



David Feldman

GENEVA • HONG KONG • NEW YORK



Russian Post Offices in the Chinese Empire (Part III)

The Dr Raymond Casey Grand Prix Collection

Feldman Galleries, Geneva – December 13, 2013

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The Russian Post Offices in the Chinese Empire (Part III)

December 13, 2013

Geneva - Feldman Galleries

Manchuria

10000-10096

Chinese Eastern Railway

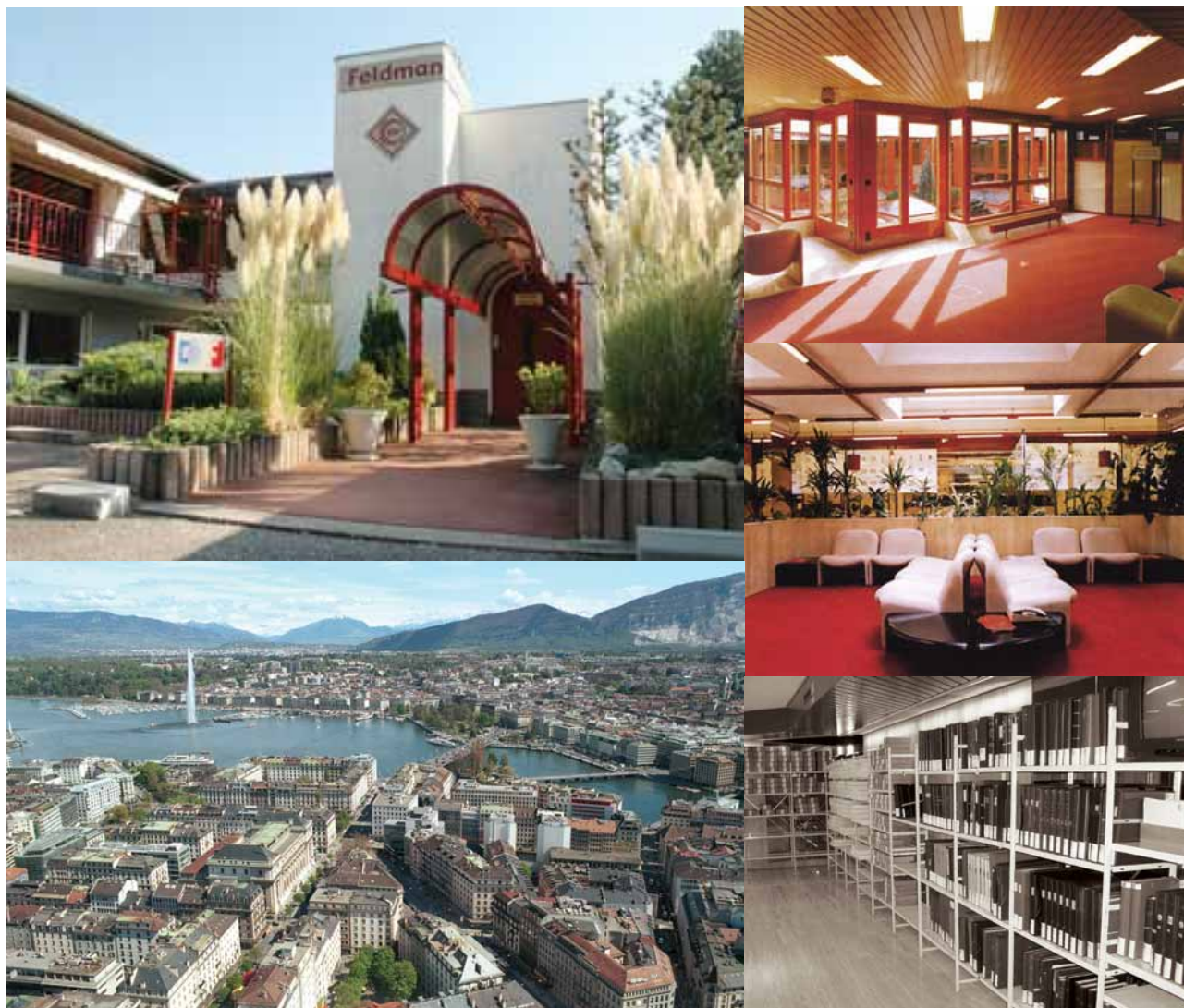
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Contact Us

Geneva

175, Route de Chancy, P.O. Box 81, CH-1213 Onex, Geneva, Switzerland
Tel. +41 (0)22 727 07 77 – Fax +41 (0)22 727 07 78 – info@davidfeldman.com

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The Russian Post Offices in the Chinese Empire (Part III)

December 13, 2013

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contact Tel.: +41 (0)22 727 07 77

(Viewing of lots on weekends or evenings can be arranged)

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AUCTION / VENTE / AUKTION

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Lots 10000-10266

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Geneva, December 13, 2013



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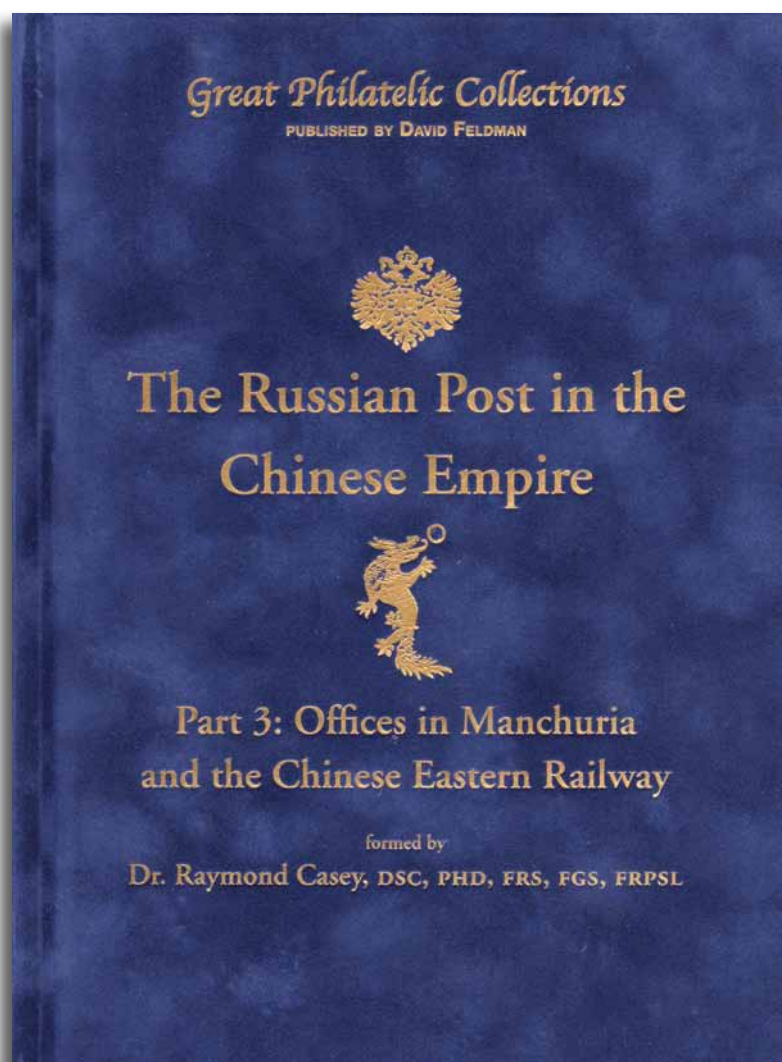
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David Feldman SA

David Feldman SA is pleased to handle your bids, representing you as if you were present in the auction room.

However, if you would like to be represented by a professional bidding agent, we list below a number of persons who regularly bid at our sales on behalf of clients.

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Dans le cas où vous préféreriez néanmoins passer par un commissionnaire, nous listons ci-après certaines personnes prenant régulièrement part à nos ventes en représentant des acheteurs.

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Australia

Hugh Freeman
Tel. +61 (0)2 9977 5635
E-mail hhf@optusnet.com.au

Germany

Jochen Heddergott
Tel. +49 (0)89 272 1683
Fax +49 (0)89 272 1685
Mobile +49 (0)151 4040 9090
E-mail jh@philagent.com

Lorenz Kirchheim
Tel. +49 (0)40 645 32 545
Fax +49 (0)40 645 32 241
E-mail Lorenz.Kirchheim@t-online.de

Great Britain

Jean Lancaster
Tel. +44 (0)208 547 1220
Fax +44 (0)208 547 3739

Trevor Chinery
Tel. +44 (0)120 533 0026
Fax +44 (0)157 281 3226
E-mail trevortrilogy@aol.com
www.philatelic-auction-agent.co.uk

Nick Martin
Tel. +44 (0)120 546 0968
Mobile +44 (0)770 376 6477
E-mail nick@loveauctions.co.uk

Italy

Giacomo Bottacchi
Tel. +39 02 718 023
Mobile +39 (0)339 730 9312
E-mail gbstamps@iol.it

Switzerland

Hanspeter Thalmann
Tel. +41 (0)44 780 6163
Mobile +41 (0)79 605 3729
Fax +41 (0)44 780 5078
E-mail phips.thalmann@bluewin.ch

USA

Charles E. Cwiakala
Tel. +1 847 823 8747
E-mail cecwiakala@aol.com

Purser & Associates
Tel. +1 857 928 5140
E-mail info@pursers.com

Frank Mandel
Tel. +1 212 675 0819
Mobile +1 718 873 5702

Geneva

175, Route de Chancy, P.O. Box 81,
CH-1213 Onex, Geneva, Switzerland
Tel. +41 (0)22 727 07 77
info@davidfeldman.com

Hong Kong

Suite 704, 7th Floor, Two Chinachem Exchange Square
338 King's Road, North Point, Hong Kong
Tel. + 852 3595 0128
asiainfo@davidfeldman.com

New York

230 Park Avenue, 10th Floor
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Swift / BIC CRESCHZZ80A
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Iban CH54 0483 5039 8878 8200 4
Swift / BIC CRESCHZZ80A
Beneficiary David Feldman SA

Post Giro / Poste / Post

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December 12-13, 2013



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- ◆ Complete your personal information
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by email: accounts@davidfeldman.com

Please note that written bids close one day before the auction takes place. Early bids made by telephone are subject to written confirmation by post or fax.

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If you wish to participate during the auction by telephone, one of our philatelists can call you a few lots in advance of your first lot of interest, and bid for you directly during the auction. Telephone bidders should confirm in writing before the auction (by fax or post) indicating the lot numbers you wish to bid on and phone number(s) where you can be reached during the auction (home, office, cell, etc.).

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You may also register your bids in advance of the auction via our web site.

- ◆ Log-in to your account
- ◆ Browse the auction lots to find those items that interest you
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- ◆ Try our simulator to familiarise yourself with the Live Auction application, at www.davidfeldman.com/livepractice.
- ◆ Spectators can follow the auction as it happens, but without the possibility to bid.

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The prices realized are available on our website at the end of each day of an auction.

Browse possible unsold lots, and make offers on lots you may have missed during the auction.

- ◆ Log-in to your account
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如果您無法親臨拍賣現場，我們將提供多種方法予客戶參予競投。您可以透過電郵，傳真，電話及官網參予競投。

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- ◆ 瀏覽拍賣項目，選擇您感興趣的項目
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- ◆ 點擊「Bid」按鈕
- ◆ 每一個項目皆重覆上述步驟

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Introduction



Marcus Orsi
Managing Director
& Chief Philatelist

Dear collector and client,

After the amazing results of the first two sales in April & December 2012 with record prices being achieved throughout the auctions, the highlights being lot 20120 the famous ULYASUTAI registered cover which fetched € 408'000 in the May 2012 sale & 10021 earliest known cover from Peking at €204'000 & 10157 KOBDO cover at € 384'000 & finally the KULDJA cover at € 600'000 all from the December 2012 sale, we are delighted to present the much awaited Part III.

The collection formed by Dr. Raymond Casey is probably the most comprehensive and extensive ever formed. Beginning over 60 years ago with an ever more attentive focus on specialization and "rarity hunting," Dr. Casey in his 97th year is as astute and detailed as one can imagine as someone in his most active years.

Given his scientific background, Dr. Casey is naturally drawn to the study and research of his subjects. He has accordingly made extensive, continual and invaluable contributions to the British Society of Russian Philately and many other study groups and publications related to both Russian Post Offices in the Chinese Empire and Russian Maritime Mail.

Even though Dr. Casey has written and published extensive information on the subject, there is still much unpublished, some of which is included in the catalogue descriptions. More information can be obtained from our presentation of the collection in one volume in our "Great Philatelic Collections" series (see www.davidfeldman.com).

A delightful part of the work in compiling and producing this catalogue has been to hear many of the Dr. Casey's fascinating stories of how, when and where he acquired some of these treasured items. His dealings with such legendary figures as Paul Morgoulis, Robson Lowe and even Agathon Fabergé could provide the material for an exciting novel full of philatelic drama.

I would like to take this opportunity to acknowledge and thank especially Ricky Verra for his compilation of the lotting and descriptions, Daniel Mirecki for his support and ideas, and our Hong Kong staff for the Chinese translations, plus all the others who have helped to achieve this production.

The offer of the items in this collection represents a milestone in the philately of the area. We hope all of you will enjoy participating and of course that most will be successful in acquiring some of these philatelic jewels of the Russian Post Offices in the Chinese Empire to grace your collection, "ex Casey."

We wish you success with your bids and satisfaction with your purchases.

A handwritten signature in blue ink, appearing to be 'M. Orsi'.

Geneva, October 2013

SELLING WITH DAVID FELDMAN: If the scope, presentation and results of this auction might get you to think about the eventual sale of your collection, please feel free to discuss with us, at no obligation, the possibilities we can offer you, and the best timing and location available. Please contact one of our philatelists at your convenience. Results - YOUR results - really matter to us - as we know they do to you!



David Feldman

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俄国在华客邮



親愛的客戶

2012年4月及12月舉行的「Dr. Raymond Casey<俄國在華客郵>」專題拍賣會創驕人成績, 如4月拍賣會以408,000歐元成交的烏拉勞泰掛號封(拍品編號20120), 12月拍賣會以204,000歐元成交的北京俄國封(屬最早期發現之實例, 拍品編號10021), 以384,000歐元成交之科布多掛號封(拍品編號10157)及以歐元600,000成交之伊寧掛號封。經過這兩次成交價不停被打破的拍賣會後, 我們很高興向大家呈獻「Dr. Raymond Casey<俄國在華客郵>」第三部份。

由Dr. Raymond Casey編集的<俄國在華客郵>郵集, 堪稱為此專題下內容最全面最廣泛的郵集。自60多年前起, Dr. Raymond Casey專注於此專題, 對於專題下的珍貴郵品不停進行“狩獵”。Dr. Casey年屆97年歲, 他對事物的精闢見解及細緻程度, 令很多郵壇中人聯想成一名處於人生中最活躍歲月的集郵家。

本身是一名科學家的Casey, 對「俄國在華客郵」專題不停深入研究, 對很多專題研究「俄國在華客題」及「俄國輪船郵件」的機構(如British Society of Russian Philately)及刊物作出無比的貢獻。

儘管Dr. Casey已編寫及出版過很多關於「俄國在華客郵」的著作, 但郵集中仍然收藏着很多未曾公開的郵品, 而部份收錄於是次拍賣圖錄中。

對此次拍賣圖錄中郵品更多更詳細的資料, 可參閱本公司「Great Philatelic Collections」系列的最新成員—「俄國在華客郵第三部份」(請瀏覽本公司網站www.davidfeldman.com)。

在編製這部目錄的過程中, 我很高興能跟Dr. Casey暢談組成此珍貴郵集的詳細經歷, 如他跟不少郵壇傳寄人物如Paul Morgoulis, Robson Lowe及Agathon Faberge 的交往。

我在此特別感謝編輯拍品及其描述的Ricky Verra, 提供寶貴意見的Daniel Mirecki, 負責中文翻譯的香港同事及所有對此拍賣圖錄提供協助的人士。

此次拍賣將成為「俄國在華客郵」專題的里程碑。我們希望大家能享受其中, 當然亦期望大家能成功投得此集郵專題下的瑰寶, 讓「ex Casey」的郵品使您的郵集更豐富。

謹祝閣下競投成功。

Marcus Orsi

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如本次拍賣會所涵蓋的範圍, 形式及結果促使閣下考慮出售珍藏, 請隨時與我們的任何一位集郵家聯繫。我們定當竭力向閣下提供所有出售途徑, 包括建議最佳之出售地點及時機。本公司重視閣下之出售結果, 因為我們明白閣下對其之重視。



Dr. Raymond Casey, DSc, PhD, FRS, FGS, FRPSL



Dr. Casey's interest in Russian philately and postal history is a legacy from his travels in the former Soviet Union and the East as a scientist in British Government service. He was born in 1917 at Folkestone, on the southeast corner of England. His mother was widowed by the war when Raymond was one year old. Brought up in the years of Depression between the wars, he left school at the age of 14 to work in a local shop, continuing his education at night school and by correspondence.

His future as a collector and scientist had been foreshadowed at the age of four by his attraction to the fossils and minerals he found in the cliffs and seashore near his home. While he was still a shop assistant, his geological discoveries and articles in the scientific press drew the attention of leading professionals of the day and he was honoured by election as a Fellow of the Geological Society.

Despite possessing no formal qualifications, he was chosen in 1939 for a post with the British

Geological Survey, becoming the personal assistant to the distinguished palaeontologist Dr. C.J. (later Sir James) Stubblefield. During World War II he served in the Royal Air Force, picking up the threads of his civilian career in 1945. In the 1950s he was given leave from the Geological Survey to write a five-volume Ph.D. thesis at the University of Reading, funded partly by a scholarship and by his employment there as Demonstrator in Geology.

His continued researches into Mesozoic biostratigraphy earned him the degree of Doctor of Science in 1963. Awarded a Special Merit promotion to Senior Principal Scientific Officer the following year, he concentrated his work on the borders of the North Sea, coinciding with search for oil and gas in that region. Dr. Casey's recognition of hitherto unsuspected geological links between England's eastern counties and Russia led to a long period of fruitful collaboration with Soviet scientists and visits to many parts of the Soviet Union – the Baltic States, Volga Basin, Crimea, Georgia, Azerbaijan, the northern Urals, Siberia and Central Asia.

In 1970 he was elected to Fellowship of the Royal Society, one of the world's oldest and most prestigious scientific academies. His temporary attachment to the Central Treaty Organisation (CENTO) as a specialist geologist, took him to Turkey, Pakistan, Iran and Afghanistan. He also acted as Chairman of an international working party on the Jurassic-Cretaceous boundary. A few years later, a car crash left him incapacitated for nearly a year, and injuries sustained by his wife Nora in the same accident led to her untimely death at the end of 1974. He declined further promotion to a desk job as his heart was in field-work and research. Long after his official retirement in 1979 he maintained connections with Russian colleagues until re-assertion of old injuries prevented active fieldwork.



Dr. Casey's early visits to the Soviet Union (under the auspices of the Anglo-Soviet Cultural Agreement and the Academy of Sciences of the USSR) were organised by the late Academician D.V. Nalivkin, then the doyen of philately in Russia. He introduced Dr. Casey to the hobby and opened the door to philatelic institutions across the USSR.

Dr. Casey's first exhibit, on the Russian Revolution, enabled his local philatelic society (Orpington) to win the annual trophy of the Kent Federation (Grant Cup) in 1965. He became a regular exhibitor at the national level, earning numerous gold medals and major awards for displays of Russian rural mail, ship mail, military mail, Russo-Japanese War, etc. At the international level, between 1984 and 1997 he earned eight Large Gold medals and a Grand Prix d'Honneur (Polska '93), mainly for the Russian Post in the Far East. He has shown in Courts of Honour in Paris (1989), Helsinki (1995) and Moscow (1997).

Dr. Casey's collecting and original research in Russian libraries and archives have made significant advances in knowledge of Imperial Russian postal history. Discoveries include the Vladivostok-Kolyma ship postal service in the Arctic, the Russian Volunteer Fleet emergency canceller of 1897, the Mukden (Manchuria) provisional canceller (1900) and the canceller of the Peking Field Telegraph

Branch (1904). He established the existence of a Russian post office at Kazvin, Persia, and showed that Russian postal facilities were available in Tabriz, Persia, in 1867, ten years earlier than previously known. The accepted order of appearance of the cancellers used in the Russian P.O.s in China was revised, and the so-called "Peking Type 1" was shown to be bogus.

His work at the State Central Archive of the Far East (then at Tomsk, Siberia) led to a fundamental revision of ideas on the opening of the Russian post in the old Chinese Empire and on the functioning of the quasi-official "Merchants' Post." He has appeared on Russian television in connection with philately and postal history, and his biography was published in "Filateliya" (Oct. 1992) on the occasion of his 75th birthday.

Dr. Casey is a Fellow of the Royal Philatelic Society, London, past-President and Honorary member of the British Society of Russian Philately, Honorary member of the Rossica Society of Russian Philately (USA), and member of the TPO and Seapost Society and the Scandinavia Philatelic Society. He is a former Editor of the British Journal of Russian Philately. His current interests centre on the Russian Post in the old Chinese Empire and on Imperial Russian ship mail.

BIBLIOGRAPHIC REFERENCES & ABBREVIATIONS (used throughout):

T&S: S.D. Tchillinghirian & W.S.E. Stephen, "Stamps of the Russian Empire Used Abroad," 1957-60

BJRP: British Journal of Russian Philately

Hellrigl: Wolfgang Hellrigl, "The Postal History of Mongolia 1841-1941," 2011

Please note that many of the auction lots are the originals for the illustrations and/or records in the literature

Frau Jesse Rehe

Alte Dame von einem Jahr

Emden

Germ.

Manchuria



Lyaotung Leasehold

Talienvan	10000-10003
Port Arthur	10004-10020

Manchuria Proper

Harbin	10021-10066
Harbin Wharf	10067-10075
Manchuli	10076-10089
Pogranichnaya	10090-10095



MANCHURIA

To some extent, Manchuria's history is similar to Mongolia's. By the latter half of the 19th century Manchuria had become a remnant of a much larger territory that had stretched eastwards from the confluence of the Shilka and Amur Rivers to the Sea of Japan, from China Proper to Korea, and northwards from the Gulf of Chihli (Yellow Sea) to the Stanovoi Mountains far across the River Amur (the Black Dragon River of the Chinese). These were the lines of demarcation laid down for Manchuria in 1689 by the Treaty of Nerchinsk. However, in return for supporting China in the aftermath of the Arrow and Opium Wars against hostile western powers, Russia was ceded the whole of Manchuria north of the River Amur (Treaties of Aigun, 1856, and Peking, 1860). The ceded territory took in half the total area of the former Manchuria and for the most part was an extension of the empty wasteland of Siberia. A coastal strip was destined to become Russia's Maritime Province and seat of the port of Vladivostok.

From 1860 to the end of the 19th century, Manchuria comprised China's Three Eastern Provinces of Heilung-kiang, Kirin and Fengtien (later called Lyaotung). The Cherim district of Inner Mongolia, which had remained under Chinese sovereignty, was actively colonised by Chinese settlers between 1900 and 1908 after the construction of the Chinese Eastern Railway and was formally added to "The Three Eastern Provinces". This reshaped Manchuria had a few mountainous regions but consisted mainly of fertile plains traversed by wide rivers such as the Sungari, Nonni and Lyao. The population was concentrated in Fengtien Province. This southern area included the naval base of Port Arthur at the tip of the Lyaotung Peninsula, and the Treaty Port of Yingkow (Newchwang)¹, designated in 1858 and the only Treaty Port on Manchurian soil.

The Russian post in Manchuria centred on the railway and the military. The two were intertwined and had a

common origin in the Sino-Japanese War of 1894-95 which had erupted over rival interests in Korea. It was a walk-over for the Japanese, who claimed the Lyaotung Peninsula with the naval base of Port Arthur and other Chinese territory as spoils of victory. This did not suit Russia, France and Germany –the so-called "Dreibund"– who had their own agendas. Posing as friends of China, they coerced Japan into accepting a large cash indemnity instead of territory (Treaty of Shimonoseki, 1895). China was bankrupt.



*Fig. 1
Count Sergei Witte. Strong man and wise counsellor of the Russian Government at the turnoff the 19th Century with a policy of industrialisation and railway construction throughout the Empire. Minister of Finance 1892-1903. Negotiator of the Li-Lobanov Treaty (1896) that opened Manchuria to Russia. Godfather of the Russo-Chinese Bank and the Chinese Eastern Railway.*

Russia stepped in and offered a substantial advance through the medium of the Russo-Chinese Bank, set up for that purpose in Paris with French money and Russian directors. France had gained territorial, railway and customs concessions at the time of the flotation of the Indemnity Loan. Now it was Russia's turn to exact her reward from China. An opportunity arose during the coronation of Tsar Nicholas II in Moscow in 1896. Among the attendees was the Chinese Viceroy,

Li-Hung Chang. He was buttonholed by Prince Lobanov and Sergei Witte, the Russian Finance Minister, and persuaded (with a nudge from the Tsar himself) to put his seal to a backroom deal that gave Russia far-reaching privileges in Manchuria in return for guarantees of military protection for China.

This was the Li-Lobanov Secret Treaty, much of which was not disclosed until 1922. Russia's chief gain was the right to build and operate a railway across Manchuria, thereby shortening the route of the Trans-Siberian line to its terminus at Vladivostok. Work began on the Chinese Eastern Railway (CER), as the new line was called, in 1897. In November of that year, in response to the murder of German nationals on Chinese soil, the Kaiser sent in a squadron

¹ The official Chinese name of the port was Yingkow. It was called Port Newchwang by foreigners, though Newchwang itself was about 50 km up country and not a port.



of warships to Kiaochow Bay and a few months later obtained a lease of that part of the Shantung Peninsula. As a counter measure to the German occupation the Russians secured a lease of the Lyaotung Peninsula with the harbours of Port Arthur and Talienwan, the latter soon to be renamed Dalny. In July 1898 the CER entered into an agreement with China for the construction of a branch line from Harbin² to the leased territory, which the Russians now called Kwantung Province and treated as part of the Russian Empire.

advance into Manchuria. In the royal court and in the market-place the Chinese themselves voiced their resentment at the growing intrusion of outsiders into their domain. Many had already joined secret societies preaching hatred of foreigners, notably the Society of Righteous Harmonious Fists, known to Westerners as the Boxers, because of the pugilistic posturing of its members. Starting in 1898, the Boxers dropped their cloak of secrecy and openly embarked on a campaign of violence against foreigners and their property and employees and against Christian converts –the



Fig. 2
Main street in Ashinkhe, a town east of Harbin, typical of the small Manchuria habitations along the route of the Chinese Eastern Railway

Boxer Rebellion. This uprising had the tacit approval of the Dowager Empress and her court. It reached its climax in June 1900, when the Boxers, aided by Chinese Imperial troops, laid siege to the Foreign Legations in Peking after murdering many Christian converts, missionaries and some high-ranking foreigners. It took an alliance of eight major military powers to lift the siege, which had lasted for 55 days. It was not until late October

News of the Russian acquisition of the stronghold of Port Arthur and adjoining territory left the Japanese numbed. Without firing a shot, Russia had taken over what had been theirs by right of conquest but which they had been coerced into giving up. The feeling that there was a score to settle with Russia was a warning of things to come. The Japanese were not the only ones to nurse a sense of grievance over Russia's

1900 that the last pockets of Boxer relistance were eliminated and not until September 1901 that the Peace Protocol of Peking officially ended the Boxer Rebellion. Meanwhile, the Boxers and other lawless groups had been busy in Manchuria tearing up the newly-laid tracks of the Chinese Eastern Railway and putting its buildings to the torch. This destruction was self-defeating. It gave Russia an opportunity for mlitary intervention. Alarmed at the damage to the railway and the threat of a Chinese takeover, Russia planned her Invasion of Manchuria. Events were precipitated by an outbreak of hostilities between China and Russia along the River Amur, leading to the so-called Sino-Russian Conflict of 1900. In July of that year the Chinese began an artillery bombardment of the

2. Harbin is the correct English spelling of the place, based on the Chinese Harh-pin, and the orthography used by the Chinese themselves when rendering the name in Latin form. Because there is no letter "H" in the Russian language, the Russians substituted their letter "X" (pronounced "Kh"), resulting in the transliteration Kharbin. Although admitting that Harbin was the spelling used in the West, the authors S.D. Tchinghirian and W.S.E. Stephern in their "Stamps of the Russian Empire used Abroad" chose to use the spelling Kharbin (unlike their treatment of Hailar). The popularity of their work has led to the widespread use of this version in philatelic literature.



Russian side of the river from their fortress at Aigun, aimed at Blagoveshchensk and passing Russian shipping. This helped to prompt the notorious massacre of thousands of local Chinese by the Blagoveshchensk soldiery.

When the invasion fleet was ready, Russian troops poured across the Amur into Manchuria, sweeping aside Chinese resistance. Aigun was reduced to a pile of rubble, other strategic centres were occupied and battalions of guards deployed to protect the railway. The Sino-Russian Conflict lasted less than three months. Manchuria had become a Russian colony in all but name.

Russia's failure to withdraw her troops after liquidation of the Boxer Rebellion and her meddling in Korean affairs put her on a collision course with Japan. Prolonged negotiations between the two governments came to nothing. For the Japanese, the bone of contention was Korea, which they regarded as their own backyard. In 1902 Japan reached an accord with Britain in the form of the Anglo-Japanese Alliance. This offered guarantees of independence and territorial integrity for Korea, while recognizing the country as a sphere of Japanese interest. Japan announced her readiness to concede Russia's ascendancy in Manchuria in return for reciprocal Russian assurances over Korea. The Russians dragged their feet over responding to this proposition. Their patience exhausted, without a formal declaration of war, in February 1904 the Japanese struck at the Russian fleet riding at anchor in the roadstead outside Port Arthur. The ensuing Russo-Japanese War was seen by the world as a David and Goliath affair with Russia in the role of Goliath and strong favourite for victory. In the event, the Japanese prevailed. They had taken the initiative and maintained it throughout the campaign. On land and sea the Russians were out-manoeuvred and out-gunned. At the Peace Conference, held at Portsmouth, USA, in August 1905, the Japanese won back the Liaotung Peninsula with Port Arthur, gained part of the CER and half of Sakhalin Island, but not the huge monetary indemnity they had demanded. Russia had been humbled but not crushed.

Evacuation of the Manchurian armies back to their homeland was not completed until April 1907. Small detachments were left to police the railway. During the time of military run-down the Field Post continued to function on a civilian basis. The Head FPO, at Harbin, did not close until 1908. On the CER and elsewhere in russified Manchuria business carried on as usual with activity centred on Harbin. A small build-up of the military during World War I (1914-1918) was manifest in postal affairs only in the censorship cachets applied to outgoing and incoming mail. The following years of revolution and civil war in Russia had more serious repercussions in Manchuria,

With withdrawal of the Russian Railway Guards in 1918, the Chinese Government seized the CER, though retaining its Russian staff and submitting to Interallied control. All Russian post offices in Manchuria were ordered by the Chinese Government to close by the end of 1920. The change to Chinese administration was not immediate and there was an interim period of many weeks before individual offices were taken over. Russian post offices in Harbin were still open to the public in the early days of January 1921. However, the majority of Manchurian items with Russian stamps and/or postmarks applied in early 1921 comprises official Inter-P.O. correspondence, fragments of forms used for internal accounting and loose stamps cancelled as philatelic souvenirs. Russian stamps were declared invalid as from 27 January 1921 and a few weeks later (21 February) Russian employees retained under Chinese management were summarily dismissed.

The numerous field post offices established during Russian military involvement in Manchuria and the large volume of mail generated by the military presence requires a separate book to illustrate this aspect of Manchurian postal history. Accordingly, the Boxer Rebellion, Sino-Russian Conflict, Occupation of Manchuria, Russo-Japanese War, and subsequent military evacuation will be dealt with in the next issue of this series under the title "Russia's War in China". The present publication covers primarily only civilian mail, including that handled at the stations and on the TPOs of the Chinese Eastern Railway. However,



the distinction between civilian and military and between military and railway is not always clear. Commonly, Field Post & Telegraph Offices were open to the public as well as the soldiery. At Dalny these offices converted to a civilian administration long before hostilities ended, though retaining their military cancellers. During the occupation period, the bulk of the mail handled at the Russian Field Post and Telegraph offices at the Treaty Port of Yingkow was of a commercial rather than a military nature. Control of the Chinese Eastern Railway was taken over by the army at this time and throughout the Russo-Japanese War, many of the stations becoming the site of Field Post-Telegraph Offices. In these circumstances the allocation of individual postal items to one book or the other is a matter of personal judgement and the decisions arbitrary.

Stamps used in the Russian Post Offices in Manchuria, including the Chinese Eastern Railway

Not only the Lyaotung Leasehold, called Kwantung Province by the Russians, but the whole of Manchuria was treated by the occupying Power as an annexation of the Russian Empire, not part of China. Accordingly, the standard issue for the Russian post offices there was the ordinary Russian definitives, though 'Kitai' overprints were accepted. Concurrent use of ordinary Russian stamps and 'Kitai' overprints at Port Arthur for a short time at the turn of the 19th century may have been due to an error in distribution of the latter issue.

Romanovs were used infrequently and the 1914-15 War Charity issues very rarely. Either these stamps were in short supply or used only when presented by the customer. Occasionally the 1905 War Charity stamps appear as "philatelic" embellishments, though their use was not officially approved. During the Civil War in Russia, communication with St. Petersburg and Moscow was interrupted and it became difficult to maintain stocks of stamps in the post offices. Emergency supplies were obtained from Siberia and China, including 'Kolchak' and (rarely) 'Semenov' overprints, Chinese currency surcharged stamps and even obsolete 'Kitai' stamps and stationery. Between

1919 and 1920, whenever supplies ran out altogether at Harbin, a manuscript notation was added to the cover stating that the required postage had been paid in cash. This was latter replaced by a hand- stamped version. A similar handstamp was employed at Harbin Pier, though few examples have survived. In October 1920, at the instigation of the Postmaster of Harbin's main post office, stocks of low-denomination Russian definitives were surcharged in Chinese currency at the exchange rate prevailing before the collapse of the rouble, i.e., 1 kopeck = 1 cent. The work was done at the press of the local Russian Cathedral, using black ink for some values (1c/1k, 3c/3k, 4c/4k & 5c/5k) and red ink for others (2c/2k, 10c/10k, 10c/10k/7k).³

Notes on various Manchurian locations

The following section aims to improve understanding of Manchuria's complex postal history by tracing its development in selected localities.

1. Lyaotung Leasehold (Kwantung Province)

PORT ARTHUR (Russian: Port' Artur'). On March 28th 1898, the Russian occupying forces began arriving in Port Arthur, at the tip of the Lyaotung Peninsula. They immediately set about turning the port into a military stronghold, converting the harbour into Russia's chief naval base in the Far East and laying the foundations of the southern terminus of the Chinese Eastern Railway. It is assumed they took over the Chinese telegraph station and opened at least one post office. No evidence has been found for the Field Post Office said to have been established at Port Arthur at this time. Before the railway between the Leasehold and Harbin was fully operational, in 1902, postal exchange with Europe was mainly by sea. Meanwhile, placing

3. Doubt has been cast on the authenticity of the Harbin surcharges in black (as also the so-called "trials" in blue), said by one authority to have been fabricated in 1923 by people associated with the post office. True, many Harbin surcharges are seen on covers with a "philatelic" flavour, though both red and black surcharges are known to have been used on commercial mail and official stationery during the period late 1920 - early 1921. The black surcharges are clearly from the same press as the red and show the same varieties (italic 'C', &c.). By 1923 the Russian post no longer existed in Manchuria. To reproduce and backdate the Harbin surcharges at that time would have required access to the old Russian cancellers and stationery and the unlikely connivance of the Chinese post office staff and the Harbin Cathedral printers. Forgeries of these surcharges seen on loose stamps by the author are in a different style from the original typography and would fool no-one. Pending positive evidence to the contrary, authentic Harbin surcharges are here considered to exist in both red and black.



mail directly on to an outgoing ship and by-passing the post office ensured a quicker service and was a common practice at Port Arthur. The earliest known item of mail emanating from the Russian P. O. at the port is a 4k postal stationery card addressed to Germany and dated in manuscript 27 May 98 (New Style = 15 May 98 Old Style). It was cancelled in Old Style by Port Arthur Type 1 the same day and reached the Russian P. O. at Shanghai 6 VI 1898 (New Style = 25 V 1898 Old Style). A similar card, also addressed to Germany, has the dateline «Port Arthur 28 5 98», the day after dispatch of the first card. It was placed uncanceled on the outgoing ship, the two cards arriving at Shanghai together. Here, the identical Shanghai

datestamp of 6 VI 1898 was applied to both cards, on the first as a transit mark and on the second as a canceller (see pp 24-25 herein). By by-passing the post office at Port Arthur, the journey time for the second card was shortened by at least one day. The earliest known use of a Port Arthur canceller (Type 1) is seen on an uprated 3k stationery card to Germany and is dated 1 VI 1898 (Old Style = 13 VI 1898 New Style) – an earlier date in the literature is based on a misreading of the top half of an incomplete numeral 'X' as 'V').

Boosted by the arrival of the railway, by the first few years of the 20th century Port Arthur had become a flourishing business centre generating a large volume of correspondence. There were now three outlets for outgoing mail: (1) the main post office, which dealt with the bulk of the business, (2) the railway TPO (Line 266), for which a letter-box was probably placed on the platform, and (3) the railway station itself. The last seems to have had a very restricted use. The

only known example of its canceller is illustrated herein. Other Port Arthur rarities in the collection include the oval tax mark ("doplatit") and a Post Office Savings Bank book, complete with stamps possibly a unique relic of Savings Bank facilities at a post office abroad.

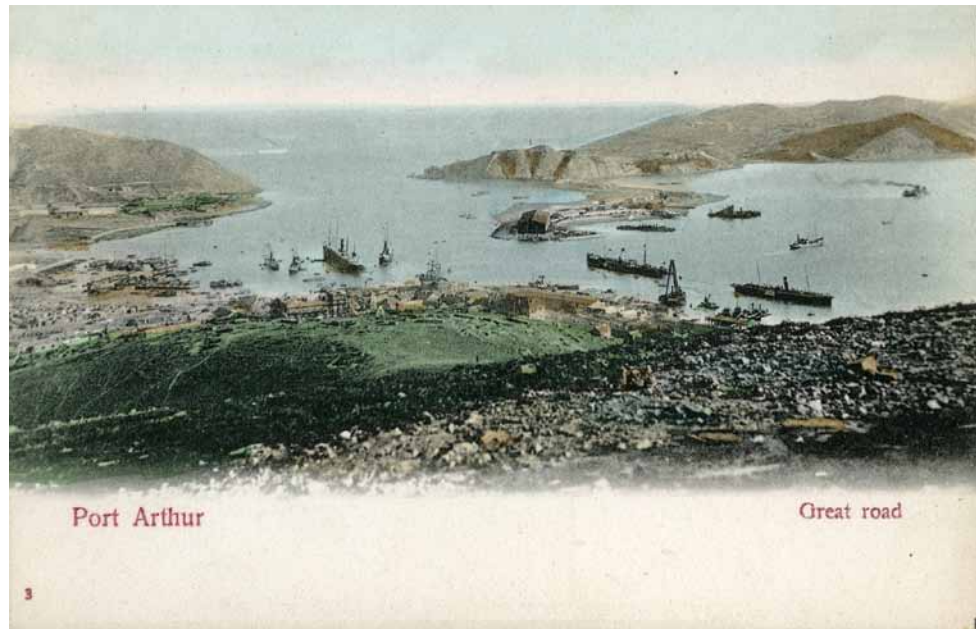


Fig. 3
Port Arthur. Entrance to the harbour

During the Russo-Japanese War the blockade and siege of Port Arthur cut off its postal communications for much of 1904. After the city had capitulated, in January 1905, the Japanese found a quantity of unforwarded mail at the post office. This was retrieved after the war and eventually delivered to the addressees. Postal activity at Port Arthur remained in Japanese hands until 1945, when the occupying Red Army reasserted Russian control and together with the Chinese re-opened the post offices in 1946.

TALIENWAN I / DALNY (Russian Talienvan'/Dal'nii). Ta-lien-wan means Talien Bay In Chinese and Ta-lien-tao (or simply Talien) was the name of a village at the southern end of the bay. Perhaps because of their unfamiliarity with the Chinese language, the Russians applied the name Talienwan (in its Russified form of Talienvan') to the village itself. Later, they renamed it Dalny and transferred the name Talienwan to another village, previously called Liu-shu-tun, at the northern



end of the bay. Both places were terminals of spur lines from the main Harbin-Port Arthur railway track (Line 265- 266). To reduce confusion, the present author has designated the two locations as Talienwan I and Talienwan II.

Although the change of name to Dalny had been announced by Imperial Decree on 11 August 1899, the Talienwan canceller continued to be employed long after that date.

The Russians had planned to convert Dalny into a modern port capable of handling the commercial shipping then using Port Arthur. The headquarters of the maritime arm of the Chinese Eastern Railway moved from Port Arthur to Dalny and in 1903 Port Arthur became a closed naval base. Under Russian control Dalny never came up to expectations. When the Japanese took over they changed the name of the port to Dairen and continued to deepen and improve its harbour facilities. After the Japanese were expelled in 1945 the place reverted to its Chinese name of Talien. The evidence is provided by four surviving examples: a cover and two postcards to Germany and a money-transfer form to St. Petersburg, sent during the period October 1899 to December 1901. The cover and one of the cards are illustrated herein.

The word Dalny (in Russian form) did not appear on postmarks until November 1901, when a Field Telegraph Branch was opened there. It closed in February 1903, though its canceller remained in use for a short time, presumably at the Field Post Office (No.17) into which it had been absorbed. No. 17 FPO had relocated from Wafangtien to Dalny in June 1901. In November of that year it converted to a civilian office, though retaining its military canceller. It became the workhorse of the Dalny post until the area was overrun by the Japanese in May 1904. Meanwhile, a post office branch was established at Dalny Railway Station, date of opening unknown. A cover addressed to the Customs at Dalny Railway Station, conveyed on Postal Wagon 266 on 16 XI 1903, bears the arrival mark next day of No. 17 FPO, not that of the station. It may be inferred that No. 17 FPO was located at the station and that the station's

own post office, like its sister office at Port Arthur Railway Station, had a very restricted use.

Its subsequent history is extraordinary. Anticipating the Japanese advance into Dalny in May 1904, the staff of the railway post office departed northwards by train, taking their stock and equipment with them. They settled at Kungchuling, roughly 400 miles (640 km) from home and set up business, using the Dalny Railway Station canceller they had brought with them. Between June and November 1904 far more mail bearing the Dal'nii Kvantun. Ob./ Zheleznodor. P. O. cancellation came out of Kunchuling than ever did from Dalny itself.

Because of the military wording of their cancellers, Dalny FTB and No. 17 FPO will be dealt with in the next volume in this series. The civilian type cancellation designated "Dalny Type 1" by Tchilinghirian & Stephen is a fantasy.

TALIENWAN II (Russian: Tatienvan'). Situated on the north side of Talien Bay opposite Dalny (= Talienwan I), the village of Liu-shu-tun, on which the port of Talienwan II was based, played an important part in the construction of the Chinese Eastern Railway. During the period of the Russian tenure a pier was built to assist in unloading the ships carrying material for the railway. Postal activity would have been at its height between 1899 and 1902. The Japanese improved the harbour facilities in 1904 and made the port the chief springboard for their Second Army's attack on Lyaoyang. After the war Talienwan II sank back into obscurity.

