1909- became  
Ch'iao-t'ou PO                    1 Jan 1912- ...  
21 miles to

Lien-shan-kuan (連山關), strategic highway town between Liao-yang and An-tung, population over 1000, on river Hsi-ho, a station where Japanese railway guards were located.

- 40) Lien-shan-kuan B            1 Sep 1906- 4 Jun 1907  
91) Lien-shan-kuan PO            16 Jul 1914- ...  
12 miles to

Ts'ao-ho-k'ou (草河口), 90 miles from Mukden and onetime midpoint of the narrow gauge line where passengers were forced to stay at Chinese inns overnight, as the trains ran only by day. Commercial center. Local coal and iron mines in this general area. Cancel L/339b is known here.



- 41) Ts'ao-ho-k'ou B 1 Sep 1906- became  
Ts'ao-ho-k'ou PO 1 Nov 1907-15 May 1914  
30 miles from here to

Chi-kuan-shan (鷄冠山), whose descriptive name means "chicken comb mountain". "One of a group of several villages, deriving some importance from its proximity to Feng-huang-cheng."(f)

- 76) Chi-kuan-shan S (42) 21 Dec 1909- became  
Chi-kuan-shan PO 1 Jan 1912- ...  
13 miles to

Feng-huang-ch'eng (鳳凰城), 133 miles from Mukden. "Fung-hwang ting, lying near the Yaluh River, commands all the trade with Corea, which must pass through it."(W) Old frontier garrison town in a plain surrounded by mountains where Chinese fortifications faced Korea over the centuries, taken by the Japanese 30 Sep 1894, largely destroyed and rebuilt, taken by them again in the Russo-Japanese War and in both wars their base of operations. Before An-tung's modern growth, this was the strategic gateway to Korea.

Feng-huang-ch'eng remained a military and administrative center, with its "business section being confined to two short cross-roads" outside the walls.(f) Pop. 10,000. Silk culture flourished in the area.

Feng-huang-ch'eng was the seat of the Tung-pien region of Liao-tung (see pp. 78-79). The small political units comprising this region changed according to shifting political boundaries, but it was consistently made up of districts along the Korean border. A major responsibility was lumber tax administration.

Known cancels so far are L/322 and the unusual L/327.

42) Feng-huang-ch'eng B 1 Sep 1906- became  
Feng-huang-ch'eng PO 1 Nov 1907- ...

35 miles farther was

Sha-ho-chen, see p. 108, the old town of  
An-tung, 37 miles from Feng-huang-ch'eng and the  
last stop before Korea, see also p. 108.

## 5. The Coast Southwest of An-tung

Ta-tung-kou (大東溝). Port 28 miles southwest  
of An-tung, before which it was "the greatest  
lumber market in Manchuria"(H) and tax  
office, population 4300. China agreed to  
open Ta-tung-kou 1903 (see p. 99); it was  
actually opened 1907. Mentioned in the  
Sino-Japanese postal convention 1910; all  
other such locations had foreign mail can-  
cellations. But this early Japanese inter-  
est in Ta-tung-kou was based on its past im-  
portance, which it lost with the rise of An-  
tung. Trade figures show the result:

	1920	1921
An-tung	63,071,523	63,304,457
Ta-tung-kou	46,652	55,007 Tls.
-with Ta-tung-kou having the smallest trade of any treaty port by this time.		

44) Ta-tung-kou B 1 Sep 1906- became  
Ta-tung-kou PO 1 Nov 1907- 26 Mar 1921

Ta-ku-shan (大孤山), the oldest sea port on the  
Yellow Sea, landmark mountain on the coast,  
a pile of quartzite rising 313 meters above  
sea level whose main distinction seems to  
have been a visit by Baron F. v. Richthofen

on 7 Jun 1869; population 1905 15,000. In the Russo-Chinese treaty 1898, a neutral buffer zone was established north of the territory to be leased by the Russians; its boundary ran along rivers from south of Kai-p'ing on the west to Ta-ku-shan on the east coast, indicated on the map p. 138. Ta-ku-shan was, in its time, a noteworthy silk port, but the railways led trade elsewhere.

- 45) Ta-ku-shan B                    1 Sep 1906- became  
Ta-ku-shan PO                    1 Nov 1907-30 Sep 1909

## 6. Short-lived Branches of Dairen 1906-07

A series of offices listed in j did not survive to attain any significance. Some seem to have been lost or bypassed in the reconstruction of the Antung railway line. Others may have lost their importance after the end of the war. For some I can offer no exact location.

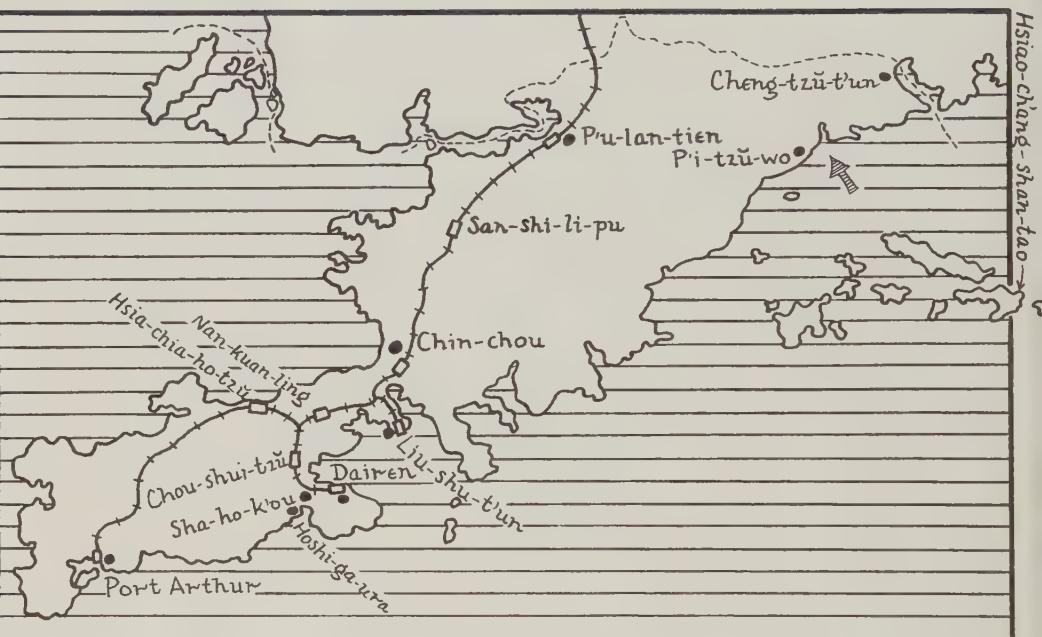
- 39) Lang-tzū-shan B                    1 Sep 1906-15 Apr 1907  
(浪子山). Telegraph service only. A small town southeast of Liao-yang on the river T'ang-ho.
- 46) Sai-ma-chi B                    1 Sep 1906-22 Oct 1906  
(賽馬集), also written Chai-ma-chi. Mail, money order, savings, and telegraph service. Town of 1000 25 miles east of Ts'ao-ho-k'ou, in an area of local coal and iron mines and silk cocoon production. See map p. 138.

- 47) Chien-chang B 1 Sep 1906-19 Oct 1906  
(城廠), town northeast of Sai-ma-chi. The office here offered the same services as the one there. See map p. 138.
- 48) Shih-men-tzū B 1 Sep 1906-23 Oct 1906  
(石門子). Mail service only. Although a village of this name stood north of Ho-lung on the later railway to the Korean border (see p. 137), this place must have been in South Manchuria, perhaps near the original route of the Antung line.
- 49) Nan-ku-shan B 1 Sep 1906-21 Sep 1906  
(南孤山). Mail service only. I have not located this place yet.
- 50) Chung-ku B 1 Sep 1906-12 Oct 1906  
(中國). Mail service only. Chung-ku was a railway stop and town located almost exactly halfway between T'ieh-ling and K'ai-yüan, as shown pp. 121f.
- 51) Hsüeh-li-tien B 1 Sep 1906-19 Oct 1906  
(雪裡店). Mail service only. Northwest of Feng-huang-ch'eng as shown on the map p. 138. Contemporary maps show this place as a highway town near the original Antung railway line, but not on the line as rebuilt. This area is described in f as "a highly mountainous region, where the laying of line required great engineering skill, as may be imagined from the fact of there being the two high ridges of Hei-kēng and Chi-kuan lying on the way. Within a distance of 9 mi., six tunnels had to be bored, a mountain side had to be cut away, and a valley filled up." Under these circumstances, Hsüeh-li-tien may simply have vanished.

- 52) Ta-niu-chüan B 1 Sep 1906-17 Sep 1906  
(大牛圈), mail service only. Upstream from Ying-k'ou, across the Liao River from T'ien-chuang-t'ai, last stand of Chinese forces in the Sino-Japanese War, stood a place called Niu-chüan-tzū (牛圈子); perhaps our location was nearby or identical.
- 53) Ma-san-chia-tzū B 1 Sep 1906-15 Dec 1906  
(馬三家子). Mail service only. In j we learn this office was absorbed by the Mukden Branch (21), so it must have been nearby. The name is a common one, in American it is the moral equivalent of "Three Horse Town". Directly east of Mukden are two places named San-chia-tzū. On the road from Mukden to Fu-shun-ch'eng, about halfway, is another San-chia-tzū as well as a Hsia-ma-chia-wan-tzū. This area was in the thick of the battle for Mukden March 1905.

Kwantung





P'i-tzū-wo landing	Nov 1894	(arrow)
Chin-chou falls	6 Nov 1894	26 May 1904
(Dairen) falls	7 Nov 1894	30 May 1904
Port Arthur falls	21 Nov 1894	1 Jan 1905

## Japanese Post Offices in Kwantung

Kuan-tung (關東, Jap. Kwantung or Kantō) is the southernmost part of the Liao-tung Peninsula (遼東半島, Jap. Ryōtō Hantō) in Manchuria. The Chinese had been building a naval base here from about 1880. The Japanese thought they had won the area from China 1895. The Dreibund of Russia, Germany, France forced them to give it up. The Germans seized Kiaochow Nov 1897. The Chinese called on their allies the Russians to send warships, and the Russian fleet came to Ta-lien-wan and Port Arthur Dec 1897, but not to watch the Germans, rather to outdo them.

27 Mar 1898 Russia leased Kwantung from China for 25 years. They built a new town, Dalny, to serve as open port. The unfinished Chinese port, Port Arthur, was to be reserved for Russian and Chinese shipping.

The Russian rights fell to Japan under the Portsmouth Treaty 5 Sep 1905; 25 May 1915 China agreed to extend the original lease to 99 years or 1997. In all these agreements the foreigners were excluded from the real old town of the area, Chin-chou.

The "Kwantung Leased Territory" became a province of Manchoukuo, "Kanto-shū", in 1932, was taken by the Russians 1945 and eventually returned to China.

The Japanese had field post offices in both wars. 10 Mar 1905 they began handling civilian mail. 1 Sep 1906 55 such became civilian branches of Dairen; from 1 Nov 1907 many became post offices.

Dairen dwarfs all locations in Kwantung with over 30 offices in its general area. Port Arthur is the only other location for which we have civilian cancels so far. I have listed these two places first.

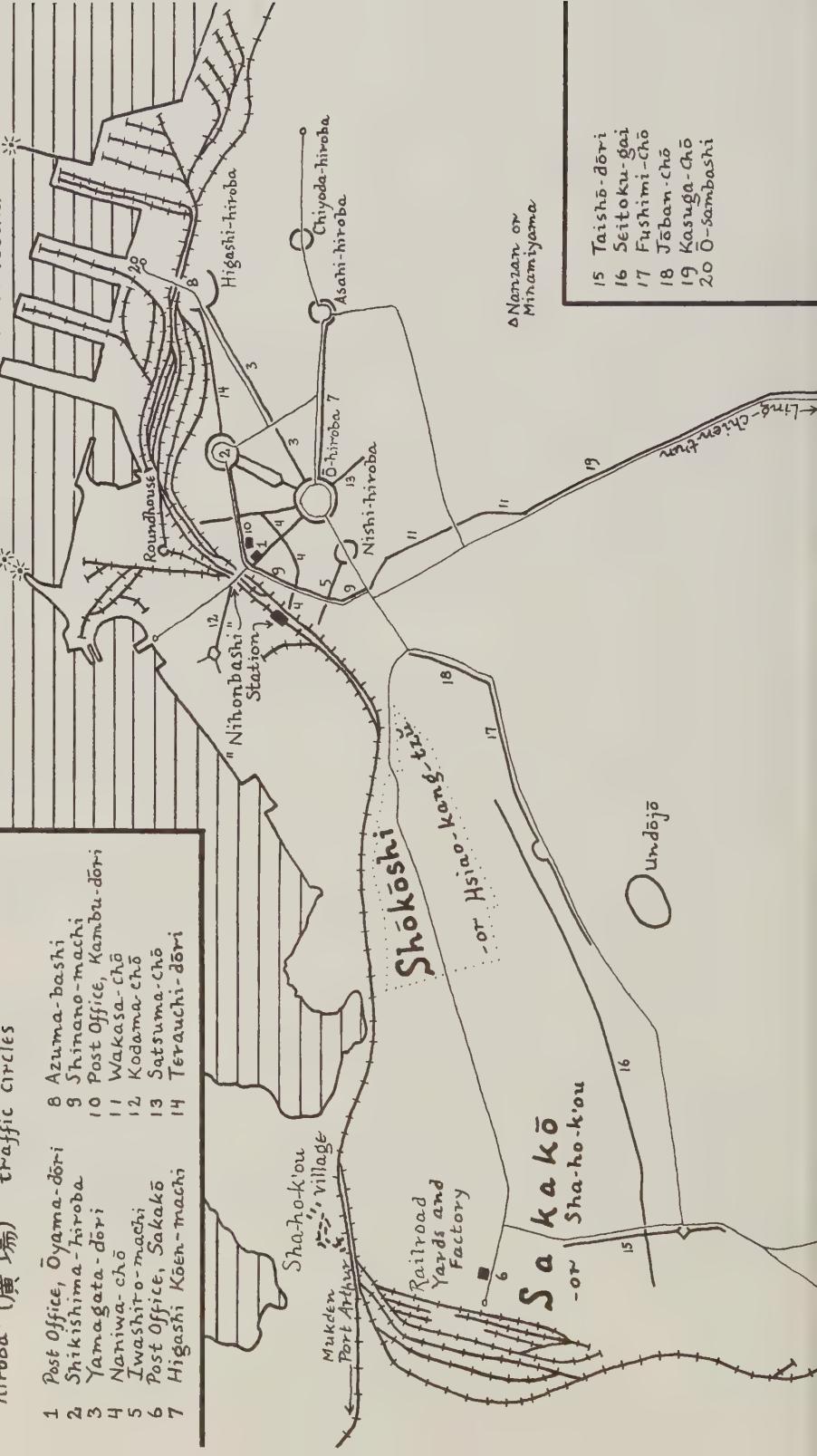
# - Dair-en -

"hiroba" (廣場)      streetcar lines  
 "hiroba" (廣場)      traffic circles

- 1 Post Office, Ōyama-dōri
- 2 Shikishima-hiroba
- 3 Yamagata-dōri
- 4 Naniwa-chō
- 5 Iwashitoro-machi
- 6 Post Office, Sakakō
- 7 Higashi Kōen-machi
- 8 Azuma-bashi
- 9 Shimano-machi
- 10 Post Office, Kamabu-dōri
- 11 Wakasa-chō
- 12 Kodama-chō
- 13 Satsuma-chō
- 14 Terauchi-dōri

Futō (docks)

(docks)



- 15 Taishō-dōri
- 16 Seitoku-gai
- 17 Fushimi-chō
- 18 Jōban-chō
- 19 Kasyō-chō
- 20 O-sambashi

also: Dalny (Russ.); Tairen; now Lüta

Russian postal service 1898-1904. From May 1904 Japanese field post office, handling civilian mail from Mar 1905. 1 Sep 1906 Kwantung Supervisory Post Office of which all other offices in Manchuria were branches until 1 Nov 1907. The early location of the Dairen Main Post Office was at Kambu-dōri; the Communications Bureau of the Kwantung Government, which supervised Japanese postal activity in Manchuria until 1936, at that time stood alongside.

The following are the offices in the greater Dairen area, including suburbs the city swallowed like Hsiao-kang-tzu and Sha-ho-k'ou and the nearby resort Hoshi-ga-ura.

1) Higashi Dairen B	1 Sep 1906	- 10 Dec 1906
57) Dairen B	11 Dec 1906-	became
Dairen PO	1 Nov 1907-	"
Dairen Chūō C	1 Sep 1932-	...
58) Iwashiro-machi S(57)	11 Dec 1906-	30 Apr 1910
63) Osambashi S (57)	16 Jun 1907-	30 Apr 1910
64) Kodama-cho S (57)	16 Jul 1907-	30 Apr 1910
77) D. Nishi-hiroba O	1 May 1910-	became
D. Nishi-hiroba PO	1 Oct 1928-	...
78) D. Kodama-cho O	1 May 1910-	became
D. Satsuma-cho O	1 Apr 1928-	...
79) D. Futo O	1 May 1910-	became
D. Futo PO	1 Jul 1923-	"
D. Yamagata-dōri PO	1 Apr 1925-	...
80) D. Shinano-machi O	1 May 1910-	became
D. Shinano-machi PO	1 Aug 1934-	...
81) D. Wakasa-cho O	1 May 1910-	...
82) D. Naniwa-cho O	1 May 1910-	became
D. Naniwa-cho PO	15 Jan 1911-	"
D. Ōyama-dōri PO	1 Jun 1923-	...
83) D. Azuma-bashi O	1 May 1910-	became
D. Azuma-bashi PO	1 May 1921-	...

84)	Hsiao-kang-tzū O	1 May 1910-	became
	D. Hsiao-kang-tzū O	16 Jun 1920-	...
87)	Sha-ho-k'ou O	1 Nov 1910-	became
	Sha-ho-k'ou PO	1 Mar 1921-	...
107)	D. Ōhiroba PO	16 Oct 1920-15 Oct 1923	
115)	Ling-ch'i'en-t'un O	1 Nov 1923-	became
	D. Ling-ch'i'en O	1 Apr 1925-	"
	D. Kōfudai O	1 Sep 1935-	...
116)	S. Taishō-dōri O	1 Oct 1924-	became
	D. Seitoku-gai O	16 May 1927-	...
117)	Futō S (79)	1 Apr 1925-	became
	D. Futō O	1 Jul 1936-	...
122)	D. Nanzan-roku O	21 Dec 1925-	...
123)	S. Kasumi-chō O	1 Jul 1927-	...
127)	D. Fushimi-chō O	21 Dec 1928-	...
129)	D. Higashi Kōen-machi O	16 Feb 1930-	became
	D. Higashi Kōen-machi PO	1 Jul 1936-	...
130)	Dairen Tp Office	1 Oct 1919-	became
	Dairen Chūō Tp Office	1 Apr 1927--*1 Sep 1933	
131)	Sha-ho-k'ou AX (130)	1 Apr 1927--*1 Sep 1933	
133)	Dairen-wan WTO	19 Nov 1911-	became
	Dairen WTO	1 Jun 1926--*1 Sep 1933	
134)	D. Jōban-chō O	1 Jun 1930-	...
136)	Dairen Airport	10 Sep 1930-	...
142)	D. Hoshi-ga-ura PO	21 May 1932-	...
145)	Dairen SMO	1 Sep 1933-	...
149)	D. Kasuga-chō O	1 Nov 1934-	...
154)	D. Undōjō-mae O	1 Oct 1935-	...
160)	D. Taishō-dōri O	1 Aug 1936-	...

\*date administration transferred from Kwantung

Notes: D. = Dairen      S. = Sha-ho-k'ou

- 1) Higashi (東) East; succeeded by (57).
- 57) The main post office at Dairen. Chūō (中央).
- 58) Iwashiro-machi (岩代町).
- 63) Ōsambashi (大棧橋) Main Wharf, the third from the left on our plan. At this time only two existed: the far right one was

- Higashi Sambashi or No. 2 Wharf. Later, the four docks, which were made of granite, were numbered from the left 4 - 3 - 2 - 1.
- 64) Kodama-cho (兒玉町), cf. (78).
- 77) Nishi-hiroba (西廣場).
- 78) Satsuma-cho (薩摩町), cf. (64).
- 79) Futo (埠頭) Dock, cf. (63) (117).  
Yamagata-dori (山縣通).
- 80) Shinano-machi (信濃町).
- 81) Wakasa-cho (若狭町).
- 82) Naniwa-cho (浪速町); Oyama-dori (大山通).
- 83) Azuma-bashi (吾妻橋); the office was located at Terauchi-dori.
- 84) Hsiao-kang-tzu (小嵐子), Chinese town which grew up next to Dairen, see text and plan.
- 87) Sha-ho-k'ou (沙河口), village west of Dairen developed to house new railroad yards and engine factory, see text and plan.  
Cf. (116) (123) (131).
- 107) Ohiroba (大廣場).
- 115) Ling-ch'ien-t'un (嶺前屯) south of Dairen, office was located at Togendai (桃源台) until 1935, then at Kofudai (光風台).
- 116) Taisho-dori (大正通); Seitoku-gai (聖德街)  
cf. (160).
- 117) Cf. (79).
- 122) Nanzan-roku (南山麓), that is, at the foot of South Mountain, see plan.
- 123) Kasumi-cho (霞町).
- 127) Fushimi-cho (伏見町).
- 129) Higashi Koen-machi (東公園町), East Park Street.
- 130) and (131) telephone offices.
- 133) see page 163.
- 134) Jōban-cho (常盤町).
- 136) at Chou-shui-tzu, see p. 162.
- 142) Hoshi-ga-ura (星ヶ浦) or Star Bay, beach area 5 km. southwest of Dairen purchased by the South Manchurian Railway Co., developed as recreation resort. Branch of Yamato Hotel; private villas. See map p. 148.



- 145) Dairen Chokin-kanri-sho (大連貯金管理所).  
 149) Kasuga-chō (春日町).  
 154) Undōjō-mae (運動場前) or in front of the athletic field; shows on a scenic date stamp in j, page 30.  
 160) Taishō-dōri, cf. (116) above.



Known cancels:

- 1) L/331?  
 57) L/106 108 225 227 (DAIREN)  
     331 339b Commemorative  
 58) L/107 331 339c  
 79) L/108 225 (YAMAGATADORI DAIREN)  
 83) L/107  
 129) L/108  
 Railway: L/282a 298 299  
 Paquebot: L/260 261 263



Warm water port developed by the Russians at the turn of the century, the European city separated from the Chinese town, Hsiao-kang-tzū, by a public park. After losses near Chin-chou, the Russians abandoned Dalny, which the Japanese took on 30 May 1904. Japanese headquarters Sep 1904, civil administration from 23 Jun 1905. Declared free port 1 Sep 1906. Chinese customs house manned by Japanese opened Jul 1907. Railroad shops at first between the station and the docks, an area they outgrew; they were rebuilt new at Sha-ho-k'ou. Bean oil factories, brick kilns, lime production, agriculture and dairies, fishery; electric works, gas works, coal; transshipment. Japanese administration for Manchuria. Resort beaches and hotels.

Hsiao-kang-tzū (小崗子, Jap. Shōkōshi) was the Chinese town which grew up next to Dalny/Dairen and was eventually enclosed by it, pop. 11,000, a pool for Chinese labor.

Sha-ho-k'ou (沙河口, Jap. Sakako) was originally

a hamlet on the bay near where the Japanese built out their new railroad yard. It was a situation similar to that of Szu-fang near Tsingtao. At first an independent entity, it too was gradually absorbed into Dairen as the city expanded west.

Some population figures may be of interest:

Kwantung Leased Territory:

1912 Chinese: 456,000 Japanese: 45,000

1918 Chinese: 523,147 Japanese: 60,242

Foreign: 114 Total: 583,503

South Manchurian Railway Company Zone  
in Manchuria:

1912 Chinese: 28,000 Japanese: 25,500

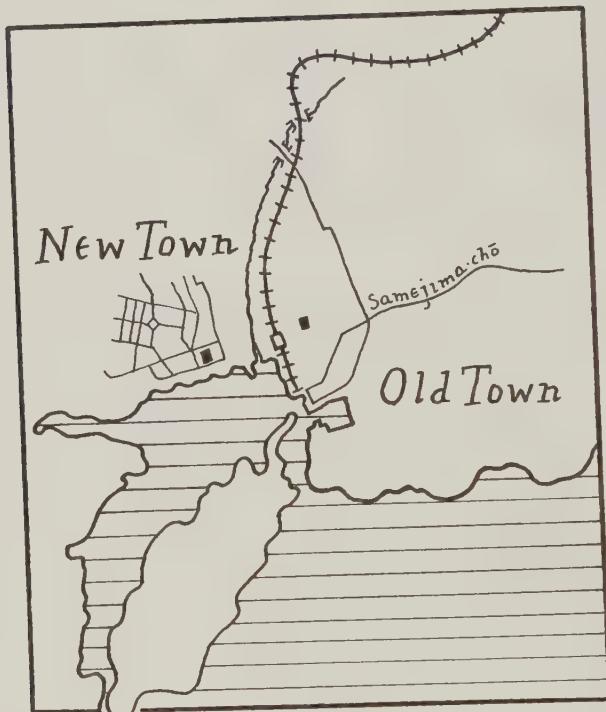
1918 Chinese: 86,510 Japanese: 52,530

Foreign: 225 Total: 139,265

The population of Dairen at the end of 1918 was 97,231.