Official documents record the existence of a Post-telegraph office at Talienwan II during the period 1900-1903, though the exact date of opening is not known. Two items, illustrated herein, are attributed to this office. One is a registered cover to Chefoo, sent 16 IV 1900, and the other a postcard to Pola, Austria, dated 13 III 1901. The wording of the canceller is the same as that of Talienwan I, but the date portion is of the later, cross-shaped style. The canceller seems to have been manufactured locally, the moveable date plugs giving the local craftsman problems. Figures for the year do not appear at all and are replaced by a



2. Manchuria Proper

HARBIN (Russian: Kharbin'). Harbin was a Russian city built on the back of the railway. In 1898 the engineers chose the isolated spot of Har-erh-pin, by the Sungari River, in Central Manchuria, as the site for an important railway junction. At first called Sungari, the name of the settlement was soon changed to Harbin. Not only did Harbin become the structural hub and administrative centre of the Chinese Eastern Railway, but also Manchuria's largest city and an

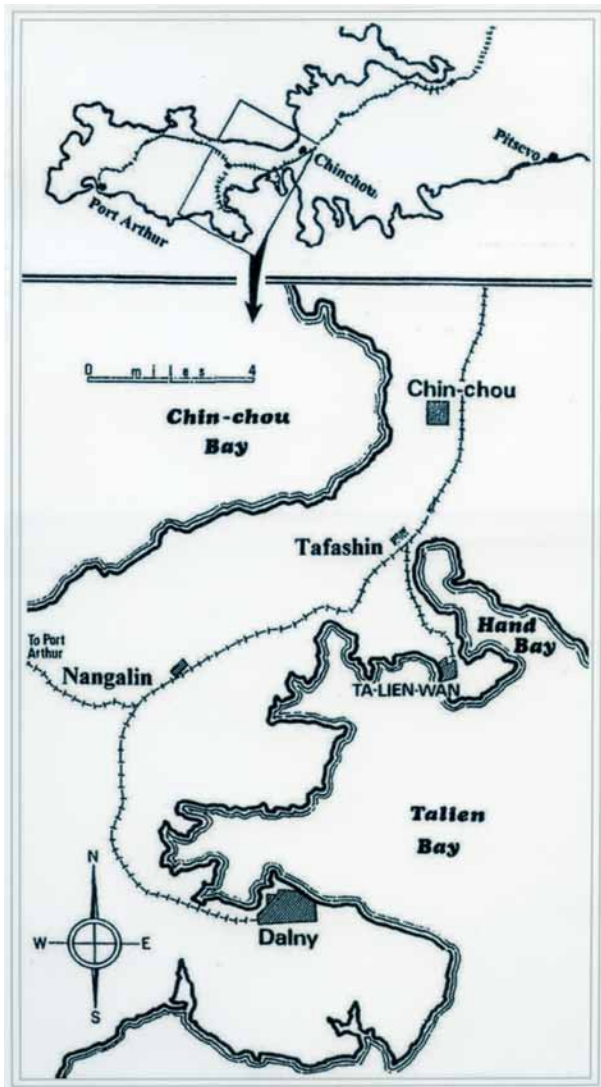
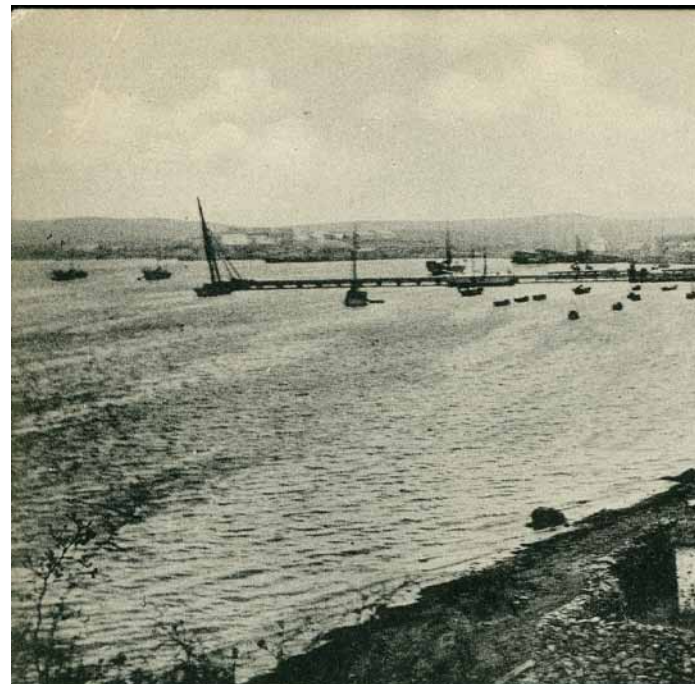


Fig. 4
Sketch map of Kwantung Province with region of Talien Bay enlarged to show Dalny (=Talienwan) and Ta-lien-wan (=Talienwan II) on opposite sides of the bay (based on Warner & Warner, 1974 and Cassey, 2003)

blob on the right side; figures for day and month are disposed arbitrarily at side or top; the bottom part is left blank. The cover is unique, showing the only known occurrence of the word Talienwan on a registration label. The number on the label (669) gives an insight to the large amount of correspondence generated at Talienwan II during its hey-day and how much of it has been lost.

Late in 1901 a Field Telegraph Branch was established at Talienwan II. No. 22 Field Post Office was moved to Talienwan II in March 1904. These two military offices will be covered in the next volume in this series.



Манджурія.—Mandjurie. № 19.
Общій видъ Талиенванской бухты.

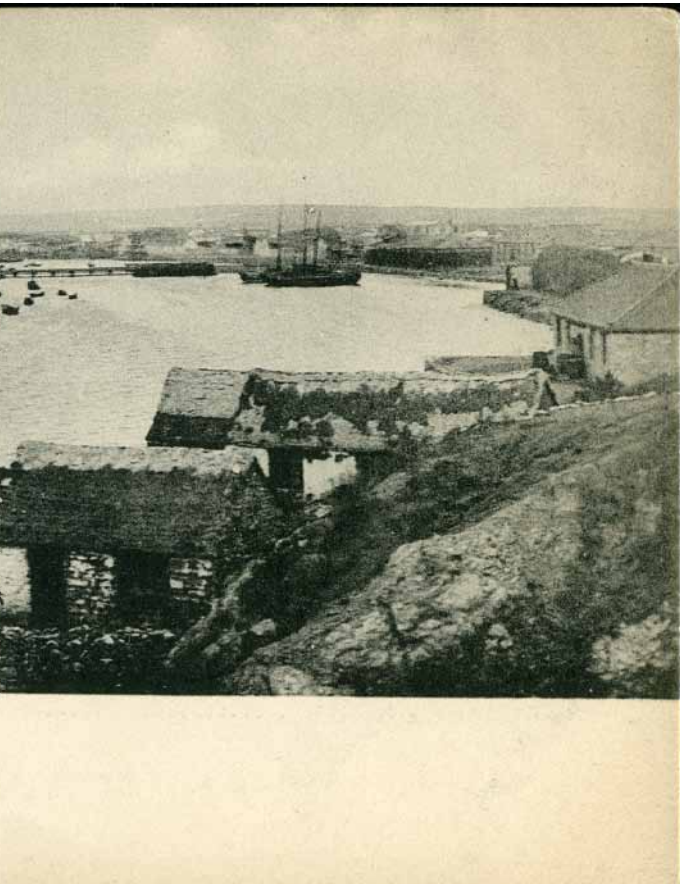
Fig. 5
Talien Bay, looking south from Talienwan II (=Liu-shun-tun) towards Dalny (=Talienwan I) at the far side of the bay. The long pier in the middle distance was built by the Russians to facilitate unloading of ships during the construction of the railway.

enclave of Russian power, influence and culture. The ever-growing population was largely Russian, street names were in Russian and the rouble was the common currency.

During the Sino-Russian Conflict of 1900, Chinese sympathisers began attacking the Railway and other foreign property, including the post offices. Russian



workers were evacuated. In the face of a threatened onslaught on the city by the Chinese Army itself, 3,000 women and children were taken by way of the Sungari River to the safety of Khabarovsk. The threat was lifted by the arrival of Russian troops to reinforce the small Harbin garrison. Harbin was an important seat of military management during the Russo-Japanese War (1904-1905). Both during that campaign and in World War I and its aftermath (1914-1920). Censorship Commissariats were set up at Harbin to examine civilian as well as military correspondence.



After the abdication of the Tsar, in 1917, and the ensuing Revolution and Civil War, the population of the city was further increased by the flood of refugees streaming into Manchuria to escape the bloodshed and turmoil.

The bulk of mail from the Russian offices in Manchuria came from Harbin. Before the railway was completed, mail from Harbin was taken along the Sungari by steamer to Khabarovsk during the navigation season and overland by mounted courier to Nikolsk Ussuriiskii when the river was frozen. The city's first postal establishment was sited at the railway station

in the suburb of Old Harbin in 1898. At first it was called Station Sungari from the settlement's original name but later changed to Station Old Harbin. It was little more than a collecting-point for mail and had no canceller of its own. In 1899-1900 it was superseded by the opening of two Postal Branch Offices nearer the river, in the New Town, to which the centre of gravity of Harbin had shifted. The first was at the railway station, completed by October 1899. For a brief period it, too, took the name Station Sungari, then Station Harbin, and finally Harbin Vokzal when it assumed the status of Harbin Central Railway Station in 1905. The event was marked by the introduction of double-oval cancellers reading Harbin Vokzal. These supplemented the earlier single-circle date-stamps and around 1908 replaced them. It is not known if the word Sungari appeared on the earliest postmarks from this office, say, during late 1899 to early 1900. The earliest cancellation from this railway station known to the author is dated 30 September 1900 and uses the name Harbin. In April 1904 the Office of the XIth Division of the Railway Post had been transferred from Nikolsk-Ussuriiskii to Harbin. Despite this fact, registration labels, tax marks and the 1916 Postal Guide unanimously assert that Harbin Central Railway Station's postal facilities remained at Branch Office level.

By September 1900 a second Branch Office had opened in the New Town. This date is fixed by a registered cover, illustrated herein, with single-circle cancellation reading Harbin Manchuria/Postal Branch with date in three lines (T&S Type 1). A recently discovered subtype of this cancellation, also illustrated herein, takes the record of this Branch Office up to 1901. By 1902 this establishment had been elevated to a full Post and Telegraph Office handling all types of mail. For the first few years it used single-circle cancellers with cross-shaped date (T&S Type 2).⁴ Between 1907 and 1920 a large number of double-circle cancellers inscribed simply "Kharbin" were brought into use at this office. These were divided

4. An intermediate type similar to Type 2 but lacking serial number and abbreviation for Telegraph is suggested by an illustration in V. Ustinovskii (Kolleksioner 38/39, 2003, p.90). It is a reconstruction of an incomplete strike treated as a variant of Type 2 by T&S (Russia used Abroad, 1959, fig. 587). The period of usage of this new type is said to be 1901 to 1902, though the original drawing of T&S is dated 1905. I suspect that the fragmentary lettering shown at the base of the latter is a misreading of part of the inscription on a poor strike of the Central Railway Station postmark, which has the same size and style (T&S, *ibid.*, fig. 612). At all events, the existence of this intermediate type should be regarded as unconfirmed.



into narrow-ring and broad-ring types by T&S (their Types 3 and 4), the two types being in concurrent use. The collection contains many subtypes of Types 3 and 4 unknown to Tchilingirian and Stephen and shows the need for a revision of classification.

Number 1 Field Post Office was set up in Harbin by the military in August 1900 and in April 1901 it was promoted to a Field Post and Telegraph Office. In May 1904, following the outbreak of the Russo-Japanese War, it changed its designation to Head Field Post Office. During the whole period of military activity, this office, under its various titles, was available for both military and civilian use and was housed in the same premises as the Main Post and Telegraph Office. From April 1905, military postal establishments with their own cancellers were set up in the Army Camp and Hospital quarters of Harbin. After the cessation of hostilities, the Head FPO, which had been Harbin's main mail-handler, was converted to a wholly civilian function. As such, it continued to serve until 1908. During this period of military run-down, an additional canceller was applied, reading Head FPO at the Rear of the Army of Manchuria. It is rarely seen and then chiefly as an arrival mark on mail coming in to Harbin.

Late in 1910 and early in 1911 an epidemic of cholera in the city led to a sharp fall in postal activity.

On a previous page, mention has been made of the manuscript and handstamped cachets denoting payment of postage in cash applied to mail at Harbin when supplies of stamps from St. Petersburg were interrupted by civil war in Russia (1919-20). As also the 1920 local Issue of overprints in Chinese currency made at Harbin Cathedral.

Harbin's military post and telegraph offices are featured in the next volume in this series "Russia's War in China".

HARBIN WHARF/PIER (Russian: Kharbin' Pristan'). Harbin Wharf or Pier was a western suburb on the right bank of the Sungari where river craft could load and unload their cargoes. It had grown up around the docks, warehouses and railway workshops to become the business quarter of the city and was provided with its own railway station and two post offices. The Railway Station P.O. was situated near

the waterfront. Although official sources say that it was ready to receive mail as early as 1902, nothing from here has yet come to light before August 1909. The 1916 Postal Guide tells us that it handled ordinary and registered letters and parcels. The reason for the omission of this office from the 1914 Guide is unknown.

Harbin Wharf's urban P.O. was situated farther from the river, in Novgorodskaya Ulitsa, near the junction with Mostovaya Ulitsa. Extant material shows that it operated from 1912 to 1920, dealing with ordinary and registered mail. For most of this time it served as a Branch Office, though the introduction of a new canceller about 1917 omitting the words for Branch Office suggests that it may have been elevated to "Kontora" status. The Office is not mentioned in the 1916 Postal Guide.

DROVYANOI (Russian: Drovyanoi). According to T&S this was a Halt or Station of the CER between Harbin Station and Old Harbin in one of the outer suburbs of the city and said to have had a post office by 1914. My information is that it was merely a railway siding and as such would have been unlikely to have had any postal services at all. It is not mentioned in the 1916 Postal Guide and speculation on the wording of the canceller it used is unrealistic.

MANCHULI (Russian: Man'chzhuriya or Manchzhuriya). Situated near the Russian border, Manchuli furnished the link between the Trans-Siberian and the Chinese Eastern Railway systems, taking passengers, freight and mail to the Far Eastern outposts of the Empire. I have found nothing to support the idea that a branch of the Russian Postal Administration was operating at Manchuli as early as 1897 (T&S, "Russia used Abroad", 1959, p.408), though a courier service would have been laid on for the railway construction team and their ancillary workers. It was not until March 1901 that Manchuli's newly built railway station was taken over by the military as the base of a Field Post and Telegraph Office, presumably open to the public. This lasted until November 1901 when Manchuli Station was issued with its own cancellers on commencement of railway operations (T&S Type 1). These were of the single-circle type similar to those employed at Harbin Central Railway Station. The author (BSRP 90, 2003,



p.29) has recognized two subtypes of the Manchuli Railway Postal Branch Office cancellers, differing in spacing of lettering and thickness of the side numeral '1' (Subtypes 1A and 1B). The Office handled ordinary, registered and insured mail.

In June 1905, following the outbreak of the Russo-Japanese War, Manchuli Railway Station was the location of No. 29 Reserve Field Post Office and the datestamp of this Office became Manchuli's regular postmark for the dispatch and arrival of mail up to March 1907. Wax seals on insured mail from this office suggest that it had been located previously at Abagatui, a Halt of the CER east of Manchuli. No mail from Abagatui or from the initial military post office at Manchull is known to the author.

With the departure of the military, Manchuli Station reverted to the use of a railway-type canceller. This was the normal double-oval with the name Manchzhuriya (without soft-sign after 'n' at top), Vokz. (Vokzal') at bottom and serial letter 'a' at right (T&S Type 2) (Examples with serial letter 'b' are bogus). It accounted for the commonest cancellation of Manchuli. From 1909 a similar type was in concurrent use for a few years. Its main differences were the presence of the soft-sign after 'n' in the Station's name and a "filler" of dots between the date-bars and the inner oval (Casey Type 3). In all the examples I have examined there is a break near the top of the penultimate letter giving the appearance of a dotted 'i'. This cancellation is rarely seen. Despite the large volume of mail passing through this Office, registered items are very elusive. The single example shown herein carries a registration label which is a relic of pre-war days and a "Found in the Box" cachet, both unique.

About the same time as the Manchuli Station returned to Railway Administration, in April 1907, a new post office was opened in the town which had grown up around the Station. The cancellations used at Manchuli Town were similar to those of Harbin Types 3 and 4 –double-circles of various sizes, divided into narrow- and broad-ring types inscribed with place-name and serial letter only. Period of use 1907 to 1920 with "philatelic" usage extending into January 1921. Designated Type 2 of Manchuli Town by

Tchilinghirian and Stephen, they were, in fact, the first cancellations known from that location. A number of subtypes unknown to these authors have since been reported and are illustrated herein. Possibly due to increased business on the outbreak of World War I, supplementary cancellers were issued to Manchuli Town having the abbreviation for Post Office added to the inscription. Known period of use 1914 to 1920. These are Manchuli Town Type 1 of T&S, correctly Type 2. All of these cancellations should be regarded as scarce to very rare. However, the proportion of registered items emanating from the Town Office was much higher than that from Manchuli Railway Station, both 'Z' and 'R' labels being employed. Thanks to a philatelically-minded censor based at Manchuli during World War I, numerous covers and cards embellished with a range of Manchuli Military Censor cachets are in the hands of today's postal historians and collectors.

POGRANICHNAYA (Russian: Pogranichnaya). Meaning "By the Border", this was the name of the Russian settlement which had grown up around the railway station built at the Chinese town of Suifenhö, at the eastern extremity of Northern Manchuria. The station was on Line 263/264 of the CER near where the train crossed into Siberia on its way to the terminus at Vladivostok. The railway station had a Customs checkpoint for passengers and goods leaving and entering Manchuria. It was of "Vokzal" status and had a restaurant where passengers could relax while awaiting Customs and passport clearance. Despite its importance, the railway station at Pogranichnaya had only basic facilities for handling mail, probably nothing more than lockable boxes into which ordinary mail could be dropped for collection by passing TPOs on which sorting and cancellation was carried out. In April 1907 a Post Office of "kontora" status, dealing with all categories of mail, opened within the settlement, about half a kilometre from the railway station. Three types of double-ring cancellers were used at this office at different times between 1907 and 1920. The first has slightly oblate rings, the outer measuring 25 1/2 mm diameter horizontally and 25 mm vertically, and inscribed simply Pogranichnaya with serial letter "a" (Casey Type 1. Not the hypothetical Type 1 of T&S), Known period of use: 1907-1912.



The second is a circular type similar to Type 1 but larger (29 mm diameter) (T&S Type 2). Known period of use 1911-1914. The third is marginally larger than Type 2, with a broader ring carrying the inscription Pogradichnaya/In Manchuria with serial letter "b" on right side (T&S Type 3). Known period of use 1914-1920. This is the commonest of the Pogradichnaya cancellations.

Most of the dates fall within the 1914-17 range, pointing to an upsurge of postal activity at Pogradichnaya during the First World War. At that time mail emanating from, arriving at or passing through Pogradichnaya was subject to military censorship and appropriate cachets were applied, presumably at the Post Office.

There are some serious errors concerning Pogradichnaya in the classic work of Tchilinghirian and Stephen ("Stamps of the Russian Empire used Abroad", Part 5, 1959, pp. 447-449). These have been corrected by the present author (BJRP 96/97, 2007, pp. 24-30). T&S stated that a military Field Post Office, also handling civilian mail, had been opened at Pogradichnaya about 1900 and had converted to a wholly civilian function in January 1903. This Office was thought to have returned to military control during the Russo-Japanese War (1904-1905), reverting again to a civilian establishment around 1906/1907. Not a shred of evidence has been found to give credence to the existence of such an office at Pogradichnaya. T&S further supposed that another Field Post Office, with a Censorship Section, had been set up at Pogradichnaya during the First World War (1914-1918). The wording on some of the censor cachets show that the relevant censorship body was under military management. The obvious place for it to carry out its duties would have been at Pogradichnaya's sole fully-functioning post office, near the railway station. I have no reason to believe that it was a section of a separate Field Post Office.

Another source of confusion created by T&S is their "Pogradichnaya - Frontier". This was said to be a Halt on Line 263/264 of the CER, closer to the Manchurian/Siberian border than was the main station, and where the frontier check-points were located. This Halt was

said to have had a post office by 1914 and these authors speculated on the wording of the canceller it employed. "Pogradichnaya - Frontier" never existed. The error seems to have arisen due to misreading of railway time-tables in which the station Pogradichnaya appears twice, once as the terminus of the CER and again as the starting-point of the Ussuri Railway, which ran through the Maritime Province of Siberia to Vladivostok. However, the two entries refer to one and the same station. Here was the Customs and passport check-points, though postal facilities were minimal and for a full postal service a short trip to the post office down the road was necessary.

MUKDEN (Russian : Mukden'). The ancient city of Mukden, the historical capital of Manchuria, was seized by the Russian army on 1 October 1900 and remained under Russian military occupation until it was evacuated in March 1905 ahead of the advancing Japanese. It was the last seat of Admiral Eugene Alexeiev, Russia's Viceroy in the Far East, before the post was abolished and the Admiral dismissed in October 1904. For a time it was also the Headquarters of General Alexei Kuropatkin, Commander-in-Chief of the Russian armies, equipped with its own Field Post Office and Telegraph Branch.

Although possessing one of the largest railway stations on Line 265/266 (Harbin-Port Arthur) of the CER, the station itself had no post office, possibly because the military offices were located within the station precincts and were open to use by the public. The temporary use of unorthodox civilian-type cancellers (Type 3 of T&S) by the Mukden Field Post Office during the Russo-Japanese War has led to the mistaken belief that a State-run civil Post Office operated in the city. It is now known that the Russian post and telegraph services in Mukden were under the exclusive administration of the military. It follows that postal material from Mukden will be dealt with in the next volume of this series, "Russia's War in China".



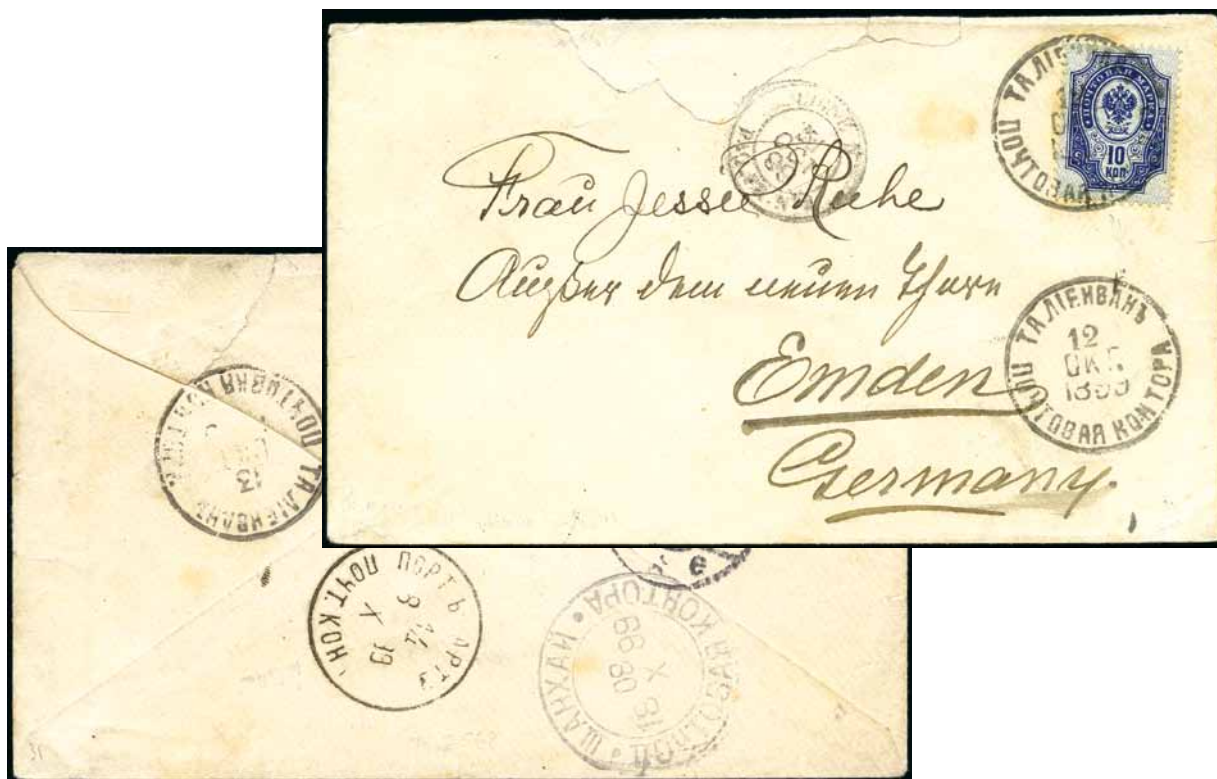


The Russian Post Offices in the Chinese Empire (Part III)

December 13, 2013 at 10:00

Russian Post in Manchuria

Lyaotung Leasehold



10000

TALIENVAN (I Casey): 1899 Cover to Germany franked 10k tied by TALIENVAN 12 Oct 1899 in 3 lines cds, forwarded the next day to Port Arthur, thence Russian P.O. Shanghai 08.X 1899 (error of day for '18' O.S. = '30' N.S.), conveyed to Europe by French Ligne N/Paquebot 'No. 2 (SS "Tonkin") 31.Oct 1899, cover tears at top clear of cancels and stamp, a major rarity

25'000

The earliest of 4 known Talienvan / Dalny forerunners and the only recorded cover. Illustrated in B.J.R.P. 1971 pp.3 - 7, 89 (2003) p.9.

Note: For a few years at the turn of the 19th and 20th centuries the name Talienvan (Russian Talienvan) was given to a port on the south side of Talien Bay in the Lyaotung area. In August 1899 the port was named Dalny and the name Talienvan was transferred to another port on the north side of the bay (Talienvan II). The old canceller remained in use at Dalny until at least 1901.

Provenance: Liphshutz and Mizuhara

大連灣：1899年實寄封寄德國，貼10戈比票銷「大連灣12.10.89三行線戳」，第二天已到旅大，銷俄羅斯上海戳 08.X 1899 (誤植日期' 18' O.S. = N.S.) 另法國2號船戳 (SS "Tonkin") 31.10.1899。封頂有損。暫有記錄兩件此 Dalny 早期封。

備註：由19世紀過渡20世紀，「大連灣(俄文Talienvan)此地名移轉於遼東南部另一港口(Talienvan II)，此港口名為Dalny，及大連灣也被轉為北部另一港口。



10001



TALIENVAN (I Casey): 1900 Viewcard of Port Arthur addressed to Germany franked 4k tied by TALIENVAN POST OFFICE 21 Okt. 1900 cds, received Port Arthur the same day (strike on reverse), Russian P.O. Chefoo 25 Okt. 1900 in violet, passed to Chinese P.O. Chefoo same day, Chinese P.O. Shanghai 10 Nv. 1900, & Russian P.O. Shanghai 14 Xi 1900, then by French ship, Dresden arrival, fine

5'000

Note: Although the Russian name for this port had been changed from Talienvan to Dalny in August 1899, the old canceller remained in use until 1901.
One of the four known examples of this Talienvan cancellation

大連灣：1900年旅大風景明信片寄德國，貼4戈比銷「大連灣郵政局 21.10.1900」戳(於同日到達旅大，背面有中轉戳)，「俄國烟台客郵 25.10.1900」紫色戳，同日經中國烟台郵局，「中國上海郵局10.11.1900」戳及「俄國上海14.11.1900」戳，帶法國船戳及德國到達戳。

Auction Bids

The auction bidding steps are as follows:

€ 50 - 100	€ 5	€ 500 - 1000	€ 50	€ 5000 - 10000	€ 500
€ 100 - 200	€ 10	€ 1000 - 2000	€ 100	€ 10000 - 20000	€ 1000
€ 200 - 500	€ 20	€ 2000 - 5000	€ 200	€ 20000 - 50000	€ 2000
				€ 50000 - 100000	€ 5000

Bids between these steps will be adjusted accordingly to the next higher bid step.
The bidder is bound by his/her offer until a higher bid has been validly accepted.



10002

10'000

TALIENWAN (Il Casey): 1900 Cover registered from Talienvan (a small port on the North side of Taliens Bay, opposite Dalny) to Chefoo, with two 10k tied by "TALIENWAN / POST OFFICE 16 IV" cds (year omitted), Port Arthur bs, very fine

The only known registered mail from Talienvan. Illustrated B.J.R.P. 89 (2003) p.18

Note: The name Talienvan had been previously used for the port later called Dalny by Russian Imperial Decree of 11 May 1899.

大連灣：1900年實寄掛號封由大連灣寄煙台，貼10戈比兩枚，銷「大連灣/郵政局16 IV」戳(年份漏蓋)，背戳旅大到達戳。

備註：大連灣此名稱於俄羅斯帝國1899年5月11日稱為「Dalny」。

David Feldman Special Extended Payment Facility

David Feldman S.A. (DF) may offer a special extended payment facility for buyers. In these cases, the buyer may choose to pay a **minimum of 25%** of the total invoice on receipt, and the balance over an extended period of **6 months**, paying an equal installment at the end of each month. Interest plus charges of 1%, is debited to the buyer's account at the end of each month. When the special extended payment facility has been granted, the buyer understands that any claims regarding his/her purchases must be made within **30 days** of the auction sale date, even though the lots may be held by **DF** awaiting full settlement of the account. Until delivery, lots may be examined by their respective buyers at the offices of **DF**.



10003

TALIENWAN (Il Casey): 1901 Stationery card to Pola franked 7k (3k excess) tied Russian TALIENWAN/POST OFFICE 13 III (old style = 26 III new style) year omitted, transit cancels of Port Arthur (14 III 1901, Chefoo 16 III 01 (old style) and Chinese P.O. same day (29 Mar 01 new style), Russian and Chinese P.O.'s Shanghai 2 Apr 01, then put on French ship Ligne 'N' paquebot no 7 (s.s.ERNSIMONS) 4 Apr 01, arriving Pola 3 5 01, card with dateline in German "Bay of Talienwan" (near Port Arthur), message begins: "A large town is being built here as the terminal station of the Trans-Siberian Railway: Dalny", very fine and rare

12'000

Illustrated B.J.R.P. 89 (2003) p. 19

遼東租界：1901年郵資片寄Pola，貼7戈比貼(其中3戈比此為多付)銷俄國「大連灣/郵政局13 III (舊款式)及中國戳同日(29.3.01新式)中轉。俄國及上海2.04.01戳，再轉法國Ligne 'N' 第7號船戳，Pola 3.5.01到達戳。片上附註德文直線日期「大連灣」(近旅大)，訊息寫上「這個大城鎮之興建為西伯利亞鐵路全線的總站」。



10004



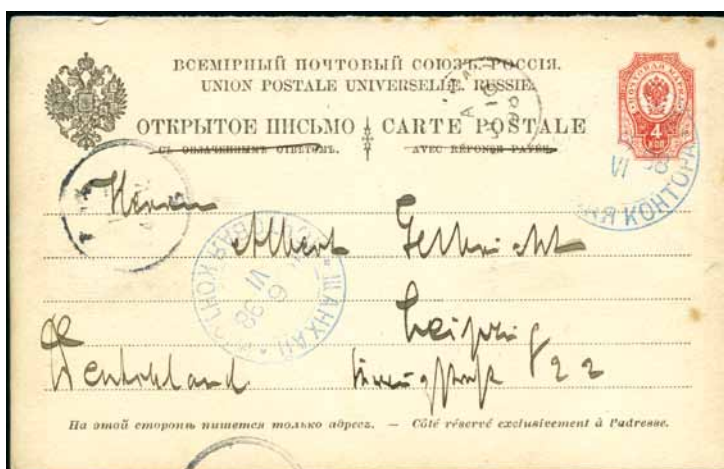
PORT ARTHUR: 1898 4k Stationery card to Germany cancelled PORT ARTHUR / POST OFFICE 15 V 1898 (Subtype 1B), transit Russian P.O. SHANGHAI 6 VI 1898 in blue and Hong Kong 10 June 1898, Munster arrival 11 7 98, fine strike

2'000

Note: Earliest item of mail from the Russian P.O. in Port Arthur, which opened about early April 1898

旅大：1898年4戈比郵資片寄德國，銷「旅大/郵政局 15V 1898」戳（1B型），藍色「俄國上海客郵 6 VI 1898」及「香港11.7.98」到達戳。

備註：此片為俄國旅大客郵（於1898年4月初成立）之最早實寄郵件。



10005



PORT ARTHUR: 1898 4k Stationery card addressed to Germany with manuscript dateline "Port Arthur 28 5 1898" (2 months after Russian troops had landed in the leased territory), placed directly on the ship and cancelled on arrival at the Russian P.O. in Shanghai with Type I canceller in blue dated 6 VI 1898, saving the sender a day of transit time transiting through Shanghai and Hong Kong as the previous lot which was despatched a day earlier, a few tonespots, otherwise fine

1'000

Note: Date of opening of the Russian P.O. at Port Arthur: 16 IV 1898. Earliest known postmark of this office: 1 VI 1898

旅大：1898 4戈比郵資片寄德國，手寫「旅大28.5.1898」日期（2個之後，俄國軍隊已進佔此租界）俄國上海中轉藍戳1型，日期為6 VI 1898，有黃點。

備註：俄國旅大開局日期為16 IV 1898，此郵局最早之郵戳記錄為1 VI 1898。





10006



PORT ARTHUR: 1898 3k Stationery card uprated 1k to make overseas rate to Germany tied by PORT ARTHUR Type I cds (1 VI 1898 old style), transit cds of Russian P.O. Chefoo (old style), 2 days later arrived at Russian P.O. Shanghai (type I cds in blue new style), transiting Hong Kong 4 days later, arriving Hamburg on 23 7 98, fine and appealing, was the earliest recorded until the recent discovery of lot 10075

1'000

旅大：1898 3戈比郵資片貼1 戈比貼海外郵資寄德國，銷旅大1型戳（1 VI 1898 舊式），俄國煙台中轉戳（舊式），俄國上海戳（1型新式蓋印），香港中轉，漢堡23.07.98到達戳。在發現lot



10007



PORT ARTHUR: 1899 Cover to Finland franked 1889-92 7k tied by PORT ARTHUR Type 1c 23 1 1899 cds, repeated below, transit St Petersburg and Helsinki arrival backstamps indicating a transit time of over 7 weeks, very fine

400

Note: Before the rail link with Newchwang was completed (October 1899) mail from Port Arthur was taken to that port by courier. Completion of the Chinese Eastern Railway in 1901-02 permitted faster overland communication with Europe

旅大：1899年實寄封寄芬蘭，貼1889-92 7戈比票銷旅大1c型23.1.1899戳，聖彼得堡及赫爾新基戳，並指出當時中轉時間超過星期。

備註：於1899年10月牛莊路線未完成前，由旅大寄出之郵件均由苦力傳送。在1901至02年國東部鐵路完成，令歐洲郵件加快陸路運送。



10008



PORT ARTHUR: 1899 4k stationery card to Germany cancelled PORT ARTHUR / POST OFFICE 15 II 1899 (subtype 1B), with Russian P.O. Shanghai transit (type 2) in Old Style and despatch in New Style, French paquebot LIGNE N / PAQ. FR. No.6 (S/S Sydney) octagonal ds and Oschatz arrival cds, fine

300

旅大：1899年4戈比郵資片寄德國，銷旅大/郵政局15.11.1899 1B代替型，俄國上海中轉戳2型舊款及新款派送戳。法國第6號船戳，(S/S Sydney)及Oschatz到達戳。



10009



PORT ARTHUR: 1899 Stationery card imprinted with Imperial Russian eagle and Chinese Dragon franked 3k tied by PORT ARTHUR Type 1A 16 XI 99 cds, fine

150

旅大：1899年俄帝國鷹圖及中國龍圖明信片貼3戈比票，銷旅大1A型 16x1 99戳。



10010



PORT ARTHUR: 1899 Reply paid card from Port Arthur to Switzerland uprated Russia 3k + 1k 'Kitai' overprint (unnecessary), ordinary stamps cancelled Type 1b 28 11 00 cds's, 'Kitai' issue cancelled in transit or on arrival with 'dumb' canceller, transit marks of Russian P.O. Shanghai and British P.O. Hong Kong, fine

500

Note: 'Kitai' overprints were available at Port Arthur only during the second half of 1899 and there is no record of their genuine use from that office at that time

旅大: 1899年回片由旅大寄瑞士, 加貼3戈比及加蓋'契丹' 1戈比票, 銷1b型 28.11.00戳, 1戈比票銷中轉或到達' dumb' 戳,

備註: 加蓋'契丹' 票於旅大祇在1899年下旬提供, 以後則未有記錄。



10011



PORT ARTHUR: 1901 Unsealed envelope from firm of Grunberg and Reilly, Port Arthur to St Petersburg franked vertical pair of 1889-92 1k to pay 2k rate for printed matter, cancelled PORT ARTHUR Type 2 (serial '4') 7 III 1901, St Petersburg arrival backstamp, lightly soiled, scarce franking

700

Note: The junior partner in this firm was Sidney ("Ace of Spies") Reilly, a British agent implicated in the attempted assassination of Lenin in 1918. He fled Russia with a price on his head and was sentenced to death in his absence by a Soviet military tribunal. Executed on his return to Russia during the Stalin regime

旅大: 1901年沒有封條封由Grunberg及Reilly寄聖彼得堡, 貼1889-92年1戈比直連印刷郵資, 銷旅大2型序號「4」7 III

備註: 此公司的年輕合夥人為Sidney, 原為1918年暗殺列寧, 後列寧專取政權後在俄國被處決。



10012

PORT ARTHUR: 1901 Money transfer card for 100 roubles sent by telegraph by crew member of the cruiser 'Admiral Kornilov' at Port Arthur to a wife at the naval base of KRONSHADT, charges paid by 3k, 5k strip of 3 + 7k tied by violet PORT ARTHUR Type 2d 4 III cds's, scribbled 'Telegraph' in red crayon and 'O' in blue crayon to denote paid (Oplacheno), fine

600

Note: The 'Admiral Kornilov' was one of the older unarmoured vessels of Russia's Pacific Fleet, built at St Nazaire, France in 1887 and refitted in 1895

旅大：1901年100盧布現金兌匯片，由KRONSHADT海軍基地電報員寄出，郵資3戈比，5戈比3連+7戈比票，銷紫色旅大2D 4III戳，手寫紅色「O」，藍色「Oplacheno」已付印。

備註：Admiral Kornilov是俄軍太平洋無裝備部隊，見於St. Nazaire，法國1887年重組於1895年。



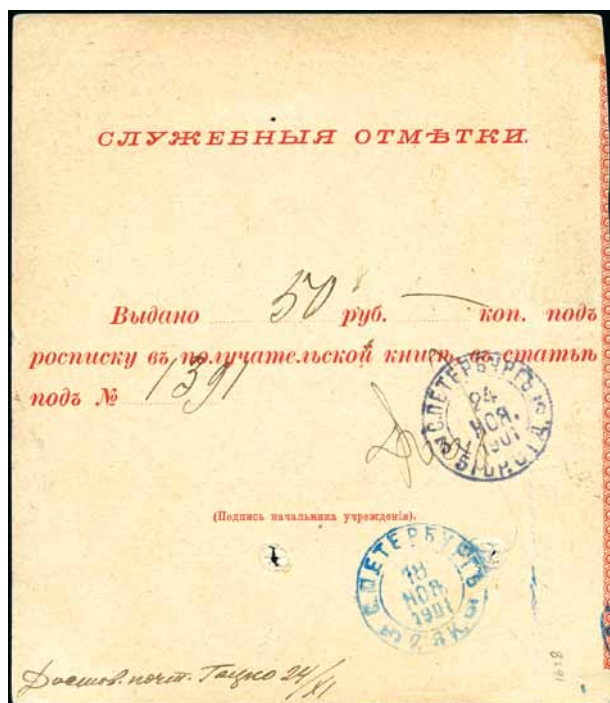
10013

PORT ARTHUR: 1901 Japanese 1 1/2s postal stationery card from Tokyo to Nagasaki, re-addressed to Port Arthur with 11.04.01 arrival cds (T&S type 3C with year inverted), taxed 5 1/2c in Nagasaki and oval "DOPLATIT / PORT ARTHUR" postage due hs with ms "5k" applied on arrival, this being the ONLY RECORDED STRIKE of the Port Arthur postage due mark, very fine

500

旅大：1901年日本1 1/2錢郵資片由東京寄長崎，再轉寄旅大，附到達戳11.04.01 (T&S 3C型，年份倒轉)，另於長崎加稅資5 PORT ARTHUR」欠資戳手填「5戈比」於到達戳，此旅大欠資戳為存世之唯一紀錄。





10014 Δ

PORT ARTHUR: 1901 Money transfer form for 50 roubles to an addressee in St Petersburg, imprinted stamp cancelled in violet PORT ARTHUR/3/POST OFFICE 16 X 1901, boxed PORT ARTHUR/No. 301 also in violet, received St Petersburg 18 Nov. 1901, paid out 24 Nov. 1901, fine and rare

1'000

Note: Delay in transmission may be attributed to congestion of the railway with military traffic during the Occupation of Manchuria

旅大：1901年50盧布轉賬往聖彼得堡之表格，表格上預印之郵票銷紫色「旅大/3/郵政局16 X 1901」戳，旁蓋紫色方型「旅大/301號」戳。1901年11月18日抵達聖彼得堡及於24日完成整筆轉賬。

備註：俄國佔領滿州期間軍事交通導致鐵路擠塞，從而引致金錢轉賬出現延誤。

Payment by Credit Card



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10015

PORT ARTHUR: 1901 Cover registered to the USA with 1k pair, 4k, 10k pair and 14k tied by Port Arthur 15.10.01 cds (T&S type 1B), paying 3 lots plus 10k registration, via Russian and Chinese P.O. at Chefoo, then Chinese and Russian P.O. at Shanghai, thence via Yokohama, Seattle and arriving in New York, with Cyrillic "Z" type reg'd label contrary to UPU regulations, horizontal fold affecting 1k, otherwise a fine and attractive multi-colour franking

2'000

旅大：1901貼1戈比雙連，4戈比，10戈比及14戈比掛號寄美國，銷「旅大15.10.01」戳「T&S 1B型」，經俄羅斯及中國煙台郵局，及中國和俄國蓋上海郵局中轉戳，再經橫濱，西雅圖及經紐約到達戳，附西裡爾掛號標籤，此封違反國際郵盟規條，封有摺痕影響1戈比郵票，仍不失為一件多種貼票封。



10016

PORT ARTHUR: 1889 1R with "PORT-ARTHUR / 1 / RAILWAY POSTAL BRANCH" 12 VII 1902 cds, stamp with faults incl. a hole at the left side, still the ONLY EXAMPLE RECORDED of this cancel, plus a ppc of Port Arthur Railway Station

100

Note: This is the origin of the record in the BJRP no.30 (1962), pp.13 & 17 fig.68. Evidently the bulk of mail arriving a Port Arthur Railway Station for despatch was loaded straight on to the TPOs of Line 266 for sorting and cancelling and the Station's own canceller used only items such as insured sendings, money transfers and parcel cards

旅大：1889年1R票蓋「旅大/1/火車郵政分局」12 VII 1902戳。郵票有瑕疵，包括左方有一小洞，但仍為有紀錄唯一一枚郵票帶此款郵戳。另附旅大火車站風景明信片一枚。

備註：此票為記錄於1962年BJRP第30號第13及第17頁圖的原票。大量運抵旅大火車站以再供寄遞之郵件(如保價信件，全體轉賬及包裹信)均被直接送上第266線之上火車郵局，以供局內分類及蓋戳。

10017 

PORT ARTHUR: 1902 Triple panoramic viewcard of Port Arthur with Chinese Dragon and Imperial Russian Eagle embossing on face symbolising liaison between the two countries, sent to Japan franked 3k + 7k (10k letter rate) tied by Port Arthur cds 4 V 1902, transit Nagasaki and Kobe arrival backstamps, scarce

150

Note: Card produced by firm of Siatas, Blok & Company, Port Arthur and Talienwan

旅大: 1902年三連旅大風景明信片寄日本(卡面有中國龍圖及俄帝國鷹圖, 以象徵兩國之聯合), 貼3戈比及7戈比票各一枚(10戈比信函郵資), 銷“旅大 4V 1902”戳, 長崎中轉及神戶到達戳。

備註: 此片由旅大及大連灣 Siatas, Blok Company 印裝。

10018 

PORT ARTHUR: 1903 Registered cover from Port Arthur addressed to Empress Maria Feodorovna franked on reverse 3 pairs of 7k tied by Port Arthur cds,s, cover flap (torn) sealed by 3 Red Cross labels, arrival mark of the Royal Chancellory St Petersburg, from Dr Balashev, head of Russian Red Cross in the Far East and Surgeon-general of the Russian Army, fine and desirable

3'600

旅大: 1903年背貼7 戈比橫雙連3對, 由旅大掛號寄皇后Maria Feodorovna, 銷旅大戳, 及有3枚紅大字封條標籤, 聖彼得堡皇室大臣到達戳, 寄件人Balashev醫生, 為俄國紅十字會貼遠東及俄軍手術總監。

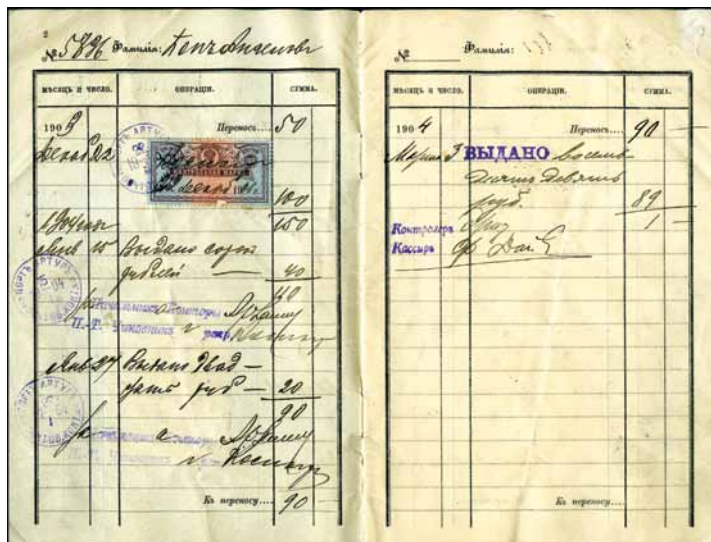


10019

PORT ARTHUR: 1903 Registered postcard to Mitava franked 3k + 7k tied by PORT ARTHUR Type 2b 13 XI 1903 cds, placed on Chinese Eastern Railway POSTAL WAGON No 266 (2) (PORT ARTHUR-HARBIN) 2 days later and transferred to CER PW no. 263 (3) (HARBIN-MANCHULI) on 17.XI.1903, transit time 3 weeks, fine

400

旅大：1903年掛號明信片寄Mitava，貼3 戈比及10 戈比票銷旅大2b型 13 XI 1903戳，此封在中國東部鐵路火車郵政，第266 (2) (旅大至哈爾濱) 停留兩天及後轉送至CER PW第263(3) (哈爾濱至滿州里) 17.XI.1903戳，中轉需3星期。



10020

PORT ARTHUR: 1912 Savings Bank book issued by Russian P.O. in Port Arthur December 1903 to Russian priest, Father Anton Angelov, Saving Bank stamps to the value of the sum deposited are affixed and cancelled by Port Arthur datestamp Type 2B in violet

150

Note: Cash withdrawals were made at a time of war fever, heightened by the Japanese attack on the Fleet and town in February 1904 when many citizens fled. The siege of Port Arthur (May 1904-January 1905) saw great loss of life from enemy action and disease

旅大：1912年俄國旅大郵政局發行的銀行儲摺。1903年由俄國教士，Antan Angelov提存，貼上相等存票，銷旅大2B型紫印。

註：於1904年2月，日軍侵佔此地，引致大量現金提取，於1904年5月至1905年1月因敵方入侵引致大死亡及疾病。



Manchuria Proper

EARLIEST RECORDED COVER FROM MANCHURIA PROPER



10021



HARBIN: 1900 Cover registered to St. Petersburg with 4k, 7k and 10k tied by fine blue "HARBIN MANCHURIA / POSTAL BRANCH" 10.09.00 cds (T&S type 1), St. Petersburg bs (24.11.00, over two months later), small cover fault at top right not affecting the stamp, a beautiful and rare franking

10'000

Note: Recorded in "Russia Used Abroad" pt.5, pp.395, 425 & 427 as earliest cover from a Russian P.O. in Manchuria proper.