Distances: Mukden 246, Ch'ang-ch'un 436, Harbin 585 miles.





- Kwantung Government Office
- Station
- Monument to the Loyal Dead



Port Arthur  
Jap. Ryojun

Lü-shun or  
Lü-shun-k'ou

旅順

2) Ryojun B	1 Sep 1906-	became
Ryojun PO	1 Nov 1907-	...
3) Nishi-Ryojun B	1 Sep 1906-	became
Shin-Ryojun PO	1 Nov 1907-	"
Shin-Ryojun S (2)	11 Jan 1908-	"
Shin-Ryojun PO	1 Jul 1921-	...
62) Samejima-chō S (2)	1 Apr 1907-30 Apr 1910	
85) R. Samejima-chō O	1 May 1910-	...
118) Kwantung-chō S (3)	1 Jun 1925-	became
Kantō-shū-chō S (3)	1 Apr 1935-30 Jun 1936	

Notes: R. = Ryojun

- 3) Nishi (西) West; Shin (新) New.  
62) Samejima-chō (駁島町), an avenue in the Old Town.  
118) Kwantung-chō-kōnai (關東廳構內), became Kantō-shū-chō-kōnai (關東州廳構內), that is, sub-office within (kōnai) the Government Office in the southeast corner of the New Town, shown on the plan in black. For the change of names see p. 149.

Old Town offices: (2) (62) (85); New: (3) (118).

Known cancels:

- 2) L/106 181a 225 331 339b  
Commemorative  
3) L/225 339c  
85) L/107



The many Romaji cancel styles of L/225 have not been definitively sorted out, although it is supposed that N stood for New and O for Old. This problem is discussed at length by Jiro Ōnishi in his 1973 articles, M.

The Chinese began fortifying this warm water harbor in 1880. By 1894 they had 13 forts with 330 large guns, but no protection on the landward

side. In the Sino-Japanese War the Japanese came down the peninsula and took these forts from behind on 21 Nov 1894. Japan returned the area to China when Russia, Germany, and France protested 1895. Russia occupied it on 28 Mar 1898, the ink barely dry on their 25-year lease signed the day before, and set about fortifying it at once. It was known as the "Gibraltar of the Far East".

About 1900 the Russians started building a new town for their government offices across the river Lung-ho from the old. They dredged the shallow bay on that side for warships. The most imposing buildings in the Old Town at that time were the red brick station, locomotive sheds, and administrative buildings of the railway at the west end of the town.

The Russians believed Port Arthur to be impregnable.

The Japanese blockaded Port Arthur 8 Feb 1904; midnight torpedo boat attack 9 Feb; war declared 10 Feb; Japanese bombarded 21 Mar; invested and besieged 3 Aug; the Russians finally surrendered 1 Jan 1905.

The Japanese did not expand Port Arthur on the scale planned by the Russians. It was the administrative headquarters of the Kwantung Government but partly because of its military status, partly because Dairen became the metropolis, many of the offices were actually located at Dairen. Nevertheless, most military and judicial administrative offices as well as the Kwantung Government Office, site of office (118), were at Port Arthur.

The population was about 15,000 (1918: 16,154). There was salt production and agriculture in the general area. Dairen 37.1 miles, Ch'ang-ch'un 468 miles away by rail.

## Secondary Locations in Kwantung

for which we have as yet no civilian cancels.

P'i-tzū-wo (貔子窩). Old port and salt production center, pop. 7000, in northeast corner of Kwantung territory 25 miles east of P'u-lan-tien. Offshore islands hindered its development as a modern port. Conditions here were ideal for salt production, and P'i-tzū-wo salt was considered the best in Manchuria. Two Japanese companies took up the salt business, about 200 Japanese lived here. P'i-tzū-wo was later linked to Chin-chou by rail. The Japanese Second Army Corps landed here Nov 1894.

- 55) P'i-tzū-wo B                    1 Sep 1906- became  
P'i-tzū-wo PO                    1 Nov 1907- ...

Ch'eng-tzū-t'ung (城子瞳). At some point the northern boundary of the Kwantung area, originally close to P'i-tzū-wo, was extended on the east coast to Ch'eng-tzū-t'ung, which was linked to Chin-chou by a 63-mile railway line jointly built by Japan and China.

- 124) Ch'eng-tzū-t'ung PO            1 Nov 1927- ...

Hsiao-ch'ang-shan-tao (小長山島), island off the coast before P'i-tzū-wo, see edge of map p. 148. The office reported to Dairen.

- 143) Hsiao-ch'ang-shan-tao S (57)            25 Sep 1933- ...

P'u-lan-tien (普蘭店). Village of 300, was two miles south of the older Kwantung territory boundary, 17 miles south of Wa-fang-tien and 48 miles above Dairen, right on the water, growing because of its location. A transfer

stop for P'i-tzū-wō, reached from here by bus. As northernmost railway stop in Kwantung, P'u-lan-tien appears on the later railway cancel L/299.

- 7) P'u-lan-tien B                    1 Sep 1906- became  
P'u-lan-tien PO                    1 Nov 1907- ...  
13 miles to

San-shih-li-pu (三十里堡) or Thirty League Fort. In this area were several such places whose names indicated the distance of an outpost fort from the main fortress.

- 141) San-shih-li-pu S (7) 11 Nov 1931- became  
San-shih-li-pu PO                16 Sep 1935- ...  
13.5 miles to

Chin-chou (金州) or Chin-chou-t'ing (廳), formerly Ning-hai-hsien, now Kin-hsien. Town of 9000, walled since 1774, administrative center of the peninsula, T'ing since 1843, excluded from the territory leased to the Russians and later transferred to the Japanese, which caused jurisdictional problems. Inside this town the foreigner had no authority. For this reason, foreign activity centered on the "very large" railway station one mile southeast, from which the Russians had set up a branch line to brick fields on the west side: the source of brick to build Dalny.

Chin-chou was of great strategic importance, situated at a neck in the peninsula with formidable mountains, the highest 666 meters, to south and east. Here the sea is visible from the railway on both sides. Chin-chou was taken by the Japanese 6 Nov 1894 and again, after the battle of Nan-shan, 26 May 1904. In the later war a scene of heavy fighting: after losing here the Russians

abandoned Dalny for Port Arthur. Details, including General Nogi's poem about it all, are given in f. Site of Japanese headquarters Sep-Nov 1904.

- 6) Chin-chou B                    1 Sep 1906-    became  
Chin-chou PO                    1 Nov 1907-    ...  
114) Chin-chou Ekimae S(6)    1 Mar 1923-    became  
Chin-chou Ekimae O            1 Jun 1928-    ...

Ekimae (驛前) in front of the station.

Three miles south of Chin-chou was Ta-fang-shen (大房身), where a two-mile branch line originally built by the Russians led to

Liu-shu-t'un (柳樹屯), the fishing village of the bay which preceded, was then ruined by Dalny/Dairen. According to f, it was seized by the British and French 1860, then fortified by the Chinese 1887. The Russian pier here served to offload ships bringing materials to build the railway. The Japanese landed here in both wars and built out the railhead with a new pier, but the wartime prosperity was only temporary. There remained a local port and the ruins of the Chinese forts.

- 5) Liu-shu-t'un B                1 Sep 1906-    became  
Liu-shu-t'un PO                1 Nov 1907-    "  
Liu-shu-t'un O                1 Aug 1934-    ...

10.5 miles south of Chin-chou on the main line was

Nan-kuan-ling (南關嶺), original branching off point for the line to Port Arthur, battlefield of the Russo-Japanese War, rail traffic center in Kwantung. The name means South Barrier Range; the nearby mountain is called Nan-kuo-ling (難過嶺) meaning "range difficult to pass", indicating the situation

in former times when the sea cut in farther here to the sudden ridge which left little space for the road to pass.

- 4) Nan-kuan-ling B 1 Sep 1906-15 Dec 1906

Upon discontinuance of this office, which provided telegraph service only, its duties reverted to Dairen (57).

A short branch line from Nan-kuan-ling led to Kan-ching-tzū (甘井子), a spot at the edge of the peninsula protruding into the bay due north of Dairen. Its official name was Ta-lien Kan-ching-tzū-fu-t'ou (大連甘井子阜頭), a curious combination of Chinese and Japanese characters.

- 137) Kan-ching-tzū PO 1 Oct 1930- ...

Four miles down the line from Nan-kuan-ling was

Chou-shui-tzū (臭水子, later 周水子), a station near the point where the line to Port Arthur (about 32 miles away) branched off, while the main line continued 5.5 miles to Dairen. Here too the Russians, then the Japanese operated a brick factory. Onoda Cement Company Works nearby provided postal impetus. Later site of Dairen airport, which offered regular flights from Sep 1929 between here and Tokyo via Korea, Fukuoka, Ōsaka; eleven hours one way.

- 103) Chou(臭)-shui-tzū PO 1 May 1920- became  
Chou(周)-shui-tzū PO 13 Nov 1921- "

Chou(周)-shui-tzū O 15 Dec 1924- ...

- 136) Dairen Airport 10 Sep 1930- ...

Dairen Airport (大連飛行場).

The first stop on the branch line to Port Arthur, 7.6 miles from Chou-shui-tzū, 13

from Dairen and 24 from Port Arthur, was

Hsia-chia-ho-tzū (夏家河子, Jap. Kakakashi), a beach resort protected by hills on the east and south sides, with clear water free of "the usual poisonous kind of jelly-fish"(f), hot fresh water baths, and good fishing. It was reached in summer by special trains from Dairen.

- 139) Hsia-chia-ho-tzū S(57)1 Jul 1931- ...

The following locations are listed under Dairen, pp. 151 ff.: Hsiao-kang-tzū, Sha-ho-k'ou, Ling-ch'i-en-t'un, and Hoshi-ga-ura.

### Wireless Telegraph Offices (無線電信局)

133)	Dairen-wan WTO	19 Nov 1911-	became
	Dairen WTO	1 Jun 1926-*1	Sep 1933
90)	Sakaki Maru WTO	14 Aug 1913-	2 Sep 1930
120)	Dairen Maru WTO	28 Oct 1925-*1	Sep 1933
126)	Hōten Maru WTO	13 Jun 1928-*1	Sep 1933
135)	Chōshun Maru WTO	3 Sep 1930-	became
	Chintō Maru WTO	5 Aug 1933-*1	Sep 1933

\*date administration transferred from Kwantung

Dairen-wan (大連灣), Dairen Bay. Names with Maru (丸) are the names of ships. Sakaki (栃神). Hōten (奉天), the Japanese pronunciation of "Mukden"; the same goes for Chōshun (長春) as equivalent to Ch'ang-ch'un; and Chintō (青島), Tsingtao. Ch'ang-ch'un having been renamed by the Japanese Hsin-king may account for this name change. It seems that (135) succeeded (90), but I do not know if it is the same ship. In T we find the following information about the Dairen shore station: "Vibration metre 300 600; Electric Power K.W. 7 (Ordinary spark); Distance of transmission (naut. mile) Day time 500, Night 1,300."

My mother-in-law, the daughter of a Japanese Army officer, lived as a small child about 1911 in Ryojun (Port Arthur). She told me how it was to live in the oversized houses left behind by the Russians, how she walked out every evening to meet her father, returning on horseback, how he lifted her up for the ride home, how the horse lived in a stall in the large garden behind the house.

Nearly every book I have read about China and Manchuria tries to show who was "right": the Chinese, the Russians, the Japanese, the Germans, the other foreigners in China. Today I see no point in claiming some party was right or wrong: like all past history, this was a special time, people acted as they did for reasons which seemed important to them then. It is not up to us to judge them but to learn what we can about what they did, and why.