最早期的滿州里哈爾濱實寄封：1900年掛號封寄聖彼得堡，貼4戈比，7戈比及10戈比，銷「哈爾濱滿州里/郵政分局/10.09.00戳「T&S 1型」背銷聖彼得堡24.11.00戳，超過兩個多月，封右上角微損但不影響郵票，另此封為罕有貼票。

備註：此封曾記錄於「俄國海外沿用」郵件第395, 425及427頁，俄國客郵於滿州里最早期封。



10022

HARBIN: 1901 Cover to Berlin franked 10k tied by HARBIN/1/POSTAL BRANCH 24 July 1901 cds, this cancellation is an unrecorded subtype of Harbin Type 1, characterised by recumbent '1' at sides, transit backstamp of Moscow and arrival Friedenau, fine

1'200

哈爾濱：1901年貼10戈比票寄柏林，銷「哈爾濱/1/郵政分局24.7.1901戳，此戳未被記錄於哈爾濱1型。「1」分別橫臥於兩旁，展覽封及附有彼德格勒軍部檢查印。

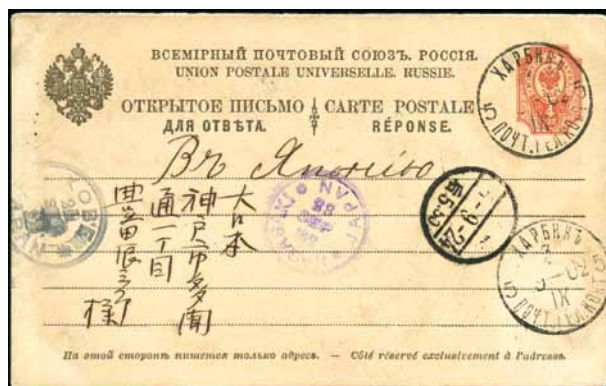


10023

HARBIN: 1902 Decorative postcard registered to St. Petersburg with 3k and 7k Arms tied by Harbin 28.4.02 cds (T&S type 2) with serial "6," with Cyrillic reg'd label and arrival cds, fine

200

哈爾濱：1920年圖案明信片寄聖彼德堡，貼2戈比及7戈比徽圖票，銷「哈爾濱28.4.02」戳，「T&S 2型」序號「6」，附西裡爾掛號標籤及到達戳。



10024



10025

10024 ☒

HARBIN: Reply half of 4k(+4k) reply-paid card in Russian to Japan and in Japanese to Kobe, cancelled HARBIN Type 2E 3 IX 1902 cds, Nagasaki transit cds, fine

150

哈爾濱：4戈比+4戈比郵資雙片，俄羅斯到日本及日本到神戶銷哈爾濱2E型3 IX 1902戳，長崎中轉戳。

10025 ☒

HARBIN: 1902 Early picture postcard showing Harbin street scene to St. Petersburg with 1k and 2k Arms, one stamp tied by Harbin 14.3.03 cds (T&S type 2) with serial "5," with arrival cds tying the other stamp having been missed at Harbin, fine

150

哈爾濱：1902年早期哈爾濱街道景明信片寄聖彼得堡，貼徽圖1戈比及2戈比票，2戈比票銷「哈爾濱14.3.03」戳「T&S 2型」，序號「5」，1戈比票銷到達戳。



10026 ☒

HARBIN: 1907 registered cover to St Petersburg franked single 14k on reverse tied by HARBIN Type 4 serial 'e' 25 9 07 cds, dispatch mark of HARBIN Subtype 4n 26 9 07 and Harbin Central registration label alongside, St Petersburg arrival, addressee could not be found and remnant of "spravka" (enquiry) label, serial letter 'e' is a hitherto unrecorded subtype of the Harbin Type 3 cancellers, lightly soiled

400

哈爾濱：1907年背貼14戈比掛號封寄聖彼得堡，銷哈爾濱4型序號'e' 25.9.07戳，哈爾濱4n代替型26.9.07戳及哈爾濱中央掛號標籤於旁，聖彼得堡到達戳，另附剩餘'Sprarka' <查詢>標籤，序號'e'，沒有記錄的哈爾濱3型。微損。



10027

HARBIN: 1908 Registered cover to IRKUTSK franked pair 1902-05 7k on reverse, tied by HARBIN subtype 3B dated 21 6 08, transit HARBIN subtype 4Q next day, IRKUTSK arrival 26 6 08, unusual HARBIN/CENTRAL registration label on front, cover slightly reduced at top shaving label

300

Note: Serial letter 'O' erroneously attributed to Subtype 4Q in "Russia used Abroad" ("often over-inked"). The serial letter is actually 'z'.

哈爾濱：1908年掛號封寄IRKUTSK，貼1902-05 7戈比票銷哈爾濱3B 代替型 21.6.08戳哈爾濱4Q代替型中轉翌日。少見之哈爾濱/

備註：郵戳字母「O」誤為4Q代替型，俄國海外沿用郵票史曾述此為油墨過多。



10028

HARBIN: 1911 Registered cover to St Petersburg franked on reverse 1k irregular block of 18 + 5 singles tied by HARBIN Type 3N 5 8 11 cds's, two-line handstamps with added date and signature: REMOVED FROM THE POSTBOX....POST-TELEGRAPH CLERK.. alongside. Presumably mailed when the post office was closed and taken from the box for registration, fine and unusual

300

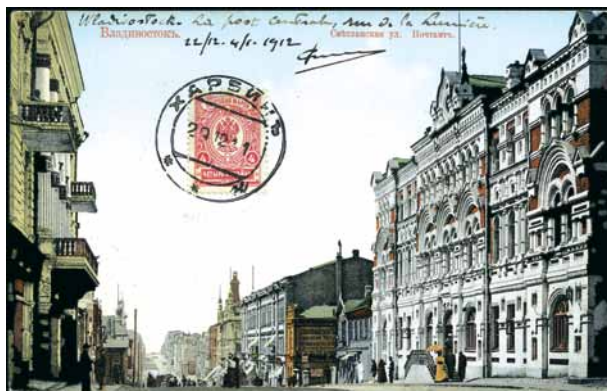
哈爾濱：1911年背貼1戈比不規則十八方連及5枚單枚掛號寄聖彼得堡銷3N 型哈爾濱折5.8.11手蓋(從郵商取出)郵務電報員估計此郵件投遞，是當郵政局關閉。

10029 

HARBIN: 1911 Value Declared cover for 50 roubles (133 francs, 33 centimes) from Harbin to Austria, on front blue-lined HARBIN label in Russian and purple bilingual (French/Russian) value declared label and linear HEAD OF HARBIN POST OFFICE in blue, on reverse franked 15k pair + 14k to pay 44 kopeck charge cancelled HARBIN Type 4, serial 'z' dated 27.9.11, five wax seals alongside in good condition imprinted HARBIN POST OFFICE around Imperial Eagle with posthorns and thunderbolts, letter 'b' at foot, dated 27 X 11, there are no previous records of Harbin postmaster's handstamp, purple label or Harbin P.O. wax seal, rare and spectacular

800

哈爾濱: 1911年50盧布<133法朗,33分>價格申報封寄奧地利,封面附藍線俄文哈爾濱標籤及紫色法文及俄文雙語價格申報標籤,手蓋藍色哈爾濱郵政總局印背貼15戈比雙連及14戈比,銷哈爾濱4型,序號'z',27.9.11戳,附5枚哈爾濱郵政局封口臘,底部呈字母'b',日期為27 x 11,未有記錄此哈爾濱郵政總監手蓋印。

10030 

HARBIN: 1911 Picture postcard of Vladivostok showing the Head Post Office to Paris franked 4k tied by HARBIN Subtype 3P dated 29.12.11, fine

100

哈爾濱: 1911年海參威郵政總局寄巴黎,貼4戈比票銷哈爾濱3P代替型。



10031



10032

10031 

HARBIN: 1913 Despatch card for package valued 40 roubles sent to Leipzig, charges of 1 rouble 86 kopecks paid by Romanov stamps, cancelled HARBIN Type 4H, dated 4 1 13, transit marks of KIBARTY (Poland) and EYDTKUHNEN (Prussia) on reverse, fine

200

Note: This card suggests that the Romanov Tercentenary issue was placed on sale in the Harbin office on 2 Jan 1913 as in Metropolitan Russia

哈爾濱：價值40盧布的派送片寄Leipzig，1盧布86戈比支付羅曼諾夫票，銷哈爾濱型4H 4.1.13，KIBARTY (波蘭)中轉印及EYDTKUHNEN

備註：於1913年1月2日此片提議在哈爾濱郵局進行羅曼諾夫票傾銷。

10032 

HARBIN: 1913 Viewcard to Germany dateline Harbin 23.2.13 franked Republic of China 4c, posted 2 days later, stamp not accepted at post office, pen-crossed and 2 types of HARBIN Subtype 3N applied below 12 2 13, postage due indicated by encircled 'T' (taxé) struck at Harbin and boxed PORTO in Germany where blue crayon '20' added

200

Note: Writer draws addressee's attention to stamp, apparently unaware that it had no validity at the Russian P.O.

哈爾濱：1913年明信片寄德國，貼「中華民國」加蓋於蟠龍4分，此郵票不接納，遭用筆註銷，附哈爾濱3N代替型戳，日期12.2.13，「T」圓形欠資印蓋於哈爾濱及方形「PORTO」蓋於德國及藍色「20」。

備註：寄件人不知此郵票不能用於俄國郵局。

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10033 

HARBIN: 1913 Registered cover to Riga from Chief of XIth Division for the Transmission of Mail by Railway, an office recently moved from Vladivostok to Harbin, franked on reverse a vertical pair of 7k Romanovs tied by HARBIN Type 3, serial 'b' 3.7.3 cds's, transit cds of HARBIN Type 3 serial 'm' next day and St Petersburg plus Riga arrival cds, handstruck registration cachet on obverse not previously recorded, fine

600

哈爾濱：1913年掛號封寄Riga，由鐵路局傳送郵遞第11分隊，此郵局由海參威遷往哈爾濱，背貼羅曼諾夫7戈比相連票，銷哈爾濱3型序號b 3.7.3戳，哈爾濱3型序號(m)中轉戳於翌日及聖彼得堡，Riga到達戳，及從未記錄之手蓋掛號方印。

10034 

HARBIN: 1913 Envelope from the Esperanto Society registered to Germany with 20k on reverse tied by Harbin 20.9.13 cds (T&S type 3b) and further dispatch cds (T&S type 3n) adjacent, reg'd labels in Cyrillic 'Z' and Latin 'R' characters, arrival bs, cover faults at top

300

哈爾濱：1913年背銷20戈比由世界語言學會掛號寄德國，銷「哈爾濱」20.9.13戳(T&S 3b型)及派發戳(T&S 3n型)於旁，另附西裡爾及拉丁文掛號標籤，封頂有損。



10035



10037



10036

10035

HARBIN: 1914 Pictorial straw envelope registered to Germany franked on reverse pair of 10k tied by HARBIN Type 3B 15 5 14 cds's, registration labels applied on front in Russian and French, the latter reading KHARBIN/SIBERIA, ASIATIC RUSSIA, backstamped St Petersburg transit and Arnstadt arrival, fine

300

哈爾濱：1914年掛號封寄德國背銷10戈比相連，銷哈爾濱3B型15.5.14戳，封背附俄國及法國掛號標籤，法國標籤為KHARBIN/ SIBERIA, ASIATIC RUSSIA，聖彼得堡中轉戳及Arnstadt到達戳。

10036

HARBIN: 1914 Cover from pharmaceutical consultant at Harbin Wharf to Switzerland franked on reverse Romanov 10k tied HARBIN Type 4 serial 'k' 16 11 14 cds, opened and resealed in transit by military censor in Irkutsk (linear and circular violet cachets -Speeckaert Types 1 and 2), Basel arrival cds alongside, fine

200

1914年哈爾濱碼頭製藥領事封寄瑞士，背貼羅曼諾夫10戈比票銷哈爾濱4型序號K 16.11.14戳。Irkutsk軍部檢查及放行檢查印。
備註：Speeckaert 1及2型，Bsel到達戳。

10037

HARBIN: 1915 3k Postal stationery card to Denmark, underpaid with "HARBIN / TO PAY" violet oval cachet and encircled "T," cancelled by Harbin 23.3.15 cds with Petrograd censor cachet adjacent, some minor creasing, fine, the only known "To Pay" in violet of Harbin

300

哈爾濱：1915年3戈比郵資片寄丹麥，郵資未附上蓋「哈爾濱欠資」紫色橢圓方形印，及「T」圓印，銷「哈爾濱23.3.15」戳，旁附彼得格勒方形檢查印，有微損。



10038 

HARBIN: 1915 Registered cover to Khabarovsk Siberia franked on reverse Romanov 4k strip of 5 cancelled HARBIN Type 3 serial 'b' 20 6 15 cds's, on obverse Harbin registration label and Passed by Censor violet cachet applied in transit in POGRANICHNAYA on Manchuria's Eastern border with Siberia (Speeckaert Type 1), fine

300

哈爾濱: 1915年掛號封寄Khabarovsk西伯利亞, 背銷羅曼諾夫4戈比5雙連, 銷哈爾濱3型序號' b' , 20.6.15 戳, 哈爾濱掛號標籤及POGRANICHNAYA滿州里西伯利亞東部邊境紫色檢查印, <Speeckaert+型>。



10039



10040

10039 

HARBIN: 1915 View card of street corner in Russified Manchurian town of Harbin to Petrograd franked 3k tied by HARBIN Type 4L 7 9 15 cds, fine

100

哈爾濱: 1915年貼3 戈比票於哈爾濱Russified街景圖片寄比得格勒銷哈爾濱4L 型7.9.15戳。

10040 

HARBIN: 1915 Japanese handpainted picture postcard to England with 4k tied by Harbin 28.9.15 cds (subtype 4L), with crisp red "Military Censor Attached to Irkutsk Post Office" hs applied in transit through Siberia (Speeckaert type 2), minor soiling, fine

300

哈爾濱: 1915年日本彩繪明信片寄英國, 貼「4戈比」銷哈爾濱, 日期戳(T&S4L型), 另手蓋紅色「軍事查訖」附至郵局。此中轉戳專用於西伯利亞(Speeckaert型12), 微黃。



10041

HARBIN: 1915 "Oxypathy and Oxypathor" advertising envelope to Scotland with 1k Romanov, 3k Arms (3) and 10k Arms paying double rate, all tied by Harbin 20.10.15 cds (subtype 4L), with Cyrillic "D.Ts." censor hs applied at Krasnoyarsk (Siberia) (Speeckaert type 1) and 3-line censor cachet applied at Petrograd, attractive

400

Note: This cover was the origin of the Harbin type 4L illustration in "Russia Used Abroad" pt.5, p.429, fig.602, and also the first record of the Krasnoyarsk type 1 censor hs used in 1915 and in red.

哈爾濱：1915年「Oxypathy and Oxypathor」廣告封寄蘇格蘭，貼羅曼諾夫1戈比，3戈比x3及10戈比票，雙倍郵資，銷「哈爾濱」20.10.15戳(T&S 4L型)，Krasnoyarsk(西伯利亞)「D.Ts」檢查印，(Speeckaert 1型)，彼得格勒3行線檢查印。

備註：此原件曾刊登「俄國海外沿用郵件」第429頁圖602及Krasnoyarsk 1型所記錄的第1件1915年紅色檢查印。

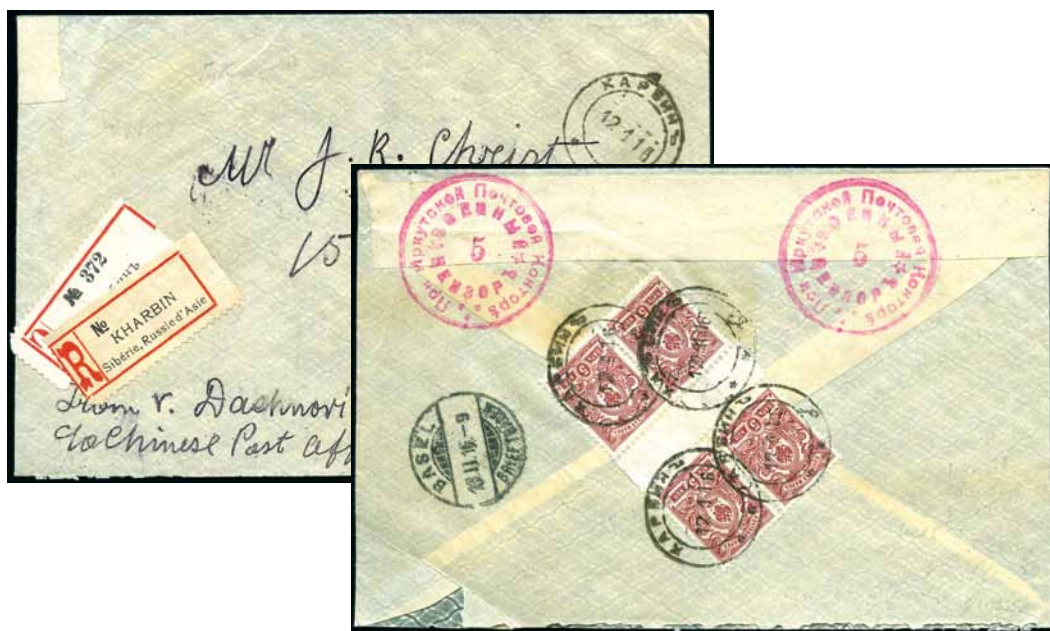


10042

HARBIN: 1916 Dispatch card from HARBIN to BAKU for parcel valued at 90 roubles, charges of 7 roubles paid by pair 1r, single 10k and 14 copies of 35k Arms issue, all cancelled HARBIN Type 4 of unrecorded type (fancy 'm'), signature on receipt dated 18.2.17 when a further charge of 48 roubles 10 kopecks was raised at Baku by adding and cancelling five 7r Arms issue, pair of 5r and single 3r Romanov and 10k/7k provisional, the reason for the additional charge applied at Baku is unknown, fine and spectacular showpiece

1'500

哈爾濱：1916年派送片由哈爾濱到BAKU，貼7盧比x7，10戈比單枚及35戈比14枚，銷哈爾濱4型，未被記錄，「m」修飾，於收條簽署日期為18.2.17，另加貼28盧布10戈比，於Baku再加貼7盧比5枚，5盧比雙連及一羅曼諾夫3盧比及臨時改值10戈比於7戈比，未知原因為何要在Baku加值。



10043



HARBIN: 1916 Registered cover to Switzerland franked on reverse gutter block of 4 5k stamps tied by HARBIN Type 3 serial 'b' 12 1 16 cds, overlapping registration labels on front in Cyrillic and Latin, opened and resealed in transit with red cachet on reverse: Military Censor Attached to IRKUTSK Post Office (Speeckaert Type 2), fine

300

哈爾濱：1916年掛號封寄瑞士，背貼5戈比四方連鎖哈爾濱3型序號B 12.1.16戳，封面附不同的雙語號標籤，已檢及放行中轉紅印：軍部檢查印派送至IRKUTSK (Speeckaert 2型)。



10044



HARBIN: 1916 Registered cover to USA franked 10k Arms issue (pair) tied by HARBIN T&S Subtype 3B dated 22 4 16, 'Z' registration label in Cyrillic and matching French label, opened and resealed by Military Censor attached to IRKUTSK P.O. with violet circular cachet (Speeckaert Type 2) applied on reverse, New York transit and Fitchburg arrival backstamps

400

哈爾濱：1916年貼10戈比雙連掛號寄美國，銷哈爾濱T&S 2B 代替型 22.4.16戳，西裡爾文' z' 掛號標籤及法文標籤，軍部檢查已開及放行查，IRKUTSK郵局紫色圓型<Speeckaert 2型>，紐約中轉戳及Fitchburg到達戳。



10045

HARBIN: 1916 Registered cover to New York franked on reverse 7k War Charity issue of 1914 in combination with 1915 War Charity 3k + 10k tied HARBIN Type 4 (serial 'el') 15.12.16 cds,s, boxed violet handstamp Military Censor no. 5/Vladivostok on obverse plus registration labels in Cyrillic/Latin alongside, Seattle transit and New York arrival backstamps, scarce and attractive usage of this popular issue

500

哈爾濱：掛號封寄紐約背貼1914年7戈比戰爭慈善票及1915年戰爭慈善票3戈比+10戈比，銷哈爾濱4型(序號EL)15.12.16戳，紫色軍部檢查第5號/海參威印及雙語掛號標籤，西雅圖中轉戳及紐約到達戳。



10046

HARBIN: 1917 Cover registered from a stamp dealer in Harbin to Canada with 20k on 14k provisional issue tied by Harbin 1.3.17 cds (T&S type 3B), reg'd labels in Cyrillic and Latin characters, with boxed violet censor hs applied at Vladivostok, arrival bs, minor cover faults

400

哈爾濱：1917年貼臨時改值20戈比於14戈比，由哈爾濱郵商掛號寄加拿大，銷哈爾濱1.3.17戳(T&S 3B型)，旁附西裡爾及拉丁文掛號標籤，海參威紫色方形檢查印，附到達戳，封有微損。



10047



10048

10047 ☒

HARBIN: 1917 3k Stationery card uprated 2k imperf cancelled HARBIN Subtype 4L 7 12 17 cds, addressed to Switzerland, encircled 'T' (taxe) applied at Harbin, Swiss 10c postage due applied on arrival, examined in transit by military censors in Petrograd and France, fine

150

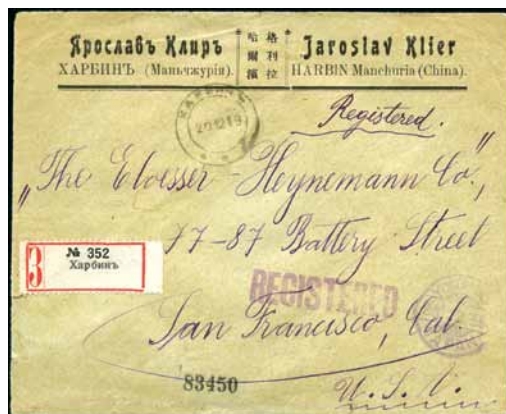
哈爾濱：1917年3戈比郵資片貼2戈比無齒票寄瑞士，銷哈爾濱4L代替型，哈爾濱圓形‘T’欠資印，瑞士10¢欠資票及彼德格勒和法國檢查印。

10048 △

HARBIN: 1919 Fragment of dispatch document franked with Japanese adhesives and cancelled Yokohama Japan 6.12.18, backstamped HARBIN 8.1.19 cds of an unrecorded type showing a word in inverted commas apparently excised, the postmark in its original form being unknown, highly unusual

300

哈爾濱：1919年剪片貼日本票Tazawa(田澤)，銷橫濱6.12.18戳，背銷哈爾濱8.1.19戳，此印未被記錄，其中一字倒逗點，此郵戳從未原戳發現。



10049 ☒

HARBIN: 1919 Registered cover to San Francisco franked on reverse 2 strips of 3 and pair of 50k tied HARBIN Subtype 3b 20.12.19 cds's, transit Japanese P.O. Changchun (Manchuria) on reverse and Yokohama on the front, arrival backstamp, 'Z' registration label on obverse, attractive and scarce franking

400

哈爾濱：1919年背貼50戈比x10掛號寄三藩市，銷哈爾濱3b代替型 20.12.19戳，長春日本客郵中轉戳，橫濱中轉戳於封面，附到達戳及‘z’掛號標籤。



10050



HARBIN: 1919 Registered cover addressed in Chinese and Russian to Commander of the 9th Chinese Military Division at Nikolsk-Ussuriiskii (Siberia), sent from Command HQ in Harbin, prepayment of postage in cash as certified on reverse, with Harbin 15.2.19 cds (type 3A) and registered label, a very fine and attractive cover reflecting the consequences of the civil war in Russia; a presence of foreign forces in the Russian Far East and the shortage of stamps in some Russian post offices

1'000

哈爾濱：1919年哈爾濱Nikolsk-Ussuriiskii(西伯利亞)陸軍第九師支隊封由軍總師令掛號寄出，封背註當時預繳郵資已確實，附「哈爾濱15.2.19」戳「3A型」及掛號標籤於封面。此封反映出當時俄國內戰，俄國遠東軍隊之現時軍力及當時俄國部份郵局郵票之短缺。



10051



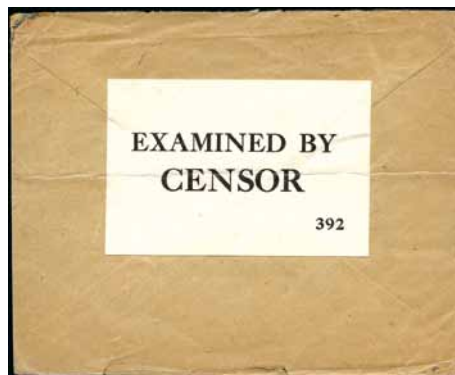
HARBIN: 1919 Picture postcard of Vladivostok to Peking, underpaid with "HARBIN / TO PAY" black oval cachet with ms "10" and Peking oval framed "T" with ms "2c," franked with 15k Arms tied by Harbin 3.3.19 cds, minor soiling

400

哈爾濱：1919年海參威明信片寄北京，欠資，銷「哈爾濱/TO

Please Ensure your Bids Arrive in Time!

In the case of equal bids, the first bid received will take precedence.



10052

HARBIN: 1919 Cover to Chicago USA franked 1916 10k on 7k provisional issue (pair + single) 15k (2) + 20k making up 80k rate, cancelled HARBIN Subtype 4M dated 21 3 19, Changchun violet transit cds of the Japanese P.O. alongside, examined by American censor with resealing slip applied to reverse, central fold clear of adhesives and slight peripheral wear, unusual franking

300

哈爾濱：1919年貼臨時改值10戈比於7戈比雙連及單枚，15戈比x2及20戈比寄美國，銷哈爾濱4M代替型21.3.19戳。長春日本郵局中轉戳，美國檢查印及封條，中間有摺但不影響票。



10053



10054

10053

HARBIN: 1919 Incoming 5k "Crownless Eagle" stationery card (issued after the Revolution) from Tomsk to Harbin, uprated with 10k pair with red boxed "Passed by Censor / Harbin / No.1" censor cachet adjacent, very fine

200

Note: This cover is the origin of the illustration in "Russische Postzensur 1914-1918" (1986) p.16 by A. Speeckaert

哈爾濱：入口郵件，1919年5戈比「無冠鷹」郵資片(革命後發行)由托木斯克寄哈爾濱，加貼10戈比國徽票相連，銷紅色方形「通國檢查/哈爾濱/第1號」檢查戳。

備註：此封為A. Speeckaert 1986年出版之「俄國查訖郵件1914-1918」第16頁之原件。

10054

HARBIN: 1919 14k Stationery envelope with added 1k imperf., 5k imperf. pair, 20k + 25k Arms issue to make up 70k rate to USA, all cancelled HARBIN subtype 4M, dated 29 5 19, transit Japanese P.O. Changchun (Manchuria) and Kobe in violet alongside, fine

300

哈爾濱：14戈比郵資片再貼1戈比無齒，5戈比無齒雙連，20戈比+25戈比，合符寄美國郵資，銷哈爾濱4M代替型，29.5.19戳，長春日本郵局戳，神戶中轉戳。



Д Ц

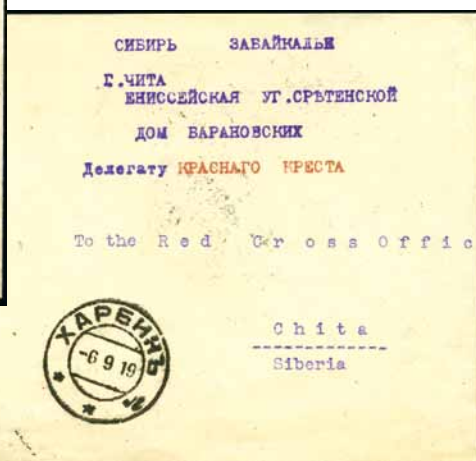
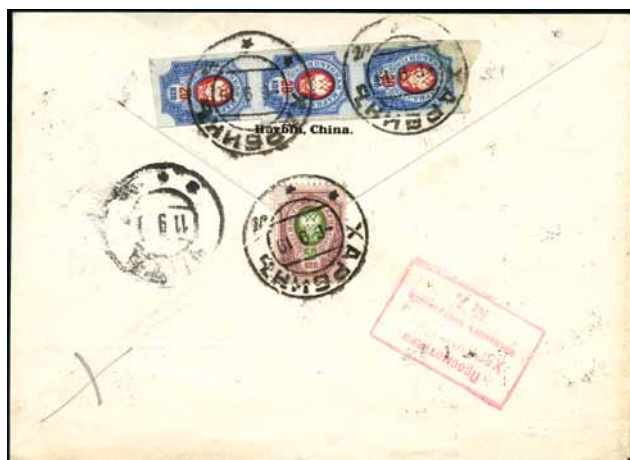
10055



HARBIN: 1919 Advertising cover registered to the USA with 15k Arms in pair and two singles plus 70k Arms imperf. pair, all tied by Harbin 26.8.19 cds (T&S type 3B), reg'd label and English reg'd label adjacent, reverse with previously unrecorded "D.Ts." in red as well as USA arrivals, horizontal filing fold at top clear of stamps, fine

500

哈爾濱：1919年廣告封掛號寄美國，貼15戈比橫相連，及貼70戈比無齒橫相連，銷「哈爾濱26.8.19」戳（T&S 3B型），旁附俄國掛號標貼及英國首蓋掛號戳，封背蓋有從未被紀錄之紅色「D.Ts.」戳及美國到達戳，封頂部有摺痕，但並不影響郵票。



10056



HARBIN: 1919 Cover to Chita (Siberia) franked on the reverse with 50k and 20k imperf. strip of three tied by Harbin 6.9.19 cds (T&S type 4M), with red boxed "Examined / Harbin Military Controller / No.7" censor cachet, slightly reduced at left.

400

Note: This cover is the origin of the illustration in "Russische Postzensur 1914-1918" (1986) p.16 by A. Speeckaert

哈爾濱：1919年實寄封寄Chita(西伯利亞)，背貼50戈比及20戈比無齒3連，銷「哈爾濱6.9.19」戳（T&S 4M型），另蓋紅色方形「查訖/哈爾濱軍事控制員/第7號」戳，封左方微缺。

備註：此封為A. Speeckaert 1986年出版之「俄國查訖郵件1914-1918」第16頁之原件。





10057



HARBIN: 1919 14k Stationery envelope uprated on reverse with 5k + 15k + Kolchak Siberia issue 35k on 2k (pair) tied by HARBIN Type 4 (serial 'g') dated 19 9 19, addressed to Hankow with arrival backstamp, fine and scarce combination

300

Note: Normal sources of supply of stamps to the Manchurian offices being impeded by the civil war in Russia, supplementary stocks were obtained from Siberia periodically

哈爾濱：1919年14戈比郵資信封背貼5戈比+15戈比及Kolchak西伯利亞改值35戈比於2戈比雙連，銷哈爾濱4型序號，19.9.19戳，寄漢口及有到達戳。

備註：因俄國內戰供應滿州里郵票受阻，暫由西伯利亞填補。



10058



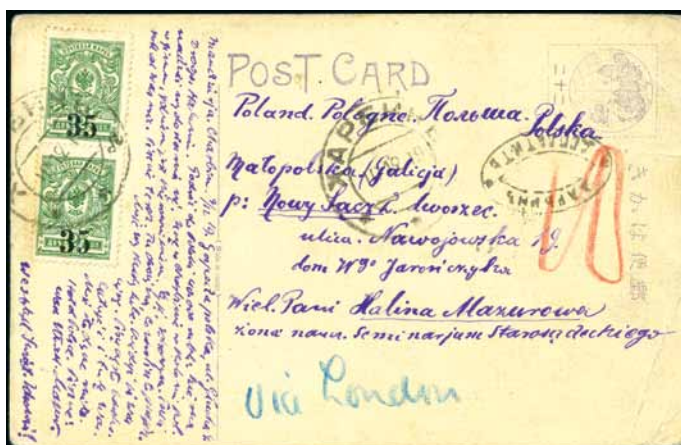
HARBIN: 1919 Cover to Vladivostok franked on the reverse with fifty 2k imperf. to make the 1R rate, tied by Harbin 27.9.19 serial "1" cds (T&S type 4), with violet censor cachet applied on arrival, minor soiling to obverse, a spectacular multiple franking

300

Note: Inflationary franking reflecting the rapid depreciation of the Rouble during the Russian Civil War period. To stabilise the situation, Russian Arms stamps were surcharged in Chinese currency at Harbin in October 1920.

哈爾濱：1919年背銷2戈比無齒50枚票寄海參崴，銷「哈爾濱27.9.19戳，字標序號「1」，(T&S 4型)，到達時附有紫色檢查印，封有微損。

備註：因俄國內戰引致盧布大幅貶值，故此在1920年10月，俄國軍徽圖票在哈爾濱改值中國貨幣。



10059



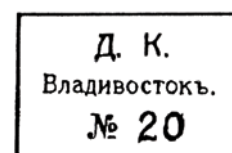
HARBIN: 1919 Japanese postcard to Poland with Siberia Kolchak issue 35 on 2k vert. pair tied by Harbin 10.12.19 cds (T&S type 4M), with oval "HARBIN / DOPLATIT" postage due hs with ms "10"(k) adjacent, some corner creases, fine.

200

Note: In 1919, civil war had cut off normal sources of supply to the Manchurian offices and stocks of stamps had to be replenished from Siberia and China proper.

哈爾濱：1919年日本明信片寄波蘭，貼西伯利亞Kolchak改值票35於2戈比直相連，銷「哈爾濱 10.12.19」戳(T&S 4M型)，旁蓋「哈爾濱/DOPLATIT」橢圓欠資戳，手填郵資10戈比，片角微折。

備註：1919年俄國內戰期間滿州里內之郵政局之正常補給被中斷，而郵票需由西伯利亞及中國補充。



10060



HARBIN: 1920 Registered cover from Harbin to Vladivostok with 3-line violet handstamp on reverse translating as: 'Fee collected in/Amount of Rub...Kop.../Post-telegraph clerk with '4' inserted by hand to denote 4 roubles postage collected and clerk's signature added, also on reverse registration label, framed cachet in red Examined/Harbin/Military Controller/No 7 (Speeckaert Type 3) and Vladivostok arrival, Harbin cds and framed cachet Passed Controller/Vladivostok/No 20 (Speeckaert Type 9), fine

400

Note: This handstamp was introduced to meet the shortage of postage stamps at Harbin due to the Civil War in Russia

哈爾濱：掛號封由哈爾濱寄海參威附首蓋紫色3線於封背，意謂Rub...Kop.../郵務電報員已收郵資，手植「4」以識4盧布郵資已付，封面掛號標籤及紅色方形已檢/哈爾濱/軍部監控員/7號 (Speeckaert 3型)及海參威到達戳，哈爾濱戳及方形，監控員已檢/海參威/20號 (Speeckaert 9型)。

備註：因俄國內戰，此手蓋戳用於哈爾濱郵票短缺。



СБОРЪ ВЗЫСКАНЪ ВЪ
СУММЪ РУБ. — КОП. —
П. Т. Чинновникъ

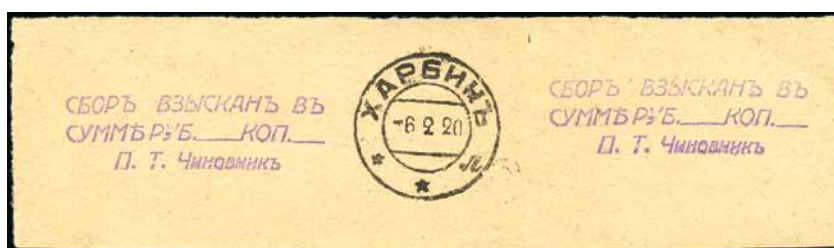


10061

HARBIN: 1920 South Manchurian Railway and Yamato Hotel illustrated envelope registered from Harbin 22 2 20 to Hankow, prepayment of postage in cash as the Harbin post office had run out of postage stamps due to civil war conditions, denoted by violet cachet on reverse: "FEE COLLECTED IN / AMOUNT OF RUB...KOP... / POST & TELEGRAPH CLERK" with ms fee "4(R)" and signed, with Harbin reg'd label and cds, Hankow arrival, very fine and attractive

2'000

哈爾濱：1920年南滿州里及Yamato酒店廣告封由哈爾濱掛號寄漢口，背銷已付現金預繳郵資紫色方形印。另附「“FEE COLLECTED IN / AMOUNT OF RUB...KOP... / POST & TELEGRAPH CLERK”印及手寫「4」，哈爾濱掛名標籤及其戳，漢口到達戳。



10062

HARBIN: 1920 FREE FRANK SLIP used in Harbin during acute shortage of postage stamps, the inscription reading: FEE COLLECTED IN AMOUNT OF RUB.-----KOP.-----POST TELEGRAPH CLERK, this handstamp is known to have been applied to a registered cover sent from Harbin on 21 3 1920, very scarce

200

哈爾濱：1920年免貼紙條，因郵票短缺，寫上“郵資已付，RUB...KOP...郵務電報員”，此手蓋印祇知是用於掛號郵件於哈爾濱1920年3月21日沿用。

La monnaie utilisée pour cette vente est l'Euro
The currency for this auction is the Euro
Die Währung für diese Versteigerung ist Euro





10063



HARBIN: 1920 10k "KITAI" Postal stationery envelope uprated with 3c on 4k vert. pair (lower showing "wide C" variety) and 4c on 4k "Harbin surcharges," all tied by single Harbin 16.11.20 cds (T&S type 4G), sent to Station Hailar (Chinese Eastern Railway line 261/262), with Station Bukhedu transit on the same line, opened for display, fine

300

Note: Owing to depreciation of the Rouble following the Russian Revolution, stocks of Russian stamps at the Harbin office were surcharged locally in Chinese currency. The work was done at the Printing Works of the Russian Cathedral in Harbin.

哈爾濱：1920年加蓋「契丹」於10戈比郵資信封，另貼改值3分於4戈比直雙連「下面票闊「C」異體」及哈爾濱改值4分於4戈比，全銷「哈爾濱16.11.20」戳，「T&S 4G型」，寄海爾車站「中國東部鐵路線261/262」，另同線路Bukhedu車轉，展覽封。

備註：因俄國大革命以致盧比大幅下滑，在哈爾濱郵局之俄國郵之俄國郵票存量，全被改值為中國幣值，此工序當時在哈爾濱的俄國教堂內進行。



10064



HARBIN: 1920 10k "Kitai" letter card registered from Harbin to Germany, uprated with 10k on 7k provisionally surcharged 10c at Harbin, both cancelled by Harbin 11.12.20 cds (T&S type 3B), with reg'd labels in French and Russian, Yokohama transit, reverse with German postal control label and Cottbus cds, very fine

3'000

Note: Owing to the civil war, stamp supplies to Harbin from Metropolitan Russia ceased and stamps and stationery had to be acquired from China and Siberia. In October 1920, remaining stocks of ordinary Russian Arms issues were overprinted in Chinese currency, the rouble then being of unstable value

哈爾濱：1920年加蓋「契丹」10戈比郵資片由哈爾濱寄德國，郵資加重貼哈爾濱臨時改值10戈比於7戈比票，均銷「哈爾濱11.12.20」戳（T&S 3B型），附法俄雙文掛號標籤，橫濱中轉戳，首銷德國郵政監控標籤及德國到達戳。

備註：由於內戰，由俄國主數提供哈爾濱之郵票及郵政品均告終止，要由中國及西伯利亞取得，由1920年10月，俄國徽圖票之剩餘存貨均加蓋中國幣值，事原盧布乃不穩定面值。



10065

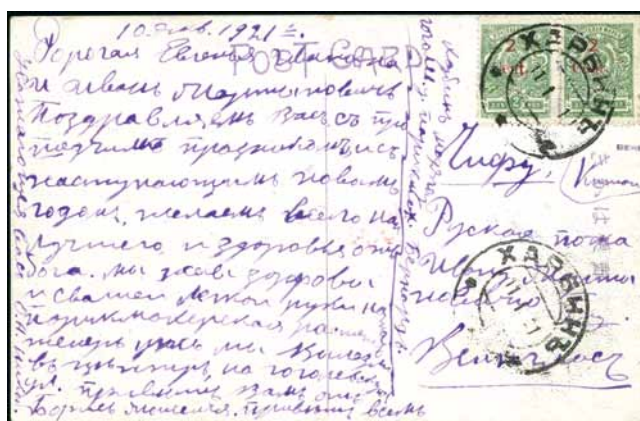


HARBIN: 1920 Picture postcard addressed to HARBIN WHARF franked China Junk issue two 1c + 2c, uncanceled, HARBIN Type 4 serial 'I' 31 12 20 and postage due mark HARBIN / DOPLATIT (To pay) with manuscript '6 cents' inserted by hand applied alongside, fine

500

NOTE: Owing to rapid depreciation of the rouble during Civil war conditions in Russia only Chinese currency was accepted at the Russian P.O. at this time, though Chinese stamps were not accepted for postage

哈爾濱：1920年明信片寄哈爾濱碼頭，貼帆船票1分及2分，票無銷印，哈爾濱4型序號「I」31.12.20戳及欠資哈爾濱/DOPLATIT及手填「6仙」。備註：因俄羅斯內戰引致盧布貶值，於俄羅斯郵局只接受中國幣值，不過中國郵票則不被接受當作郵資。



10066



HARBIN: 1921 Picture postcard to Chefoo, China, franked pair of 2k surcharged 2 cents in red cancelled Harbin Type 4M dated 11 1 21, rare genuine Harbin surcharge usage

300

Note: The influx of refugees into Manchuria during 1919-20 led to a great increase in postal traffic and a shortage of stamps surcharged in Chinese currency, which was the only currency in Manchuria at that time. The postmaster of Harbin authorised the local surcharging of low value stamps of the Arms issue, using the printing works of the Russian Cathedral at Harbin. The surcharged stamps were issued in October 1920 and remained in use until the early months of 1921 when the Russian Harbin office was closed.

哈爾濱：1921年明信片寄煙台貼改值2戈比於2分銷哈爾濱4M型 11.1.21戳。

備註：因1919至20年間，大量滿州國難民湧入，引致郵務擠擁，及中國幣值改值票缺少，哈爾濱郵政總監授權軍徽低值票加蓋，此工序在哈爾濱俄國教堂進行。此等加蓋票於1920年10月發行，直至到1921年俄國哈爾濱郵局關閉。

10067 

HARBIN WHARF: 1917 Locally addressed cover for insured sending (improvised cachet in red crayon translating \$4657/insured.. (initials)) franked 1917 Arms issue surcharged in Chinese currency made up of 5d/5r on vertically laid paper, remainder 20c/20k to 1d on 1r, all tied by HARBIN WHARF 'b' POSTAL BRANCH 12 8 17 cds's, cover lightly toned

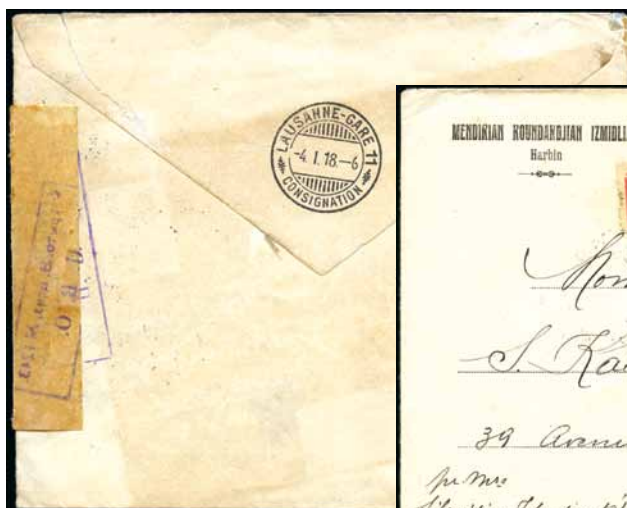
300

Note: This surcharged issue was intended for use in China proper though had validity in the Russian Manchurian offices also.

Harbin Wharf also appears in the literature as Harbin Pier but they are one and the same

哈爾濱碼頭：1917年寄本地保險封(紅筆手寫\$4657/ 受保)貼1917改值中國幣，5d/ 5r於直水紋條紙，及20c/ 20k至1d/1r，銷哈爾濱碼頭「b」郵政分局12.8.17戳，微黃。

備註：此改值目的乃於俄國票於滿州郵局合法性沿用中國票。

10068 

HARBIN WHARF: 1917 Double weight registered cover to Switzerland franked two 20k tied by HARBIN WHARF 'zh' 7 10 17 cds (= 20 10 17 new style), 2 registration labels alongside (1 in Latin as required by UPU regulations), opened and resealed by Military Censor in Petrograd (sealing slip partly lifted), Lausanne arrival backstamp of 4 1 18 reflecting delay in censor's office and difficulty of wartime communications, fine

1'500

哈爾濱碼頭：1917年雙倍重量掛號封寄瑞士，貼兩枚20戈比票，銷「哈爾濱碼頭 zh' / 7.10.17戳(= 20.10.17新款式)，2枚掛號標籤，其1枚按照郵盟規範要沿用西方文字)，附彼得格勒檢查及放行軍部印，Lausanne 4.1.18到達戳，此封反映因戰時之通訊導致檢查上延遲。





10069



HARBIN WHARF: 1918 Cover to Tuyen Quang Tonkin, Indochina franked 5k imperf + 15k perf, cancelled HARBIN WHARF POSTAL BRANCH 'g' 22 1 18, boxed cachet of military censor Vladivostok, thence to Chinese P.O. at Shanghai and censored again on arrival in Tonkin, small peripheral cover faults, unusual destination

300

哈爾濱碼頭：1918年寄印度支那實寄封貼5戈比無齒及15戈比有齒，銷哈爾濱碼頭郵政分局「g」22.1.18戳，海參威軍部檢查方印，上海雙文戳及Tonkin到達檢查印，封有微損。



10070



HARBIN WHARF: 1918 Registered cover to Stockholm franked pair of 50k + 5k Arms issue tied by HARBIN WHARF / POSTAL BRANCH / 'g' 10 4 18 cds's, registration slip alongside in Latin script translating HARBIN WHARF / RUSSIAN POST, opened and resealed by Petrograd Military Postal Control. Violet cachet in French applied "Return. Delivery impossible because of the War". However still reached Stockholm 3 10 18 after censorship. Fine

700

哈爾濱碼頭：1918年貼50戈比+5戈比票，銷哈爾濱碼頭/郵政分局/g, 10.4.18
戳，付拉丁文掛號紙條，亦為哈爾濱碼頭/俄羅斯郵政，彼得格勒軍部郵政以開及
放行監控，紫色法文印「退回因戰事無法投遞」，但仍送到斯德哥爾摩3.10.18。





10071

HARBIN WHARF: 1919 Cover registered from Russo-Asiatic Bank to the USA with two vertical pairs of 50k tied by Harbin Wharf 21.9.19 cds, with red boxed Cyrillic "Harbin Wharf / 1st Town Postal Branch" registration hs with further white bilingual reg'd label adjacent, Japanese Changchun and Yokohama transits and San Francisco arrival, opened on three sides, a rare registered cover

400

哈爾濱港口: 1919年俄亞銀行掛號封寄美國, 貼50戈比直雙連兩對, 銷「哈爾濱港口21.9.19」戳, 旁另手蓋紅色方型「哈爾濱港口/ 第一城郵政分局」掛號戳及貼白色雙語掛號標籤, 「長春」日本客郵及「橫濱」中轉戳, 三藩市到達戳, 封三邊剪開。



10072

HARBIN WHARF: 1919 Registered cover to USA franked 3R50 imperf and 50k tied by HARBIN-WHARF / POSTAL BRANCH/ 'g' 11 12 1919 cds, handstruck registration cachet in red (HARBIN-WHARF / 1st TOWN POSTAL BRANCH) and large white bilingual label (HARBIN WHARF / RUSSIAN POST) alongside, backstamped Japanese P.O. Changchun and Seattle arrival, fine

1'200

哈爾濱碼頭: 1919年貼50戈比及3盧比50戈比無齒票掛號寄美國, 銷「哈爾濱碼頭/ 郵政分局/ 'g' 11.12.1919」戳, 手蓋紅色掛號方印(哈爾濱碼頭/ 1st城鎮郵政分局)及大型白色雙語標籤(哈爾濱/俄國郵政)背銷長春日本客郵戳及西雅圖到達戳。





10073

HARBIN WHARF: 1920 Commercial cover registered from Harbin Wharf to the USA, franked on reverse with 3R50k and two 25k Arms tied by Harbin Wharf 23.2.20 cds, obverse with Cyrillic reg'd hs and French reg'd label describing Harbin Wharf as part of Russian Asiatic Siberia, minor soiling

1'200

哈爾濱：1920年哈爾濱碼頭掛號寄美國，背貼3盧比50戈比及兩枚25戈比票，銷「哈爾濱碼頭」23.2.20戳，另附西裡爾及法文掛號標籤，表述哈爾濱碼頭屬於俄國西伯利亞亞洲區，微損。



10074

HARBIN WHARF: 1920 Stampless registered cover to NIKOLSK-USSURIISK from HARBIN WHARF 16 6 20, on reverse framed red cachet denoting fee collected with 4 (roubles) inserted by hand and signed by POST-TELEGRAPH CLERK, registration cachet on obverse, rare

3'600

Note: Cash paid markings were applied to meet stamp shortages during the Civil War. No previous record of use at Harbin Wharf.

哈爾濱碼頭：無郵票封掛號寄NIKOLSK-USSURIISK，銷「哈爾濱16.6.20」戳，背銷紅色方印，已付銀4盧布，附郵政電報員簽名，附掛號印。

備註：因內戰期間，現金支付印用於應付郵票短缺，從未有記錄此哈爾濱碼頭印。



10075

HARBIN WHARF: 1920 Registered cover to USA franked revalued 20k 'Kitai' issue on reverse cancelled HARBIN-PRISTAN (WHARF) 'g' 20 11 20, handstruck 'Z' Cyrillic registration cachet in red translating HARBIN-PRISTAN 1st TOWN BRANCH and 'R' registration label in French KHARBIN/SIBERIA, ASIATIC RUSSIA, transit cds of Japanese P.O. Changchun next day and Yokohama 6 12 20 both in violet, New York arrival backstamp, fine

500

Note: This office closed at the end of 1920. Note use of 'kitai' stamp, obsolete in China proper and 'R' registration label supplied by Harbin main P.O.

哈爾濱碼頭：背貼「契丹」加蓋20戈比掛號寄美國，銷哈爾濱-PRISTAN「碼頭」'g'，20.11.20戳，及手蓋西裡爾掛號紅印，意謂「哈爾濱碼頭第1城分局及法文「R」掛號標籤，KHARBIN/SIBERIA, ASIATIC RUSSIA, 長春日本客郵中轉戳，及紫色橫濱6.12.20戳，紐約到達戳。

備註：此郵局於1920年尾關閉，哈爾濱郵局供應郵票及掛號標籤。



10076

MANCHULI: 1907 Postcard (depicting Bulgarian coins) to St. Petersburg with 3k Arms tied by Manchuli cds (small format with serial letter "a"), arrival machine cancel adjacent, fine usage of an elusive cancel

300

Note: These small cancels of Manchuli (Russian spelling Manchzhuriya) were used between 1907 and 1910. Illustrated B.J.R.P. 96/97 (2007) p.20

滿州里：1907年圖片明信片(保加利亞硬幣)寄聖彼得堡，貼3戈比國徽銷滿州里戳(指標英文字母「a」較細，為未被紀錄之銷戳)，旁銷到達機戳。

備註：此小型滿州里銷戳(俄文拼法為Manchzhuriya)之使用日期為1907年至1910年，只有指標字母「B」為紀錄於文獻上。



10077



MANCHULI: 1907 Picture postcard franked 1k + 3k tied Manchuli 'g' 9 12 07 cds, this card is the original record of this elusive Manchuli postmark - see British Journal of Russian Philately No 31 1962 p 4, fig 92, addressed to the French ambassador in Tokyo, same cancel tying 3k on 1907 ppc to Shanghai and cancelling 7k pair of adhesives, attractive group

300

哈爾濱: 1907年明信片貼1戈比+3戈比票銷滿州里'g' 9.12.07戳, 此原件之郵戳曾刊登於俄國郵件英國誌1962年之第31號第4頁圖92, 寄東京法國領事, 銷同款戳於1907年明信片3戈比寄上海及7戈比雙連。



10078



MANCHULI: 1909 Picture postcard to England with 4k tied by Manchuli cds 2.1.09 (small format with serial letter "b"), minor soiling, fine

150

Note: These small cancels of Manchuli (Russian spelling Manchzhuriya) were used between 1907 and 1910.

滿州里: 1907年圖片明信片寄英國貼四戈比票銷滿州里戳(指標英文字母「B」)較細, 微黃。

備註: 此小型滿州里銷戳(俄文拼法為Manchzhuriya)之使用日期為1907年至1910年, 只有指標字母「B」為紀錄於文獻上。



10079



MANCHULI: 1910 Picture postcard to St. Machzhuriya (Manchuli), posted on the Chinese Eastern Railway TPO with 3k tied by "HARBIN-262-MANCHZHURIYA 'zh'" 16.8.10 oval ds, with Manchuli arrival cds (small format) of the next day adjacent, very fine, plus 1908-11 7k Arms blue in rejoined strip of three with Manchuli 13.11.10 cds (small format)

300

Note: This Manchuli cancellation is not recorded in "Russia Used Abroad". Strip of stamps recorded in B.J.R.P. 42 (1968) p.25. Card illustrated B.J.R.P. 96/97 (2007) p.24

滿州里：1910年圖片名信片寄滿州里，寄自中國東方鐵路局鐵路郵政局，貼3戈比銷「哈爾濱-262-滿州里'zh'」16.8.10」橢圓戳旁蓋翌日滿州里到達戳(小型)。

備註：此滿州里戳不曾紀錄於「俄國票在外使用」，另此橫三連郵票曾紀錄於1968年BJRP第25頁圖42。



10080



MANCHULI: 1913 "Saint's Day" embroidered card to Pernov (Estonia) with 1k and 2k tied by MAN'CHZHURIA "b" 15.4.13 cds, arrival cds adjacent, very fine

200

滿州里：1913年聖人節寄Pernov「現愛莎利亞」，貼1戈比及2戈比票，銷「滿州里15.4.13」戳，字母指標「6」，旁附到達戳。



10081



MANCHULI: 1913 Cover registered to a fur trading company in Chita (Siberia) with 14k Romanov tied by Manchuli 22.8.13 cds (T&S type 2), further strike and reg'd label adjacent, arrival bs, very fine

400

滿州里：1913掛號封寄Chita「西伯利亞」皮革公司，貼羅曼諾夫14戈比，銷「滿州里22.8.13」戳「T&S 2型」，旁附同款式戳及掛號標籤，背銷到達戳。



10082



MANCHULI: 1913 Registered cover to Italy from customs officer at Station Manchuli franked on reverse Romanovs 1k + 2k + 3k + 7k (2) tied by MANCHULI Type 2B 7 10 13 cds's, 2 different Italian TPO cds's alongside, on obverse Mandchouria registration label in French, one side roughly opened, still attractive and scarce usage

400

滿州里：1910年由滿州里車站海關人員掛號封寄意大利，背貼羅曼諾夫1戈比，2戈比，3戈比及7戈比x2，銷滿州里2B型 7.10.13戳，另兩種意大利火車戳於旁，法國掛號標籤，開口差。



10083



MANCHULI: 1914 Cover registered to a fur trading company in Chita (Siberia) with 1k and 20k tied by Manchuli 29.5.14 cds (T&S type 1), further strike and reg'd label adjacent, arrival bs, very fine

500

滿州里：1914年貼1戈比及20戈比掛號寄Chita(西伯利亞)皮草公司，銷「滿州里」29.5.14戳(T&S 1型)，旁附掛號標籤及有到達戳。



10084



MANCHULI: 1914 Cover to London franked Romanov 10k on reverse tied by MANCHULI Type 1B 7 10 14 cds, showing 3 types of Military Censor cachets in use at Manchuli, all struck in red, translating Circular MILITARY CENSOR/MANCHULI (Speeckaert Type +), 2-line MILITARY CENSOR/EXAMINED (Speeckaert Type 2), linear OPENED BY MILITARY CENSOR (Speeckaert Type 3), also blue crayon manuscript OPENED BY CENSOR/V.DACH:..., the letter was sent by the Manchuli censor himself, (V.DACHNOVICH), giving his address asc/o Russian Post Office, Harbin", central vertical fold

300

滿州里:1914年貼羅曼諾夫10戈比票寄倫敦，銷滿州里1B型7 10 14戳，另附滿州里3枚軍部紅印，及圓型滿州里軍部檢查圖印<Speeckaert+型>，兩行線軍部檢查印<Speeckaert 2型>，軍部已開檢查印<Speeckaert 3型>及手寫藍色軍部已開/V.DACH...印，此封由V.DACHNOVICH寄出，地址為哈爾濱俄羅斯郵政局。



10085



10086

10085 

MANCHULI: 1915 Registered cover from military censor in Manchuria (Manchuli) franked 10k (2) tied Tchilinghirian and Stephens type 1b 25.02.15, bilingual registration labels on obverse (Cyrillic and French), violet cachets read: D.TS (=Passed by censor) and military Censor Manchuria, addressed to Stanley Gibbons, fine

500

1915年掛號封由滿州里寄出貼10戈比x2，銷Tchilinghirian及Stephens 1b型25.02.15戳，雙語掛號標籤，紫色方印：D.TS (通過檢查)及滿州里軍部檢查印，寄Stanley Gibbons。

10086 

MANCHULI: 1915 7k Stationery envelope uprated on reverse with 1k + 2k cancelled MANCHULI Type 2 7.3.15 cds, addressed to Staff-Captain at Station TSITSIKAR with arrival cancel, military censor cachet applied in violet at Manchuli (Speekaert Type 4) on front and Type 1 on reverse

400

滿州里：1915年7戈比郵資信封背貼1戈比+2戈比票銷滿州里2型7.3.15戳寄TSITSIKAR火車站的組長附到達戳及滿州里紫色檢查方印於封面及1型於封背。

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10087



10088



10087 ☒

MANCHULI: 1915 4k Postal stationery card from a stamp collector to a stamp dealer in England cancelled by crisp Manchuli 15.4.15 cds (T&S type 2B), with circular "Military Censor / Manchuli" and boxed "D.T." censor cachets in violet, very fine

300

Note: This cover was the origin of the illustrations in "Russia Used Abroad" pt. 5 (1959), p.409

滿州里：1915年4戈比郵資片由集郵家寄英國郵商，銷「滿州里15.4.15戳」（T&S 2B型），另蓋圓形「軍事查訖/滿州里」戳及紫色方形「D.T.」檢查戳。

備註：此郵資片為1959年之「俄國郵票用於海外」第409頁圖5之原片。

10088 ☒

MANCHULI: 1915 Christmas card to ANDA, Chinese Eastern Railway franked 3k Romanov tied by Orenburg 21 12 15 cds, passed through Russian border station of Manchuli where military censor applied circular cachet in pink (Speckaert Type 1)

150

滿州里：1915年聖誕片寄ANDA，中國東方鐵路，貼羅曼諾夫3戈比票，銷Orenburg戳21.12.15，此信件由滿州里俄國邊境火車站蓋軍部粉紅色檢查印1型）。



10089 ☒

MANCHULI: 1917 Registered cover to the Russian P.O.W. agency in Stockholm franked 20k on reverse tied by MANCHULI Type 2A dated 4 2 17, only recorded Type 2A cancel, registration labels in Cyrillic and Latin applied on obverse as required by regulations, opened and resealed by military censor in Petrograd, fine

1'200

滿州里：1917年掛號寄斯德哥爾摩的俄國俘虜營，背貼20戈比，銷「滿州里」2A型4.2.17，只有記錄2型戳，根據規條，掛號標籤均要貼上俄文及西方語文，及彼德格勒已檢及重封軍隊檢查印。



10090



POGRANICHNAYA: 1908 3k Postal stationery card from a customs officer in Pogradichnaya to a colleague in Imperial Maritime Customs, CHINWANGTAO, readdressed to Tientsin, passed through Japanese P.O. SHANHAIKWAN (11.3) and Chinese P.O. Tientsin arrival (13.3), cancelled Pogradichnaya Casey Type I 22.2.08, also included is a picture postcard of the railway station at Pogradichnaya where customs inspection carried out, fine

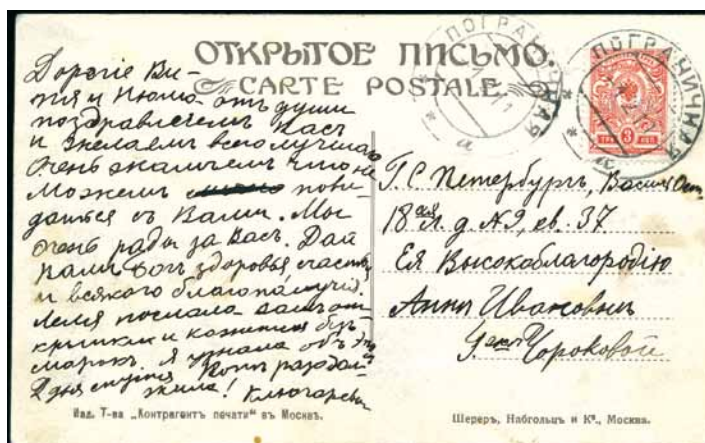
400

Note: Writer complains of being sent to Pogradichnaya, "a rotten place, full of Russian cossacks and bandits, the staff having to live in railway carriages and work in the cold in the open"

The Pogradichnaya cancellation is not recorded in "Russia Used Abroad". Illustrated B.J.R.P. 96/97 (2007) p.27

POGRANICHNAYA：1908年3戈比郵資片由POGRANICHNAYA海關人員寄大
清海事海關同僚，秦皇島轉寄青島，山海關11.3日本客郵戳及中國天津到達戳。
另附一張Pogradichnaya明信片。

備註：寫信人投訴被派到Pogradichnaya，「這裏是一個鬼地方……」此蓋銷
並未被記錄於俄國海外沿用郵件，載於B.J.R.P. 第2007年刊第27頁。



10091



POGRANICHNAYA: 1911 Viewcard of local market to St Petersburg franked 3k tied by
POGRANICHNAYA Type 2 1 2 11 cds, minor staining on back clear of adhesive

200

POGRANICHNAYA：1911年本地市場明信片寄聖彼得堡，貼3戈比票銷
POGRANICHNAYA 2型 1.2.11戳，票有微黃。



10092

POGRANICHNAYA: 1912 Picture postcard of Vladivostok, written in Estonian, sent to Veisenshtein with 3k tied by Pogranychaya 22.1.12 "a" cds (Casey Type I), fine

800

黑龍江：1912年寫上了愛尼亞文的海參威景明信片寄Veisemshtein, 貼3戈比銷未被記錄之「黑龍江22.1.12」戳(Casey 1型)。



10093

POGRANICHNAYA: 1915 7k Romanov stationery envelope to Germany uprated with 14k Romanov (defective) and 3k Arms issue to pay charges on insured sending of 10 roubles to P.O.W. held at Hannover cancelled POGRANICHNAYA IN MANCHURIA 'b' 27 10 15 cds's, Russian red censor cachet of Pogranychaya and German violet linear censor cachet on obverse, private wax seals on reverse, envelope very slightly reduced at right and some folds affecting the adhesives, very scarce

1'200

POGRANICHNAYA：1915年7戈比郵政信封寄德國，另貼羅曼諾夫14戈比(損壞)及3戈比軍徽圖，此郵資為保險費將10盧布寄往俘虜營於Hannover, 銷POGRANICHNAYA滿州里「b」27.10.15戳。Podranichnaya紅色檢查戳及德國紫色直線檢查印，背附私人臘封印，此封右邊有部份缺及有摺影響貼票。



10094



POGRANICHNAYA: 1916 Cover registered to England with 20k tied by "POGRANICHNAYA IN MANCHURIA" 19.2.16 cds, with reg'd labels in Cyrillic and Latin characters, with unrecorded red "D.Ts / T." censor hs (indicating that it was passed by censor T), opened and resealed by censor in Petrograd, fine

2'000

黑龍江：1916年掛號封寄英國，貼20戈比銷黑龍江滿州里，手蓋未有記錄之紅色「D.Ts/T」檢查印「字母T以表明信件已被檢查合格」，另附Petrograd彼得格勒檢查封條。



10095

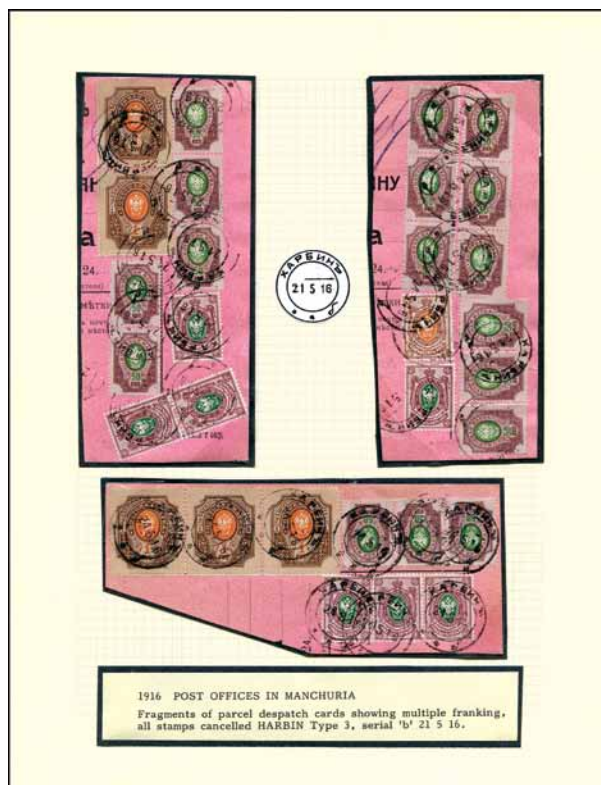
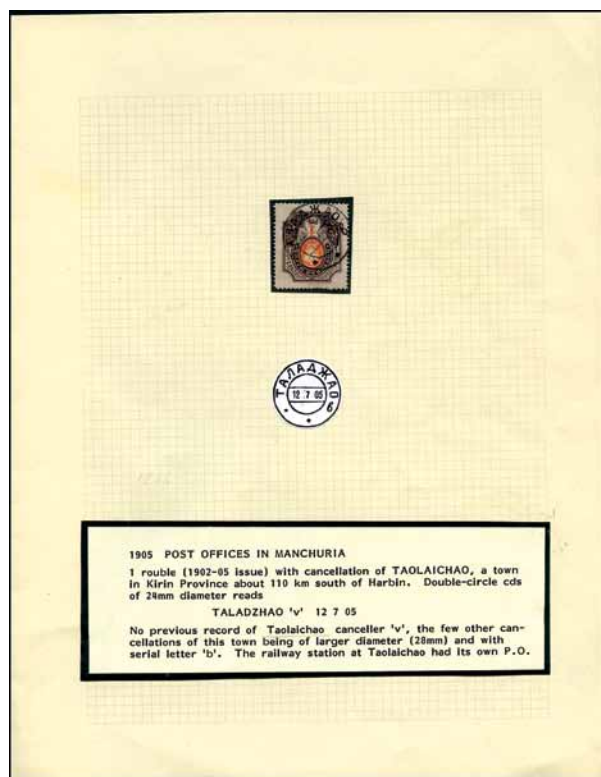
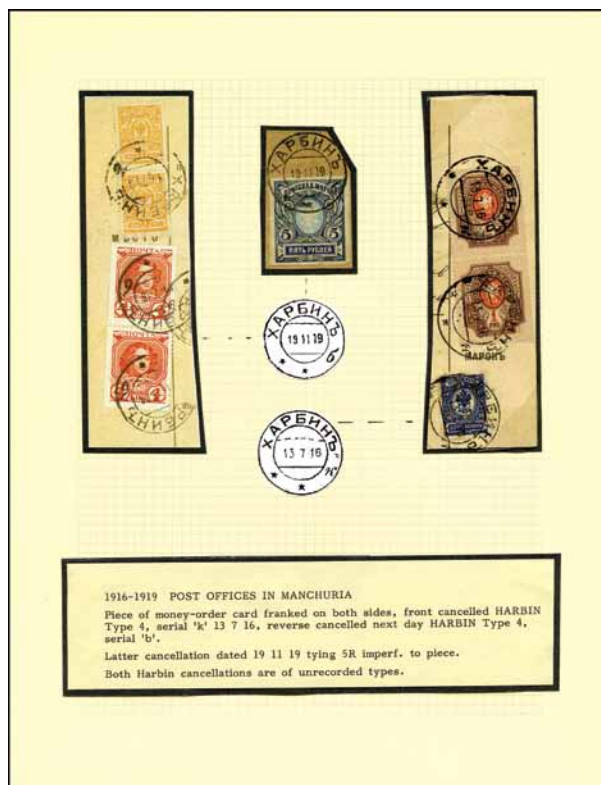


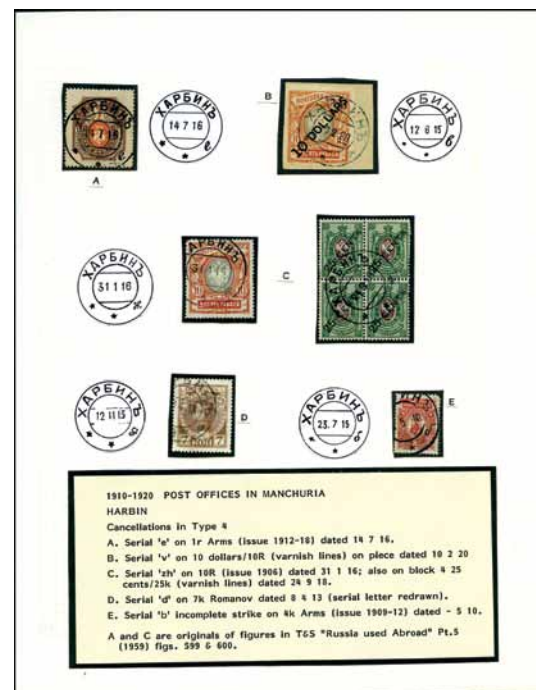
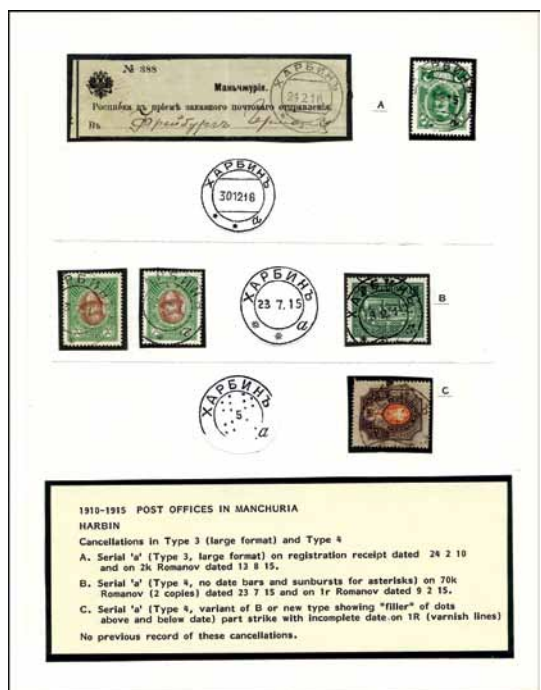
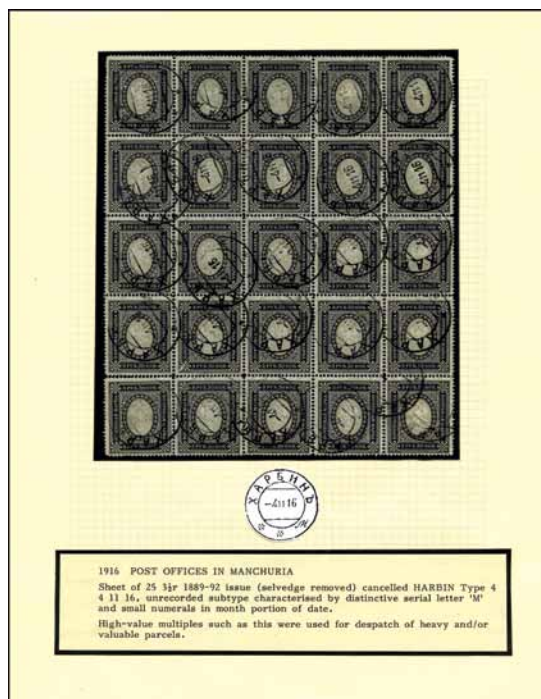
POGRANICHNAYA: 1916 3k Stationery card sent from Razdolnoe (maritime province of Siberia) to German-Austro-Hungarian P.O.W. Agency in Tientsin, PASSED BY CENSOR / POGRANICHNAYA No 1 boxed cachet in violet applied at the Manchurian border post of Pogradichnaya, fine

150

Note: Military censors were attached to the post offices

POGRANICHNAYA: 1916年3戈比郵片由Razdolnoe位於西伯利亞海事省份寄德國奧匈俘虜營，天津代辦，1號印。





10096 ○ △ ▢

POST OFFICES IN MANCHURIA: 1905-21 Collection on 15 exhibition sheets of stamps, often in multiples or on fragments (+ 1 postcard), with postmarks from Harbin and Manchuli including unrecorded types, Pogranichnaya, TAOLAICHAO with unrecorded serial letter 'v', noted 1916 Romanov 5r block of 25 used from Harbin, exceptional group of scarce to unique material, many illustrated in the literature.

1'500

滿州里郵局：1905-21年郵集共15郵票展覽，包括方連及郵片，附1張明信片，另有哈爾濱及滿州里郵戳，包括未被記錄之型號，Pogranichnaya, TAOLAICHAO 未被記錄的「v」字母指標印。

備註：1916年羅曼諾夫5盧比方連銷哈爾濱印。

России



Германи

Фран

Marie Mu

Wittenberg.

Kirchlin

Заказное

Pa Kotten

J. M. Schuler
Supplement

Chinese Eastern Railway





THE CHINESE EASTERN RAILWAY

The Chinese Eastern Railway was essentially an extension of the Trans-Siberian system –a short-cut across Manchuria to connect with the port of Vladivostok, thereby opening up a fast overland route from Europe to the Far East. The political circumstances leading to its construction have been outlined on a previous page. Conceived in 1896, it was the brain-child of Sergei Witte, Russia's Minister of Finance, and was delivered through the agency of the Russo-Chinese Bank. Ostensibly a private enterprise, in reality the railway functioned as a powerful arm of the Russian Government in its economic, political and military penetration of Manchuria. The



Fig. 6
Alexander I. Yugovich. Railway engineer extraordinaire, builder of the Chinese Eastern Railway.

Chinese President, resident in Peking, was merely a figurehead. Despite its joint Russo-Chinese Board of Directors, the CER was under the direct control

of the Russian Ministry of Finance. It was staffed by Russians, guarded by Russians, used Russian stamps, Russian was the official language and the rouble the accepted currency.



Fig. 7
The main Hingan Tunnel. One of eight such tunnels driven the mountainous terrain of the Hingan Range between Manchuli and Tsitsika during construction of the Chinese Eastern Railway.

The Chinese Eastern Railway Company received the Tsar's approval for its charter on 4 December 1896 and the surveyors and builders moved in shortly afterwards. Construction began on two single-track branches that were to link the CER with the Ussuri Railway in the east and the Transbaikal section of the Trans-Siberian line in the west. The latter required coverage of 215 miles of difficult terrain, from Chita, in Siberia, to Manchuli, within the boundary of Manchuria, and was accomplished by Chief Engineer Pushechnikov by February 1901. In 1897 work commenced at the eastern end by laying down the track of the Ussuri line¹ running from Vladivostok through Siberia's Maritime Province to Pogranichnaya, inside the bounds of Manchuria. This was completed early in 1899 by Chief Engineer Alexander I. Yugovich, who had been appointed to construct the CER itself. Simultaneously, work began

1. Described as the Ussuri Branch of the Chinese Eastern Railway on postal cancellations. Not included in the collection because outside the statutory limits of the CER proper



on selected stretches of the line between Manchuli and Pogranichnaya, the track having a west-east geographical orientation with the western and eastern legs converging on Harbin. It was a single-track construction, employing the Russian broad gauge, with “loops” to allow trains to pass each other.

Yugovich’s task was Herculean. And it was doubled early in 1898 when the CER Company won the right to run another line south from Harbin to the Lyaotung Peninsula which Russia had just leased from China. As if bridging rivers and tunnelling through mountains was not enough, he had to cope with floods, rock-hard frozen ground, epidemics of cholera and bubonic plague, raids by chunchuses (Manchuria’s organised banditry) and the havoc wrought by the Boxer rebels who destroyed more than half his work. Language and cultural barriers proved difficult to surmount when dealing with the native workforce. Fear of disease and the chunchuses led to mass desertions. Once the spread of infection had been contained and the ineffectual Railway Guard² replaced by a more robust security force, Yugovich set about rebuilding the track and installations destroyed by the Boxers and completing the rest of the CER. Legions of coolies

were drafted in from Tientsin and other cities in China, their ranks swelled by recruits from Russia and Korea. Parts of the system had been running since 1900, at least on a provisional basis, though the whole of the CER did not achieve its full operational capacity until February 1903.

This spectacular feat of engineering was acclaimed by the world, albeit the cost sent a chill through the Ministry of Finance.

The statutes of the CER were promulgated on 16 December 1896. They provided for a swathe of land alongside the track to be allocated to the Company in which it was given rights to mine and open business enterprises. Extra land was available for purchase from China. In addition to its core functions, the railway zone thus supported free trade areas where Russian entrepreneurs, enjoying their tax concessions, could sell or barter their wares and acquire agricultural riches from Manchuria’s fertile soil, as well as furs, tobacco and metal, all destined for the home market. The Company even had its own Navigation Department with a flotilla of small craft that evolved from its role in railway construction to compete with native carriers for trade on Manchuria’s rivers. But the

most ambitious venture outside the railway track conceived by the Board of the CER was the creation of a subsidiary Company for Maritime Shipping. Formed originally to help with the transport of men and material needed to construct the railway, and sanctioned by Royal Decrees of 24 June 1898 and 6 July 1899 (Old Style), it expanded into a shipping line of international significance.



Fig. 8
A group of Korean labourers on the Chinese Eastern Railway

² An ill-disciplined lot known as Matilda’s guat’ds after the wife of the Minister of Finance, Sergei Witte. They were replaced by the Railway Battalion of the Trans-Amur Border Guards.

Its fleet of about 20 vessels, including luxury liners, connected Vladivostok and Dalny (the Company’s maritime HQ) With the main ports of China, Japan and Korea and operated as far north as



the Sea of Okhotsk and the Bering Sea. Besides carrying passengers and cargo, many of the ships served as Travelling Post Offices, each with its own individualised and unconventional canceller.

The chequered course of the CER did not end when construction was finished. Following the outbreak of the Russo-Japanese War in February 1904, the Russian military took over the running of the whole

her claim to ownership. During this period of unrest maintenance of the railway had been neglected. Although nominally under Chinese management, the actual running and restoration of the CER was controlled for the next few years by an interailled team connected with the military intervention in Siberia. Clapped-out engines and rolling stock were replaced from American workshops, permitting the Russian staff to carry out its duties for a time.