Certainly the events in China and Manchuria in the last quarter of the nineteenth and first quarter of the twentieth centuries provide one of the most colorful and fascinating histories of modern times. An interest in Japanese philately is not the worst way to learn about this complex, yet rewarding part of the world. In my opinion, one aspect of true stamp collecting the way it always leads one to something greater than the plain assemblage of postage stamps.



## Cancellations

I have found nearly sixty types so far; within these are variations. The list reflects everything for which I have found believable evidence. It is by no means complete - no such list is - but should give a collector a good idea what he can expect to find.

I have resisted the temptation to create my own numbers for the cancel types: the sources L, and in many cases F, have already provided most of the numbers we need. Yasuharu Amano's index of cancels (L, 1968) is not strong in our field but remains the most useful book of general types I know. Where I have found it necessary to further distinguish a particular type, I have added a small letter (example: L/339b).

My intention here is to give readers as many sources of information as possible, as well as to demonstrate convincingly how I know each particular cancel exists. I always prefer to see an actual cancel or a photograph of it to a sketch, as the latter are often inaccurate in detail, depending on whether they are actual tracings (as in this book) or just freehand sketches filled out by imagination.

For this reason I give absolute preference to

actual examples or photographs, which means that the source b, a book devoted exclusively to photographs of cancels, plays an important role.

In the lists given here I have used the following system: at left the source where a cancel is reported, in cases where, at right, neither an actual example or photograph (indicated by =) or a sketch or other drawing (indicated by -) is so far known.

Also at left I give the page number for an illustration of the cancel in this book. The plus sign (+) means there is an illustration on the page you are looking at. All letters indicating sources are explained in the bibliography.

The 5 sections of the comb-type cancels are indicated here in the standard way, from top to bottom, by the letters A D B E C.

Kanji cancels in our field are read from right to left except the following: L/326 and 326a are read from top to bottom; and L/257, which is not really a normal postal cancel, is read from left to right.

As to the cancels themselves, they are generally found in one of three colors. Black cancels indicate a metal hand stamp; purple ones indicate the device was rubber. Among early telegraphic cancels of Manchuria the occasional example appears in red gum.

Although I would like to indicate how rare each cancel is, and in many cases could do so, it is still too early to give a comprehensive list of the rarity of all cancels. This will soon be possible, as the trend in our field is swinging rapidly to prices based as much on the cancel as on the stamp.

In general terms, the most commonly found cancels of China are from Shanghai and Tientsin. Peking,

Chefoo, Hankow, and Amoy also appear regularly. Personally I would value highly examples from the inland cities like Ta-ye, Sha-shih, and Ch'ang-sha, as well as those of the smaller places associated with the Boxer Rebellion. Rarity, however, is not just a matter of place, but of place combined with type. For example, the type L/331 for Shanghai is considered rare.

In Manchuria the commonly found locations are Newchwang (a China office) and Ying-k'ou, Dairen, Mukden; and Ch'ang-ch'un as transit cancellation. In addition T'ieh-ling, Liao-yang, An-tung, and Port Arthur are frequently seen. Hsin-king is common though it only begins at the end of our period. Most highly valued by me are evidences from the small railway towns as well as of early short-lived offices like Higashi Dairen or T'ieh-ling Tomon-gai, and above all I guess Harbin.

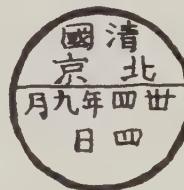
The best aspect of the field is that it remains wide open: any active collector today can still find previously unrecorded cancels lying in his own collection or unnoticed in shops.



L/71 F/4

Used 1889-1906. Shinkoku (清國), China, is on the top line. The Shan-hai-kuan second line says Tientsin Shan-hai-kuan Shutchojo.

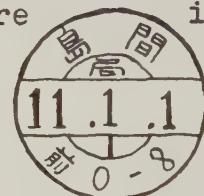
(Tientsin)	=b
-(Tzü-chu-lin)	=b
19 + (Shan-hai-kuan)	=b m/LW
+ (Peking)	=b -K
(Shanghai)	=b d
(Hangchow)	=b
(Chen-chiang)	=b
(Wu-ch'ang)	=b
(Ch'ang-sha)	=b
(Swatow)	=b
(Newchwang)	=b



L/94

The word in D is kyoku (局), office or post office. Chien-tao, see pp. 137 ff. More information in JP28/127 ff.

+ (Chien-tao)	-JP31/181
---------------	-----------



L/102 for China

Replaced L/331, 339b. Used 1913-16. The word in C is Shina (支那), China. Where the top only is known, L/331 is also possible, in rare cases also L/330i; the date can help decide.

(Tientsin)	=b
+ (Peking)	=V -d
+ (Shanghai)	=V d
(Hankow Gaikoku Kyoryuchi)	=b
(Newchwang)	=b m/LW



top only:

+ (Chefoo)	=V
57 (Kiukiang)	=V



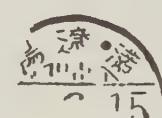
L/106

Replaced L/305b-c. Used 1 Sep 1906 to 1912. The first character Man (滿) stands for Manchuria. Time is given in C. Where only the top is known, L/331, 339c are also possible.

(Man Ch'ang-ch'un)	-K
108 + (Man.An-tung-hsien)	=m/MM
(Man.Kai-p'ing)	=k
(Man Dairen)	-a
+ (Man.Ryojun)	=d -L

top only:

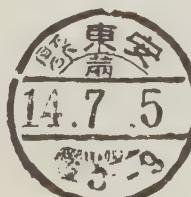
76 (Man.Ying-k'ou)	=m/MM
+ (Man.T'ieh-ling)	=V
+ (Man.Liao-yang)	=V
135 (Man.Wa-fang-tien)	=m/LW



L/107

Like L/106 but was in use longer; character(s) in D indicate the general location: Man (滿), Manchuria; Chien-tao (間島). Cf. L/331 var. which has the same top.

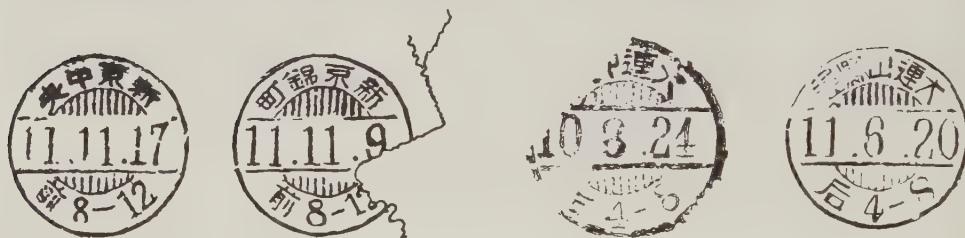
+ { Mukden/Man)	=m/KG
{ Mukden Ekimae/Man}	=h
+ { An-tung-hsien/Man}	=m/LW
112 { Harbin/Man)	=m/LW
136 { Lung-chin-ts'un/Chien-tao)	-JP31/181
{ Dairen Iwashiro-machi/Man)	-d
155 { Dairen Azuma-bashi/Man)	=m/LW
157 { Ryojun Samejima-cho/Man)	=m/LW



L/108

The common kanji cancel in Manchuria for the Showa period, replaced L/107.

(Mukden)	-K
(Hsin-king Hachijima-dōri)	-L
+ (Hsin-king Chūō)	=m/TA
+ (Hsin-king Nishiki-chō)	=m/TA
+ (Dairen Chūō)	=m/LW
+ (Dairen Yamagata-dōri)	=m/LW
153 (Dairen Higashi Koen-machi)	=m/KG



L/111

Replaced L/309c. Used 21 Nov 1918-10 Dec 1922.  
Cf. L/309a-b-c. Where top only is known, L/309,  
330g-h are also possible. Variant lacks top comb.

30	(Tsingtao)	=b V d m/LW
+	(Tsingtao Futo)	=b -L
	(Tsingtao Saga-chō)	=b
K	(Tsingtao-shi)	=b
	(Wei-hsien)	=b
37	(Tsinan)	=m/Ls
variant:		
+	(Tsinan)	=d
top only:		
+	(Tsingtao Ta-pao-tao)	=V
	(Tsingtao Taikō)	=b
	(Tai-tung-chen)	=b
	(Li-ts'un)	=b



L/130

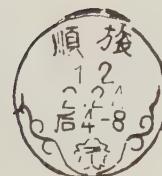
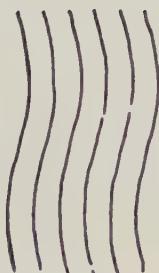
Machine cancel used in Manchuria; note the blossom at the bottom.

+ (Ch'ang-ch'un) =m/TA

L/181a

Like L/130, but with message in style of L/181, size of L/182. The message on the example below right says mokeru yume yori/azukeru shian, or: better than dreams of profit, consider savings.

+ (Ryojun) =m/LW



L/199, 202, 202a

Obliterators used at Shanghai 1876-88. They were used to deface the postage stamp in combination with a date stamp usually placed elsewhere on the envelope; for this reason a date stamp like L/206 on a postage stamp would be considered rare. The date stamps L/213 214 were first used on postage stamps as the obliterations were phased out.

The Shanghai obliterations come in various shapes which have been traced to actual periods of use. Charts in b and d show these periods. However, wear, clogged ink, etc., made each obliteration practically unique, and classification is often difficult. The shapes shown on these pages are just examples.

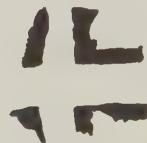
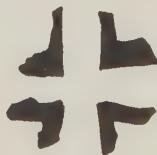
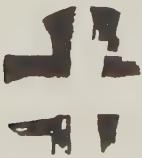
The most common shape was the crossroads (L/199), in various thicknesses. The later propellor came with 3, 4, or 5 blades (L/202). Besides these there are the mirror-T, seven-armed starfish, and the katakana "sa" (サ) or negative H (L/202a).

A loose stamp with one of these obliterations on it can only have been canceled in Shanghai. The hardest to find seem to be the mirror-T, the propellor with 3 blades, and the negative H.

L/199 1876

1876-77

1876-77



(wide avenues, the walls tend to be narrow)

1877-78



1878



1878

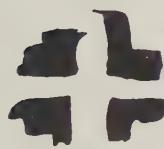


1878



mirror-T

1879



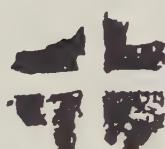
↑wide

wide bottom

L/202 1887

seven-armed starfish

1880-83



1884



blocky

1885-86



heavy walls acute outside angles

1887

break



1887



the 3-blades are interrupted; the 4-blades have canals (the example has lost the bottom part of the bottom blade)

L/202a

1888



1888

comes in two sizes

L/206

Used 1876-83, earliest use on stamp 1880. The cancel shows no year.

45 + SHANGHAI. I.J. POSTAL AGENCY.

=b G1 Jb56/189 m/LW  
JP25/219 27/29



L/206a

Known use 1880-81, no date on cancel.

+ FOOCHOW/IMPERIAL JAPANESE  
POSTAL AGENCY., CHINA.  
=b JP27/29 30/116



L/213

Used at Chefoo Oct 1890. Used at Shanghai as date stamp 1883-89, to cancel stamps 1888-91.

JAPANESE POST CHEFOO

=m/HW -D

38++ I.J.P.A. SHANGHAI

=b G1 C S m/KG

=m/LW ("81 MAY")



L/214

Used 1888-91. A numeral was used for the two letters "I".

+ SHANGHAI I.J.P.A.

=C b m/LW



L/216

A rare cancel, used 1891-92.

+ SHANGHAI J.P.O. =b



L/218

Used from 1892 until forced to stop by outbreak of war with China 1894. Small and large typefaces, most easily revealed by the size of the numerals. The year is given both Christian era and Meiji era, in outer ring.

TIENTSIN I.J.P.O. =b

CHEFOO I.J.P.O. =b

small typeface

CHEEFOO I.J.P.O. =PJ 3/15

large typeface

SHANGHAI I.J.P.O

+ small typeface =b

++ large typeface =b C Jb56/212 m/LW

small

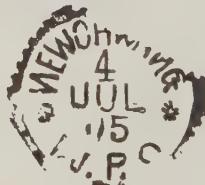
large

date reversed



L/220\* (1895-1905)

2	TIENTSIN I.J.P.O.	=b	m/KG
+ 189	TIENTSIN I.J.P.A.	=C	b m/KG
	CHEEFOO I.J.P.O.	=b	
	CHEFOO I.J.P.O.	=b	
	TONGKU I.J.P.O.	=b	
+ 19	PEKING I.J.P.O.	=b	
19	SHANHAIKWAN I.J.P.O.	=b	m/OB
165 177	SHANGHAI I.J.P.O.	=b	V m/KG G1
	HANCHOW I.J.P.O.*★	=b	
	HANGCHOW I.J.P.O.	-D	
	SOOCHOW I.J.P.O.	=b	
54 +	HANKOW I.J.P.O.	=b	V Jb56/212
	TA-YE I.J.P.A★	=b	
C D	TAIYA		
	SHASHE I.J.P.O.	=b	
	SHASHI I.J.P.O.	=b	
69 71	AMOY I.J.P.O.	=b	V Jb53/57
	SWATOW I.J.P.O.	=b	
+	NEWCHWANG I.J.P.O.	=b	m/LW
	(Ns reversed 1903 1905)		



L/220★ (1900-06)

	TIENTSIN I.J.P.O. (S reversed 1905)	=b	
	TIENTSIN I.J.P.A.	=b	
13	TONGKU I.J.P.O.	=b	m/KG
14	TAKU I.J.P.O.	=C	b
15	YANGTSUN I.J.P.O.	=b	
16 +	TUNGCHOW I.J.P.O.	=m/HW	
	PEKING I.J.P.O.	=b	
19 +	SHANHAIKWAN I.J.P.O.	=Y	b m/HW
	NANKING I.J.P.O.	=b	
	CHANGSHA I.J.P.O.	=b	
	FOOCHOW I.J.P.O.	=b	
	SWATOW I.J.P.O.	=b	
	CANTON I.J.P.O.	-D	JP31/181
	NEWCHWANG I.J.P.O.	=b	

## Crooked dates

can provide useful information, for example if one has only part of a cancellation and wants to establish the missing month or year. Not all L/220 cancels were straight up and down like the one shown at the right.

In Shanghai, to take one case, the date was crooked from 18 August until (at least) 17 Sep 1897, then from the beginning of October stood on its head. Backward letters, as those noted on p. 176, can be similarly useful.



L/225 (China)

I.J.P.O

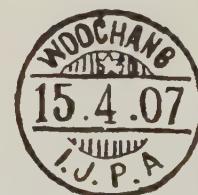
Used 1906-12, in Shan-tung Province with serif J  
1914-22.

	TIENTSIN	=b
4	TIENTSIN.2	=b m/KG
9 +	CHEFOO	=b V m/KG
	TANGKU	=b
	PEKING	=b
	SHANHAIKWAN	=b
	TSINGTAU	=b
	WEIHSIEN	=b 208
	(section D is empty)	
22 +	TSINAN	=b m/KG
+	SHANGHAI	=b m/HW, OB, LW V
	HANKOW	=b
	HANKOW-2	=b
47	SOOCHOW	=b V
	HANGCHOW	=b
	NANKING	=b
	CHANGSHA	=b
	SHASI	=b
66	FOOCHOW	=b m/KG, MM
64	AMOY	=b m/HW
73	SWATOW	=b m/KG
74	CANTON	=b 1914 1915 1920; m/HW
	NEWCHWANG	see p. 179



With a white star in D, the following, which are "I.J.P.A", but with exceptions:

C D	CHINKIANG	
	KIUKIANG	=b
	WUHU I.J.P.O	-D
	(=b 168, but hard to see)	
	TAIYA	=b
59 +	WOOCHANG	=C b
	WUCHANG	=C b



L/225 (Manchuria) (1907-34) I.J.P.O

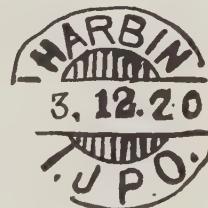
89	YINGKOW	=M
+	NEWCHWANG	=b V
C D	NEWCHWANG 2	
93	KUAN CHENG TZU	=JP29/99
M	CHANG-CHUN	
	CHAN-CHUNG	-c
M	CHANGCHUNG	
95 +	CHANGCHUN	=M m/LW
M c	CHANGCHUN-H	
c	CHANGCHUNG-H	-Jb53/57
c	CHANG-CHUNG-H	
M	CHANGCHUN-I	?=b57
95 120	CHANGCHUN-S (Sta.)	=b M m/KG V
c	CHANGCHUN 1 (unconfirmed)	
M	CHANG-CHUNG (unconfirmed)	
	MOUKDEN	-D
		=Yushu 3/1975, p. 26
97 120	MOUKDEN-S (Sta.)	=m/PH
102	HSIN-MIN-FU	=M
105	TIEHLING	=M
107	LIAOYANG	=M
108	ANTUNG	=M JP30/254
+	HARBIN	=M
154f+DAIREN		=M V m/HW, OB, LW
155	YAMAGATADORI DAIREN	=M
JP24/314	DAIREN 2	
156	PORT-ARTHUR	=m/LW
156	PORT-ARTHUR.N	=M
156 +	PORT-ARTHUR.O *	=M V
156	PORT-ARTHUR 1.	=M
+	HSINKING	=M

\*M claims this cancel was faked:

genuine:



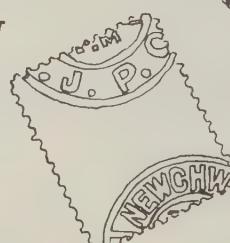
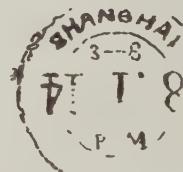
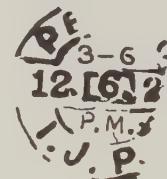
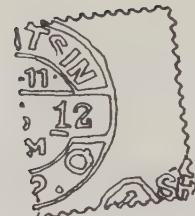
fake:



L/226 (1911-22) mostly I.J.P.O

\* white star after name in A  
~ known with D, E, or both empty

5	6 +	TIENTSIN	=b	V m/LW
6		TIENTSIN 2	=b	m/KG
		CHEFOO	=b	
+		TANGKU	=b	
17	+	PEKING	=b	V m/LW
		SHANHAIKWAN	=b	
		I.J.P.A (1913)	=b	
		I.J.P.O (1917 1920)	=b	
41	+	+SHANGHAI I.J.P.O	=b	V
		SHANGHAI I.J.P.A	=b	
		(S reversed 1920)	=b	
		HANGCHOW	=b	
		SOOCHOW	=b	
C		CHINKIANG	=b	
		NANKING I.J.P.O ~	=b	
		NANKING2 I.J.P.A	=b	
		WUHU	=b	
55		HANKOW	=b	V
		HANKOW-2 HANKOW2	=b	
+		KIUKIANG I.J.P.O.	=C	
		KIUKIANG I.J.P.A.	=b	
		KIUKIANG I.J.P.A * ~	=b	
		TAIYA I.J.P.A	=b	
		TAIYA I.J.P.A * ~	=b	
		CHANGSHA ~	=b	
		SHASI	=b	
		FOOCHOW	=b	
		AMOY	=C	b
		AMOY2	=b	
		SWATOW	=C	b
		CANTON	=b	
89	+	NEWCHWANG I.J.P.O	=b	V
		NEWCHWANG 2 I.J.P.A. ~	=b	



## Spacing Proves It

The L/226 comes with large lettering or small. Examples of the latter are often a mess. The small letters are often worn out and barely legible, ink fills the interstices. These hand stamps seem to have been made of poor materials or used too long. The rough paper of the Tazawa stamps contributes to the unclear impression.

The block shown on p. 6 is TIENTSIN2: we can say this although no 2 is visible. At the lower left the 2 landed on the perforations and failed to show; at the top it can be surmised only from a single extra ink spot along the edge of the stamp.

Here, however, is demonstrated the value of having good reference photographs or accurate drawings of known examples. In L/226 TIENTSIN examples, the second T is to the right of center; in TIENTSIN2 it is centered at the top. Letter spacing forces all letters to assume different locations in the circle. (In the L/225 cancel TIENTSIN,2 the comma forces the second T to the left of center.)

Simple letter spacing comparison shows the cancel on p. 6 to be TIENTSIN2, as the ink spots at the end of the word TIENTSIN might have led one to surmise.

A similar case is shown on p. 89. L/226 NEWCHWANG cancels show the H up top. The NEWCHWANG 2 counterpart has narrower letters, the H is pushed far to the left of center.

Where all else fails, spacing analysis can not only decipher an illegible name but prove the office within that name.

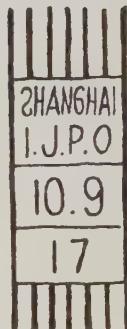
L/227 (1934- ...) I.N.P.O.

95 HSINKING =m/KG  
+ MOUKDEN =M m/HW  
155 DAIREN =m/KG, LW



L/242 (1917-22) I.J.P.O. roller

TIENTSIN =b  
+ CHEFOO =b m/LW  
+ SHANGHAI =m/MM b  
(S reversed)



L/251 (1880-89) REGISTERED.

+ SHANGHAI =b C



L/257 SHIP.

Read from left to right. The text means "collected in ship Shanghai".



+ (Shanghai Senchūshū)  
=b38 Gl:II/32

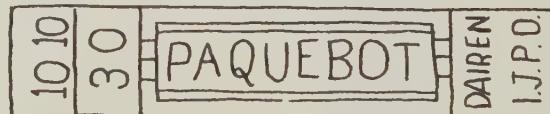
L/260 261 PAQUEBOT

+ DAIREN I.N.P.O. -M D  
(before 1934 I.J.P.O. L/260)



L/263 roller PAQUEBOT

+ DAIREN I.J.P.O. -M



L/282a (1905-06) railway

Top says tetsudō yūbin, railway post.  
Bottom shows particular rwy. line.



+ (Dairen main line) -d  
(Hsia-ma/Mukden line) -d

L/297 railway

+ (An-tung-hsien/Mukden) -L



L/298 railway

+ (Dairen/Ch'ang-ch'un) -L



L/299 railway

+ (Tsingtao/Tsinan-kan) =b  
(Dairen/P'u-lan-tien-kan) -L  
(kan means between)  
間



L/299a (1911-17 or -18) railway

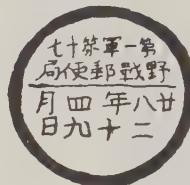
116 + I.J.P.O.1. MUKDEN-CHANGCHUN  
SOUTH MANCHURIA  
=M Jb55/153 m/KG, LW TJP/Oct 77  
+ I.J.P.O.2. CHANGCHUN-MUKDEN  
SOUTH MANCHURIA  
=m/AO -D



L/300 (1894-98) military

20th FPO used at Wei-hai-wei 7 Oct 1895-31 Mar 1896, replaced by 1st FPO, used 1 Apr 1896 until 1898.

- |                       |       |
|-----------------------|-------|
| + (1st Army 17th FPO) | -L    |
| (20th FPO)            | -d    |
| (Wei-hai-wei 1st FPO) | =bl76 |
|                       | -d    |



L/303 (1901) military

Boxer Rebellion, shipboard branches of Hiroshima Post Office.

- |                           |    |
|---------------------------|----|
| + (Hiroshima Ujina        | -L |
| Kōsai-maru-toriatsukaijo) |    |



L/304a military

Russo-Japanese War; at top it says Liao-tung Shubigun or Liao-tung Defense Force.

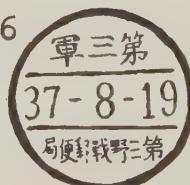
- |                           |           |
|---------------------------|-----------|
| + (2nd FPO, Relay Office) | -JP31/181 |
|---------------------------|-----------|



L/305 military

Russo-Japanese War; the bottom line gives the FPO number.

- |                        |            |
|------------------------|------------|
| + (3rd Army)           | -L Jb73/26 |
| (2nd Reserve Division) | -JP25/217  |



L/305a (1905-06) military

Russo-Japanese War: 25 relay offices; example is Su-chia-t'un. A list of them is in j/256.

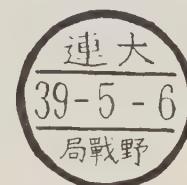
+ (Kwantung/20th Relay Office)  
-JP31/181



L/305b (May-Aug 1906) military

Yasen-kyoku. A list of offices is in PJ 3/6.

+ (Mukden) =d  
+ (Dairen) -d



L/305c (May-Aug 1906) military

Shutchojo. Like L/305b, preceding civilian post offices in Kwantung.

+ (Dairen) -d  
d (Ryojun)



L/308 (25 Nov 1914-31 Mar 1915) military

FPOs in Shan-tung Province; this cancel preceded L/309.