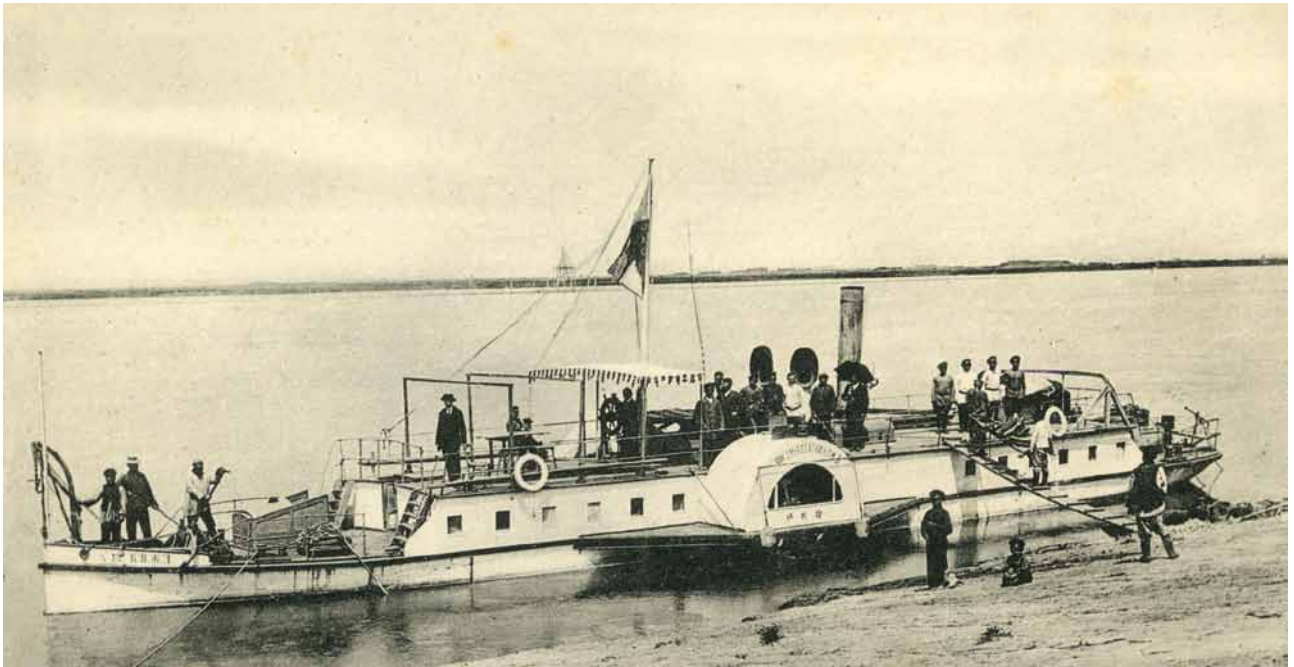


Fig. 9
Paddle steamer of the Navigation Department of the Chinese Eastern Railway on the River Sungari.

system. Many of the stations became the bases for Field Post and Telegraph Offices and vessels of the Navigation Department were requisitioned for use as floating hospitals. The war was disastrous for the CER. At the Peace Conference in September 1905, the southern part of the Harbin-Port Arthur line was ceded to the Japanese who named their portion The South Manchuria Railway. The Maritime Shipping Subsidiary of the CER was wiped out in its entirety. The only vessel left afloat after the conflict was the "Mongoliya", which had served as a hospital ship. She was sold to the Russian East Asiatic Shipping Company in 1906. Russian civil administration of the CER resumed for about another 12 years. Weakened by revolution and civil war, the new regime in Moscow lost its grip on the railway in 1918 as China asserted

During this period many of the barges and other small craft making up the CER's river force were left to rot at their moorings. Those still in operation were considered a threat to local Chinese business. In August 1926 the whole flotilla of the CER's Navigation Department and its shore installations were seized by the Manchurian warlord Marshal Chang-Tso-lin. In the meantime, Russian post offices in Manchuria had been closed to the public since the end of 1920; Russian stamps were declared invalid as from 27 January 1921 and Russian employees dismissed shortly afterwards. Attempts by Russia's new (Soviet) rulers to put the clock back were unsuccessful. In the 1924 Soviet-Chinese Agreement on the future of the CER both sides settled for equal shares and joint management. After the Japanese incursion into China in the 1930s and the absorption of Manchuria into their puppet state of Manchukuo, Japan bought



Fig. 10
Chinese Eastern Railway. Modified from Tchilingarian and
Stephen (1959)

the Soviet Government's stake in the enterprise and in 1935 the CER became The North Manchurla Railway. The map above shows the layout of the CER based on the map published by Tchilinghrian and Stephen (1959).³

The various lines were allocated numbers to integrate with the system employed for Travelling Post Offices (TPOs) throughout the Russian Empire.

³ There is a bewildering inconsistency in the names given to the numerous stations and halts of the CER. No two maps have identical nomenclature. This applies equally to official literature. For example, the junction for the Dalny turn-off is rendered as Nan'guan'lin' on some state-sponsored maps and in CER timetables and as Nangalin in the Post and Telegraph Journal. T&S call it Chushitzu. Aside from Russian fondness for name-changing, much of the inconsistency stems from problems with the Chinese language.

All were centred on Harbin, as follows:

Line 261/262
MANCHULI-HARBIN /
HARBIN-MANCHULI

Line 263/264
HARBIN -VLADIVOSTOK /
VLADIVOSTOK-HARBIN

Line 265/266
HARBIN-PORT ARTHUR/
PORT ARTHUR- HARBIN
(restricted service after
April 1904)

HARBIN-KWANGCHENTZE /
KWANGCHENTZE-HARBIN
from 1906

The connecting link with the Trans-Siberian system in the west was Line 259/260 CHITA-MANCHULI / MANCHULI-CHITA. In the east, a large stretch of Line 263/264 ran across Russian territory to its terminus/starting-point of Vladivostok.

Line 265/266 had a number of short branches or spurs, the most important being:

Dashitsyao (Tashichiao) - Yingkow (Newchwang)
Tafashin (Tafangshen) - Talienwan II (Liu-Shu-Tun)
Nangalin (Nanguanling, Chushitzu) - Dalny (Talienwan I)

During the Russo-Japanese War Port Arthur, the southern terminus of Line 265/266, came under siege and from May 1904 was cut off from the Russian railway network. Up to the end of August of that year it ran as far south as Lyaoyang, mainly to serve the military. With the loss of Lyaoyang to the Japanese, army headquarters and the railway terminus moved to Mukden, where both stayed until March 1905. As the tide of the Japanese advance continued to move northwards the Russians were compelled to retreat up the line to Tiehling and finally



to Kungchuling, leaving about half of Line 265/266 in enemy hands. In the autumn of 1905 the Peace Conference awarded to Japan all of the territory up to Kwangchentze, the next major station north of Kungchuling. Of the 890 km of track from Harbin to Port Arthur, Russia was left holding a mere stump of some 225 km. The Japanese engineers had to change the broad Russian guage to the narrower international guage before the line could be opened for traffic. Their new South Manchurta Railway was not fully operational until 1909. Kwangchentze had a shared railway station which became the designated exchange-point for mail.

Postmarks applied to mail entrusted to the CER are described below under the following headings:

- Railway Travelling Post Offices
- Railway Stations
- Ship Travelling Post Offices

Railway Travelling Post Offices

Railway Travelling Post Offices provided by far the greatest number of cancellations and tax (“doplatit”) marks seen on mail emanating from the CER. Starting from 1902, the earliest cancellations conformed to the style then current throughout Russia –a single-circle with cross-ehaped date and an inscription reading Postal Wagon No... around the periphery and a number, up to 8, enclosed in brackets at the bottom. The last was a means of identifying the train to which the canceller had been issued. Towards the end of 1904, again in step with standard practice of the Russian Railway Postal Administration, these circular cancellers were replaced by double-oval types having the names of the termini at sides with the line number between. The train number was replaced by a letter. Tax marks were of the familiar double-oval type with the words Doplatit (To Pay) at top, Postal Wagon at bottom and line number at sides. The sum due was inserted by hand in the centre. These marks were generally in black. A regulation requiring “doplatit” marks to be struck in red, issued in August 1911, was largely ignored by the CER postal administration.

Examples of red “doplatit” marks applied on CER mail have been seen by the author only on Line 261/262. Some of these have a new design in which the line number is incorporated in the basal inscription. The TPOs were equipped for handling registered mail, though this service was very rarely used. At first only a manuscript notation was applied, giving the registration number and the line number. In March 1914 a “Z” -type registratlon handstamp was approved for use on postal wagons, with spaces for entering the line number and the registration number. Both types are represented in the collection.

When the oval design of TPO cancellers was introduced late in 1904, the authorities optimistically issued pairs for Line 265/266 reading HARBIN-265-PORT/ARTHUR and PORT ARTHUR-266-HARBIN, even though Port Arthur had been inaccessible to the Russians for many months. Use of these cancellers continued until at least January 1906. By that time the greater part of the line had been conceded to Japan and the Russians unable to operate their trains farther south than Kwangchentze. Later in 1906 they reverted to the use of single-circle cancellers on this line. Near the end of 1909 new oval cancellers were brought into service giving Kwangchentze as the southern terminus of Line 265/266. They differed in design from the previous ovals in having a “filler” of dots between the date-bars and the inner oval. This design was also adopted for the oval datestamps carried on some of the trains of Line 251/262 (trains ‘a’ and ‘b’). Train ‘a’ of the KWANHOGENTZE-HARBIN line is remarkable for the erroneous number “265” instead of “266” both on the datestarnp and the “Doplatit” mark.

Railway Stations

Harbin and Manchuli, where most of the postal business was done, were in a category of their own and used cancellations different from those of the smaller stations. These have been described in a previous section of the book, along with those of Port Arthur and Dalny railway stations. Aside from Manchuli and Harbin Central, by 1915 there a further



77 stations, mostly small, of which 21 offered the full range of postal operations. The remaining 56 had either no postal facilities at all or acted solely as a collecting-point for ordinary mail to be transferred to the TPOs for cancellation and onwards transmission. Many of these small stations were wrongly described by Tchilinghirian and Stephen (1959) as having post offices and their own cancellers. Full postal facilities were available at the following stations: Line 261/262 - DJALAINOR, HAILAR, MYANGDUKHE, BUKHEDU, CHALANGTUN, FULYA-ERDI, TSITSIKAR, ANDA. Line 263/264 -HARBIN-WHARF, ASHIKHE, MAO-ERSHANG, IMYANGPO, HANDAOKHETZE, HAILING, EKHO, MULING. Line 265/266 - SHWANGCHENPU, SANCHAKHE, TAOLAICHAO YAOMYING, KWANGCHENTZE. All are represented in the collection. None of the cancellations from these offices can be considered common. Some would have remained undiscovered but for the postal activity of refugees from the civil war in Russia (1918-1920). The standard type of canceller used at these stations was the double-circle, comprising an early version with name of station at top and the words Station of Chinese Eastern Railway in abbreviated form at bottom. In a later version the abbreviation for Station (St.) preceded the name at top and the lower part of the inscription reads simply Chinese Eastern Railway. Both versions are not known from all of the stations listed above, either because they were not issued or because of collection-failure. Their postage due ("Doplatit") marks are of the highest rarity. An example from St. Taolaichao is illustrated herein.

Dangerous forgeries of some of the CER TPO and station cancellations exist.

Ship Travelling Post Offices

The Navigation Department of the CER operated on the rivers and had no postal function. Mail from the small craft it had supplied to the Red Cross to serve as floating hospitals on the Sungari was taken ashore for posting in Harbin. To complete the Company's

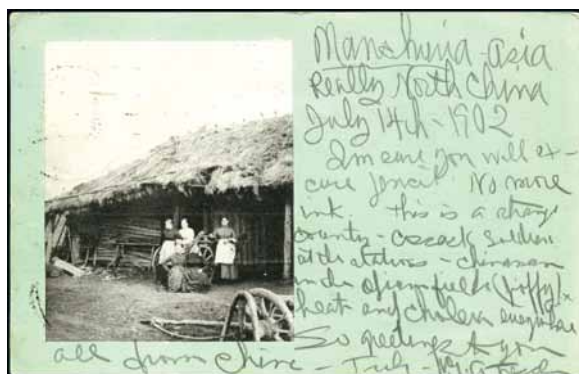
postal history we must turn to its Maritime Shipping Subsidiary. Here we enter murky waters. Information on this Subsidiary is difficult to find in the west and much of what has been written about it is fiction (see British Journal of Russian Philately 89, 2003, pp. 35-40). A century of search and collecting has produced no more than a handful of postal material from an organisation that operated at least 20 ships during its hey-day (1901-1903) and had 19 agencies over a vast area of the Far East. It comprises evidence of five ships possessing on-board postal services, four of them identifiable by name: a German/China postcard sent from Tientsin to Shanghai on s.s. NINGOOTE, a registered cover to Norway and some loose stamps from s.s. NONNI, a block of four 2k Russian stamps on piece cancelled on s.s. MONGOLIYA and a single 2k stamp with an incomplete strike of s.s. ARGUN. In addition the top half of a large triple-oval datestamp has been recorded on a strip of three 14k stamps. Its English inscription reads C.E.R. Co. SEA-GOING SERVICE and is dated 22 May 1901. The missing bottom half presumably gave the ship's name. All the cancellations differ radically in design and all but the last are dateless. Each looks as though it was prepared for use on ship's documents and not as a canceller for stamps.

The collection contains the items from the MONGOLIYA and the ARGUN mentioned above, as well as the registered cover from the NONNI. The last is unique in being the only known cover from the CER Maritime Shipping Subsidiary with its registration label giving the name of the ship, and showing the cachet of the Company's agency at Gensan, Korea. It was sent back home to Christiana (Oslo) by a famous Norwegian captain/ harpoonist on a Russian whaling ship operating in the Sea of Japan.

RAYMOND CASEY



Chinese Eastern Railway



10097

1902 Card to USA from American missionary in Manchuria posted on C.E.R. POSTAL WAGON No. 265 (HARBIN-PORT ARTHUR) (train '4') 2 VII 02 cancelling 4k, interesting contents: "This is a strange country...cossack soldiers at the stations...chinamen in the opium fields (poppy)...heat and cholera everywhere"

150

Note: The Harbin-Port Arthur line, with sea connections to America via Japan, was opened to traffic in February 1902

備註：於1902年2月，哈爾濱至旅大線，經日本由海船至美國。



10098

1902 Viewcard to St Petersburg franked 3k from Hailar (Manchuria) cancelled on POSTAL WAGON no. 262 (Train '2') (HARBIN-MANCHULI) plus viewcard to Paris franked 3k + 1k from Bukhedu (Manchuria) cancelled on POSTAL WAGON no. 261 (Train '1') (MANCHULI-HARBIN) 23 VII 06

300

Note: This type of circular canceller was used by the ambulant post offices of the CER from its inception in November 1901 and remained in use until 1904-07

1902年滿州里Hailar寄聖彼德堡風景明信片，貼3戈比，銷“郵政貨車第262號‘2’哈爾濱-滿州里”戳，及滿州里Bukhedu寄巴黎風景明信片，銷“郵政貨車第261號‘1’滿州里-哈爾濱 23VII 06”戳。

備註：此類型圓型銷戳於1901年11月1開始沿用直至1904年-07年。





10099



1902 Viewcard to St Petersburg written from STATION LYAOYANG (CER Line 265/266) franked 1k + 2k tied by circular POSTAL WAGON No. 265 (HARBIN-PORT-ARTHUR)(serial '4') 16 XI 1902, transferred 18 XI 1902 to POSTAL WAGON No. 262 (2) (HARBIN-MANCHULI)

200

1902年遼陽站(中國東方鐵路265/266線)寄聖彼得堡明信片,貼1戈比及2戈比票各1枚,銷圓型郵政貨車第265號(哈爾濱旅大)'4' 16x1 1902'戳',郵政貨車第262號(哈爾濱-滿州里)'2' 18x1 1902'中轉戳。



10100



1902 Japanese postcard to Taganrog franked 5k with dateline 24 X 1902 (new style) tied by POSTAL WAGON No. 264 (1) 11 X 1902 (old style), this being the earliest item of mail carried on Line 264 (VLADIVOSTOK-HARBIN) which opened in February 1902

300

1902年日本明信片寄塔甘羅格,貼5戈比票銷舊式'郵政貨車第264號(1) 11x1902'戳,此片為1902年2月第264號線(海參威-哈爾濱)開通後最早寄遞之郵件。

10101



1902 3k stationery card uprated 1k to make overseas rate used to inform Netherlands Consulate in Kobe, Japan, of meeting with Director of Russo-Chinese Bank in Vladivostok, written in Dutch "In train at Nikolsk" 6/19 Nov. 1902, cancelled next day on POSTAL WAGON No. 264 (VLADIVOSTOK-HARBIN)(train '3') 7 XI 1902

200

Note: The Vladivostok-Harbin line was opened to traffic in February 1902. The section from Vladivostok to Nikolsk was on Russian soil

1902年3戈比郵資片加貼1戈比,合海外資寄神戶日本荷蘭領事,與海參威中俄銀行董事會面。「In train at Nikolsk」6/19 Nov. 1902,及郵政火車第264(海參威-哈爾濱)「3」,7.XI.1902戳。

備註:海參威-哈爾濱線於1902年2月開啓,由海參威至Nikolsk這一段屬於俄國領土。

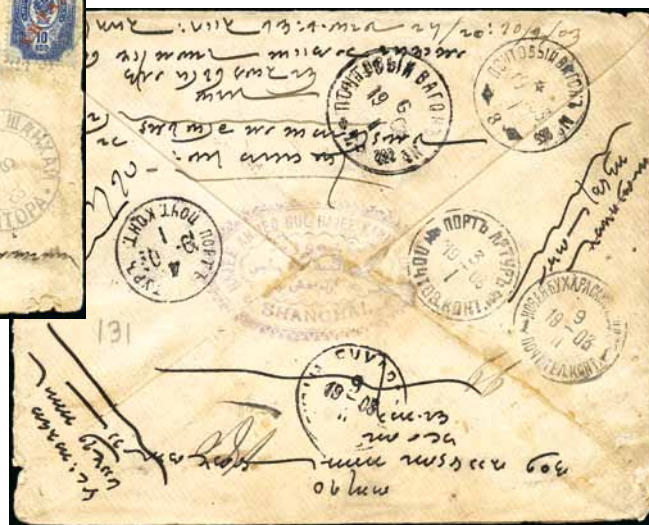


10102 ☒

1902 Stampless viewcard to St Petersburg cancelled on TPO POSTAL WAGON No. 264 (VLADIVOSTOK-HARBIN) (2) 21 XI 1902, oval tax mark (30 X 21 mm) applied DOPLATIT (To Pay)/264/POSTAL WAGON/264 with '6k' inserted by hand, denoting standard tax of twice normal postage, delivery took ca 7 weeks caused by military congestion of railway during Russian occupation of Manchuria

150

1902年沒貼票片寄聖彼得堡，銷火車戳「郵政火車第264(海參威-哈爾濱)」(2) 21.XI.1902，橢圓欠資印(30x21厘米)，及「DOPLATIT(欠資)/264/郵政火車/264」及手填「6戈比」，比正常郵資多兩倍。因在俄軍佔領下的滿州里鐵路擠擁，引致7星期延期。



10103 ☒

1903 Registered cover to Bukhara franked 'Kitai' 2k green pair + two 10k cancelled Shanghai Type I 9 1 03 cds's, transit Port Arthur Types 1 & 2, CER POSTAL WAGON No. 266 (PORT ARTHUR-HARBIN) (8) & POSTAL WAGON No. 262 (HARBIN-MANCHULI) (7) 6 1 03, arrival datestamps of 9 1 03 (Old Style)

700

1903年寄Bukhara掛號封，貼綠色2戈比加蓋「契丹」雙連及兩枚10戈比，銷「上海-型9 103」戳，旅大一型及二型中轉戳，中國東方鐵路郵政火車第266線(旅大-哈爾濱)(8)及郵政火車第262號(哈爾濱-滿州里)(7)6 1 03戳，另蓋舊款「9 1 03」到達戳。



10104



10105

10104 ☒

1903 Picture postcard from Station Pogranichnaya to St. Petersburg with 3k Arms tied by "POSTAL WAGON No. 264 / 3" 17.2.03 cds (Vladivostok-Harbin), arrival cds, fine

100

1903年明信片由Pogranichnaya火車站寄聖彼得堡，貼3戈比票銷「郵政火車264號/3」17.2.03戳<海參崴-哈爾濱>附到達戳。

10105 ☒

1903 Postcard from American missionary travelling through Manchuria writing back to colleague in Nanking (China) dateline 13 June 1903, pair 'Kitai' 2k cancelled MANCHULI/1/ RAILWAY POSTAL BRANCH 31 V 1903 (Subtype 1B of Casey), transit POSTAL WAGON No. 265 (2) (HARBIN-PORT ARTHUR) 3 VI 03, PORT ARTHUR 5 VI 03, Chinese P.O. CHEFOO 19 Jun. 03, Shanghai 22 VI 03, received Nanking 24 Jun 03, central crease clear of adhesives

200

1903年明信片由美國傳教士寄出，給在南京的同僚，貼加蓋「契丹」2戈比雙連銷「滿州里/1/鐵路郵政分局31.V.03，旅大5.VI.03戳，英漢「烟台19.6.03」及「上海22.6.03」中轉戳，南京24.6.03到達戳。



10106 ☒

1903 Siberian viewcards (2) both posted on POSTAL WAGON No. 266 (PORT ARTHUR-HARBIN), one franked 4k to Belgium posted on train '3' 18 IX 1903, other franked 1k + 3k to Vienna posted on train '5' 27 XI 1903, fine pair

300

1903年兩枚西伯利亞風景明信片，均於郵政貨車第266號(旅大-哈爾濱)寄出，一枚貼4戈比寄比利時(銷「3' 18 IX 1903」戳)，另一枚貼1戈比及3戈比各一枚寄維也納(銷「5' 27 XI 1903」戳)。

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10107



1903 Viewcard franked 1k pair on front cancelled in Warsaw and sent to Japan via Odessa presumably for transmission by sea but ended up on C.E.R. Line 261 (MANCHULI-HARBIN) where tax markings applied in the form of an encircled 'T' and manuscript '2' inserted in oval DOPLATIT/261/POSTAL WAGON, Japanese tax handstamp applied on arrival in red, unusual

200

1903年貼1 戈比雙連明信片，銷華沙戳，寄日本經Odessa，可能經海路但最終於CER第261線「滿州里」，附欠資印及「T」圓印，手填「2」於橢圓「DOPLATIT/261/郵政火車」紅色日本欠資到達印，少見。



10108



1903/04 Postcards (2), earlier one to France franked 1k block of 4 cancelled PW No.266 (2) PORT-ARTHUR-HARBIN 16 IX 1903 with PW No. 260 (2) MANCHULI-CHITA applied onTrans-Siberian Railway 4 days later, 1904 card written from Mukden, cancelled on PW no.265 (6) HARBIN-PORT-ARTHUR 7 V 1904, , both fine with average to good strikes

400

1903/04 明信片，較早之一枚為寄法國 貼1 戈比四方連，銷「郵政火車第266號12」旅大-哈爾濱 16 IX 1903」戳，旁蓋4日後中轉「郵政火車第260號12」滿州里-西伯利亞」戳。另一明信片為1904奉天寄出明信片，銷「郵政火車等265號(6)。哈爾濱-旅大 7 V 1904戳」。





10109

1903 Siberian viewcards to Belgium (17 IX) and England (22 X), latter overpaid 3k, showing 2 types of circular canceller in concurrent use at MANCHULI STATION, differing in position of side numerals and spacing of inscription, both reading MANCHULI/1/RAILWAY POSTAL BRANCH, recent discovery, published illustrations showing a fictitious compound of the 2 types

300

1903年西伯利亞明信片寄比利時 (17 IX) 及美國 (22 X)



10110

1903 Viewcard depicting Boxer rebels sent to Belgium franked 4k (defective) tied POSTAL WAGON No. 265 (3) 18 IX 1903, Moscow transit and Bruges arrival cds's alongside, presumably an error as it travelled in the wrong direction and should have been T.P.O 266, fair strike

150

1903年義和團明信片貼4戈比(有損)寄比利時, 銷「郵政火車第265(3)18.

La monnaie utilisée pour cette vente est l'Euro
The currency for this auction is the Euro
Die Währung für diese Versteigerung ist Euro





10111

1903 Opened out cover to England with "KITA" 3k and 7k tied by Chefoo 5.10.03 cds (Type 1, New Style), reverse with C.E.R. Line 262 (Harbin-Manchuli) 26.9.03 (Old Style) cds, London arrival before being forwarded to Glasgow, missing backflap and other minor faults, an interesting usage showing the usage of the Gregorian calendar for Western-bound mail and the retention of the Julian calendar on the C.E.R.

200

1903年貼加蓋契丹3戈比及7戈比票寄英國，銷煙台5.10.03戳「T&S 型，新款式」背銷C.E.R 262 線「哈爾濱-滿州里」26.9.03「舊款式」戳，未遞送格拉斯哥前已蓋倫敦到達戳，封口不全及有微損，這個實寄封有趣的地方是在西部邊境郵件沿用格魯吉亞日曆，但在C.E.R戳則保留西方日曆。



10112

1903 Picture postcard of Cossacks to Belgium sent from Manchuli Railway Station with 1k and 3k Arms tied by "MAN'CHZHURIYA / 1 / RAILWAY POSTAL BRANCH" 26.10.03 cds, transferred the same day to "POSTAL WAGON No. 260" (Manchuli-Chita), with St. Petersburg and Brussels cds, very fine, plus picture postcard of the market by the Station on the Siberian side

100

1903年明信片由滿州里鐵路火車站寄比利時，貼1戈比及3戈比票，銷「滿州里/1/鐵路郵政分局」26.10.03戳，同日轉寄「郵政火車第260(滿州里-西伯利亞)附聖彼得堡及布路塞爾戳。

10113 

1903 7k Stationery envelope to Dalny posted on POSTAL WAGON no. 266 (2) 16 XI 1903, presumably from Port Arthur, addressed to "Gospodin Stepanov at the Customs, Passenger Hall, Station Dalny, CER", on reverse receipt mark of No. 17 Field Post Office 17 XI 1903, fair strike only and overall soiling

300

Note. Use of the FPO canceller as an arrival mark instead of that of Dalny Railway Station suggests the possibility that No. 17 FPO was located at the station and/or Dalny Railway Station had not been issued with its own canceller

1903年1戈比郵資封由旅大寄中國東方鐵路局大連站乘客大堂海關，銷“郵政貨車第266號(2) 16x1 1903”戳，背輕蓋“第17號 Field Post 17x1 1903”到達戳。

備註：以‘Field Post Office’戳作為到達戳，有可能因第17號Field Post Office 位於大連站內，及/或大連火車站並無自己的銷印。

10114 

1903 Attractive vignette postcard of Vladivostok franked 4k to London cancelled by CER TPO POSTAL WAGON No. 264 (7) (VLADIVOSTOK-HARBIN) 25 XI 1903, fine

150

1903年海參威寄倫敦明信片，貼4戈比，銷「中國東方鐵路火車郵局郵政火車第264號17)(海參威-哈爾濱)25 XI 1903」戳。



10115



10116

10115 ☒

1904 3k Stationery card uprated 1k to make foreign rate to Germany, dateline "Charbin 22/1 1904", next day put on TPO going in wrong (southerly) direction and cancelled thereon, transferred from POSTAL WAGON No. 265 (2) (HARBIN-PORT ARTHUR) 10 1 1904 same day to POSTAL WAGON No. 262 (8) (HARBIN-MANCHULI), fine and unusual

200

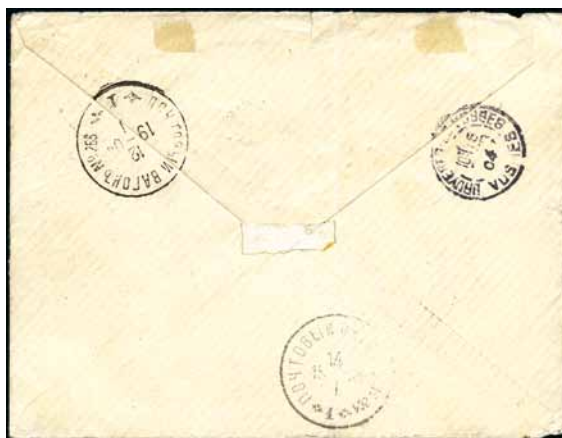
1904年3戈比郵資片加貼1戈比票，合海外郵資寄德國「Charbin 22/11904」，翌日銷火車錯誤方向「南部」，由郵政火車第265(2)(哈爾濱-旅大)10.1.1904同日至郵政火車第262(8)「哈爾濱-滿州里」。

10116 ☒

1904 Irkutsk viewcard with dateline "Mukden 23 1 1904", franked 2k pair to pay 4k rate to Germany cancelled the next day POSTAL WAGON No. 265 (3) 11 1 1904 cds, interesting contents

150

1904年Irkutsk明信片附有直線日期「奉天23.1.1904」，貼2戈比雙連寄德國，另翌日郵政火車第265(3)11.1.1904戳。



10117 ☒

1904 Cover to France franked 10k (defective) and placed on POSTAL WAGON No. 265 (2) (HARBIN-PORT ARTHUR) 12 1 04, proceeded in the wrong direction and transferred same day to POSTAL WAGON No. 266 (1) (PORT ARTHUR-HARBIN), transferred 14 1 04 to Line 262 (HARBIN-MANCHULI) to connect with Trans-Siberian Railway but canceller of POSTAL WAGON No. 261 (MANCHULI-HARBIN) applied in error

300

NOTE: Postal wagons of the CER carried a pair of numbered date-stamps to give a distinctive cancellation for each direction of the Line, but not infrequently the wrong one was applied

1904年貼10戈比(有損)寄法國銷郵政火車第265「哈爾濱-旅大」12.6.14戳，錯誤路線及同日轉送至郵政火車第266(1)「旅大-哈爾濱」，再轉第262線「哈爾濱-滿州里」14.1.04，連接全西伯利亞鐵路，但誤銷郵政火車第261線「滿州里-哈爾濱」戳。

備註：CER郵政火車誤銷一對郵戳於每條路線，但不常見。



10118



1904 Postcard to Wales franked Korea 6ch tied by Chemulpo cds, taken by ship to Vladivostok or Port Arthur to connect with C.E.R., transit mark applied POSTAL WAGON No. 261 (4) 26 1 1904 (year inverted), (fair strike only) PW No. 261 ran eastwards from Manchuli to Harbin (the wrong direction for westbound mail), yet another example of the postal clerks neglecting to change the cancellers, card lightly soiled

150

1904年明信片寄威爾斯貼韓國6錢，銷Chemulpo戳，由船上到海參威或旅大連接至CER線。郵政火車第261(4)26.1.1904中轉「倒年份」，郵政火車第261東行線由滿州里至哈爾濱(錯誤用西邊境郵件方向)，又是一件郵務員忘記更換郵戳片，微損。



10119



1904 Overweight registered cover to STARAYA BUKHARA (Central Asia) from Shanghai (8 II 04), sent via CER Postal Wagon No. 266 (PORT ARTHUR-HARBIN) and POSTAL WAGON No. 262 (HARBIN-MANCHULI), thence by Trans-Siberian Railway including POSTAL WAGON No. 198 (IRKUTSK-KRASNOYARSK), arriving 5 III 04

500

Note: Opening of the CER to commercial traffic in February 1902 enabled Russian-bound mail from China to take the overland route via Manchuria and Siberia and avoid the long sea journey to Odessa

1904年2月8日上海寄烏茲別克(中亞)超重掛號封，經中國東方鐵路第266號郵政火車(旅大-哈爾濱)及第262號郵政火車(哈爾濱至滿州里)寄遞，再經西伯利亞鐵路(包括第198號郵政火車(IRKUTSK-KRASNOYARSK)，於3月5日到達。

備註：1902年2月中國東方鐵路開通商業交通後，促成了中國 寄俄國同邊之郵件可經滿州里及西伯利亞陸路運送，而以往必須經ODESSA冗長海路運送。

10120 

1904 Registered cover to Kazan, readressed to Nizhny-Novgorod, franked on the reverse with 7k and 14k Arms tied by "MANCHULI / 1 / RAILWAY POSTAL BRANCH" 30.3.04 cds, with "POSTAL WAGON No. 261" transit cds, obverse with "ALEKSANDROVSKII FACTORY" registration label erased and corrected by hand, minor soiling, a rare emergency registration label.

1'200

Note: Possibly because of the outbreak of war, the Manchuli Railway Station P.O. ran out of registration labels, so emergency supplies from the Aleksandrovskii Factory in the Transbaikalian Province were altered by hand. The Railway Station at that time was administered by the 10th Railway Postal District, based in Siberia, and did not come under the control of Harbin until 1915

1904年掛號封寄Kazan，再轉寄Nizhny-Novgorod，背貼7戈比及14戈比軍徽圖，銷「滿州里/ 1/ 鐵路局」30.3.03戳及「郵政貨車第261號」中轉戳，「ALEKSANDROVSKII FACTORY」被刪掉及改正之掛號手寫掛號封標籤，微損，此乃少見的緊急掛號標籤。

備註：可能因突發的戰事，引致滿州里鐵路火車站的掛號標籤全部消耗，因此由西伯利亞的Transbaikalian省的Aleksandrovskii工廠之標籤全數手改用於緊急供應。當時鐵路火車站之行政全歸納位於西伯利亞的第10鐵路郵政區，直至1915年才轉從哈爾濱控制。

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10121 

1904 Stampless cover to Revel with Dalny Railway Station "DALNII KVANTUN OBLAST / 1 / RAILWAY POSTAL BRANCH" 9.4.04 cds, with ms notation on reverse "From the active Manchurian Army - Field Headquarters / Colonel (?) Ya. Sulalatko / Town Lyaoyang" in lieu of military free-frank cachet, Revel bs, fine.

200

Note: This is the only known example to date of the Dalny Railway Station cancel applied before the evacuation of the city at the end of May 1904. The office was subsequently relocated at Kunchuling, and continued to use the old Dalny Railway Station cancel.

1904年封背手寫免資「由現段駐滿州軍-野戰總部/ 上校(2) Ya. Sulalatko/遼陽城」寄Revel, 銷「DALNII KVANTUN OBLAST/ 1/ 鐵路郵政分局「9.4.04」戳。

備註：此封的Dalny鐵路火車站郵戳期是已知的唯一例子應用於1904年年尾疏散整個城市，此郵局後來再重新在Kunchuling整頓及繼續沿用舊有的Dalny鐵路火車站戳。

10122 

1904 Memorial card for Vice-Admiral S.O.Makarov killed in action on 31 March 1904 (old style) sent to St Petersburg from Irekte, a station of the CER east of Manchuli, online 261/262, 3k cancelled POSTAL WAGON No. 261 (MANCHULI-HARBIN)(train '5') 13 5 1904

150

1904紀念S.O.Makarov 被殺於31March1904寄聖彼得堡，位於東滿州里CER上的Irekte火車站寄出，261/262線，3戈比銷郵政火車第261線(滿州里-哈爾濱) 5' 13.5.1904。



10123

1904 Harbin viewcard written from STATION SHWANMYAOTZE 25 V 1904 to Irbit and cancelled next day on POSTAL WAGON No. 265 (4) (HARBIN-PORT ARTHUR), sent by doctor to hospital for infectious diseases, violet free-frank cachet DIVISIONAL LAZARET 3rd SIBERIAN INFANTRY DIVISION, arrival 13 VI 04, delay caused by severe railway congestion, fine

300

Note: ST. SHWANMYAOTZE was a small station on Line 265/266 about half way between Kwangchentze and Tiehling and had no post office of its own

1904年哈爾濱片由SHWANMYAOTZE火車站25.V.1904至Irbit, 於翌日銷「郵政火車第265(4)(哈爾濱-旅大), 「第3西伯利亞步兵隊」免資郵紫印, 到達戳13.VI.04. 因鐵路擠擁引致延誤。

備註: ST. SHWANMYAOTZE位於265/266線的一個小火車站, 於Kwangchentze 與Tiehling 之間沒有郵局設立。



10124

1904 Registered cover from MANCHULI RAILWAY STATION franked 1902 14k on reverse cancelled early single-circle (Type 1) MANCHZHURIYA/RAILWAY POSTAL BRANCH 18 7 04 with matching registration label on front, this representing the first recorded example of this cancel (B.J.R.P. No 29, 1961, p15), cover reduced on one side

1'200

1904年背貼14戈比掛號寄封由滿州里鐵路火車站寄出, 銷早期單圈「滿州里/鐵路郵政分局18.7.04戳<1型>」, 封面貼掛號標籤, 此為最早之記錄<B.U.R.P. 1961年第15頁圖29>, 此封部份缺。





10125

1904 Stampless card endorsed MILITARY, written from BUKHEDU, a station of the CER (Line 261/262), posted on POSTAL WAGON No. 262 4 VIII 1904 to St. Vereto, Perm railway, free-frank seal in green alongside: BASE AT STATION BUKHEDU; CHINESE EASTERN RAILWAY

400

1904年軍部背書沒貼票片，由BUKHEDU火車站，CER261/262線，銷郵政火車第262.4.VIII 1904戳，寄St. Vereto，Perm鐵路，旁附免資綠色印，BUKHEDU火車站基地，中國東部鐵路。



10126

1904 Panoramic postcard of Vladivostok sent to St. Petersburg with two 7k Arms paying the registered rate, tied by "POSTAL WAGON No. 264 / 7" 18.8.04 cds (Vladivostok-Harbin), with ms registration note reading "No. 2 / P.V. (Postal Wagon) 264", St. Petersburg arrival, very fine and UNIQUE registered mail posted at a TPO on the C.E.R.

2'000

Note: Mail was seldom registered on board TPOs. A handstamp was issued in 1914 for this purpose. Prior to that date only very rare handwritten markings were used.

1904年海參威景明信片寄聖彼得堡，貼7戈比雙連掛號郵資銷「郵政貨車第264號/7」18.8.04戳，「海參威-哈爾濱」，另手寫掛號指示「第2號/P.V. '郵政貨車' 264」，聖彼得堡到達戳，為罕有的火車掛號郵品。

備註：因在火車郵件上是很少有掛號，所以於1914年曾有手蓋戳之出現，在這之前的手寫的標記均視為罕有。

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10127

1904 Mukden viewcard to Moscow dateline "7 September 1904/St.Tsitsikar" sent by serviceman during Russo-Japanese War, violet circular free-frank cachet ACCOUNTANCY FOR TRANSPORT OF DIVISIONAL BAGGAGE OF 55th INFANTRY DIVISION alongside, posted on POSTAL WAGON No. 262 (8) (HARBIN-MANCHULI) 8 IX 1904, received Moscow 22 9 04, a transit time of 14 days due to wartime congestion of the railway system, in addition a card showing Station Tsitsikar

200

1904年俄日戰爭期間寄莫斯科明信片(奉天), 蓋紫色圓型免貼印"Accountancy for Transport of Divisional Baggage of 55th Infantry Division"戳, 及銷"郵政貨車第262號(8)哈爾濱-滿州里1904"戳及"莫斯科22 9 04"到達戳。由於戰事導致鐵路系統混亂擠塞, 該片用3/4天時間才送達。



10128

1904 Picture postcard of a train crossing a bridge on the River Kruchin on the Transbaikalian Railway, sent to Tambov with violet circular "GENERAL HEADQUARTERS 55th INFANTRY DIVISION" free-frank cachet, posted on the CER TPO with "POSTAL WAGON No. 262/ 8" 8.9.04 cds (Harbin-Manchuli line, train 8), fine

150

1904火車輾過鐵橋時之明信片寄Tambov, 附紫色圓形「總部第55步兵隊」免資印, 另銷「郵政貨車編號262/ 8」8.9.04戳「哈爾濱至滿州里線第8號車」。



10129



1904 Postcard to Italy, datelined "Vladivostok 16 December", blue circular "MILITARY-MEDICAL (HOSPITAL) TRAIN OF STATE EMPRESS ALEKSANDRA FEODOROVNA" cachet, with 4k Arms tied by "POSTAL WAGON No.264 / 6" (Vladivostok-Harbin) 18.12.1904 cds, Venice 4.2.05 arrival (delay due to congestion of the railway during the Russo-Japanese war), very fine

300

1904明信片給意大利，直線日期「海參威12月16號」，另藍色圓形「亞歷山中帝軍部醫學訓練所」印，貼4戈比徽圖票，銷「郵政貨車編號264/6/ 18.12.1904」戳「海參威至哈爾濱」，威尼斯4.2.05到達戳，因日俄戰事，交通擠擁，引致延誤。



10130



1904 Cover endorsed "From the Active Army" to Finland with free-frank Red Cross cachet of FIELD HOSPITAL OF THE FINNISH SOCIETY FOR THE CARE OF THE SICK AND WOUNDED SOLDIERS, cancelled on CER TPO HARBIN-265-PORT-ARTHUR 'd' 19 12 04, Red cross cachet repeated on reverse along with violet circular cachet of COMMANDANT OF RAILWAY STATION "MANCHULI" and Helsinki arrival, fine

200

1904免資封寄芬蘭，背書「現役軍隊」，紅十字「芬蘭協會野戰醫院服務於患病及受傷軍人」銷CER哈爾濱-265-旅大' d' 19.12.04戳。背銷同款印及滿州鐵路火車站司令紫印，赫爾辛基到達戳。



10131

1904 Stationery card to member of 2nd FINNISH RED CROSS DETACHMENT at KUNGCHULING (GUNZHULIN') sent by officer travelling on Line 265/266 during Russo-Japanese War, free frank cachet in blue of FLYING ARTILLERY PARK alongside, dateline 23 12 1904, cancelled next day POSTAL WAGON No 265 (HARBIN-PORT ARTHUR) (2), text reads "I have come as far as Station Kwangchentze; tomorrow in the morning I will travel through Kungchuling to Mukden..." , fine

500

1904年郵資片寄芬蘭第2紅十字隊於KUNGCHULING (GUNZHULIN') 由日俄戰爭時官員於265/266寄出，免資「炮兵」藍印23.12.1914。銷翌日郵政火車265線(哈爾濱-旅大(2)，內文「我已到達Kwangchentze火車站，明早將由kungchuling到奉天」。



10132

10132

MILITARY BASES: 1905 Picture postcard of Chinese soldiers sent to St. Petersburg with "COMMANDANT STATION HARBIN CHINESE EASTERN RAILWAY" blue free-frank cachet and "HARBIN RAILWAY STATION" despatch cds (type 1), fine

150

軍部基地：1905中國士兵明信片寄聖彼得堡，銷「指揮官火車站哈爾濱東部鐵路」免資藍色印及「哈爾濱火車站」發送印「1型」。

10133

1905 Stampless military cover to St Petersburg handstamped free-frank seal of RUSSO-DUTCH MEDICAL SQUAD , endorsed FROM THE ACTIVE ARMY, cancelled oval HARBIN-PORT ARTHUR T.P.O. (Line 265) (serial 'a'), fine

150

Note: this canceller probably remained in use until the end of the Russo-Japanese War (September 1905), though the capture of Port Arthur by the Japanese in December 1904 had made it impossible for the Line to extend to this terminus

1905年沒貼票軍部封寄聖彼得堡，手蓋免資俄德學隊，背書「現役軍隊」銷橢圓「哈爾濱-旅大」火車郵戳265線序號' a' 。

備註：此戳可能沿用至日俄戰爭末期(1905年9月)因旅大在904年12月已落在日本手中，故此此線無法延長至總站。



10134 

1905 Cover "From the Active Army" to Moscow with oval "VLADIVOSTOK - 264 - HARBIN / z" 4.1.05 oval ds, with violet "No.1 HOSPITAL COMPLEX IN "EKHO"" free-frank cachet, arrival bs, fine

300

Note: Ekho was a stop on the Chinese Eastern Railway (Line 263/264) 225 miles east of Harbin

1905「現役部隊」封寄莫斯科，銷橢圓「海參威-264-哈爾濱12」4.1.05戳，另銷紫色「第1綜合醫院“EKHO”」免資紫印，背銷到達戳。

備註：Ekho乃位於哈爾濱225里之中國東部鐵路的一個站。

10135 

1905 Front of money-letter for 138 roubles sent from STATION MANCHULI to Moscow franked 1k and 1902-05 20k strip of 3 tied MAN'CHZHURIYA/1/RAILWAY POSTAL BRANCH 4 1 1905, violet boxed MANCHZHURIYA/No with manuscript '197' alongside, fine and very scarce

1'000

Note: 2 spellings of this office - with and without 'soft sign' after 'n'.