+ (Dai-ichi/Yasen-kyoku) -Jb70/106 d  
+ (Dai-ni / " " ) -L  
(Dai-san / " " ) -Jb70/107



L/309 (1 Apr 1915 - Aug 1918)

Replaced L/308: for civilian mail from FPOs in Shan-tung Province. Yasen-kyoku in C. Other offices in PJ 3/11.

28 + (Tsingtao) =V m/KG, LW d  
37 (Tsinan) =b m/LW  
(Wei-hsien) =b



L/309a

Gunyō (軍用), military use, in D. This type seems only to appear in combination with L/330a, see the following entry.



L/309a+330a military telegraph AY

Denshin-toriatsukaijo (電信取扱所) in C. Used 1915-22. Variations include pure L/330a type.

+ (Tsingtao) =b V -d  
+ (Tsinan) =b m/MM d

variant:

(Tsingtao/Denshin kyoku)  
1915 -d

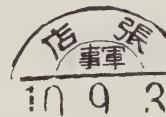


L/309b (21 Feb 1920-10 Dec 1922)

Gunji (軍事), military, in D. Replaced L/309c at 10 offices outside lease zone, normal offices which had to be called "military". See PJ 3/12 f.

- |                         |    |
|-------------------------|----|
| (Fang-tzū)              | =b |
| + (Chang-tien)          | =b |
| (Chang-tien Nr. 2)      | -d |
| (Chang-tien T'ieh-shan) | =d |

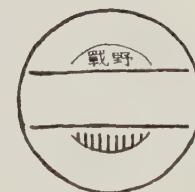
According to Meiso Mizuhara, the Tsingtao example shown in K does not exist.



L/309c (Aug 1918-20 Nov 1918 or 20 Feb 1920)

Yasen (野戰), field operations, in D. Replaced L/309, list of offices in PJ 3/11. Last use depends on office: those converted to civilian service 1918 began using L/111; those outside the lease zone converted to L/309b in 1920.

- |                    |    |
|--------------------|----|
| (Tsingtao)         | =d |
| + (Fang-tzū)       | -d |
| (Chang-tien Nr. 2) | =b |



L/313 (3 May 1928-

) military

Japanese troops in Shan-tung Province. Numbered FPOs are identified in L and i. These four offices also used the Showa Enthronement commemorative cancel 10-14 Nov 1928.

- |                      |    |
|----------------------|----|
| + (Nr. 1) Tsingtao   | -L |
| i (Nr. 2) Tsinan     |    |
| i (Nr. 3) Chang-tien |    |
| i (Nr. 4) Fang-tzu   |    |



L/314 (1932-35) military

Manchurian Incident, sub-offices of Hsin-king, Mukden, Ssū-p'ing-kai. Arabic numeral in D.

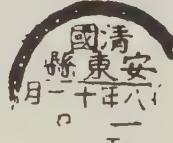
- |                     |       |
|---------------------|-------|
| + (Ssū-p'ing-kai) 3 | -L    |
| (Hsin-king Chuo) 14 | =m/TA |



L/322 F/5 (1905-06) telegraph

At top Shinkoku (清國), China and at bottom denshin (電信), telegraph. Public telegraph service in Manchuria from 21 Oct 1905. Gave way to L/331 Sep 1906.

- |                       |       |
|-----------------------|-------|
| + 189 (An-tung-hsien) | =m/KG |
| d (Feng-huang-ch'eng) |       |



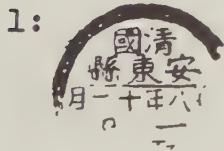
## Fragments

can be used to learn more about other cancels and to form a more complete picture of the cancel type. If treated with patience, they will drop their masks.

When Kurt Grossklaus sent me his wonderful early L/322 cancel, the first we had seen, I drew it on a page next to an unidentified fragment. When I looked again later, I saw the fragment was the same cancel.

From the fragment I learned the Grossklaus cancel was telegraph, and from his cancel I learned the town name of my fragment.

At left below are two cancels and at right the same two in composite. Composites give a better picture of the cancel type when no whole cancel is available.



2:



1+2:



## "China"

Almost all the cancels on the following pages have some designator indicating "China". Of the many words the Japanese could use to refer to that country, two were used postally, Shinkoku (清國) and Shina (支那). The first appeared, sometimes shortened to Shin (清), in early cancels like the types 71, 322, 326, 339b, and had the narrower meaning: the character Shin (Chinese Ch'ing) represented the Manchu Dynasty which ruled China until 1911; Shinkoku was their China.

When they came to surcharging their stamps for use in China, the Japanese used the more general word Shina, and when the Manchus fell, this word appeared in cancels as well, like type 102 and the curious 330i, where both Shina and Shin appear, one might say redundantly.

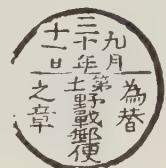
The earliest Japanese cancels in Manchuria also used the designation Shinkoku. L/71 for New-chwang exists from 1904, but Newchwang was postally part of China, not Manchuria. The L/322 example from 1905 however is clearly in Manchuria as are all those Manchurian examples of L/339b. Manchuria was, after all, an integral part of China, even if administered differently from the central provinces.

Already in 1906, however, for example in the type L/331, the Japanese dropped all reference to "China" in their Manchurian cancels and began using the prefix "Man" (滿). The agreements won in the Russo-Japanese War and strengthened by the demands of 1915 gave Japan special status in the southern part of Manchuria, and their cancels reflected this by making no further reference to China as such. "Man" ultimately became the first syllable of the puppet country Manchoukuo.

L/326 F/8 (mostly 1900-02) nonpostal

Read from top to bottom. Below right is Shinkoku (清國) China; in the middle Yübin-kyoku (郵便局); at left the office name. The Wei-hai-wei cancel says Kawase/Dai-jūichi yasen yübin/no sho; Money order/11th Field Post/Office (known use 1896-97). Shanghai use 1898-1902.

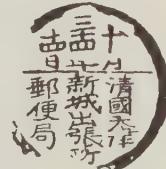
(Tientsin)	=b
(Chefoo)	=b
(Peking)	=b d
(Wei-hai-wei)	=bl77 d
(Shanghai)	=b
(Soochow)	=b
(Hankow)	=b
(Sha-shih)	=d
(Amoy)	=b
(Newchwang)	=b58 138



L/326a F/9 (1900-01) nonpostal

Read from top to bottom. Sub-offices of Tientsin. The cancel is known on letters. Below right is always Shinkoku Tientsin (清國天津), in the middle a place name with Shutchojo (出張所), at left Yübin-kyoku (郵便局).

(Tientsin/T'ang-ku)	=b
(Tientsin/Hsin-ch'eng)	=b
(Tientsin/Kyoryuchi)	=b
(Tientsin/Ch'eng-pei)	=b
(Tientsin/Ta-ku)	=b
(Tientsin/Yang-ts'un)	=b
(Tientsin/Ho-hsi-mu)	



L/327

Improvised use at Feng-huang-ch'eng after 1 Sep 1906, per PJ 3/6.

+ (Feng-huang-ch'eng) -d



L/330a F/27b telegraph



Used in Shan-tung Province in combination with L/309a, see p. 186, but pure L/330a, that is, without "gunyō" in D, is also known. The characters in C, as shown in the sample above, read denshin-toriatsukaijo. Other known offices were Wei-hsien, Po-shan, Chou-ts'un, Ch'ing-chou, and Chang-tien (PJ 3/14).

(Tsinan) =d

L/330g F/28e money order



With top like L/111, used Aug 1920-10 Dec 1922 at Shan-tung offices made civilian 21 Nov 1918, replacing L/330h. Sei (青) with hiragana office designator in C.

(Tsingtao, "i")	-d
(Tsingtao Wakazuru-machi, "ku")	=b
(Tsingtao Matsune-chō, " ")	=b
(Tsingtao Kiaochow St., "no")	=b
(Tai-tung-chen, "ka")	=d

With top like L/309b, used for the same period at the ten so-called military offices outside the leased zone.

(Kiao-chow Nr. 2, "ne")	=d
兒	

L/330h F/28f money order



Top like L/111, used Apr 1915-Aug 1920. Sen (戰) with hiragana office designator in C.

(Tsingtao Tientsin St., "na")	=b
(Tsingtao Ta-pao-tao, "wo")	=b
(Tai-tung-chen, "ka")	=b m/LW
(Chang-tien, "to")	=b d
(Tsinan, "ri")	=b

The following list of hiragana office designators is given in PJ 3/12 f.

Tsingtao i	Tsinan ri
Li-ts'un ro	*Lai-chou nu
Kiao-chou ha	*Lung-kbu ru
Kao-mi ni	T. Ta-pao-tao wo
Fang-tzū ho	T. Taiko wa
Wei-hsien he	Tai-tung-chen ka
Chang-tien to	Szu-fang yo
Tzū-chuan chi	Ch'ing-chou ta

\*offices did not last

L/330i F/28g (see overleaf)

L/330j F/28h money order

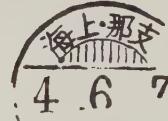
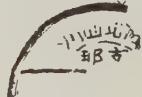


For Manchuria, with Man (滿) and hiragana office designator in C. The indicators are listed in j/79.

+ (example) -F

L/330i F/28g money order

For China, used 1 Jun 1915-31 Dec 1922. Most have Shina (支那) with place name in A. All have Shin (清) with hiragana indicator in C. Smaller offices have writing in D, too. In the list below, the hiragana indicator is given under C if known.

A	C	D
(Shina.Tientsin	Shin + "ro")	
(Shina.Chefoo	"ha")	
(Shina.Peking	"nu")	
(Shina.Shan-hai-kuan	"ru"}	
Shan-hai-kuan	or "ru")	
++(Shina.Shanghai	"i")	
+ (Shanghai N. Szechwan Rd.	"ta" Shina)	
(Shina.Soochow	" ")	
(Shina.Chen-chiang	" ")	
d (Shina.Nanking	"wa")	
d (Shina.Nanking	"wa" Hsia-kuan)	
(Shina.Hankow	" ")	
(Hankow Gaikoku Kyoryuchi	"u" 支 Shina)	
(Shina.Kiukiang	? "wi" ウ)	
(Shina.Ch'ang-sha	" ")	
(Shina.Sha-shih	"ni")	
(Shina.Foochow	"wo")	
(Shina.Amoy	"chi")	
(Shina.Amoy	"chi" Chwi-seng-keng)	
(Shina.Swatow	" ")	
(Shina.Canton	"ra")	
Canton	or "ra")	
(Shina.Newchwang	"yo")	
+ (Newchwang Shinshigai	"no" Shina)	

Sources: except for Nanking, in principle, =b. Newchwang -d only. Additional sources: Shanghai =V; North Szechwan Rd. =m/LW; Newchwang Shinshigai example -F.

L/330j F/28h (see p. 193)

L/331 F/12 nonpostal

China 1907-12, Manchuria 1906-. Place name in A, in Manchuria preceded by Man (滿). Three dark stars in C. Cf. also L/102, 106. Variant (model shown below) has Man instead of comb in D. Cf. also L/107. Replaced in China by L/102.

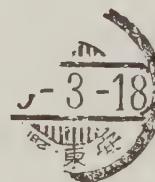
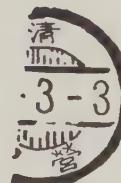
	(Tientsin)	=b	
7	(Chefoo)	=b m/MM d	
	(Peking)	=b	
	(Tsingtao)	=b	
d	(Shanghai)	=b	
	(Soochow)	=b	
	(Hankow)	=b	
	(Ch'ang-sha)	=b	
	(Foochow)	=b	
	(Amoy)	=b	
	(Swatow)	=b	
	(Canton)	=b	
+	(Newchwang)	=m/MM, LW	
93	(Man.K'uān-ch'ēng-tzū)*	=m/LW	
99	(Man.Mukden)	=m/OB d	
	(Man.Mukden-jō-nai	=m/LW	
106	(Man.Liao-yang)	=V -d	
+	(Man.Higashi) -Dairen	=V	
189	(Man.Dairen)	=V m/LW	
155 +	(Man Dairen Iwashiro-machi)	=V m/MM, LW	
147	(Man.Ryojun)	=m/MM, LW	
variant (+):			
	(Ying-k'ou Kyūshigai)	-d	

\*red gum

L/339b F/14 nonpostal

China 1907- , early Manchuria 1906-07. Shin  
(清) in A, place name in C. Receiving offices  
have a white star (\*) in the comb, D.

	(Shan-hai-kuan)	=b
	(Wu-ch'ang) *	-d
+	(Ying-k'ou)	=V m/MM,LW
103	(T'ieh-ling)	=V
+	(An-tung-hsien)	=m/MM,LW
125	(Ch'ang-t'u) ^	=m/LW
141	(Ts'ao-ho-k'ou)	=m/LW
154 +	(Dairen)	=V m/OB,LW
+	(Ryojun)	=d -F



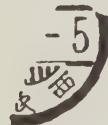
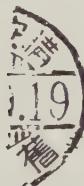
L/339c F/15

Manchuria 1906-?09. Place name with Man (滿) in A, sub-office name in C. Cf. also L/106. A variant of sorts has only Man up top, no specific location, Mantetsu-kōnai (within the Manchurian Railway) in C.

- |   |                                       |         |
|---|---------------------------------------|---------|
| + | (Man.An-tung-hsien/Kyūshigai)         | =m/LW   |
| + | (Man.T'ieh-ling/T'ieh-ling Tōmon-gai) | =m/LW   |
| + | (Man.T'ieh-ling/Seimon)               | -F      |
| + | (Man.Dairen/Iwashiro-machi)           | =V m/LW |
| + | (Man.Ryojun/Nishi-Ryojun)             | =m/LW   |

variant:

- |                      |    |
|----------------------|----|
| (Man/Mantetsu-kōnai) | -d |
|----------------------|----|



## Commemorative Cancels

Those known for China (column 2 below) have the place names written in our alphabet, but the rest have these names in kanji. A comprehensive list of them all, which Mr. R. P. Alexander kindly supplied me, appeared in Stamp Radar January 1976 (i); commemorative and scenic cancels for Kwantung Manchuria are all depicted in the front of j; see also PJ 3/9 f. and 14 f. Examples are also shown in b, C, JP31/189 ff., Jb78 73 f. One worth special mention is the Census cancel from Tsingtao Saga-chō shown in b/194.

8 were used by civilian offices in China including Shan-tung, two of which plus the Shōwa Enthronement were used by field post offices. The list for Kwantung Manchuria is massive: 75 cancels 1906-36; 105, 1906-44.

The figures below show, for commemorative cancels used in China, the number of offices which used them in (1) Shan-tung Province; (2) the rest of China; (3) Kwantung Manchuria; and (4) use by field post offices.

	(1)	(2)	(3)	(4)
25th Anniv. UPU (1902)	-	3	-	-
Taishō Enthronement (1915)	7	16	34	-
Crown Prince (1916)	8	16	22	-
Peace (1919)	15	15	39	4 a)
Census (1920)	15	-	21	-
Meiji Shrine (1920)	25	15	41	-
50 Yrs. Post. Svc. (1921)	27	15	38	3 b)
Crown Prince Visit (1921)	19	-	39	-
Shōwa Enthronement (1928)	-	-	( )	4 c)

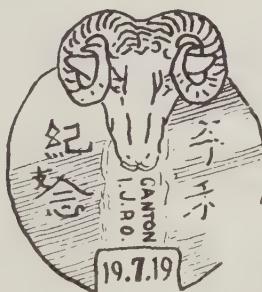
a) forces in N. Manchuria

b) Expeditionary Force

c) offices in Shan-tung Province; names see L/313

On the next page are a few examples. In the blank space on the Taishō Enthronement medallion are small fish and a jar. The Peace cancel from Can-

ton is the only one I know with small additional characters, "Shina". Two cancels commemorating the Russo-Japanese War, issued 10 Mar 1906 and 27 May 1906, preceded all others in Manchuria; the Ryojun Naval Commemoration Day example is shown here. The small one was issued at An-tung to mark the end of military administration. The Kwantung administration commemorated itself annually on 1 Sep; the 3 examples across the bottom are from the years 1907, 1918, 1919. The fancy octagonal cancel 28 Nov 1909 commemorates the monument to the loyal dead (shown on the postcard on the cover of this book) at Port Arthur.



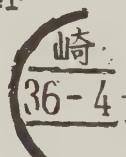
## Miscellaneous References

The item at right appears to be a Chinese souvenir cancel from Tsing-tao; Leon Weisbrem found it on a Japanese 1 sen green koban stamp. Chinese cancels also appear on Japanese stamps, as in the next example, from a postcard which seems to have passed through the mails in Tientsin (the stamp is a 1/2 sen kiku). The last two illustrations show cancels L/80 or 115 Shimonoseki Hosoe and L/327 Nagasaki, which are on genuine "Shina" overprint stamps in my collection. Dr. Toshimoto Arai established for me that letters mailed in ships between China and Japan were given the cancel of the Japanese arrival port as "Paquebots".

Below are sources of additional information related in one way or another to our subject.

L/109 used from 1940 on  
L/315 Shanghai 1932 FPO  
L/316 China Occupation n. d.  
L/317 Navy version of L/316  
L/318 FPO commemoratives, China 1930s

Hsin-king 1936 =JP29/59  
commemorating postal treaty  
Hsin-king 1942 =JP29/58  
visit of Wang Ching-wei  
Hsin-king 1942 =JP28/279f  
Kwantung HQ (Cf. office 153 p. 91)  
Canton 1938 =JP 31/183  
commemorating military occupation  
Port Arthur 1931 =JP31/189  
commemorating monument



## Bibliography

The symbols have no special significance; they grew like topsy.

- a Keshiin to Entaya Nr. 200, Feb 1975.
- b Japanese Philatelic Society, Centenary of Japanese Post Offices in China 在中国日本郵便100年, Tokyo, 1976. (in Japanese)  
-the most comprehensive collection of China cancel photos yet published, of great help for identifying fragmentary cancels.
- B Inspection Board, Liao-tung Army Posts (Ed.), Manshū Yōran 滿洲要覽 (General Outline of Manchuria), Tokyo (Maruzen), 1905. (in Japanese)  
-maps of South Manchuria and major cities, as well as the precise state of things in Nov 1905.
- c Newsletter Nr. 39, Dec 1976, United Kingdom Chapter of ISJP. Thanks to Dr. Walter Engel.
- C Jiro Ōnishi, "Classification of Postal Cancellations on Mails Abroad Used in Japanese Post Offices in China between 1876 and 1922", article in Japanese, The Japan Philatelist, Tokyo, March to May 1972.  
-delivers just what it promises.
- Cr Carl Crow, Handbook for China, Shanghai and New York, 1925.  
-useful impressions, but check the statistics.
- d Meiso Mizuhara, "A Brief History of Japanese Post Offices in China" and succeeding articles in Philately in Japan (PJ) Nr. 1 Aug 1977, Nr. 2 Dec 1977, Nr. 3 Mar 1978 ...

-a, if not the leading world expert on our subject, knows far more than he has been able to tell us so far, more may be expected; some of this material is in the back of b in Japanese; inadequate English and proofreading mean the data here must be handled with care.

- D Shigeo Nishino and Takashi Tani, Obun Hizukein 欧文日付印 - or Date Stamps for Overseas Mail of Japan, second edition, Tokyo, 1974. (in Japanese)  
-useful, easily understood classic reference work; list of town name kanji in back; some new types and examples (like L/220 NAGOYA, TADOTSU) have been found since.
- e Lucien Gibert, Dictionnaire Historique et Géographique de la Manchourie, Hong Kong, 1934.  
-valuable detailed information if you can get your hands on this work.
- F George A. Fisher, Jr., "Japan's Non-postal Cancellations", article in JP23/156, August 1968.  
-considering how the subject has exploded in the last decade, that this article wears so well is a tribute to its author.
- f Imperial Japanese Government Railways, An Official Guide to Eastern Asia, Vol. I, Manchuria & Chosen, Tokyo, 1913.  
-photos, town plans, and details beyond anything anywhere else in English; the plates of these first editions were destroyed in the 1923 earthquake, and no subsequent volumes could match them; invaluable rare book.
- G S. Yamamoto, Nihon Chiri Taikei, Manshū oyo-bi Nanyō hen 日本地理大系·滿洲及南洋篇

(Geographical Encyclopedia of Japan, volume for Manchuria and the South Sea Islands), Tokyo (Kaizōsha), 1932. (in Japanese)  
-encyclopedia is right: jammed with photographs, details on geology, mining, railways, battles, administration; city plans; no book I know conveys Manchuria at that time so effectively.

g Imperial Japanese Government Railways, An Official Guide to Eastern Asia, Vol. IV, China, Tokyo, 1913.

-see comment under f above.

G1 The Frederick G. Gloeckner Collection of "Japan", three auction catalogues, Kanai Stamp Co., Ltd., Osaka, 1967.  
-preceded the current plethora of auction catalogues; all of them are useful sources for the cancellation specialist.

h Sun Philatelic Center, San Francisco, Public Auction #17 to be held February 18, 1978, catalogue (lots 134, 136).

H Alexander Hosie, Manchuria, Its People, Resources and Recent History, London, 1904.  
-first hand accounts are always best: Hosie was British Consul at Newchwang 1894-1900; a book one can read and reread; photographs and a large early map.

i Stamp Radar, January, 1976. タンブーレーダー  
-comprehensive list of commemorative cancels.

j Kwantung Teishin Sanjū-nen-shi 関東通信三十年史 (30 Year Chronicle of Kwantung Communications), reprinted by Nippon Yushu Shuppan, Tokyo, Dec 1977. (in Japanese)  
-post offices served up day by day; photos of buildings; the information borders on

the microscopic; occasional misprints; pictures of commemorative cancels and scenic date stamps; a valuable book.

- J Japanese Government Railways, Guide to China, Tokyo, 1924.  
-the successor book to g above.
- Jb JAPAN berichte (issue number/page).
- JP JAPANESE PHILATELY (volume number/page)
- k Sun Philatelic Center (Japan), Mail Auction Sale No. 33, 15 Apr 1977, catalogue (lot 233). Thanks to Otto Baerwald.
- K Li Sung-p'ing, K'o-yu Wai-shih 客郵外史 (postal "guests", an informal history), Series for Chinese Philatelic Research, Hong Kong, 1966. (in Chinese)  
-pioneering work on foreign (not just Japanese) postal services in China, some stated facts are not so, and much has been learned since, but this book remains a valuable reference for names, places, and not the least opinion.
- L Yasuharu Amano, Japans Poststempel, Leitfaden, Japanese with German translation by Paul Schroeder and his wife, Arbeitsgemeinschaft Japan, Berlin, 1971 (original Japanese edition 日本郵便印入門, Japan Philatelic Society, Tokyo, 1968).  
-see comment p. 165; more comprehensive, better organized indices of cancellations will be published, but none has been so far; a great general guide and useful workbook.
- m/ various members of the Arbeitsgemeinschaft Japan im Bund deutscher Philatelisten e. V. who took the trouble, in one case coming all

the way from Australia, to show me examples in their collections, and whom I wish to thank here: Herbert Wilke, Paul P. Hock, Otto Baerwald, Kurt Grossklaus, Ludwig Seitz, Max J. Mayer, Dr. Toshimoto Arai, Adolf Oppenländer, Leon Weisbrem.

- M Jiro Ōnishi, "Foreign-type Post Marks of Kwantung and South Manchurian Railway Territory", article in Japanese, The Japan Philatelist, Tokyo, September and October 1973.  
-see comment under C; post office photos.
- n Stanley K. Hornbeck, Contemporary Politics in the Far East, New York & London, 1922.  
-first edition 1916, interesting direct impressions from an important time; useful chapter on the good and bad sides of the Japanese administration in Manchuria.
- p George E. Sokolsky, The Story of the Chinese Eastern Railway, Shanghai, 1929.  
-first hand, first rate reporting history of the C.E.R., articles reprinted from The North China Daily News show how it all began when Mr. Li went to the Tsar's coronation and came home with a mutual defense treaty; especially good on wartime tangle.
- PJ Philately in Japan (issue number/page).  
-the new Japanese magazine in English - well, "English", that is the only problem with this noble venture so far, and it is easily solved -
- q Foster Rhea Dulles, Forty Years of American-Japanese Relations, New York & London, 1937.
- r Tyler Dennett, Roosevelt and the Russo-Japanese War, New York, 1925.

-does for the war what Sokolsky does for the railway; like the Israeli, the Japanese had won, but that didn't mean they were ready to fight another one, and the Russians knew it.

R L. Richard's Comprehensive Geography of the Chinese Empire, translated to English by M. Kennelly, Shanghai, 1908.