1905年138盧布現金信函從滿州里火車站寄莫斯科，貼1戈比及1902-05 20戈比3連，銷「滿州里鐵路郵政分局4.1.1905戳，另滿州里/

備註：在郵戳上字體「n」均有3個拼法出現異體。



10136

1905 Viewcard of Tieling with dateline 6 Jan 1904 (error for 1905) posted following day on PORT ARTHUR-HARBIN TPO (Line 266, train 'd') to Odessa, Free-frank seal struck in red: COMMANDANT STATION TIEHLING; CHINESE EASTERN RAILWAY, fine

500

Note: After September 1905 this station was taken over by the Japanese

1905 Tieling明信片, 附6Jan.1904「誤植905」, 翌日旅大港-哈爾濱266線 'd' Odessa, 紅色免資印TIENTLING火車站總管, 中國東方鐵路站。

備註: 於1905年9月, 此站乃由日本人獲取。



10137

1905 Manchurian viewcard addressed to Odessa with dateline "St. Chantu-Fu 6 Jan 05" franked 3k cancelled same day on TPO HARBIN-265-PORT ARTHUR 'd' 6 1 05, fine

200

Note: STATION CHANTUFU, between Kwangchentze and Mukden had no postal facilities and mail from there was collected by and cancelled on the TPO's. At this time much of the southern part of the Line 265/266, including Port Arthur, was in enemy hands. After the Russo-Japanese War (1904-05) the whole of the line up to Kwangchentze was ceded to the Japanese

1905年滿州里明信片寄Odessa附直線日期' St.Chantu-Fu 6 Jan 05', 貼3戈比票銷同日哈爾濱-265-旅大' d' 6.1.05 火車戳。

備註: CHANTUFU火車站位於Kwangchentze與奉天之間, 因沒有郵政設施, 郵件均由火車收集及銷火車戳, 此時大部份 265/266 南線, 在1904-05日俄戰爭後, 整條Kwangchentze均割讓給日本人。

10138 

1905 Stampless soldier's cover to Riga endorsed "From the Active 45th Artillery Brigade", on reverse violet free-frank cachet of 2nd DIVISION 45th ARTILLERY BRIGADE, cancelled on TPO during Russo-Japanese War PORT-ARTHUR -266-HARBIN 'v' 17 1 05, good strike

200

Note: This canceller was in use throughout 1905, though the southern terminus of Line 265/266, Port Arthur, had fallen to the Japanese and was later moved northwards to Kwangchentze

1905年由「現役第45炮兵旅」沒郵票封寄Riga，背銷紫色免資「第2分隊第45炮兵旅」印，此蓋於火車郵局旅大-266-哈爾濱'v' 17.1.05，正值日俄戰爭。

備註：此戳沿用於1905年的南部265/266線，後因戰敗給日本，將遷往近北之kwangchentze。

10139 

1905 Native cover franked 7k posted on C.E.R. line 265 (HARBIN-PORT ARTHUR) 19 1 05 (train 'g'), with no previous record for this cancel, fine

900

Note: This oval canceller was introduced early in 1904 and remained in use only until the end of the Russo-Japanese war (September 1905), after which Kwangchentze replaced Port Arthur as the southern terminal of Line 265

1905年中式紅條封貼7 戈比票及3戈比郵資片，均銷265線C.E.R戳(哈爾濱-旅大) 19.1.05火車「g」戳，此戳之前未有記錄。

備註：此橢圓戳首1904年初推出沿用於1905年9月日俄停戰。Kwangchentze 代替旅大南部265線。



10140



1905 Postcard from a soldier of the 35th East Siberian Rifle Regiment wounded in the Russo-Japanese war, with "MILITARY-MEDICAL TRAIN OF STATE EMPRESS MARIE FEODOROVNA" violet free-frank cachet, sent to the Empress's charity in St. Petersburg giving thanks for a gift, further struck with Harbin Railway Station 29.1.05 oval ds, very fine, plus a picture postcard of a similar Hospital train under patronage of Empress Marie Feodorovna

100

1905年日俄戰爭第35東伯利亞步鎗團其一受傷士兵所寄出的明信片寄聖彼得堡皇后慈善機構的感謝禮物，銷免資「皇后MARIE FEODOROVNA軍郵醫院」紫色印，旁附哈爾濱鐵路火車站29.1.05橢圓戳。另附受惠於皇后Marie Feodosaona 類似的醫院明信片。



10141



MILITARY BASES: 1905 Stampless picture from Harbin to Moscow with violet "BASE AT STATION HAILAR, CHINESE EASTERN RAILWAY" free-frank cachet and Harbin Railway Station 22.2.05 cds, Moscow arrival, minor soiling, fine

150

軍部基地：1905年沒有郵票明信片由哈爾濱寄莫斯科，蓋紫色「海爾基地火車站，中國東部鐵路免資印及哈爾濱鐵路火車站22.2.05戳，莫斯科到達戳，微損。

Please Ensure your Bids Arrive in Time!

In the case of equal bids, the first bid received will take precedence.



10142



1905 3k stationery card posted on C.E.R. line 265 (HARBIN-PORT ARTHUR) 6 3 05 (train 'v'), only a stampless military cover with train 'v' cancel has been recorded (B.J.R.P. no. 29, 1961, p.16, fig.38), fine

900

Note: These oval cancellers were introduced early in 1904 and remained in use only until the end of the Russo-Japanese war (September 1905), after which Kwangchentsu replaced Port Arthur as the southern terminal of Line 265

1905年3戈比郵資片於中國東方鐵路第265線10分(哈爾濱-旅大)寄出，銷6.3.05第29號第16頁圖38)。

備註：此款橢圓戳於1904年開始沿用，直至日俄戰爭於1905年9月結束(當時長春已取代旅大成為第265線南面的終結點)。



10143



1905 Red Cross card illustrating CER mail train with guards addressed to Moscow from STATION HAILAR (Line 261/262) 6 III 1905 franked 1k + 2k cancelled next day oval HARBIN-265-PORT ARTHUR (b) 7 3 05, fair strike

300

Note: this TPO canceller was in use for only a few months, Port Arthur and much of the Line 265/266 being ceded to the Japanese after the Russo-Japanese war of 1904-1905

1905年紅十字片附俄軍於CER郵車景，寄莫斯科海爾火車站 261/262 線 6.111.1905，貼1戈比及2戈比票，銷翌日橢圓哈爾濱-265-旅大(6)

備註：此火車戳祇沿用數月，旅大大部份 265/266 線均在1904-1905年日俄戰爭後割讓給日本人。



10144 

1905 Hand illustrated decorative cover to Sherpukhov struck on the reverse with "No. 14 MILITARY-MEDICAL AMBULANCE" violet free-frank cachet, posted on the circular CER TPO with "POSTAL WAGON No.263 / 6" 4.8.1905 cds which was the wrong train for this destination, not received until 24.11.05 due to military traffic on the railway, minor faults

600

Note: Although the Postal Wagon no.264 from Vladivostok to Harbin is the commonest of the CER cancellations, the reverse route no.263 is by far the scarcest

1905手繪封寄Sherpukhov, 背銷「第14軍部醫院救護車」免資紫色印, 另銷「CER」火車戳, 及「郵政貨車第263號/6 4.8.1905」戳, 此戳乃錯誤火車寄此地點, 因軍事交通阻滯於此鐵路上, 少許破損。

備註: 第264貨車由海參威寄哈爾濱之CER戳雖然普通, 但相對路線之第263號線則非常罕有。

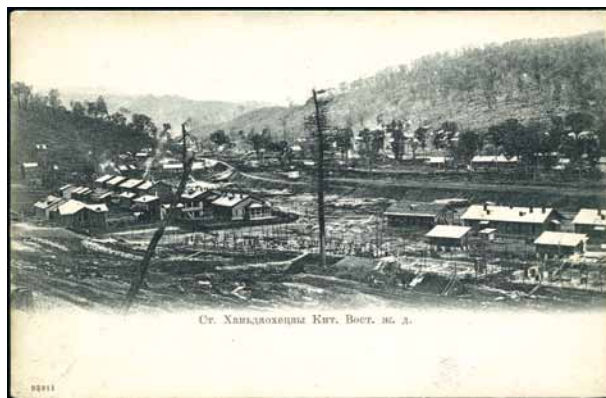
10145 

1905 Transbaikalian viewcard with violet free-frank cachet of the 4th Battery 23rd Artillery Brigade, sent to St. Petersburg during the Russo-Japanese war via TPO, with "HARBIN 262 MANCHURIYA" 2.9.05 oval ds, St. Petersburg 20.9.05 arrival ds (delay caused by congestion of the Railway system at the end of the war), minor soiling

200

1905年免貼票片寄聖彼得堡, 片上附有紫色免貼印, 由於日俄戰爭關係經火車郵局, 銷「哈爾濱262 滿州里/2.9.05」橢圓戳, 聖彼得堡20.9.05到達戳, 因戰爭完畢引致交通擠擁而延期, 少許微損。





10146

1905 Picture postcard of Station Handaokhetze in Eastern Manchuria on Line 263/264 and about 170 miles east of Harbin, with 3k Arms tied by "HEAD FIELD POST OFFICE (HARBIN)" 2.9.05 cds, St. Petersburg arrival, very fine

100

1905年Handaokhetze火車站明信片，此車站位於東滿州里的263/264線，約170哩於哈爾濱東面，貼3戈比軍徽圖銷「野戰總部郵政局'哈爾濱」」2.9.05戳，聖彼得堡到達戳。



10147

1905 Stampless card to Volkovyshki, Suvalsk Guberniya - Poland postmarked VLADIVOSTOK 'b' 16 12 05 with 4-line violet cachet reading: 1st Company / of the 1st USSURI / RAILWAY / BATTALION, arrival 8 1 06

200

Note: The Ussuri Railway ran across the Maritime Province from Vladivostok to Khabarovsk and was treated as a branch line of the CER, though operating exclusively within the boundaries of Russia. The military unit guarding the Line was an inheritance from the Russo-Japanese War

1905年無貼郵票明信片寄波蘭Volkovyshki, Suvalsk Guberniya，蓋「海參威' b' 16.12.05」戳，紫色四行文字戳：「首間公司/ 烏蘇里/BATTALION」，及「8.1.06」到達戳。

備註：烏蘇里鐵路橫越海參威至西伯利亞南部沿海省份。雖然極大部份於俄國境內營運，烏蘇里鐵路仍被視為中國東方鐵路之支線。

La monnaie utilisée pour cette vente est l'Euro
The currency for this auction is the Euro
Die Währung für diese Versteigerung ist Euro



10148 

1906 Cover (lightly soiled) from Harbin to USA franked 10k 'Kitai' cancelled oval HARBIN-265-PORT-ARTHUR 'g' 11 1 06

400

Note: 'Kitai' stamps were not issued to the TPO's of the CER but were accepted when supplied by the customer. Following the Russo-Japanese War (1904-1905) Port Arthur and the southern half of Line 265/266 was in the hands of the Japanese and later became the South Manchuria Railway. Latest known use of the Harbin-Port Arthur canceller, introduced late in 1904

1906年貼加蓋「契丹」10戈比票由哈爾濱寄美國，銷橢圓哈爾濱-265-旅大'g' 11.1.06戳

備註：「契丹」票乃不用於CER的火車郵局上。不過顧客沿用此種票時仍會接受，當1904-1905年日俄戰爭，旅大及265/266部份南線落入日本人手上，變成南滿州里鐵路，於1904年尾，哈爾濱-旅大線再度推出。

10149 

1907 Picture postcard from Karlovka, Poltava Guberniya, to Station Tsitsikar, unfranked and struck with oval "doplatit" tax hs with ms "6k", "MANCHULI - 261 -HARBIN /zh" transit and "TSITSIKAR / STATION OF CHINESE EASTERN RAILWAY" 31.7.07 arrival cds (T&S type 3), very fine.

400

Note: The Tsitsikar arrival was the first cancel issued to the Tsitsikar office under civilian control following the evacuation of the Russian Army from Manchuria

1907年無貼票Karlovka, Poltavazh」中轉戳及「TSITSIKAR/ 中國東部鐵路火車站」31.7.07到達戳「T&S 3型」。

備註：此Tsitsikar到達戳首次發佈於Tsitsikar郵局，是按據當時俄國軍隊在滿州里疏散時的平民監控。



10150 ☒

1907/10 Postcards (2) to England, 1907 franked 1k + 3k, 1910 1k strip of 4, both cancelled oval HARBIN-262-MANCHULI, trains 'b' and 'a' respectively, messages indicate that both correspondents were travelling towards Harbin and that wrong cancellers had been applied, instead of MANCHULI-261-HARBIN, fine strikes

200

1907/10 兩張明信片寄英國，1907年貼1戈比+3戈比票，1910年貼1戈比4直連，均銷橢圓「哈爾濱-262-滿州里」'b'及'a'火車戳。兩張明信片均由同一人寄出，誤用銷戳，理應為「滿州里-261-哈爾濱」。



10151 ☒

1908 Cover to London franked initially with China 2c dragon to pay postage from WAN-FU-CHUANG, Fengtien Province (Manchuria) to CHANGCHUN (Russian KWANGCHENTZE) where pair of 5k Russian stamps applied on reverse, cancelled in dark green POSTAL WAGON No 266 (KWANGCHENTZE-HARBIN) (7) 6 III 1908, tombstone chops also cancelling Chinese stamp and on reverse, fine and desirable combination

1'500

Note: Cover shows temporary reversion to old style circular cancellers on line 265/266 following loss of southern half of line after Russo-Japanese War and pending introduction of new oval cancellers with revised inscription

1908年實寄封寄倫敦，貼蟠龍2分票，銷「海天海龍府」石碑戳，奉天至長春，背貼5戈比票，銷深綠色「郵政火車第266<KWANGCHENTZE-哈爾濱><7>6 1908戳，另銷石碑戳於旁。

備註：此封的 265/266 線戳為暫時修補的舊款式，因日俄戰事，部份南部路線被割讓，新款式戳暫為押後。

10152 

1908 Viewcard to England depicting CER cutting through cliffs in the valley of River Yalu (incorrectly described on card as western branch of CER instead of eastern branch)
franked 4k cancelled oval HARBIN-VLADIVOSTOK (Line 263 train 'a') 25 5 08, fine strike

150

1908年寄英國風景明信片(展現鴨綠江附近懸崖之鐵路)，貼4戈比票蓋橢圓型「哈爾濱-海參威(第263線'a') 25.5.08」戳。

10153

1908-09 Viewcards (2) of the Trans-Siberian Railway sent by travellers crossing Siberia en route to Vladivostok and using the CER short-cut across Manchuria, 1908 card to London franked 4k tied MANCHULI-261-HARBIN Line (train 'e'), other to Switzerland franked 1k + 3k posted on the HARBIN-263-VLADIVOSTOCK Line (train 'q') 21 12 08, fine strikes

200

1908-09兩張西伯利亞鐵路明信片，寄件人經西伯利亞至海參威，沿用CER捷徑到滿州里，另1908年片寄倫敦貼1戈比，銷哈爾濱-263-海參威線' q' 21 12 08。

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10154 ☒

1908 Viewcard to Finland written from KIRIN 24 VII 08 (New Style) posted 4 days letter unfranked, cancelled in blue TAOLAICHAO/STATION OF CHINESE EASTERN RAILWAY 15 7 08 (Old Style = 28 7 08 New Style), alongside oval DOPLATIT (To Pay)/TAOLAICHAO with manuscript 6 kop, in Finland taxed with manuscript 'Losen 15p' (15 penni to pay), fine and very rare as no other record of mail from this station recorded

1'500

1908年無郵票片寄芬蘭，此片由KIRIN 24VII 08「新款」寄出，銷藍色「TAOLAICHAO/中國東部鐵路火車站15.7.08戳(舊款= 28.7.08 新款)，銷橢圓DOPATIT(欠資)TAOLAICHAO附手填6KOP，及芬蘭欠資手填「Losen15p」，此火車站戳未有記錄。



10155 △ ☒

1908 Picture postcard of Harbin to Switzerland with 4k Arms tied by "HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY" 31.7.08 cds, the EARLIEST RECORDED DATE for the Harbin Wharf Station P.O., Gimel arrival cds adjacent, fine, plus block of eight Romanov 7k tied piece by the same cancel.

300

1908年明信片貼4戈比軍徽圖，由哈爾濱寄瑞士，銷「哈爾濱碼頭火車站戳，旁附Gimel到達戳，另附羅曼諾夫7戈比票8方連鎖同款式戳。



10156



1908 Viewcards (2) to London both franked 4k from traveller on CER heading eastwards for Japan, first datelined "Harbin 878/08" and message "...expect to be in Vladivostok tomorrow" incorrectly cancelled with oval VLADIVOSTOK-264_HARBIN 'b' instead of leaving HARBIN-263-VLADIVOSTOCK 'b', second card dated "Vladivostok 9/8/08" message "Just here for Tsuruga, Japan", postal clerk has continued to use incorrect canceller and also neglected to change the date, interesting pair

300

Note: Postal wagons of the CER carried cancellers for both directions and use of the wrong one is not infrequent

1908年兩張明信片寄倫敦，分別貼4戈比票，第1附訊息「希望明天到海參威」附日期「哈爾濱878/08」，誤銷橢圓「海參威-264-哈爾濱」b'戳當作「哈爾濱-263-海參威」b'」。

第2張日期為「海參威9/8/08」訊息為「剛離開日本」，郵務員仍誤銷郵戳。備註：郵政火車於這CER兩線上誤蓋銷戳屬少見。



10157



1908 Picture postcard of Harbin to England with 3k Arms tied by "POSTAL WAGON No.266 / 7" 10.8.08 cds (Kwangchentze-Harbin line, train 7) in green with further strike adjacent, very fine.

400

Note: Under the Treaty of Portsmouth (Sept. 1905) the southern half of Line 266, which formerly ran to Port Arthur, was conceded to Japan. During the interim period before the introduction of new oval cancellers showing Kwangchentze as the new southern terminal, the old circular type cancels were brought back into use.

1908 貼3戈比徽圖票於明信片上由哈爾濱寄英國，銷綠色「貨車郵政第266號/7」10.8.08戳，「Kwangchentze-Harbin綠，第7車」另同款戳於旁。

備註：在1905年9月的朴茨茅夫條約下，前旅大第266線之南部一半線將被讓出給日本，在未推出的南部總站「Kwangchentze」橢圓戳之前。舊有沿用的圓型銷戳被重新再行使。





10158 

1908 Cover to France franked 2k strip of 4 + single cancelled on TPO by POSTAL WAGON No. 266 (KWANGCHENTZE-HARBIN) (6) 14 IX 1908 cds's, Mesnil St Denis arrival backstamp, fine and rare

1'200

Note: Cover shows reversion to old style circular cancellers on Line 2657266 following loss of its southern half to Japan late in 1905. this was a temporary measure pending issue of new oval cancellers showing the new southern terminus (Kwangchentze)

1908年貼2 戈比4相連及單枚寄法國，銷郵政火車第266(KWANGCHENTZE-哈爾濱)(6) 14 IX 1908火車戳。Mesnil St Denis 到達戳。

備註：此戳乃修改之265/266線舊款戳，因在1905年後期，此南部線落入日本人手，此戳乃暫時用作南部新線。(Kwangchentze)

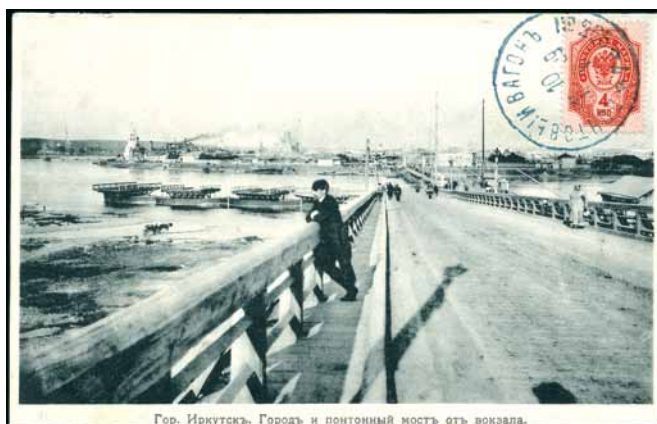
Auction Bids

The auction bidding steps are as follows:

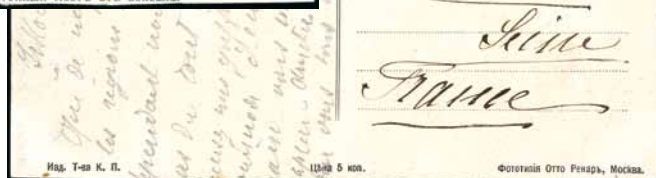
€ 50 - 100	€ 5	€ 500 - 1000	€ 50	€ 5000 - 10000	€ 500
€ 100 - 200	€ 10	€ 1000 - 2000	€ 100	€ 10000 - 20000	€ 1000
€ 200 - 500	€ 20	€ 2000 - 5000	€ 200	€ 20000 - 50000	€ 2000
				€ 50000 - 100000	€ 5000

Bids between these steps will be adjusted accordingly to the next higher bid step.
The bidder is bound by his/her offer until a higher bid has been validly accepted.





Гор. Иркутскъ. Городъ и понтонный мостъ отъ вокзала.



10159

1909 Picture postcard of Irkutsk, written there and sent to France on the TPO, with 4k on picture side tied by blue-green "POSTAL WAGON No.265 / 7" 10.5.09 cds (Harbin-Kwangchentze) with further strike on reverse with Asnieres arrival, very fine.

1'200

Note: This shows the temporary reversion to the old style circular cancels on Line 265/266 following the loss of the southern half of the Line to Japan and pending the introduction of the new oval cancels with revised inscriptions.

1909年Irkutsk明信片，寫於火車上寄法國，貼4戈比票銷綠藍色「郵政貨車第265/7」10.5.09戳，「Harbin-kwangchentze」，片另一面銷同款式戳及Asnieres到達戳。

備註：此戳展示出臨時修改於舊有的265/266圓形戳，因失去南部半條線給日本，原計劃的新橢圓郵戳均作出修改。



10160

1909 Overweight folded viewcard written 23 5 09 from STATION SYAOSUIFEN on VLADIVOSTOK-HARBIN Line (263/264) to STATION UDOMLYA on Bologoe-Rybinsk Railway, no post office at Syaosuifen at that time, cancelled 2 days later on HARBIN-262-MANCHULI Line (train 'a'), oval DOPLATIT (To Pay)/POSTAL WAGON 265 with manuscript '8' inserted indicating misdirection on to Line 265 (HARBIN-KWAGCHENTZE), unusual

150

1909年超重有摺明信片於海參威SYAOSUIFEN火車站263/264線寄Bologoe-Rybinsk的UDOMIYA火車站。此段時期 Syaosuifen暫沒有郵局設立，銷「哈爾濱-262-滿州里」a'戳，橢圓DOPLATIT(欠資)/郵政火265車印，手填「8」，內嵌錯為265線(哈爾濱-KWAGCHENTZE)。



10161



1909 Registered cover to France franked on the reverse with 1902-05 3k pair and 1909-12 7k pair paying the 20k rate, tied by "HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY a" 24.8.09 cds, obverse with further strike and reg'n label in French reading "HARBIN WHARF / MANCHURIA", minor soiling, rare

1'000

1909年，掛號封寄法國，背貼1902-05 3戈比雙連及7戈比雙連，共付郵資20戈比，銷「哈爾濱碼頭/中國東方鐵路火車站 a」24.8.09戳，另附正面銷同款式戳及法文掛號標籤，微損。



10162



1909 Picture postcard showing street scene in Manchurian town of Kayuan-Syan, sent to Switzerland with 1902-05 2k and 1909 3k tied by single "HARBIN - 263 - VLADIVOSTOK d" 28.8.09 oval ds, very fine and fresh

100

1909 Kaxuan-Syan的滿州里街道景明信片寄瑞士，貼1902-05年2戈比及1909 3戈比票，銷單圈「哈爾濱-263-海參威」28.8.09橢圓戳。



10163

1909 Picture postcard of Harbin sent to Novyi Petergof, Baltic Railway, with 3k Arms tied by "HARBIN / RAILWAY STATION / a" 31.8.09 cds (T&S type 2B), very fine

150

1909年貼3戈比軍徽圖明信片由哈爾濱寄Novyi Petergof波尼的海鐵路，銷「哈爾濱/鐵路火車站/a」31.8.09戳「T&S 2B型」。



10164

1909 Charity postcard to Labinskaya, Kuban, with 3k Arms tied by "KWANGCHENTZE-266-HARBIN / a" 8.12.09 oval TPO ds, showing defective second "6" causing "265" instead of "266" found only on "a" cancel, this being the earliest recorded date of the oval cancels introduced after line 265/266 shortened following cession of the southern half to Japan as the South Manchuria Railway (Kwangchentze-Port Arthur), fine

300

1909慈善明信片寄Labinskaya, Kuban, 貼3戈比徽圖標，銷「KWANGCHENTZE-266-HARBIN/a/8.12.19」橢圓火車戳，因原戳有損，引致編號「266」第二個「6」字變成「5」字，此款封紙有在「a」戳才找到。此最早記錄之橢圓戳發現於265/266線路上，沿於日俄戰爭後南部領土割讓給日本，南滿州鐵路「Kwangchentze-Port Arthur」。

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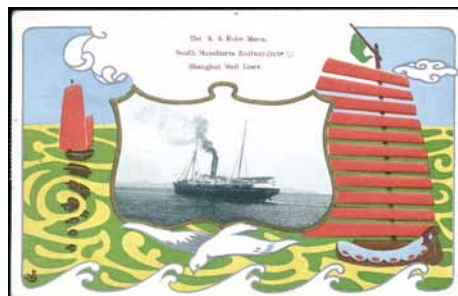
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10165 

1909 Registered cover to Tambov sent by a soldier with the 1st Company 1st Trans-Amur Railway Battalion, franked with 7k Arms pair tied by UNRECORDED "STATION HAILAR / CHINESE-EASTERN RAILWAY" 20.12.09 cds, with further strike and reg'n label adjacent, arrival bs, vertical tear at left backed by sellotape, possibly unique example of this cds

1'500

1909年由第1軍團第1鐵路軍隊士兵寄出之掛號封到Tambov，貼7戈比軍徽圖，銷未被記錄的「海爾火車站/中國東部鐵路」20.12.09戳，另旁附同款戳及掛號標籤。封左邊帶有透明的膠帶於封背用於修補垂直的裂痕，此郵戳是較少有的例子。

10166 

1910 Embossed souvenir card by the Japanese South Manchuria Railway Company, Dairen (Dalny), depicting the Shanghai mail liner S.S. "Kobe Maru", sent to Germany with Russia 4k and Japan 4s both tied by single Harbin Central Railway station "a" 24.1.10 cds (T&S type 2B). very fine mixed franking.

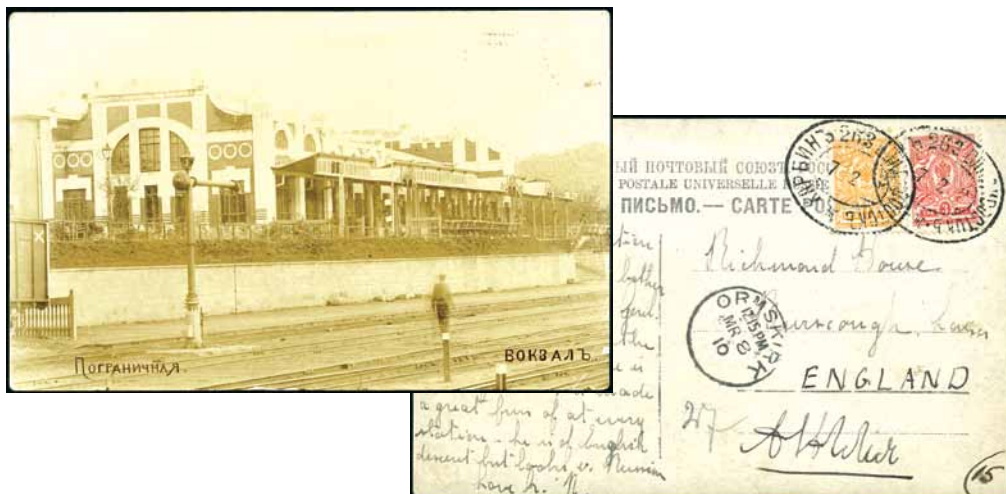
100

Note: The South Manchuria Railway comprised the southern part of the Chinese Eastern Railway Line 265/266 extending from Kwangchentze (Changchun) to Port Arthur, ceded to the Japanese under the terms of the Treaty of Portsmouth that ended the Russo-Japanese War in September 1905

1910年日本南滿州里鐵路公司浮剛明信片，圖案為上海S.S.郵政船「神戶丸」寄德國，貼俄國4戈比及日本4錢票，銷「哈爾濱中央鐵路火車站' a '」24.1.10戳「T&S 2B型」，混貼片。

備註：根據朴茨茅夫條約，1905年9月日俄戰爭停戰，俄國要將南滿州里的中國東部鐵路線265/266所延伸由Kwangchentze「長春」至大旅線路均要割讓給日本。





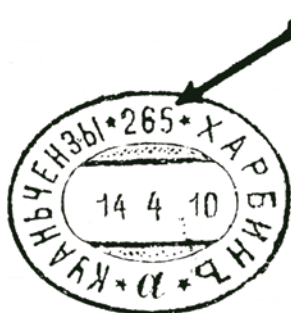
10167

1910 Real picture postcard of Station Pogranichnaya sent to England with 1k and 3k Arms tied by "HARBIN - 263 - VLADIVOSTOK zh" 7.2.10 oval ds, sent by someone travelling to Vladivostok, fine

300

Note: The "Genl. Hobart" the message referred to as a fellow passenger was evidently General Hovarth, Managing Director of the C.E.R. from 1903-19 who always travelled in a private coach at the rear of the train

1910相片明信片由Pohranichnaya寄英國，貼1戈比及3戈比軍徽圖票，銷「哈爾濱-263-海參威zh」7.2.10橢圓戳，此片由某人旅行到海參威，據說當時C.E.R.之總經理於1903至1919期間經常乘坐這火車的私人席去旅行。



10168

1910 Peking viewcard to USA written by traveller 'nearing Harbin' 27 4 10 (N.S.) and cancelled on C.E.R. T.P.O. KWANGCHENTZE-266-HARBIN 'a' 14 4 10 (O.S.), franked 2 Chinese 2c stamps, unaccepted for postage and oval tax mark applied: DOPLATIT (To Pay)/266/POSTAL WAGON/266, taxed 4c on arrival, pair of USA 2c postage dues applied and cancelled (moved from original position over T.P.O. cancel), defective figure '6' in T.P.O.canceller results in supposed "error" '265', rare due marking

1'200

1910年北京明信片寄美國，銷C.E.R. T.P.O. KWANGCHENTZE-266-哈爾濱 'a' 14.4.10 (O.S.)戳，貼蟠龍20仙票，郵資不接納，故另銷「DOPLATIT (欠資)/266 郵政火車/266戳，銷4仙欠資到達印，美國欠資2仙雙連及銷印，原火車戳有錯誤，「265」的「6」字有損壞。





10169



1910 Envelope to Bern, Switzerland franked on the reverse with five 2k Arms tied by "VLADIVOSTOK - 264 - HARBIN Zh" 16.4.10 oval ds with further strike on obverse, opened out for display, fine, plus piece with three 10k Romanovs tied on the same train 28 11 14

300

1910年背貼5枚國徽圖2戈比寄Bern, 瑞士, 銷「海參威-264-哈爾濱zh/16.4.10」橢圓戳, 另同款式戳於封上面, 展覽封, 另附3枚羅曼諾夫10戈比票銷同款戳。



10170



1910 Large registered cover to St Petersburg franked 63k (8 lots at 7k per lot + 7k registration) made up of 1909-12 50k + 10k + 3k cancelled HARBIN RAILWAY STATION (Type 3A) 24 5 10, arrived St Petersburg 3 6 10, although endorsed "by Express (train)" the transit time of 10 days indicates no special treatment

300

1910年大型掛號封寄聖彼得堡共貼63戈比郵票(7戈比/lot, 共8 lot + 7戈比掛號郵資, 由1909-12年50戈比票, 10戈比票及3戈比票組成), 銷「哈爾濱鐵路(3A型)24.5.10」戳, 3.6.10到達聖彼得堡。雖然信封上註明以快信寄遞, 但10日之送達時間證明了該封並未被特別對待。



10171



1910/11 Two viewcards to Yokohama and London respectively franked 4k and 1k + 3k tied by MANCHULI RAILWAY STATION oval datestamps with 'filler', this cancel differs from Type 2 in having a "soft sign" after 'N' and "filler" between inner oval and bars enclosing date, first recorded BJRP No. 32 (1963), p.11, fig. 106

300

1910-1911, 兩張明信片分別寄橫濱及倫敦，分別貼4戈比及1戈比+3戈比，銷「滿州里鐵路火車站」橢圓漏白印，此戳與2型有分別，在內圈及橫劃均呈 'N' 修飾，此第一次記錄於BJRR1963年第32期第11頁圖106。



10172



1910 Chinese red band cover to Germany franked Arms issue 2k + 3k + 15k, 3k pen cancelled, other values cancelled HAILAR Type 3 translating: HAILAR/STATION OF CHINESE EASTERN RAILWAY 18 6 10, another strike applied alongside the following day, Hailar registration label in Cyrillic with Latin 'R' inserted by hand, fine

1'500

Note: Registered foreign-bound mail required a label in Latin characters, evidently not available at Hailar at that time

1910年中式紅條封掛號寄德國，貼2戈比，3戈比及15戈比票，3戈比筆銷劃，其它銷海關3型，海爾/中國東部鐵路火車站18.6.10戳，另銷翌日戳，西裡爾掛號標籤附手寫「R」拉丁字母。

備註：掛號郵寄海外須附拉丁文掛號標籤，暫未有證據此適合用於海爾。





10173



1910 Receipt for 2 telegrams sent August 5th with violet double-circle cachet reading CHINESE EASTERN RAILWAY/TELEGRAPH HARBIN CENTRAL, also telegram from Aleksandrovsk (Ekaterinoslav) to Harbin 4 3 15 showing red/white sealing slip reading TELEGRAPH/OF CHINESE EASTERN/RAILWAY

200

1920年，8月5日電報收據，銷紫色雙圈印，讀作「中國東部鐵路/電報哈爾濱中央」及Aleksandrovsk(Ekaterinoslav)電報寄哈爾濱4.3.15，附紅/白電報/中國東部鐵路封條。



10174

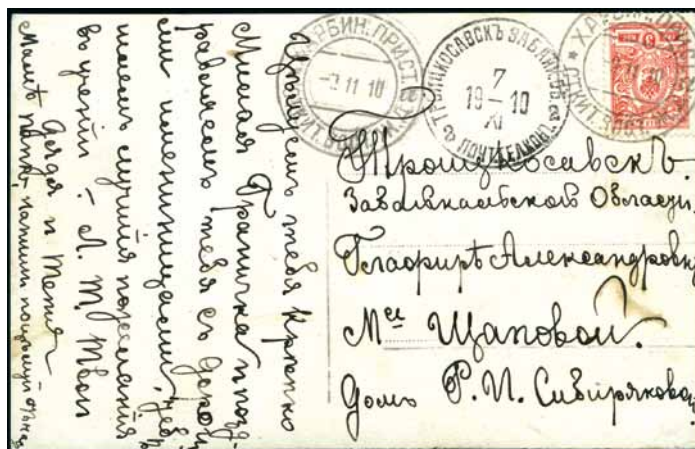


1910 Cover to Germany from firm in NEWCHWANG (Manchuria) posted on C.E.R. Line 262 (HARBIN-MANCHULI), train 'a' 15 9 10, cancelling 3k + 7k Arms issue, fine

200

1910年牛莊(滿州里)寄德國封，貼3戈比及7戈比軍徽郵票各一枚，銷「中國東方鐵路第262線(哈爾濱-滿州里)，'a'火車15.9.10」戳。

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10175



1910 Picture postcard to Troitskosavsk, near the Siberian border with Mongolia, with 3k Arms tied by "HARBIN WHARF / STATION OF THE CHINESE EASTERN RAILWAY a" 2.11.10 cds, Troitskosavsk arrival adjacent, very fine

150

1910年貼3 戈比軍徽圖明信片寄Troitskoavsk, 此地方位於西伯利亞與蒙古邊境, 銷「哈爾濱」



10176



1910 Registered cover to Imperial Chinese Customs at Manchurian / Russian border post of Poganichnaya, with 1902-05 1k (2), 5k and 1909-12 14k Arms making the 20k rate, all tied by Harbin railway station 19.12.10 oval ds (Type 3A), with "HARBIN / RAILWAY POSTAL BRANCH" reg'n label, and Russian Poganichnaya bs (Casey type I), fine

500

1910年掛號寄位於俄國Poganichnaya邊境之大清國滿州里海關, 貼1902-05年的1戈比兩枚, 及1909-12年的14戈比, 合20戈比郵資, 全銷「哈爾濱鐵路火車站19.12.10」橢圓戳「T&S 3A型」, 附「哈爾濱/鐵路郵政分局」掛局標籤及俄國Poganichnaya到達戳「此型未有記錄」。





10177

1911 Postcard sent unfranked to Station Mikhailovskaya, Orenburg Guberniya, with "HARBIN - 262 - MANCHZHURIYA" 23.3.11 TPO oval ds and "DOPLATIT / 262 / POSTAL WAGON / 262" oval tax hs with ms "6" for twice the correct rate of 3R, fine

300

1911年，沒有貼票明信片寄Mikhailovskaya火車站，Orenburg 262/郵政火車/262 橢圓稅印及手填「6」。



10178

1911 Japanese postcard with dateline "Harbin, China. 15 11 911," sent to St. Petersburg with China 1/2c Dragon, "MANCHZHURIYA - 261 - HARBIN" TPO oval ds adjacent, Chinese stamp was invalid and hence struck by "DOPLATIT / 261 / POSTAL WAGON / 261" oval tax hs with ms "6", arrival cds tying stamp, fine

200

1911年，日本明信片附註直線日期「哈爾濱，中國15.11.911」寄聖彼得堡貼大清蟠龍1/2分，旁附「MANCHZHURIYA-261-哈爾濱」火車橢圓戳，因中國票不被承認，故另蓋「DOPLATIT/261/ 郵政貨車/261」橢圓稅印及手填「6」，到達戳蓋於票上。

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10179



1911 Picture postcard depicting famous Russian writers and poets, sent to the Head Telegraphist at Harbin Railway Station with 3k Arms tied by "STATION MAOERSHAN / CHINESE EASTERN RAILWAY / a" 10.4.11 cds, some soiling, the UNIQUE USAGE OF THIS CANCEL ON COVER, plus very fine block of six 1k Arms with the same cancel dated 1 5 17

1'200

Note: Mao-Ershang is a station on Line 263/264 (Harbin-Vladivostok) east of Harbin. Hitherto its cancellations have only been recorded on loose stamps.

Illustrated in "Rossica Journal" nos. 104/105 (1984), p.12

1911貼3戈比軍徽圖票於俄國著名作家及詩人圖明信片寄哈爾濱鐵路電報總局，銷「貓兒山站/中國東部鐵路/a」10.4.11戳，微損，此銷戳沿用徽圖6方連銷同款式戳。

備註：貓兒山站位於東哈爾濱，哈爾濱至海參威263/264線。此銷戳圖曾刊登於「Rossica Journal」1984年版本2第12頁，圖104/105。



10180



1911 Cover from a French missionary in KWANGCHENTZE (Manchuria), writing to his superior in France franked 10k tied by double oval with 'filler' KUAN' CHENZY-266-HARBIN 'v' 24 5 11, Marseille arrival 15 days later, fine

300

1911年貼10戈比實寄封由KWANGCHENTZE「滿州里」法國傳士寄往他在法國的上司，銷雙圈「漏白」KUAN' CHENZY-266-哈爾濱'v' 24.5.11火車戳，15日後到馬賽。





10181



1911 3k Stationery card uprated 1k to pay 4k foreign rate to Germany posted on VLADIVOSTOK-264-HARBIN TPO (train 'e') 28 5 11, also 1914 3k + 7k War charity issue on fragment cancelled on the same line (train 'v'), 1915 3k War Charity (train 'g') 27 2 16 + Romanov 1k used on train 'zh' 26 2 13, fine strikes

150

1911 3戈比郵資片加貼4戈比海外郵資寄德國銷「海參威-264-哈爾濱」火車戳'e' 28.5.11及1914年3戈比+7戈比慈善票於剪片上, 銷同款'v'戳, 及1915年3戈比慈善票於剪片上, 銷同款'g'戳, 及1915年3戈比慈善票銷'g' 27.2.16火車戳, 羅曼諾夫1戈比'zh' 26.2.13火車戳。



10182



1911 Cover to Germany "via Siberia" with two pairs of 10k paying quadruple rate, tied by "KUANCHENZY - 266 - HARBIN / b" 21.6.11 oval TPO ds with further crisp strike below, ms notation on reverse indicates that the letter was sent from Harbin on 2.6.11 and arrived at Rostock 18.6.11 (New Style dates), some foxing

600

1911年實寄封經由西伯利亞寄德國, 貼10戈比直雙連兩對, 共付四倍郵資, 銷「KUANCHENZY-266-HARBIN/ 21.6.11」指標「b」橢圓火車郵局戳, 另同款式郵戳於下, 背手寫顯示此封由哈爾濱2.6.11寄出, 於Rostock 8.6.11收到, 新形日期, 有污漬。



10183

1911 Stampless viewcard to Smolensk cancelled HARBIN-262-MANCHZHURIYA T.P.O. (train 'a') 6 10 11 oval datestamp, oval DOPLATIT (To Pay)/262/POSTAL WAGON/262 oval datestamp in red alongside, fine strikes

150

Note: in 1911 Circular No. 43 of the Post-telegraph Administration (issued August 18th) stipulated that "doplatit" marks were to be struck in red to facilitate the sorting of underpaid mail. This rule was later relaxed.

1911年沒郵票片寄Smolensk, 銷「哈爾濱-262-滿州里' a' 」6.10.11 火車橢圓戳, 橢圓DOPLATIT(欠資)/262/郵政火車/262紅印。

備註: 1911年圓型第43號郵政電報局「於8月18日發行」規定欠資印須用紅色, 此規格其後取消。



10184

1912 3k Postal stationery card from Station Tsitsikar (C.E.R. Line 261/262) to Portugal, uprated with 1k Arms and both cancelled by "MANCHULI - 261 - HARBIN d" 16.3.21 (error for 12) oval ds, Portuguese arrival, very fine.

200

Note: Not only was the year date incorrect, but the eastbound cancel (261) was wrongly used instead of the westbound (262) cancel

1912年3戈比郵資片從Tsitsikar火車站(C.E.R. 261/ 262 線)寄葡萄牙, 另加貼1戈比, 銷「滿州里-261-哈爾濱d」16.3.21戳(誤值12當21), 葡萄牙到達戳。

備註: 不單只此年份誤值, 連東邊線戳(261)也誤用當作西邊線戳(262)。



10185 

1912 3k Stationery card uprated 1k to make 4k overseas rate posted on Line 266 (KWANGCHENTZI-HARBIN, train 'v') to Kandy, Ceylon 2 6 12 via Kobe Japan, included is a block of 4 1k with the same cancellation dated 5 6 15, fine and highly unusual destination

300

Note: Card illustrated British Journal of Russian Philately no. 32, 1963, p.16

1912年3戈比郵資片加貼1戈比(4戈比為當時海外郵資)由第266線(長春-哈爾濱, '5' 號火車)寄錫蘭kandy, 「日本神戶2.6.12」中轉戳(極不常見之目的地)。另附1戈比四方連, 蓋同款郵戳(日期為1915年6月5日)

備註: 此片曾於1963年B.J.R.P第32期第16頁展示。

10186 

1912 3k Stationery card to Yuriev (Lifland Guberniya) cancelled on TPO HARBIN-262-MANCHZHURIYA (MANCHULI) 'z' 9 6 12, arrival 18 6 12

150

1912年3戈比郵資片寄Yuriev (Lifland Guberniya), 銷“火車郵局哈爾濱-262-滿州里”z' 9 6 12”戳, 旁蓋“18 6 12”到達戳。

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10187



1912 Viewcard of Station Hailar on Line 261/262 of the CER franked 3k (underfranked by 1k) tied by HARBIN-262-MANCHULI 'b' 26 7 12 double oval with 'filler', addressed to Switzerland with St Gallen arrival, redirected

150

1912年貼3戈比票，CER線 261/262 海爾明信片寄瑞士，銷哈爾濱-262-滿州里' b' 26.7.12' 漏白' 雙圈橢圓戳，附St.Gallen戳。





10188



1912 Viewcard showing railway tracks at Harbin Central Station to England franked 1k and 3k tied by oval HARBIN-265-KWANGCHENTZE 'b' 28 9 12 datestamp, in addition small fragment with 1k (2) + 4k pair with similar cancel, fine

100

1912年哈爾濱中央火車站明信片寄英國，貼1戈比及3戈比橢圓「哈爾濱-265-KWANGCHENTZE' b' 28.9.12戳。另附剪片1戈比x2 及4戈比雙連銷同款戳。

10189  

1912 Picture postcard of Bukhedu railway station (Line 261/262, about 245 miles east of Manchuli), with 3k Arms tied by "HARBIN - 262 - MANCHULI / zh" 9.10.12 TPO oval ds, fine, plus piece with block of twenty 1k Arms tied by "STATION BUKHEDU / CHINESE EASTERN RAILWAY" cds (type 2), fine

300

1912年Bukhedu鐵路火車站明信片，貼3戈比軍徽圖銷「哈爾濱-262-滿州里/zh」9.10.12火車戳。此站位於東滿州里245里之第261/262線。另附1戈比20方連銷「STATION BUKHEPU/中國東部鐵路」戳「2型」。

10190  

1912 Postcard to STATION TAOLAICHAO on line 265/266 south of Harbin franked 3k cancelled on TPO HARBIN-265-KWANGCHENTZE 'v' 11 10 12, fair strike only, in addition fragment with ten 1k cancelled on same line in opposite direction KWANGCHENTZE-266-HARBIN 'v' 26 6 16

200

1912明信片寄TAOLAICHAO火車站南哈爾濱265/266線，貼3戈比銷火車「哈爾濱-265-KWANGCHENTZE' V' 11.10.12戳，另附1戈比10枚剪片，銷「KWANGCHENTZE-266-哈爾濱' v26.6.16戳。

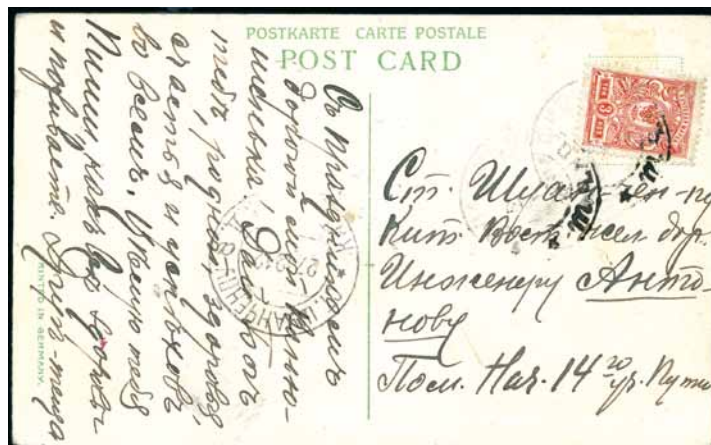


10191

1912 Cover to Berlin franked 3k and 7k cancelled oval HARBIN-262-MANCHZHURIYA 'b' 2 11 12 with 'filler' (a pattern of dots in the spaces between the bars and the inner oval - introduced on Lines 261/262 and 265/266 in 1909), both stamps additionally cancelled with a cross in red crayon, small cover faults

150

1912年貼3戈比及7戈比票寄柏林，銷橢圓「哈爾濱-262-滿州里' b' 」2.11.12戳，附「漏白」(於兩橫間及內橢圓之間，此用於1909的261/ 262及265/266)，此銷戳均有紅筆劃於票上，有微損。



10192

1912 Christmas card from Vladivostok to ST.SHWANCHENPU, a small station south of Harbin on Line 265/266 postmarked on arrival STATION SHWANCHENPU/CHINESE EASTERN RAILWAY 'a' 27 12 12, 3 strikes (1 good), also 50k stamp (SG 104) with same cancel dated 2 3 11

300

1912年聖誕片由海參威寄ST.SHWANCHENPU，位於南哈爾濱的265/266線上的一個小火車站，銷SHWANCHENPU/火車站/中國東部鐵路' a' 27.12.13戳，另附50戈比(SG104)銷相戳，日期為2.3.11。

Please Ensure your Bids Arrive in Time!

In the case of equal bids, the first bid received will take precedence.



10193



1913 Registered cover from FULYA-ERDI to Berlin franked on reverse 1k (6) + 7k pair to make up 20k registration, tied by STATION FULYA-ERDI/CHINESE EASTERN RAILWAY 10 1 13, matching reg'n labels in Cyrillic and French on obverse, light vertical fold clear of adhesives, this is the earlier of 2 known covers from this office and a year earlier than the earliest date recorded in "Russia Used abroad" Part 5 (1959), fine and very rare

5'000

1913年掛號封由FULYA-ERDI寄柏林，背貼1戈比雙連，合20戈比掛號郵資，銷“FULYA火車站/中國東部鐵路10.1.13戳，附西裡爾及法文標籤，有微摺痕。於1959年第5部俄國海外沿用郵件，曾敘述只存兩個封銷此戳。



10194

1913 Romanov 3k postal stationery card sent by a German serving with the Trans-Amur Railway Guards at Station Pogranichnaya to a compatriot in the 1st Siberian Artillery Brigade at the village of Knevichi near Station Ugol'naya, cancelled by "VLADIVOSTOK - 264 - HARBIN b" 14.1.12 (error for 13) oval ds, with blue "STATION UGOL'NAYA a / USSURI BRANCH OF THE CHINESE EASTERN RAILWAY" arrival cds, very fine.

400

Note: Not only did the postal clerk forget to change the year slug from 12 to 13, he also used the wrong canceller as it should have been Harbin - 263 - Valdivostok.

1913羅曼夫3戈比郵資片，寄件局為當時服務於Trans-Amur火車站之德國人，此站位於接近Ugol' naya車站的Knevichi鄉村的第1西伯利亞砲兵團，銷「海參威-264-哈爾濱b」14.1.12橢圓戳，「誤植12當13」，另銷「STATION UGOL」NAYA a/ 烏蘇裡分局中國東部鐵路」到達戳。

備註：此郵服員不但忘記更改年份金屬塊由12改為13，更錯誤使用銷戳，應為「哈爾濱-263-海參威」。



10195



10196

10195

1913 Cover to Paris franked Romanov 10k cancelled HARBIN CENTRAL RAILWAY STATION Type 3A 27 1 13 oval datestamp, endorsed "via Siberia and Russia/France" in manuscript alongside, fine

150

1913年貼羅曼諾夫10戈比貼寄巴黎，銷哈爾濱中央鐵路3A型27.1.13橢圓印，背書「經西伯利亞及俄國/法國」。



10196 

1913 3k Romanov stationery card written from STATION HANDAOKHETZE (Line 263/264) to STATION IMYANGPO on the same line, cancelled oval HARBIN-263-VLADIVOSTOK 'z' 21 2 13, delivered the same day, fine

150

Note: Date of delivery shows that train was travelling towards Harbin and that wrong canceller had been applied by postal clerk

1913年3戈比羅曼諾夫郵資片由263/ 264 線上之HANDAOKHETZE站，銷橢圓型「哈爾濱-263-海參威' z' 21.2.13」戳，同日寄遞。

備註：寄遞日期顯示火車正沿哈爾濱方向行駛，而郵務員在片上蓋上錯誤的戳印。

10197 

1913 Registered cover to Vienna franked Romanov 3k pair and 14k to make up the 20k reg'n rate tied by TSITSIKAR Type 3 cds's translating: TSITSIKAR/STATION OF CHINESE EASTERN RAILWAY 'a' 11 4 13 with matching reg'n label alongside, signed Mikulski, very fine and rare

5'000

Note: This station was situated on Line 261/262 of the C.E.R., about 20 miles south of Tsitsikar itself and on the site of the present town of ANGANGKI, North Manchuria

1913年掛號封寄維也納，貼羅曼諾夫3戈比雙連及14戈比，合符掛號郵資，銷TSITSIKAR 3型戳，即「TSITSIKAR/ 中國東部鐵路火車站' a' 11.4.13戳，旁附掛號標籤，Mikulski簽署。

備註：此城鎮位於20外的Tsitsikar北部261/262線，現稱為Anganki。

You may bid LIVE by Internet at www.davidfeldman.com



10198



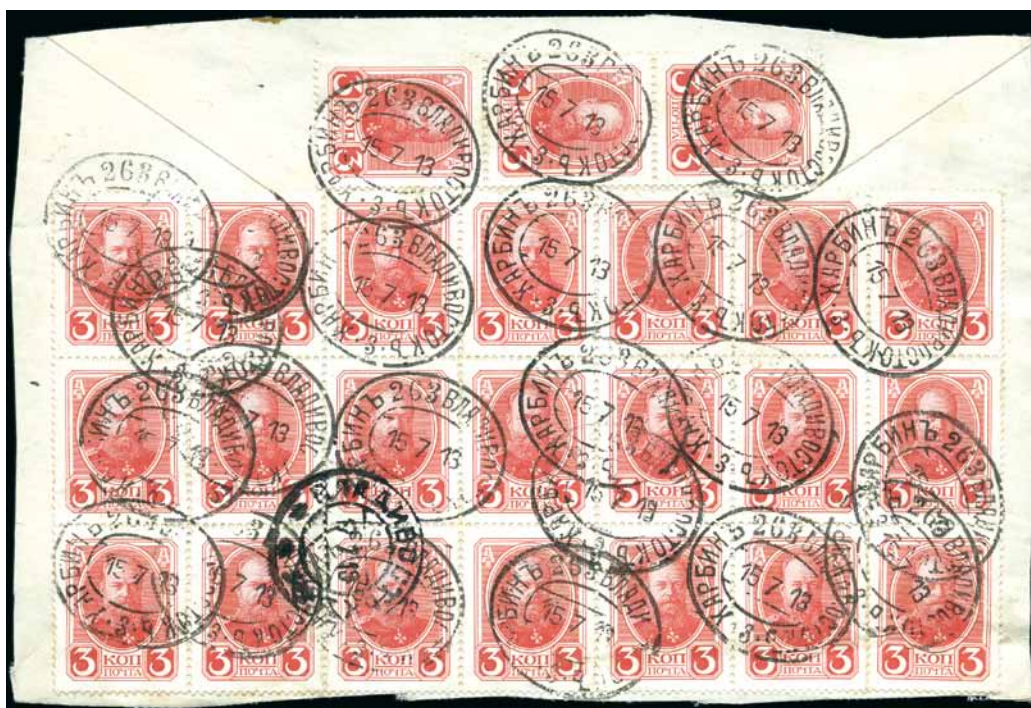
1913 Viewcard of STATION TSITSIKAR on CER (Line 261/262) about 400 miles east of Manchuli, posted on HARBIN-262-MANCHULI T.P.O. (train 'b') 23 6 13 to Simbirska, fine

150

Note: The settlement which grew up around the railway station was situated about 20 miles north of Tsitsikar itself and is now the town of Anganki

1913年TSITSIKAR火車站明信片，此站位於CER 261/262 線東滿州里火車戳('b') 23.6.13寄Simbirska。

備註：此城鎮位於20里外的Tsitsikar北部，現稱為Anganki。



10199



1913 Back of linen envelope posted at Vladivostok and franked with 24 Romanov 3k cancelled on T.P.O. route 263 (HARBIN-VLADIVOSTOK) Train 'Z' 15 7 13, generally good strikes, scarce and spectacular

1'200

1913年貼羅曼諾夫3戈比24方連寄海參威，銷火車第263線「哈爾濱-海參威」15.7.13戳。



10200



1913 Back of linen envelope posted to Vladivostok and franked Romanov 3k (26) cancelled HARBIN WHARF / STATION OF THE CHINESE EASTERN RAILWAY 3 8 13, earliest date for this office as recorded in Tchilingarian and Stephen "Russia Used Abroad" Pt.5, p.436, spectacular franking

1'200

1913年貼羅曼諾夫3戈比26枚寄海參威，銷哈爾濱碼頭/ 中國東部鐵路火車站3.8.13戳。
此郵局最早郵戳記錄刊登於「俄國海外沿用郵件」(T&S)第436頁。

Auction Bids

The auction bidding steps are as follows:

€ 50 - 100	€ 5	€ 500 - 1000	€ 50	€ 5000 - 10000	€ 500
€ 100 - 200	€ 10	€ 1000 - 2000	€ 100	€ 10000 - 20000	€ 1000
€ 200 - 500	€ 20	€ 2000 - 5000	€ 200	€ 20000 - 50000	€ 2000
				€ 50000 - 100000	€ 5000

Bids between these steps will be adjusted accordingly to the next higher bid step.
The bidder is bound by his/her offer until a higher bid has been validly accepted.





10201

1913 Registered cover from HARBIN (Manchuria) to CHITA (Siberia) franked Romanov 7k + 14k tied HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY, matching reg'n label alongside, very fine and scarce

1'800

1913年掛號封寄Chita(西伯利亞), 羅曼諾夫戈比及14戈比, 銷哈爾濱碼頭/中國鐵路火車站戳, 附掛號標籤於旁。



10202

1913 Cover to England with Romanov 10k (pulled lower left corner perf.) tied by "MANCHULI RAILWAY STATION" 20.11.13 oval ds with further strike adjacent, London bs, fine, plus piece with pair of 1914 War Charity 1k tied by the same cancel and picture postcard of Manchuli Railway Station

400

1913年貼羅曼諾夫10戈比「左下角有損」實寄封寄英國, 銷「滿州里火車站/20.11.13」戳, 旁附同款式戳, 倫敦到達戳, 另附1914年戰事慈善票1戈比雙連, 銷同款式戳及滿州里火車站明信片。





10203



1913 7k Romanov stationery envelope to NIKOLSK-USSURIISKI cancelled on CER TPO HARBIN-263-VLADIVOSTOK 'z' 12 12 13, arrival cancel the following day, also pair of 7k Romanovs with similar cancel but train 'g', fine strikes

200

1913 年羅曼諾夫7戈比郵資封寄NIKOLSK-USSURISKI, 銷CER哈爾濱-263-海參威'2' 12.12.13戳, 附翌日到達戳, 及羅曼諾夫戈比雙連銷同款'g'火車戳。



10204



1913 Registered cover to Moscow with Romanov 25k (two pulled corner perfs) tied by "HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY" 21.12.13 double-circle ds, Russian "Z" reg'n label with same abbreviated inscription as on cancel, Moscow bs, fine

300

1913年掛號封寄莫斯科, 貼羅曼諾夫25戈比「角位有兩齒孔微損」銷「哈爾濱碼頭/中國東方鐵路火車站」21.12.13雙圓戳, 俄國掛號標籤及莫斯科到達戳。



10205 (X)

1913 Large portion of the reverse of an envelope with a spectacular franking of Romanov 1k strip of four and 2k in blocks of 30 and 20, all tied by "HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY" 24.12.13 cds, Vladivostok arrival, minor faults not detracting

200

1913年封背貼羅曼諾夫1戈比4連及2戈比20方連及30方連, 銷 '哈爾濱碼頭/中國東部鐵路火車站' 24.12.13戳, 海參威到連戳, 微損。



10206 X

1914 Local picture postcard sent from Kirsanov to 8th Company 2nd Transamur Railway Regiment at Station Yaomyng (on Line 265/266, south of Harbin), with 1k and 2k Arms tied by Kirsanov cds with "YAOMYNG / STATION OF CHINESE EASTERN RAILWAY" 8.1.14 arrival cds (T&S type 2), this being the EARLIEST KNOWN USAGE of the type 2 ds, indicating overlapping usage with the type 1.

300

Note: Under the terms of the Peace Treaty following the Russo-Japanese War, Russia was permitted to maintain a military force in Manchuria ("Trans-Amur region") in order to protect the Chinese Eastern Railway.

1914由Kirsanov寄出的明信片至Yaomyng火車站的第8團第2鐵路兵團「此乃南哈爾濱線265/266」, 貼1戈比及2戈比軍徽圖銷「KIRSANOV」戳, 另附「YAOMYNG中國東部鐵路火車站」8.1.14到達戳「T&S 2型」, 此戳乃已知的2型戳, 顯示函蓋於1型沿用。

備註: 根據日俄戰爭的和平條約, 俄國已被獲准保留在滿州里的軍事力量, 其目的為保護中國東部鐵路。



10207



1914 Registered cover to Germany with 10k Arms pair tied by "STATION FULYAERDI / CHINESE EASTERN RAILWAY" 9.1.14 cds, with Russian and Western language reg'n labels as required by UPU regulations, Berlin bs, fine and very rare TPO cancel

4'000

Note: Fulya-Erdi was a small station on Line 261/262, about 250km North-West of Harbin, formerly believed to have handled only ordinary mail.

1914年貼14戈比雙連掛號封寄德國，銷「FULYAERDI火車站/中國東部鐵路」9.1.14戳，附俄文及西方文字掛號標貼，此乃按照郵盟規格，柏林到達戳。

備註：此Fulya-Erdi是位於哈爾濱西北部約250公里，261/262線的小火車站，此站只處理普通郵件。

Payment by Credit Card



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10208 ✉

1914 Viewcard addressed to STATION HAILING (CER) dateline 10/III 1914, posted same day on Khabarovsk-153-Vladivostok TPO (train 'zh') cancelling 3k, HAILIN'/STATION OF CHINESE EASTERN RAILWAY 12 3 14 receipt cds alongside, this represents the earliest recorded date of this cancel from the very small office on Line 263/264, 313 versts east of Harbin, previous recorded usage in 1919 (BJRP No. 33, 1963, p.14. fig. 133)., card with overall staining affecting adhesive, a rarity

400

1914年明信片寄HAILING火車站(CER)附直線日期10/III 1914銷同日 Khabarovsk-153-Vladivostok火車站' zh' 於3戈比票, HAILIN'/中國東部鐵路火車站12.3.14到達戳, 此263/264, 313東哈爾濱戳, 顯示出這小郵局最早出現之日期, 在1963年33期之BJRP第14頁, 圖133曾記錄此郵戳曾於1919年沿用, 片有污漬影響貼票。



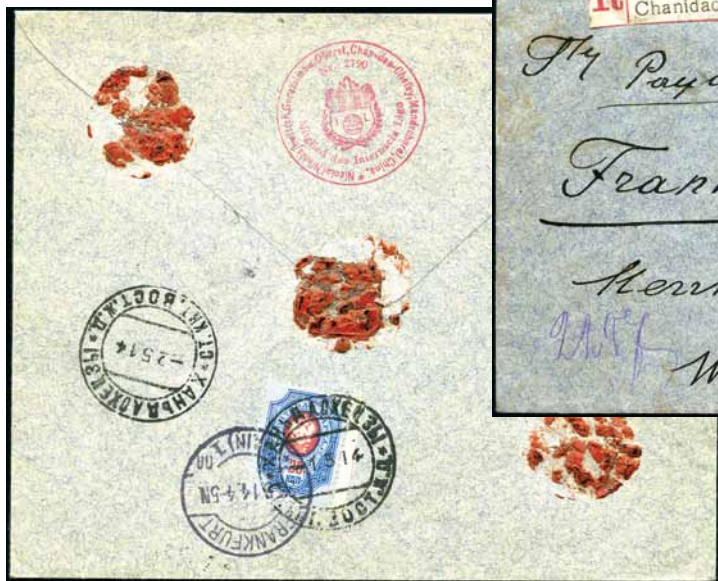
10209 ○ ✉

1914 Advice of Receipt form from Harbin to Hailar franked with 7k Arms tied by Harbin cds, with "STATION HAILAR / CHINESE EASTERN RAILWAY / b" 24.3.14 cds (type 4), and received back in Harbin the next day, very fine and unusual, also a Romanov 10k with the same cds and a picture postcard of Station Hailar.

300

1914由哈爾濱寄海爾之領取收條, 貼7戈比徽圖票, 銷「海爾火車站/中國東部鐵路/b」24.3.14戳「4型」背銷哈爾濱翌日收妥戳, 少見及上品, 另附羅曼諾夫10戈比票銷同款及海爾火車站明信片。

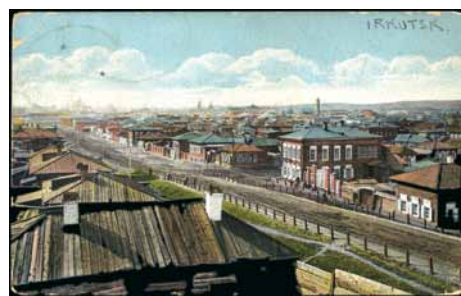


10210 

1914 Registered cover to Germany from a Russian Colonel at "Chas-das-Chetsy, Mandschurie, China", a station on Line 263/264, franked on the reverse with 20k Armstied by "HANDAOCHETZE, STATION OF CHINESE EASTERN RAILWAY" 1.5.14 cds (T&S type 3), Chandindaocheczy reg'n label on obverse, very fine

2'500

1914年由俄國上校於「Chas-das-Chetsy, Manschruie, China」掛號寄德國於263/264火車線，背貼20戈比軍徽圖，銷「HANDAOCHETZE，中國東部鐵路火車站」1.5.14戳「T&S 3型」，另附Chandindaocheczy掛號標籤。

10211 

1914 Picture postcard of Irkutsk, Siberia, written on a train by a traveller entering Manchuria from Siberia and sent to England while at Harbin 14 May 1914, proceeding south on Line 265 (Harbin-Kwangchentze) with 1k and 3k cancelled on the reverse journey (Line 266) by "KUAN'CHENZY - 265 - HARBIN a" 2.5.14 oval ds (defective second 6 looking like a 5), fine

300

Note: The "error" 265 for 266 is found consistently on canceller "a" of this line

1914年Irkutsk，西伯利亞明信片貼1戈比及3戈比票寄英國，寄件人由西伯利亞進入滿州里時寫於265線上火車「Harbin-Kwangchentze」銷相反路線「266線」「KUAN' CHENZY-265-HARBIN a」2.5.14橢圓戳，「第2個6字有損，看似5字」。

備註：此「錯誤」265當作266經常被發現於此路線上。



10212 ☒

1914 Cover to Hankow (China) franked 3k vertical pair tied HARBIN-262-MANCHULI Postal Wagon (Train 'a') 13 5 14 oval ds.s, underpaid by 1k, oval postage due mark applied in red DOPLATIT (To Pay) POSTAL WAGON 262, with manuscript '2K', Russian P.O. in Hankow arrival backstamp, very fine and scarce

1'200

1914年貼3戈比直連寄漢口，銷哈爾濱-262-滿州里郵政火車' a' 13.5.14 橢圓戳，另欠資1 戈比，紅色橢圓戳' DOPLATIT(欠資)' 郵政火車262印，手填「2K」，漢口俄國客郵到達戳。



10213 ☒

1914 Registered 3k stationery card uprated 1k and 10k to make registered rate to Luxemburg cancelled on Line 262-264 east of Harbin HANDAOKHETZE / STATION OF CHINESE EASTERN RAILWAY 8 6 14, 'R' reg'n label in Latin alongside reads CHANIDAOCHECZY, sender's personal "International League" red cachet in German alongside and Cap arrival mark, very fine rarity

3'000

1914年3 戈比郵資明信片掛號寄盧森堡，加貼1戈比及10戈比票，合符掛號郵資，銷262-264東哈爾濱「HANDAOKHETZE/ 中國東部鐵路火車站8.6.14戳，拉丁文 'R' 掛號標籤及德文「國際語言」紅色私人印。



10214

1914 Registered cover to London with bi-lingual company imprint at top franked Arms 3k pair + 7k pair tied oval MANCHULI RAILWAY STATION 'a' 17 6 14, arrival on reverse, 'Z' registration label reading MANCHULI/RAILWAY POSTAL BRANCH, ZAKAZNOE (registered) in red handstamp alongside partly overlapped by London reg'n label, on reverse 2-line red handstamp: VYNUTO IZ' YASCHIKA (Taken out of the (mail) box), fine

600

Note: From 1872 fully franked registered letters could be dropped into a mail-box instead of being taken to a post office. No previous record of such occurrence at Manchuli station.

1914年掛號寄倫敦，貼3戈比雙連及7戈比雙連，銷「滿州里鐵路火車站」'a' 17.6.14橢圓戳，背銷到達戳。'Z' 滿州里/鐵路郵政分局掛號標籤，ZAKAZNOE手蓋掛號印，封背Z行直線VYNUTOIZ' YACSHIKA」方印，意謂「郵箱取出」。

備註：由1872起，已貼足夠掛號郵資可直接投入郵箱，在滿州里火車站未有此紀錄。



10215

1914 Cover to England, redirected to London, franked Romanov ten 1k cancelled at HARBIN CENTRAL RAILWAY STATION by Subtype 2B canceller: HARBIN RAILWAY STATION 'a' 4 7 14, Westgate on sea arrival cds alongside,

400

1914年貼羅曼諾夫1戈比10枚票實寄封寄英國，轉寄倫敦，銷哈爾濱中央鐵路火車站2B代替型戳。「哈爾濱鐵路火車站」'a' 4.7.14西邊關關到達戳。



10216

1915 Registered cover to Riga franked 1k Arms issue +25k Romanov tied TSITSIKAR/STATION OF CHINESE EASTERN RAILWAY 'a' 13 1 15, matching registration label on the front, opened and resealed in transit by Military Censor in Irkutsk, using violet circular cachet, Riga arrival backstamp, fine and scarce

1'200

1915年掛號寄Riga，貼1戈比羅曼諾夫及25戈比，銷TSITSIKAR/中國東部鐵路火車站「a」13.1.15戳，附掛號標籤，Irkutsk已開及放行軍部檢查，圓紫印。Riga到達戳。



10217

1915 3k Stationery card addressed to London uprated Romanov 2k tied by VLADIVOSTOK-264-HARBIN 'e' oval datestamp, oval cachet in violet of Petrograd Military Censor, message comments on wartime situation and capture of German ship "Emden", fine

200

1915年3戈比郵政片寄倫敦，加貼羅曼諾夫2戈比，銷「海參威-264-哈爾濱」橢圓戳，彼得格勒橢圓軍部檢查印，附有戰爭訊息，俘虜德國船「Emden」。

10218 

1915 Registered cover to Sweden franked on the reverse with Romanov 10k pair tied by "HARBIN - 262 - MANCHULI a" 24.1.15 oval ds, opened by military censor at Irkutsk, obverse with red reg'n cachet with postal wagon no. and reg'n no. in ms, this being the ONLY EXAMPLE RECORDED of this C.E.R. reg'd cachet, very fine and unique registered cover.

4'000

Note: Mail was very rarely registered on postal wagons and cachets for this purpose were not introduced until March 1914. This is the only example recorded for the C.E.R.

1915年掛號封寄瑞典，背貼羅曼夫10戈比雙連銷「哈爾濱-262-滿州里' a'」24.1.15 橢圓戳於Irkutsk蓋上軍部已被檢查印，另紅色掛號方形附貨車郵政編號及手填掛號件號。此C.E.R. 紅色方印，祇有一件被記錄。

備註：於郵政火車上的掛號郵件非常罕見，掛號紅印直至1914年3月才被推出。

La monnaie utilisée pour cette vente est l'Euro
The currency for this auction is the Euro
Die Währung für diese Versteigerung ist Euro





10219

1915 Picture postcard from Manchuli Railway Station to St. Ashike with Romanov 1k and 2k tied by Manchuli oval ds with "ASHIKHE / 21.3.15 / STATION OF CHINESE EASTERN RAILWAY" cds below, card slightly soiled, plus unused picture postcard of Machuli station.

200

Note: Station Ashikhe was on Line 263/264, east of Harbin

1915年明信片由滿州里火車站寄St. Ashike, 貼羅曼諾夫1戈比及2戈比票, 銷「滿州里」橢圓戳及「ASHIKHE/ 21.3.15/ 中國東部鐵路」戳於下方, 原片有少許微損, 另附一張全新的滿州里車站明信片。

備註: Ashikhe火車站位於東哈爾濱263/264之路線。



10220

1915 Harbin picture postcard showing street scene to Petrograd with pair of China 1c "Junk" issue, with "HARBIN - 263 - VLADIVOSTOK / zh" 5.6.15 oval TPO ds just tying stamps, which were not accepted for postage and further struck with red "DOPLATIT / POSTAL WAGON / 263" postage due hs with ms "6" for twice the correct rate of 3R, green Petrograd arrival, fine and rare postage due item

500

1915年哈爾濱街道景明信片寄彼得格勒, 貼中國帆船1分橫雙連, 「哈爾濱-263-海參威/ zh/ 5.6.15」橢圓火車戳剛蓋上其一枚票之邊, 此郵資不被接納, 故另蓋「DOPLATIT/ POSTAL WAGON/ 263」紅色欠資印, 手填「6」於內, 彼得格勒到達戳, 罕見之欠資郵品。





10221



1915 Cover from a Chinese person in Vladivostok to a Chinese merchant at Station Tsitsikar, west of Harbin on Line 261/262, franked on the reverse with Arms 3k pair and Romanov 2k pair tied by "VLADIVOSTOK - 264 - HARBIN z" 13.6.15 oval ds, St. Tsitsikar arrival adjacent, encircled "D.Ts." censor cachet applied at Pogranichnaya on obverse, attractive

1'500

1915年此實寄封由駐海參威之中國人寄給當時駐西哈爾濱火車線261/262上的一名中國商人，背貼軍徽圖3戈比雙連及羅曼諾夫2戈比雙連，銷「海參威-264-哈爾濱2」13.6.15橢圓戳，St. Tsitsikar到達戳，Pogranichnaya圓型「D.Ts」檢查印。

Auction Bids

The auction bidding steps are as follows:

€ 50 - 100	€ 5	€ 500 - 1000	€ 50	€ 5000 - 10000	€ 500
€ 100 - 200	€ 10	€ 1000 - 2000	€ 100	€ 10000 - 20000	€ 1000
€ 200 - 500	€ 20	€ 2000 - 5000	€ 200	€ 20000 - 50000	€ 2000
				€ 50000 - 100000	€ 5000

Bids between these steps will be adjusted accordingly to the next higher bid step.
The bidder is bound by his/her offer until a higher bid has been validly accepted.



10222



1915 Registered cover to ZEMETCHINO (Tambov) franked on reverse 10k pair tied by CHALANTUNG 25 6 15 cds's, on obverse registration label CHZHALANTUNG/STATION OF CHINESE EASTERN RAILWAY, envelope with small faults clear of adhesives, rare

3'000

Note: Chalantung was an important centre in northern Manchuria handling all types of mail on Line 261/262, about mid-way between Harbin and Manchuli

1915年背貼10戈比雙連掛號寄ZEMETCHINO, 銷CHALANTUNG 25.6.15戳, 附CHZHALANTUNG/中國鐵路火車站, 封有微損但不影響票, Chalantung為滿州里北部主要中心處理261/262線的郵件, 此站乃哈爾濱而滿州里的中途站。

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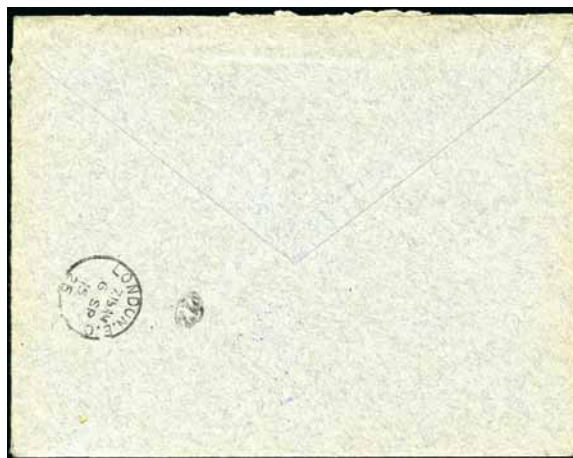
10223



1915 Cover between Chinese firms in Vladivostok and Tsimshikar, addressed in Russian on front and Chinese on reverse, franked 2k Arms issue strip of 3 + pair cancelled on TPO VLADIVOSTOK-264-HARBIN 'z' 26 6 15, received Tsimshikar on Line 261/262 3 days later, encircled D.Ts. (Passed by Censor) applied by Military Censor at border post of POGRANICHNAYA (Speeckaert Type 1), cover with some peripheral water staining, more evident on the front

300

1915年海參威寄齊齊哈爾封，正背兩面分別寫上俄文及中文地址，貼2戈比軍徽圖3連及雙連，銷「海參威火車郵局-264-哈爾濱「z」26.6.15戳，3日後經261/262線到達齊齊哈爾，帶圓型D.Ts.戳(於POGRANICHNAYA通過軍事檢查)(Speeckaert 1型)。封邊有水漬。



10224



1915 Cover from Russia-Asiatic Bank at Hailar (Manchuria) posted on CER Line 261 (Manchuli-Harbin) to London, transferred to the Trans-Siberian system and unloaded at Irkutsk where violet circular cachet of the Military Censor applied, fine

200

Note: Hailar is a station of the CER situated between Harbin and Manchuli and westbound mail should have borne HARBIN-MANCHULI (Line 262) cancel

1915年滿州里Hailar俄亞銀行經中國東方鐵路第261線(滿州里-哈爾濱)寄倫敦封，轉西伯利亞鐵路系統及於Irkutsk卸下(於當地蓋紫色軍事檢查圓型)。備註：Hailar為中國東方鐵路哈爾濱至滿州里段其中一站，西行之郵件均應帶哈爾濱-滿州里(第262線)之銷戳。



10225



1915 Chinese envelope addressed in Russian on front and in Chinese on back to Chinese trader at HARBIN WHARF, franked on reverse 2k Arms issue strip of 3 + pair, cancelled by oval VLADIVOSTOK-264-HARBIN 'g' 3 8 15 datestamp, framed D.T.S. (Passed by Censor) applied in violet on front by Military Censor at Vladivostok (Speckaert Type 2), Harbin arrival 5 8 15, slightly washed out appearance

400

1915年中式封寄俄國哈爾濱中國商人，背貼2戈比連及雙連，銷橢圓海參威-264-哈爾濱'g' 3.8.15戳。方形'D.T.S' <檢查已過>紫色印及海參威軍部檢查印<Speckaert 2型>，哈爾濱5.8.15到達戳。封有水漬。



10226



1915 Picture postcard from Pskov Railway Station to "Manchuria Station Handaokhetze, Chinese Eastern Railway, Russian Settlement", with "2nd Company 3rd Trans-Amur Railway Battalion" free-frank circular cachet and "MILITARY CENSOR / MANCHULI." cachet, St. Handaokhetze arrival, fine, plus picture postcard of the high street at Station Handaokhetze

200

Note: Cards pre-stamped with a soldier's unit cachet allowed them to send their mail post-free when on leave.

明信片由Pskov鐵路車站寄「滿州里Handaokhetze站，中國東部鐵路俄人據地」反「第2軍團第3火車戰隊」免資圓印與「軍部檢查/滿州里印」，St.到達戳，另附一張Handaokhetze火車站明信片。

備註：當軍人離開時是容許他們免資寄信件附帶兵團之蓋章。



10227

1915 Registered cover to Switzerland with 10k Arms pair tied by "STATION BUKHEDU / CHINESE EASTERN RAILWAY / b" 27.9.15 cds (T&S type 2), Latin-language registered label reads simply "BUKHEDU", opened and resealed with "MILITARY CENSOR / 5 / ATTACHED TO IRKUTSK POST OFFICE" cachet in Siberia, rare

2'000

Note: Bukhedu was a station on Line 261/262 of the Chinese Eastern Railway east of Manchuli

1915貼10戈比橫雙連掛號封寄瑞士，銷「BUKHEDU/ 中國東部鐵路/ b」27.9.15戳，「T&S 2型」，附拉丁文掛號標籤，打開及放行「軍部檢查/ 5/ 分配至IRKUTSK郵政局」印。

備註：Bukhedu火車站之261/ 262線是位於東滿州里中國東部鐵路。



10228

1915 Printed illustrated envelope showing river scene to Switzerland, with 10k vertical pair tied by "HARBIN - 262 - MANCHULI / b" 13.10.15 oval TPO ds, with circular "MILITARY CENSOR ATTACHED TO IRKUTSK POST OFFICE" red cachet, Berne bs, fine and very attractive

200

1915年瑞士河流圖案封貼10戈比直雙連票，銷「哈爾濱-262-滿州里/ b/ 13.10.15」橢圓火車戳，另蓋圓形「軍部檢查分配至IRKUTSK郵局」紅印，Berne到達戳。



10229 ☒

1915 Registered cover to Denmark with vertical pair of Romanov 10k on 7k provisionals tied on reverse by "HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY" 5.12.15 cds, with Cyrillic and Latin-language registration labels on obverse, opened and resealed by Military censor in Petrograd, received in Copenhagen more than one year after posting owing to the war, fine

1'000

1915掛號封寄丹麥，背貼臨時改於羅曼諾夫10戈比於7戈比直雙連，銷「哈爾濱碼頭/中國東部鐵路火車站/5.12.15」戳，附西裡爾及拉丁文掛號標籤，另附彼得格勒打開及放行軍事檢查封條，因戰事關係，此封到達哥本哈根時已逾時一年。



10230 ☒

1915 Registered cover to Paris franked 10k vertical pair on reverse tied by STATION HANDAOKHETZE / CHINESE EASTERN RAILWAY 31 12 15 cds's, a station on line 263/264, obverse with reg'n labels in Cyrillic and Latin as required by postal regulations for foreign destinations, opened and resealed in transit by Military Censor in Petrograd, fine and rare

4'000

1915年寄巴黎掛號封貼10戈比直雙連，背銷 HANDAOKHETZE站/中國東方鐵路 31.12.15戳，(263/264線上其中一站)，旁貼俄文及拉丁文掛號標籤(寄海外地址之郵政規定)，於彼得格勒中轉期間被當地軍事檢查開啓及重封。



10231



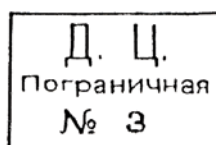
1916 Picture postcard of Petrograd endorsed "From the Active Army" and sent by soldier during WW1 to "Manchuria, St. Handaokhetze, Chinese Eastern Railway", with violet "2nd COMPANY 3rd TRANSAMUR RAILWAY BATTALION" free-frank cachet, sent via Manchuli with type 2 17.2.16 cds and boxed "D.T.S." censor cachet, "STATION HANDAOKHETZE" 20.2.16 arrival cds (type 3), very fine.

200

Note: The Peace Treaty that concluded the Russo-Japanese War of 1904-05 permitted both sides to maintain armed forces in Manchuria to protect their railways.