-indispensable reference work like that of Papinot on Japan and other thorough studies of the period.

S Peter L. Koffsky, The Consul General's Shanghai Postal Agency 1867-1907, Washington, 1972.

-about American postal activity, with photos of buildings, room plans, a handsome example of L/213, useful historical details.

T Y. Takenobu, The Japan Year Book 1920-21, Tokyo, 1920. (in English)

-my sister found this book in a used-book store; do the same and you'll have a handy store of facts, including a Who's Who of Japan; more or less like the World Almanac, appeared annually.

TG Adolf Haupt, Guide Book on Tsingtao and its Vicinity, Tsingtao, 1927.

-hard to imagine this didn't come out first in German; filled with excellent photographs, a detailed, personal guide; two fine maps; must be a rare book, but it is well worth looking for.

Th J. Dyer Ball, Things Chinese, fifth edition revised by E. Chalmers Werner, Shanghai, 1925.

-a subjective conglomeration not always accurate in fine detail, such as treaty port

dates, but here too lies the occasional fact not to be found elsewhere.

TJP The Japan Philatelist (month/year).

V (author's collection)

W S. Wells Williams, The Middle Kingdom, revised edition, Scribner's, New York, 1901. -a classic book in English on the China just preceding our time (first edition was 1882), but just that is part of its value.

Y Bessatsu Shūkan Yomiuri 別冊週刊読売 , special issue for centenary of Japanese postage stamps, Tokyo, 10 Apr 1971. (in Japanese)

### Acknowledgements

I wish to thank those whose extremely generous sacrifices of their own time, talent, and resources made it possible for me to do this work: Fumi Yamaguchi, Silvia Kampas, Toshimoto Arai, Willem Grootaers, Konrad Kampas, John Lowe, Meiso Mizuhara, Lutz Oberhuber, Leon Weisbrem.

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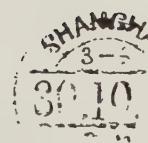
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## Index of Illustrations

The cancels shown in this book, whether direct from stamps or from secondary sources, are all ink drawings made by me. In the list below, the page number is at the left, the source at right. The cancels marked m/ are sooner or later published with comments in articles I write for Japan berichte, a German magazine which appears quarterly. Information about Japan berichte can be had from Leo Stehr, Goethestrasse 36, D-504 Brühl, Federal Republic of Germany.

The cover is a postcard (V) canceled at Port Arthur on Goethe's birthday 1910 and on the back (see the back of the book) one day later in transit through Ch'ang-ch'un, bound for an Austrian on a ship at Pola. The photograph shows the Japanese monument to their war dead.

- 2 L/220 TIENSIN 1900 m/KG
- 4 L/225 TIENSIN, 2 1906 m/KG
- 5 L/226 TIENSIN 1921 V
- 6 L/226 TIENSIN 1922 V  
L/226 TIENSIN2 1915 m/KG
- 7 L/331 (Chefoo) 1910 m/MM
- 9 L/225 CHEFOO 1907 m/KG
- 13 L/220 TONGKU 1901 m/KG
- 14 L/220 TAKU 1900 C
- 15 L/220 YANGTSUN 1901 C
- 16 L/220 TUNGCHOW 1901 m/HW
- 17 L/226 PEKING 192- V
- 19 L/71 (Shinkoku Shan-hai-kuan) 1901 m/LW  
L/220 SHANHAIKWAN 1902 m/OB  
L/220 SHANHAIKWAN 1901 m/HW
- 22 L/225 TSINAN 1920 m/KG (Jb 56/212)
- 28 L/309 (Tsingtao) 1916 m/KG
- 30 L/111 (Tsingtao) 1919 V
- 37 L/111 (Tsinan) 1919 m/LS  
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- 38 L/213 SHANGHAI 1887 S
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 57 L/102 top (Kiukiang) ---- V  
 59 L/225 WOOCHANG 1907 C  
 64 L/225 AMOY 1909 m/HW with part of address  
 66 L/225 FOOCHOW 1906 m/KG (Jb56/212)  
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 71 L/220 AMOY 1901 Jb53/57  
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 95 L/225 CHANGCHUN-S 1907 m/KG  
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 L/226 NEWCHWANG ---- V  
 182 L/227 MOUKDEN 1935 M  
 L/242 CHEFOO ---- m/LW  
 L/242 SHANGHAI 1917 d S reversed  
 L/251 SHANGHAI ---- L+K  
 L/257 SHIP (Shanghai Senchūshū) G1  
 L/261 DAIREN 1935 M  
 L/263 DAIREN 1930 M  
 183 L/282a (Dairen main line) 1905 d  
 L/297 (An-tung-hsien/Mukden line) 1912 L  
 L/298 (Dairen/Ch'ang-ch'un line) 1923 L  
 L/299 (Dairen/P'u-lan-tien kan) 1924 L

- 183 L/299a MUKDEN-CHANGCHUN 1913 m/KG  
 L/299a CHANGCHUN-MUKDEN 1913 m/AO  
 184 L/300 (1st Army 17th FPO) 1895 L  
 L/303 (Hiroshima Ujina Kōsai-maru toriatsukaijo) 1901 L  
 L/304a (Liao-tung Shubigun/2nd FPO, Relay Office) 1905 JP31/181  
 L/305 (3rd Army/3rd FPO) 1904 L  
 185 L/305a (Kwantung/20th Relay Office) 1906  
     JP31/181  
 L/305b (Dairen/FPO) 1906 d  
 L/305c (Dairen/Shutchōjo) 1906 d  
 L/308 (2nd/FPO) 1914 L  
 186 L/309 (Tsingtao) 1917 L  
 L/309a model  
 L/309a+330a model  
 L/309a (Tsingtao/gunyō) ---- V  
 L/309a+330a (Tsinan/gunyō) 1916 m/MM  
 187 L/309b model  
 L/309b (Chang-tien/gunji) 1921 b  
 L/309c model  
 L/309c (Chang-tien Nr. 2/yasen) 1919 b  
 188 L/313 (1st FPO) 1928 L  
 L/314 (Hsin-king Chūō) 1935 m/TA  
 L/322 (Shinkoku An-tung-hsien) 1905! m/KG  
 189 1) L/322 (Shinkoku An-tung-hsien) 1905 m/KG  
 2) L/322 (Shinkoku An-tung-hsien) 1906 V  
 1) L/220 TIENTSIN 1902 m/KG  
 2) L/220 TIENTSIN 1902 m/KG  
 1) L/331 (Man.Dairen) 1908 V  
 2) L/331 (Man.Dairen) 1908 V  
 191 L/326 (Shinkoku ...) ---- V  
 L/326 (Shinkoku Yūbin-kyoku Chefoo) ---- b  
 L/326 (Wei-hai-wei) 1897 b  
 L/326a (Shinkoku Tientsin ... Shutchōjo ...) ---- V  
 L/326a (Shinkoku Tientsin Hsin-ch'eng Shutchōjo Yūbin-kyoku) 1901 b  
 192 L/327 (Feng-huang-ch'ang) 1907 d  
 L/330a model F  
 L/330g model F

- 193 L/330h model F  
 L/330j model F  
 194 L/330i (Shina/Shanghai) 1915 V  
 L/330i (Shin "i") = Shanghai ---- V  
 L/330i (Shanghai N. Szechwan Rd./Shina) ----  
     m/LW  
 L/330i model = Newchwang Shinshigai F  
 195 L/331 (Newchwang) 1907 m/MM  
 L/331 (Man.Higashi- ) ---- V  
 L/331 (Man Dairen Iwashiro-machi) 1908 V  
 L/331 var. model d  
 196 L/339b (Shin/Ying-k'ou) 1906 V  
 L/339b (Shin/Ying-k'ou) ---- V  
 L/339b (Shin/An-tung-hsien) 1906?07? m/LW  
 L/339b (Shin/Dairen) 1906 V  
 L/339b (Shin/Ryojun) 1906 F  
 197 L/339c (Man.An-tung-hsien/Kyūshigai) 1909?  
     m/LW date from year fragment same  
     stamp  
 L/339c (Man.T'ieh-ling/T'ieh-ling Tōmon-gai)  
     1907 m/LW  
 L/339c (Man.T'ieh-ling/Seimon) 1909 F  
 L/339c (Man.Dairen/Iwashiro-machi) ---- V  
 L/339c (Man.Ryojun/Nishi-Ryojun) ---- m/LW  
 199 Taishō Enthronement SHANGHAI 1915 m/KG  
     Peace CANTON 1919 C  
     Naval Commemoration Day (Ryojun) 1906 Jb78/73  
     (Gunsei kinen/An-tung-hsien) 1906 JP31/189  
     (Shunkō shiki kinen/Ryojun) 1909 JP31/189  
     (Kantō Totoku Fu shisei isshūnen/kinen Dairen)  
     1907 JP31/189  
     -similar for 1918 and 1919 JP31/192  
 200 - TSINGTAO or TSINGTAU m/LW  
     - (Tientsin) 10 m/LW  
 L/80-115 (Shimonoseki Hosoe) ---- V  
 L/327 (Nagasaki) 1903 V

The following are not cross-indexed in the list  
of cancellations pp. 165-200:

- 209 L/225 DAIREN 1921 V extremely faded cancel  
 210 L/226 HANKOW 1916 V

- 210 registration stamp (Dairen Higashi Kōen-machi)  
(1937) m/KG cancel is on p. 153
- 211 L/331 (Dairen Iwashiro-machi) 1908 m/MM
- 213 registration stamp (Mukden) (1923) m/KG  
L/225 NEWCHWANG ?1907 V
- 214 L/225 NG (most likely PEKING) 1914 V
- 215 L/226 SHANGHAI ---- V
- 216 - TSINGTAU-TAPAUTAU 1911 V German cancel
- 217 L/339b (Shin/T'ieh-ling) 1906 V  
censor's red stamp on postcard from Tsinan  
(1919) m/LS cancel is on p. 37
- 218 L/339b (Shin/Ying-k'ou) 1906 m/MM
- 225 L/225 I.J.P.O 1909 V





## About the Author

John Mosher's grandfather spent a quarter century in China, beginning 1896. His father was born and grew up in Shanghai, his sister was born in Peking, where his wife too was raised. But he was born after his family returned to Pennsylvania and has never been to China, which may explain his curiosity.

His father and grandfather left behind old books, pictures, maps, and a collection of Chinese stamps. John Mosher, who first went to Japan as a naval officer and returned several times, eventually writing his popular history and guide, Kyoto, began idly collecting Japanese stamps while waiting in Kyoto to marry his wife, 1961.

The collection so carelessly begun found a natural expansion in the Japanese stamps left behind by his forebears. Perhaps with this background it was inevitable that he should someday begin examining what the Japanese postal system did in China.

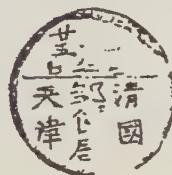
As he explains in the introduction, the first result of his studies was a smaller book than this one published in Berlin 1977. Now he has returned to his original English notes and taken advantage of the lively response to the German book to produce this completely revised, enlarged version in English, with which he takes his place as a leading expert on the subject, whether inside or outside Japan.

He has lived in or near Salzburg, Austria, for many years.

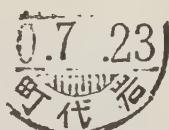


## Addendum

After this book went to press, I received two interesting cancellations, shown below. The one at the left is L/326 Tientsin, the first example of this type from our circle in Germany to show the town name. It can be combined with the model given in the text, p. 191, to form a virtually whole example of L/326.



The other one is L/339c Iwashiro-machi, that is, from Dairen, showing the complete text of the office name in part C of the cancel. This one is similar to the one from my collection shown on p. 197, but as it shows the whole bottom text, which is unusually clear and strong, it may be more useful to collectors who have fragments of this cancellation in their own collections.



Both were sent to me by Kurt Grossklaus; in his letter he referred to them modestly as "stamps with fragmentary cancels which will surely be of hardly any use to you."

The truth is in this crazy business: once you get in deep enough, almost any stamp with almost any cancellation, or part thereof, will someday show you its value.





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J. Othmar Schönberger.  
~~Radio Station~~

~~Lissinpiccolo, Kotly.~~  
S. M. S. Reka, Pola

Dort-Muthur, 28. VIII. 1910  
Den Schreiben vom 3. VIII.  
enthalten. Den Inhalt der vier  
Photographie teilt ich Ihnen sehr  
gerne mit und gäbe von  
Gummiringen gleich.  
Irgend ein Grün in sein