1916年於第一次世界大戰，由當地士兵背書於「現役軍隊」之明信片寄彼得格勒，銷「滿州里，St. Handaokhetze，中國東部鐵路」印及「第2軍團第3鐵路戰隊」免資紫印，經滿州里17.2.16戳，第2型，「D.T.S」檢查印，「HANDAOKHETZE火車/20.2.16」到達戳，第3型。

備註：在和平條約下，1904-05年的日俄戰爭上，雙方均准許在滿州里維持武裝裝備，以保護雙方之鐵路。



10232



1916 3k Postal stationery card to Denmark, uprated with 1k Arms to pay the 4k rate, written from Vladivostok and cancelled "VLADIVOSTOK - 264 - HARBIN zh" 2.7.16 oval ds, boxed "D.T.S. / PROGRANICHNAYA / No.3" military censor cachet, fine, plus block of six 3c on 3k cancelled on the same line with "z" oval ds (which were used when the civil war in Russia interrupted normal stamp supply), minor faults

300

1916 3戈比郵資片貼1戈比軍徽圖寄丹麥，銷「海參威-264-哈爾濱 2h」2.7.16橢圓戳，另銷方形「D.T.S/ROGRAN1CHNAYA/No.3」軍郵檢查印，另附面值3分於3戈比6方連銷同款式戳字母指標「z」橢圓戳「此戳沿用於俄國內戰時因正常郵票受到影響」，微損。



10233

1916 Registered cover to USA franked on reverse 10k vertical pair cancelled at HARBIN CENTRAL RAILWAY STATION with T&S Subtype 2A 7 7 16 oval datestamp, opened by Military Censor in Petrograd, transit New York and Fitchburg arrival, unusual 'R' registration label with wording in French: HARBINE GARE

300

1916年掛號封寄美國，背貼10戈比直雙連，銷「哈爾濱中央火車站7.7.16」橢圓戳(T&S 2A型)，於彼得勒格被當地軍事檢查員開啓，附紐約中轉及菲奇堡到達戳，另貼法語「HARBINE GARE」掛號標籤。



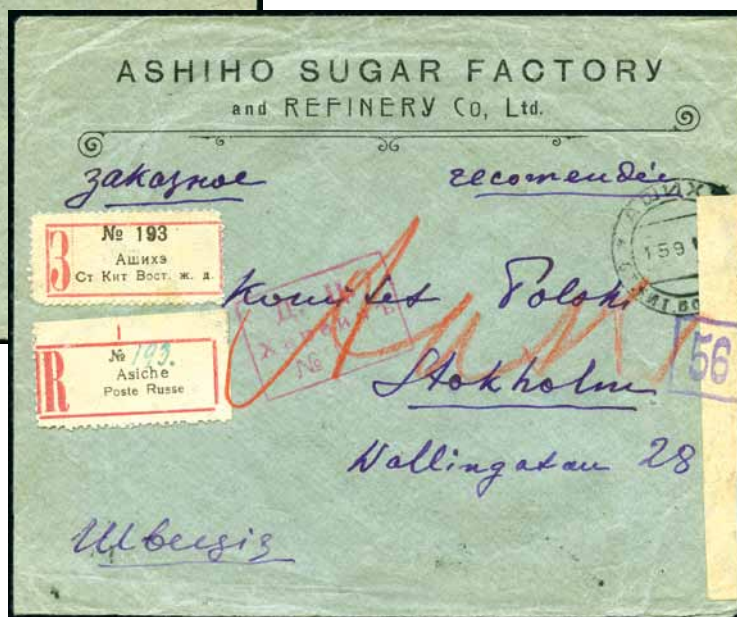
10234

1916 Art card to Moscow at domestic rate of 3k and Romanov 4k stationery card to Denmark both cancelled at HARBIN CENTRAL RAILWAY STATION with Type 2 oval datestamps, respectively serial 'a' (7 10 16) and serial 'b' (27 5 16), the latter of which has a wartime censor and control marks applied in transit at Petrograd, fine pair

200

1916年3戈比國內郵資明信片寄莫斯科，及羅曼諾夫4戈比郵資片寄丹麥，均銷「哈爾濱中央鐵路火車站橢圓2型戳，分別為序號'a' (7.10.16)及'b' (27.5.16)。





10235

1917 "ASHIHO SUGAR FACTORY" registered envelope to Sweden franked on the reverse by 5k imperf. and 35k tied by "ASHIKHE / ST. CHINESE EASTERN RAILWAY" 15.9.17 cds, with "PASSED BY CENSOR / HARBIN / No.1" boxed cachet adjacent, matching registered labels on obverse, fine and attractive

3'000

1917年Ashiho 糖廠封背貼5戈比無齒及35戈比票銷「ASHIKHE/聖中國東部鐵路」15.9.17戳，銷「檢查已過/哈爾濱/1號」方形印及兩枚掛號標籤。



10236

1917 Special P.O.W. card to Austria from a German national held at Tsitsikar writing to his mother cancelled on T.P.O. HARBIN-262-MANCHZHURIYA (Manchuli) 'e' 28 9 17, passed through military censors in Petrograd and Vienna, in addition a postcard included showing Tsitsikar Railway Station

150

1917年俘虜營片寄奧地利，銷火車戳「哈爾濱-262-滿州里e」28.9.17，附彼德格勒及維也納軍部檢查印，另附Tsitsikar火車站明信片。



10237

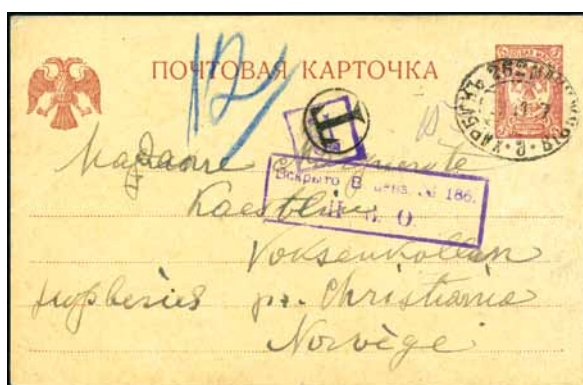
1917 Native cover to Peking franked 1909 10k + 1917 5k imperf. dropped in letter-box of MANCHULI-261-HARBIN Postal Wagon (train 'a') 13 11 17 oval postage due mark applied in red DOPLATIT / POSTAL WAGON 261 with amount payable (10k) inserted by hand, boxed violet cachet of Military Censor Vladivostok, some water staining affecting Doplatit mark

400

Note: Cover described "Russia used Abroad", Pt. V (1959), p. 466, fig. 663

1917年寄北京，貼1909年10戈比及1917年5戈比無齒，投遞於郵箱滿州里-261-哈爾濱郵政火車' a ' 13.11.17，另蓋橢圓紅色' DOPLATIT / 郵政火車261手填10戈比郵資，海參威紫色軍部印，有水漬影響欠資印。

備註：此封曾刊登於「俄國海外沿用郵件」1959年第466頁圖633。



10238

1917 5k 'Kerensky' card addressed to Norway with imprint cancelled on CER TPO HARBIN-262-MANCHULI 'd' 27 11 17, boxed violet cachets applied by Military Censor in Petrograd (Speckaert Types 24 & 27), 5k paid only the domestic rate being 3k underpaid, encircled 'T' (Taxe) applied with blue crayon '12' added to denote postage due in Norwegian currency (12 ore), this is the earliest known 'Kerensky' stationery used in the Far East and from a Russian P.O. abroad, fine

400

1917年5戈比 '克倫斯基' 明信片寄挪威，銷 '中國鐵路局火車郵局 哈爾濱-262-滿州里 'd' 271117' 戳，旁蓋紫色型" 彼德格勒軍事檢查" 戳24及27型)。當時5戈比只是足夠支付國內郵資，欠資5戈比，因此旁蓋圓型" T " 字印及附加藍色蠟筆手填" 12 " (將欠資加額以挪威貨幣顯示)。此片為' 克倫斯基' 郵資片於遠東及俄羅斯境外郵局最早之使用實例。

10239 

1917 Typed letter to manager of postal operations at STATION KWANGCHENTZE from postal clerk at Russian P.O. HANKOW (China) enquiring about parcels addressed to a relative in EL'VA (Lifland Guberniya), enclosing receipts and fee of 40k (30k in coin and one 10k stamp), 20k pair affixed and cancelled circular KUANCHENTZY/STATION OF CHINESE EASTERN RAILWAY 17 12 17, fine and unusual

300

Note: At this time Kwangchentze (Japanese Changchun) was the southern terminus of the C.E.R. and an important exchange-point for mail to and from China

1917年由漢口俄國郵局寄KWANGCHENTZE火車站，要求包裹寄 EL' VA (Lifland Guberniya)，附單據及費用40戈比(30戈比硬幣及10戈比郵票，貼20戈比票，銷KUANCHENTZY/中國東部鐵路火車站17.12.17戳。

備註：Kwangchentze(日譯作長春)位於C.E.R之南部站，交匯點處理由中國來之郵件。

10240 

1918 3k Postal stationery card to Japan uprated with 2k Arms imperf., both cancelled by "HARBIN / RAILWAY STATION" oval ds (Type 2A), Japanese P.O. Changchun transit, sent by a couple travelling across Manchuria by car during the Russian Civil War explaining that "Our situation is quite a serious one. We must go on not knowing whether we shall get any further than Manchuria, threatened to lose our berth tickets...and our car...", very fine

150

1918年3戈比郵資片另貼2戈比軍徽圖寄日本，銷「哈爾濱/鐵路火車站」橢圓戳「T&S 2A型」，日本長春客郵中轉戳，內文是一對夫婦房車旅行時行經滿州里，敘述因俄國內戰期間「處境嚴重，不知能否橫渡滿州里，期間驚恐遺失車票…汽車…」。



10241



1918 3k Postal stationery card uprated with 10k perf., 2k imperf. and 5k (2) imperf., sent to the Germany colony at Tsingtau (China), all tied by "HARBIN RAILWAY STATION b" 15.10.18 oval ds, received same day at Changchun Japanese P.O. with violet cds and red boxed tax mark, pencilled receipt "6/11/18" in top left corner, fine

300

1918年3戈比郵資片加重郵資，貼2戈比無齒，5戈比無齒雙連及10戈比票，寄德國殖民地青島，銷「哈爾濱鐵路火車站b」15.10.18橢圓戳，同日已收件，銷「長春」日本客郵戳，及紅色「青島」稅方形戳。



10242



1919 Cover to USA sent by an officer with Rail Road Service Corps of the American Expeditionary Force to Siberia franked 15k + 20k vertical pair cancelled oval HARBIN-263-VLADIVOSTOK 'd' 1 4 19 oval datestamp, opened and resealed by Military Censor in Vladivostok, cover marginally reduced at left and slightly soiled

300

Note: Owing to the confused situation in the Far East following the Revolution from January 1919 the CER was run by an Inter-Allied Board, disbanded a year later

1919年西伯利亞寄美國封(由美國遠征軍寄出)，貼15戈比單枚及20戈比直雙連，銷橢圓型「哈爾濱-262-海參威」d' 1 4 19' 戳，於海參威被當地軍事檢查員開啟及重封。封邊輕微修短及黃點。

備註：1919年1月革命導致遠東情況混亂，中國東方鐵路局曾短時間由外國聯合營運。



10243



1919 4k Romanov stationery card uprated 20k on 14k Romanov provisional to VERKHNE-UDINSK in Siberia cancelled MANCHULI RAILWAY STATION 'a' 7 4 19, arrival 2 days later

200

Note: Shows post-abdication use of Romanov stamps and stationery in "White" territory

1919年4戈比羅曼諾夫臨時改值20戈比於14戈比寄西伯利亞VERKHNE-UDINSK, 銷「滿州里鐵路火車站」a' 7.4.19戳。兩日後到達。

備註：此片顯示羅曼諾夫及郵政片於「白」領域的過渡期。



10244



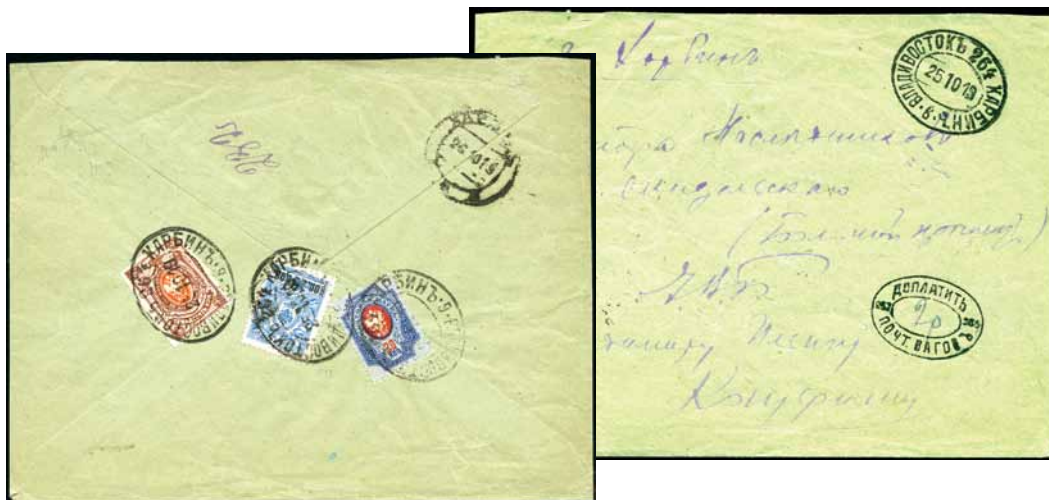
1919 Registered cover to Switzerland franked block of 4 35k on 2k Arms issue surcharged by Siberian Government of Admiral Kolchak, tied by HARBIN WHARF / STATION OF CHINESE EASTERN RAILWAY 19 6 19 cds's, violet Yokohama transit cds and Clarens arrival backstamp, matching reg'n labels in Cyrillic and Latin as required by U.P.U., fine rarity

3'000

Note: In 1919 communication with European Russia was severed by civil war and stamps for use in Manchuria were obtained from Siberia and elsewhere. For the same reason mail for Europe was routed via Japan and the USA.

1919年掛號封寄瑞士，貼將Kolchak西伯利亞改值於35戈比於2,4方連，銷「哈爾濱碼頭/中國東部鐵路火車站19.6.19戳，紫色橫濱中轉印及Clarens到達戳，據郵盟規格須附上西裡爾及拉丁文掛號標籤。

備註：因1919年俄國內戰，滿州里郵票從西伯利亞獲得，寄歐州郵件須經日本及美國。



10245

1919 Cover to Harbin franked on the reverse with 10k on 7k, 20k and 30k tied by Vladivostok-Harbin Line 264 "v" 25.10.19 oval ds with further strike on obverse, underpaid and further struck with "DOPLATIT / 263 / POSTAL WAGON / 263" oval tax hs with ms "2r", Harbin bs, opened for display, fine and rare underpaid cover

300

Note: Train operated in both directions (Line 263-264) and tax handstamps for either route seem to have been used indiscriminately

1912年背貼改值10戈比於7戈比，20戈比及20戈比，銷「海參威-哈爾濱264綠'v' 25.10.19橢圓戳寄哈爾濱，欠資及銷「DOPLATIT/263/263」橢圓稅印，手填「2r」，附「哈爾濱」到達戳，展覽封。

備註：當火車運行於兩者方向「線263-264」及手蓋稅印與兩者之間的路線看似沒有多大分別。

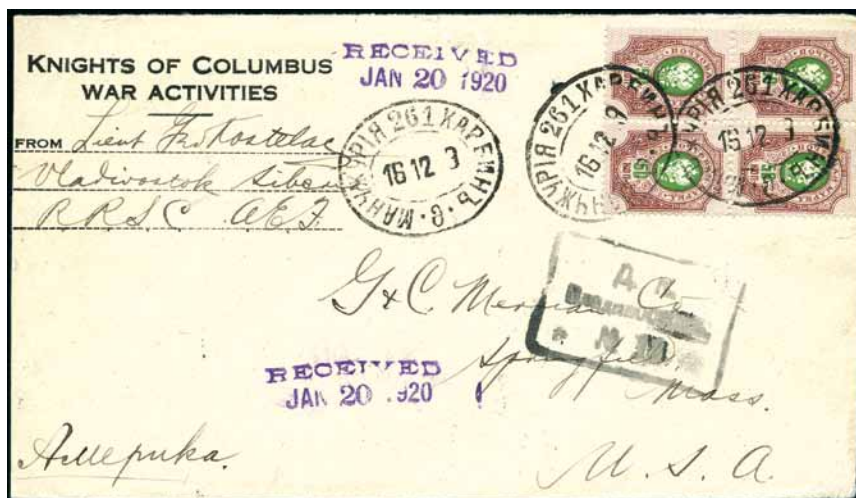


10246

1919 Cover to Philippines redirected from Manila to Vigan on the island of Luzon with multiple franking of Imperial Arms issue totalling 2 roubles, cancelled on CER TPO MANCHULI-261-HARBIN 'z' 7 11 19, transit violet chop of the Japanese P.O. at Changchun translating "to Shanghai", Hong Kong transit, small peripheral cover faults

500

1919年實寄封寄菲律賓，再轉由馬尼拉轉寄Luzon上的一個島嶼貼多種軍徽圖票，共郵資2盧比，銷CER線上的「滿州里-261-哈爾濱12」火車戳，長春日本客郵中轉戳，香港中轉戳，封有微損。

10247 

1919 Cover to USA with corner card of an American fraternal society, sent by an officer with the RUSSIAN RAILWAY SERVICE CORPS of the AMERICAN EXPEDITIONARY FORCE based at Vladivostok, posted on CHINESE EASTERN RAILWAY Line 261 (MANCHULI-HARBIN) cancelling 50k block of 4, boxed cachet of military censor in Vladivostok, cover slightly reduced at left, attractive and very scarce

1'200

Note: After the withdrawal of the Russian guards in 1918, the CER running through Manchuria was seized by the Chinese Government and became nominally under Chinese rule, though in fact under the control of the Allied Forces of Intervention

1919年實寄封寄美國，寄件人為駐海參威遠征軍俄國鐵路服務團，貼50戈比4方連鎖中國東部鐵路261線戳(滿州里-哈爾濱)另附海參威軍部檢查印，左部缺。

10248 

1919 Cover addressed to American Red Cross doctor attached to Siberian Naval Depot at Vladivostok (part of American Expeditionary Force to Siberia), franked on reverse irregular block of 14 15k Arms issue, paying 2 rouble rate (10k overpaid), cancelled HARBIN CENTRAL RAILWAY STATION (T&S Type 2) 26 12 19, Vladivostok 30 12 19 arrival cds where Russian Military censor boxed cachet applied (Speeckaert Type 9) abbreviated inscription reading in full AUTHORISED CONTROL/VLADIVOSTOK/No. 11 (Released 1 1 20), cover somewhat crumpled

300

1919年實寄封寄駐海參威西伯利亞海軍美國紅十字會醫生。「西伯利亞美國遠征軍」，背貼不規則15戈比4方連，兩客郵資多付10戈比，銷哈爾濱中央鐵路火車站(T&S 2型)26.12.19海參威到達戳及俄國方形軍部檢查印(Speeckaert 9型)，讀為「已授權監控/海參威/第11號」於1.1.20放行。封有弄皺。



10249

1920 AMERICAN Y.M.C.A. opened out envelope for display sent to USA by officer with Rail Road Service Corps franked 20 copies of 10k devalued Russian stamps, cancelled oval HARBIN-263-VLADIVOSTOK 'z' 8 1 20, boxed cachet of Military Censor in Vladivostok on obverse, cover reduced

300

Note: From January 1919 the CER was run by an Inter-Allied Board, the technical side being managed by 200 American railway engineers based in Harbin and Vladivostok, under the command of Col. John F. Stevens

1920年美國青年協會展覽封寄美國，貼俄國貶值10戈比20枚，銷橢圓「哈爾濱-263-海參威」'z' 8.1.20戳。海參威軍部檢查方印。

備註：於1919年1月CER線由聯合局接管，由將軍 John F. Stevens位於哈爾濱及海參威的200美國人工程師管理。



10250

1920 Cover to NIKOLSK-USSURIISKII, Primorsk Oblast, Siberia franked on reverse 15k vertical pair + two 70k (total 1r 70k) cancelled at HARBIN CENTRAL RAILWAY STATION with Subtype 2A, reading HARBIN RAILWAY STATION 'a' 11 2 20, obverse with oval DOPLATIT (To Pay)/HARBIN RAILWAY POSTAL BRANCH in red with manuscript 60k ("X 30k), violet D.Ts. (Passed by Censor) of unrecorded type, arrival backstamp, signed Mikulski

300

1920年背貼15戈比直雙連及70戈x2寄 NIKOLSK-USSURIISKII, Primorsk Oblast, 銷哈爾濱中央鐵路火車站2A代替型，「哈爾濱鐵路火車站」a' 11.2.20戳，橢圓DOPLATIT(欠資)「哈爾濱鐵路火車站分局」紅印，手填60戈比，紫色D.Ts檢查印，未被紀錄，附到達戳，Mikulski簽署。

10251 

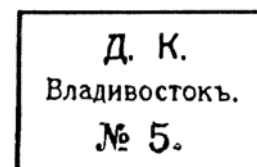
1920 Registered cover to Harbin franked on the reverse with 3k (2), 4k, 5k (5), 15k (3), 20k (6) and 50k (4) making 3R90k, all cancelled by "ST. CHZALAINOR / CHINESE EASTERN RAILWAY a" 19.2.20 cds, opened on three sides

2'500

Note: Station Djalainor (Russian spelling: Chzhalainor) was on Line 261/262 east of Manchuli. Because of the heavy depreciation of the Rouble after the collapse of the Russian central government at the end of 1917, from 1918 postal rates in the Russian P.O.s in Manchuria were based on Chinese currency and mail was franked in amounts varying with the daily rate of exchange with the Chinese Dollar.

1920年掛號實寄封寄哈爾濱，背貼3戈比x2，4戈比，5戈比x5，15戈比x3，20戈比x6及50戈比x4，合共郵資3盧比90戈比，銷「ST.中國東部鐵路a」19.2.20戳，封3邊開啓。

備註：因盧布崩潰引致嚴重的通漲，俄國中央政府在1917年間至1918年，俄國在滿州里的郵局的郵資均按照中國貨幣計算。

10252 

1920 Austro-Hungarian POW card written by an Austrian (ex POW) writing home to Austria with dateline "Railway station restaurant, Harbin 31 III 20", rate of 1 rouble paid by Imperial 25k (2) + 50k, cancelled 2 days later on TPO HARBIN-263-VLADIVOSTOK 'g' 2 4 20, boxed censor cachet of Vladivostok in grey (Speckaert Type 9) applied on arrival reading D.K. (Passed by Controller/Vladivostok/No. 5), manuscript receipt at destination 29 5 20, fine

200

1920奧匈俘虜營片由奧人寄回家，附「鐵路火車站餐廳，哈爾濱31.III.20」貼25戈比x2及50戈比，銷火車站哈爾濱-263-海參威'g' 2.4.20戳，海參威灰色檢查印，(Speckaert 9型)，到達戳D.K.(已檢控制員/海參威/第5號)，手填收據29.5.20。



10253



1920 Cover improvised from official form used for registered letter to STATION MANGOW; CER, franked 50k block of 4, 70k vertical pair + 15k, cancelled at HARBIN CENTRAL RAILWAY STATION with HARBIN/RAILWAY STATION 29 4 20 oval datestamps and reg.' label in association, passed to HARBIN town P.O. same day (backstamp), also included viewcard depicting the Harbin Railway Station

300

1920年貼50戈比方連掛號封寄MANGOW火車站，另加貼70戈比直雙連及15戈比，銷哈爾濱中央鐵路火車站及哈爾濱/鐵路火車站29.4.20橢圓戳，附掛號標貼，銷同日哈爾濱同日到達戳，另附哈爾濱火車站明信片。



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10254 Δ

1920 Vertical strip of five Siberia (Ataman Semyonov Regime) 5R on 5k Arms tied on a piece of an official form by five strikes of the "STATION DJALAINOR / CHINESE EASTERN RAILWAY / a" 6.7.20 double-circle ds, very rare usage of Siberian stamps

4'000

Note: St. Djalainor (Russian Chzhailainor) was on line 261/262, east of Manchuli. After the Revolution of 1917 and ensuing civil war had cut off normal sources of stamps for the Manchurian offices, supplies were obtained from China and Siberia. Use of stamps of the Semyonov regime, which existed only from January to October 1920, was exceptional.

1920年西伯利亞(Ataman Semyonov Regime)改值5盧比於5戈比直5連於官方剪片，銷「DJALAINOK火車站/中國東部鐵路/a」6.7.20雙圈戳。西伯利亞舊票非常珍罕。

備註：St. Djalainor (俄國Chzhailainor) 位於東滿州里261/262線上。由俄國1917年大革命後，因內戰關係滿州里郵局的郵票均停止正常供應。Semyonov Regime 票祇於1920年1月至10月之間。



10255



1920 Stampless cover to Harbin cancelled by "VLADIVOSTOK - 264 - HARBIN b" 27.7.20 TPO oval ds, further struck with red "DOPLATIT / 264 / POSTAL WAGON / 264" oval tax hs with ms "20cts", Harbin bs, very fine and rare example of underpaid mail

200

無郵票封寄哈爾濱，銷「海參威-264-哈爾濱 b」27.7.20 橢圓火車戳，另銷紅色「DOPLATIT/ 264/ 郵政貨車/ 264」橢圓稅印，手填「20 分」，哈爾濱到達戳，少見的郵資範例。



10256



1920 British official envelope to S.I. Gibbes at the Chinese Maritime Customs Harbin franked on reverse three 50k cancelled VLADIVOSTOK-264-HARBIN 'a' 17 8 20 oval datestamp with additional strike on front, received Harbin the next day, slight overall soiling

300

Note: Sydney "Ivanovich" Gibbes was tutor to the children of Tsar Nicholas II. After the assassination of the royal family in 1918 he worked briefly for the British High Commission in Siberia and the British Embassy in Peking before joining the Chinese Maritime Customs in Harbin in 1920. In 1934 he was ordained as a Russian Orthodox priest and became the first English Orthodox abbot in history. Now known as Father Nicholas, he returned to England in 1937 and was active in church and public affairs until his death in 1963 at the age of 87.

1920年英國公文封寄S.I. Gibbes哈爾濱中國海事海關，背銷50戈比3枚及銷「海參威-264-哈爾濱」'a' 17.8.20橢圓戳，封面銷同款戳，哈爾濱翌到達戳。微損。

備註：Sydney "Ivanovich" Gibbes當時是沙皇尼古拉斯的孩子導師，在1918年皇室成員被暗殺後，在1920末參於哈爾濱海事海關一職時曾在西伯利亞英國最高參謀及北京英國大使館工作，在1934年他成為俄國東正教的教士，在歷史上他是首位英國東正教修道院院長，名為尼古拉斯神父，於1937年返回英國，節哀於教會及公眾事務，於1963逝世，長年87歲。

10257 

1920 7k Stationery envelope with 'Kitai' overprint for use in China supplemented by 5k imperf. and 2k perf with Harbin surcharges in Chinese currency, the 5k showing INVERTED SURCHARGE, cancelled ST.BUKHEDU7C.E.R, sent by the station master at St Bukhedu to Harbin Wharf, this cover is recorded in "Russia Used Abroad" Pt.5 (1959), p417, fine and desirable

2'400

Note: Owing to the fall of the rouble, stocks of low-value stamps were surcharged at Harbin in Chinese currency

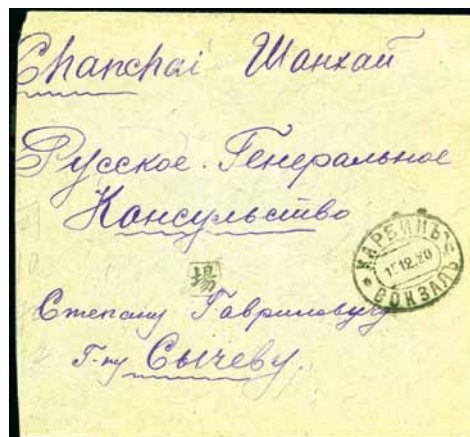
1920年加蓋「契丹」於7戈比郵資封，分貼5戈比無齒票及哈爾濱改值2戈比票，5戈比票倒蓋，銷ST.BUKHEDU7C.E.R，由ST.BUKHEDU火車站站長寄哈爾濱碼頭，此封曾被記錄在1959年俄國海外沿用郵件第417頁。

備註：因盧布大幅貶值，故此低面值票需由哈爾濱改值中國面值。

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10258

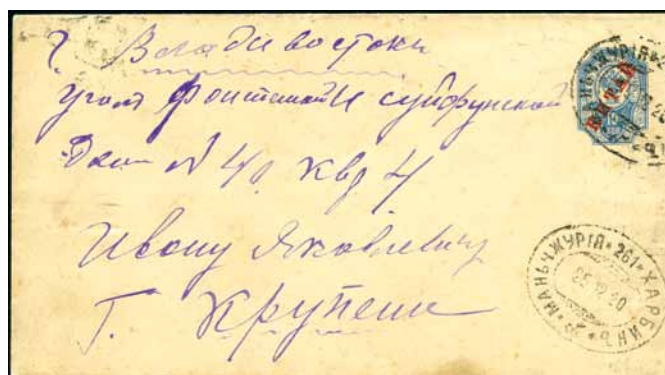
1920 Cover sent to the Russian Consulate-General in Shanghai, franked on the reverse with Harbin 10c on 10k on 7k provisional tied by Harbin Railway Station "b" 15.12.20 oval ds (T&S type 2C) with further strike on obverse, Shanghai bilingual bs and Chinese postman's personal hs on obverse, vertical fold affecting stamp and reduced at left side

150

Note: Russian P.O.s in China proper were closed in November 1920, though Harbin and other offices in Manchuria continued to function well into 1921

1920年實寄封寄上海俄國領事，背貼哈爾濱臨時改值10分於10戈比於7戈比，銷「哈爾濱鐵路火車站」b' / 15.12.20」橢圓戳「T&S 2C型」，英漢「上海」到達戳，中間有摺及封左旁缺少部份。

備註：俄國在華郵局均在1920年關閉，但哈爾濱及其它滿州里郵局則運作至1921年。



10259

1920 10k 'Kitai' stationery envelope to Vladivostok posted on C.E.R. Line 261 (MANCHULI-HARBIN) train 'b' 25 12 20 oval datestamp with 'filler', received Vladivostok 27 12 20, envelope aged

200

Note: Shortages of normal stamps in the Manchurian offices during the Civil war in Russia resulted in unorthodox usages, including obsolete 'Kitai' stationery

1920加蓋「契丹」於10戈比郵資封寄海參威，銷C.E.R線(滿州里-哈爾濱)火車站' b' 25.12.20橢圓戳，有「漏白」，海參威27.12.20到達戳。

備註：因內戰關係，滿州里郵票均缺，須由加「契丹」補充。

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10260



1921 Cover from Station Yaomyng (100 miles south of Harbin on Line 265/266), franked on the reverse with 1917 20k on 20k and 35c on 35k tied by Yaomyng 23.1.21 cds (T&S type 2), probably philatelic, prepared during the last few days of the office's existence under Russian control, very fine, plus 1917-18 3R50 (3 margins) with the same cancel

200

1912年Yaomyng 火車站「南哈爾濱100里的265/266線」封，背貼1917年改值20仙於20戈比及35仙於35戈比，銷Yaomyng 23.1.21戳「T&S 2型」，應是集郵品，理應仍在俄國控制下的郵局，直至最後幾天所預備，另附1917-18年3盧比50戈比「3闊邊」銷同款式戳。



10261



1921 Stampless official cover bearing impression of cds reading STATION SANCHAKHE/CHINESE EASTERN RAILWAY 'a' 2 21 cds, addressed to Chief of Chinese Customs at Harbin with magenta cachet on obverse: OFFICER IN CHARGE OF POSTAL SERVICES AT STATION SANCHAKHE CHINESE EASTERN RAILWAY, on reverse seal-type intaglio circular cachet in black translating: STATION SANCHAKHE CHINESE EASTERN RAILWAY/PRIVATE DESPATCH, received Harbin 5 2 21, envelope reduced at top and other small faults, rare

1'200

1921 沒郵票公事封，銷清晰的「SANCHAKHE」火車站/中國東鐵路郵政服務主管「a」2.21戳，寄哈爾濱海關主管，手蓋紫色印「SANCHAKHE中國東部鐵路郵政服務主管」背銷圓形凹板黑色封條印。「SANCHAKHE火車站中國東部鐵路/私人派送，哈爾濱5.2.21到達戳，封有微損及封頂部份缺。



10262

1921 Cover to the USA with strip of three Far East Republic 10k on 3R50 (centre stamp torn and vert. fold affecting left stamp) tied by "VLADIVOSTOK - 264 - HARBIN z" 28.3.21 oval ds, minor soiling

500

Note: Russian P.O.s on the C.E.R. were closed to the public in China at the end of 1920. However on line 263/264 the TPOs continued to function on Russian territory until at least 1923.

1921年貼遠東共和改值10戈比於3盧比50戈比3直連，「正中票有損壞，封有摺痕影響左票」，銷「海參威-264-哈爾濱z」28.3.21橢圓戳，微損。

備註：俄國於1920年已將在中國的C.E.R火車站郵局關閉，但火車站郵局的263/264線仍在俄國邊境營運至1923年。



10263

1923 Cover from Vladivostok to the General Secretary of the Esperanto Society in England, sealed by an Esperanto label, franked by Far East Republic Chita 1921 3k and 15k and Vladivostok 1922 October Revolution 2k, all cancelled by single "VLADIVOSTOK-264-HARBIN a" 2.1.23 oval ds with further strike adjacent, Harbin bs, some toned spots

1'200

Note: Although station P.O.s of the C.E.R. were closed in 1920-21, the TPOs continued to run until 1923 using stamps of the Far East Republic.

1923年實寄封由海參威寄英國世界語言學會總秘書，附世界語言查封標籤，貼1921年遠東共和契丹3戈比及15戈比，另貼1922年海參威10月革命2戈比，銷「海參威-264-哈爾濱a」2.1.23橢圓戳，旁銷同款式郵戳，英漢哈爾濱到達戳，封有黃點。

備註：雖然C.E.R火車站郵局於1920至1921年間關閉，火車站郵局仍沿用遠東共和郵票直至1923年。



10264



1923 Viewcard depicting Vladivostok street scene and electioneering poster, addressed to Harbin (Manchuria), franked Far Eastern Republic 20k (Chita issue) with scissor cut in margin only, cancelled oval VLADIVOSTOK-264-HARBIN 'a' 25 5 23, bilingual Harbin cds of receipt dated 29 May 23 with postman's square chop alongside, also marginal pair of 3k Chita issue with same cancellation dated 7 3 23 (see "Russia used Abroad" Pt. 5, pp.470-71, fig. 671)

200

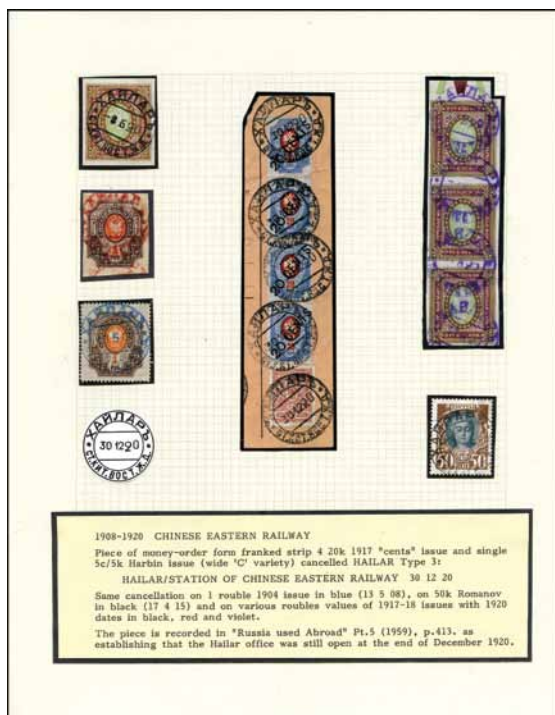
1923年寄哈爾濱(滿州里)風景明信片(展現海參威街道圖及競選活動海報,貼遠東共和20戈比(西伯利亞版,邊損),銷橢圓'海參威-264-哈爾濱'a' 25 5 23'戳,旁蓋雙語'哈爾濱25 5 23'到達戳及正方形郵差戳。另附帶紙邊西伯利亞版3戈比雙連,蓋同款'7 3 23'郵戳。(見"俄國票海外沿用"第五部第470-71頁.圖671)

Auction Bids

The auction bidding steps are as follows:

€ 50 - 100	€ 5	€ 500 - 1000	€ 50	€ 5000 - 10000	€ 500
€ 100 - 200	€ 10	€ 1000 - 2000	€ 100	€ 10000 - 20000	€ 1000
€ 200 - 500	€ 20	€ 2000 - 5000	€ 200	€ 20000 - 50000	€ 2000
				€ 50000 - 100000	€ 5000

Bids between these steps will be adjusted accordingly to the next higher bid step.
The bidder is bound by his/her offer until a higher bid has been validly accepted.



10265 ○ △

Balance collection of CHINESE EASTERN RAILWAY on 19 exhibition leaves, mainly loose stamps, multiples or fragments with emphasis on station cancels, noted YAOMYNG, CHZHALAINOR, BUKHEDU, HANDAOKHETZE, MYANGDUKHE, HAILAR, FULYA-ERDI, ANDA etc, also few viewcards and one cover, unique group with mostly fine strikes, many illustrated in the literature

1'000

由19頁展片組成之中國東方鐵路郵集，主要為散票，方連及剪片，而重點為不同車站之銷戳 (YAOMYNG, CHZHALAINOR, BUKHEDU, HANDAOKHETZE, MYANGDUKHE, HAILAR, FULYA-ERDI, ANDA)，另包括少量風景明信片及一枚信封。



10266



Group of 11 picture postcards incl. Harbin HQ, Mukden Station track and river scenes, etc., mostly fine

100

一組共11枚之圖片/風景明信片，展現哈爾濱，奉天鐵路站，河流及其他不同景色。



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3.4 Winning Bids: each lot is sold on behalf of the respective owner to the highest bidder who becomes the buyer at one bid step over the next highest bid step; this is the knock-down price. In addition to the knock-down price, the buyer pays an all-in fee of 20% to cover commission, charges and expenses including lotting fees, insurance, packing, export formalities etc. whether all incurred in particular cases or not. Cost of postage or shipping for all lots is additional and will be invoiced separate from the buyer all-in fee. On the knock of the hammer, liability for the lots passes to the bidder whose bids have been accepted. The lots are delivered to the buyer when the total sale price (knock-down price plus all fees including postage or shipping) have been paid in full.

VAT (Sales Tax) - Notes for guidance concerning auctions for which the lots are located in Switzerland: buyers domiciled abroad are not liable for this tax once the goods are duly exported from Switzerland. DAVID FELDMAN S.A. are pleased to arrange this export; alternatively, clients may make their own arrangements and furnish DAVID FELDMAN S.A. with proof of export, stamped by Swiss customs. Any purchases by buyers who wish to keep their purchases in Switzerland will be liable to VAT at 8% of the purchase price in Swiss Francs at the converted Euro value during the auction.

3.5 Payment: Sale price plus commission and postage or shipping (if any) are due for immediate payment as invoiced against delivery of the lots. Payment in other currencies is accepted at the rates of exchange of the day as quoted by a major Swiss bank. The bidders who are successful with whom it has been expressly agreed that they pay after the sale under special conditions, are due to pay the sale price and the commission according to those terms. In these cases, DAVID FELDMAN S.A. keeps the relevant lots which are delivered to the buyers on full settlement of their account. Delivery of the purchased lots by post, courier or any other means if instructed by the buyer including cost of normal transit insurance cover is at the expense of the buyer. Title or ownership of the purchased lots, delivered or not, remains with the auctioneer on behalf of the seller until payment has been made in full.

3.6 Special extended payment facility: DAVID FELDMAN S.A. may offer a special extended payment facility for buyers. In these cases, the buyer may choose to pay a minimum of 25% of the total invoice immediately, and the balance over a maximum period of 6 months, paying an equal instalment at the end of each month. Interest plus charges of 1% is debited to the buyer's account at the end of each month from the auction date. When the special extended payment facility has been granted, the buyer understands that any claims regarding his purchases must be made within 30 days of the auction sale date, even though the lots may be held by DAVID FELDMAN S.A. awaiting full settlement of the account. Until delivery, all lots may be examined by their respective buyers at the offices of DAVID FELDMAN S.A.

3.7 Pledge: until full settlement of the account, the buyer grants to DAVID FELDMAN S.A. a pledge on any and all properties held by DAVID FELDMAN S.A., acquired prior to, during and/or after any auction. This pledge secures the repayment of any amount due in principals, interests, commissions, costs and other possible fees. DAVID FELDMAN S.A. is entitled, but not obliged, to realise freely the pledge assets without further formalities and without previous notice if the buyer is in default with the payment of his debts or with the fulfilment of any other obligation hereunder. For this purpose, DAVID FELDMAN S.A. is not bound to comply with the formalities of the Federal Law dealing with actions for debt and bankruptcy proceedings; in addition, DAVID FELDMAN S.A. may choose to institute or go on with the usual proceedings without having beforehand sold the pledged goods and without having moreover given them up.

4. Guarantee

4.1 Extent of the guarantee: subject to paragraph 4.3 below, the authenticity of all philatelic items sold in the auction is guaranteed for a period of 30 days from the auction date, with the express exclusion of any other fault(s). Any reclamation regarding authenticity must come to the notice of DAVID FELDMAN S.A. on the delivery of the

lots but at the latest within 30 days from that date. Before delivery, which may take place after the 30 days period, the lots purchased may be examined at the Geneva offices of DAVID FELDMAN S.A. The buyer whose reclamation is made after 30 days from the auction date loses all rights to the guarantee. Such reclamation will not be valid by DAVID FELDMAN S.A. If an extension of the period is required in order to substantiate the claim with an expertise, a request for such extension must be made to DAVID FELDMAN S.A. within 30 days of the auction date. No request for extension will be considered beyond this 30 days period. An extension will expire 3 months after the date of the auction; the results of the expertise for which an extension was agreed must come to the notice of DAVID FELDMAN S.A. within that period. No further extension of the period will be considered without the express written agreement of DAVID FELDMAN S.A. Only claims, expertise results or other details which are made within the agreed periods will be valid.

4.2 Expertise and counter-expertise: should the authenticity of a lot be questioned, the buyer is obliged to provide an expertise or counter-expertise from a prominent expert in the field, justifying the claim. If a stamp is found by a recognised expert, taking financial responsibility for errors, to have been forged, he may mark it accordingly. Consequently, the marking "FALSCH" (forged) is not considered an alteration. In the case of such reclamation, DAVID FELDMAN S.A. reserves the right to request, at its own discretion, one or more further expertise(s). All expertise and relative charges accrue to the vendor's account in the case of a justified claim, or to the buyer's account if the claim is not justified. In the case of a justified claim, the lot is taken back and the knock-down price plus the commission are refunded to the buyer. In the case of delayed payment due to expertise agreed by David Feldman S.A., interest is charged at 50% of the standard rate for all cleared lots. If David Feldman S.A. has not agreed, then full interest is due.

4.3 Exclusions: lots described as collections, accumulations, selections, groups and those containing duplicates cannot be the subject of any claim. Claims concerning lots described as a set or groups of sets containing more than one stamp, can only be considered under the terms of paragraph 4.1 above if they relate to less than one third of the total value of the lot. Lots which have been examined by the buyer or his agent, lots described as having defects or faults cannot be subjected to a claim regarding defects or faults. Illustrated lots cannot be subjected to a claim because of perforations, centering, margins or other factors shown in the illustrations.

4.4 Late Payment: if payment of the knock-down price plus commission due by the buyer is not made within 30 days of the date of the auction, DAVID FELDMAN S.A. reserves the right to cancel the sale and dispose of the lot(s) elsewhere and/or to make a recourse to any legal proceedings in order to obtain payment of the amounts due as well as for any incurred damages and losses and any legal expenses. A charge on overdue payment of at least 5% for the first month and 2% per month afterwards plus expenses incurred is chargeable on any outstanding amount after 30 days of the date of the auction. The buyer who is in default in any way whatsoever has no right of claim under any circumstances.

4.5 Exceptionally, the knock-down price will be reduced to the lowest winning bid where it is shown that the exact same buyer has inadvertently increased the price by using more than one medium of bidding on the same lot.

5. Applicable law and jurisdiction

Unless otherwise stated, all auctions as well as any rights and obligations arising from them shall be governed exclusively by Swiss law. Any legal action or proceeding with respect to the auctions shall be submitted to the exclusive jurisdiction of the courts of Geneva, subject to appeal to the Swiss Federal Court in Lausanne. In every case, DAVID FELDMAN S.A. shall also be entitled, at its discretion, to sue any buyer in default at his place of residence; in such case, Swiss law shall remain applicable and in the case of issues regarding price value, the Euro is converted at its Swiss franc value at the time of the auction.

6. All Transactions:

These Conditions of Sale apply to all transactions of every kind including those outside the auctions, with David Feldman SA.

Conditions de Vente

La monnaie utilisée pour cette vente est l'Euro (€)

La participation dans l'une des ventes aux enchères de David Feldman SA implique une adhésion totale aux conditions décrites ci-dessous ainsi qu'aux droits et obligations qui en découlent. Ces mêmes conditions sont applicables à toute transaction en relation à des pièces ou des lots faisant partie de la vente aux enchères et conclue en dehors de celle-ci. La Maison DAVID FELDMAN S.A., organisatrice de la présente vente aux enchères, agit exclusivement comme mandataire et n'assume donc aucune responsabilité quelconque en cas de manquement(s) des acheteurs et/ou vendeurs.

1. Les lots sont mis en vente

1.1 Sur la base de leur présentation dans le catalogue et/ou sur le site internet: Les lots sont décrits avec le plus grand soin sans toutefois engager la responsabilité de la Maison DAVID FELDMAN S.A. Les photographies font partie intégrante des descriptions pour ce qui est des marges, de la dentelure, du centrage, des oblitérations et de toute autre qualité apparente. La description des lots mentionne si les pièces sont signées par des experts et/ou sont accompagnées de certificats d'expertise.

1.2 Sur la base de leur examen: avant et pendant la vente, les acheteurs ou agents peuvent examiner tous les lots dans nos bureaux ou à l'endroit de la vente, aux horaires indiqués dans le catalogue de vente ou sur notre site Internet, doit confirmé leur invitation. Les acheteurs ayant examiné les lots avant la vente et/ou y participant personnellement et/ou y étant représentés, sont censés avoir examiné tous les lots achetés et les accepter dans l'état où ils se trouvent lors de l'adjudication, indépendamment de la description figurant dans le catalogue.

2. Les offres d'enchères

2.1 Chaque offre d'enchère doit être supérieure à celle formulée précédemment selon l'échelle suivante: (la monnaie peut changer selon la vente aux enchères)

€ 50 - 100	€ 5	€ 2'000 - 5'000	€ 200
€ 100 - 200	€ 10	€ 5'000 - 10'000	€ 500
€ 200 - 500	€ 20	€ 10'000 - 20'000	€ 1'000
€ 500 - 1'000	€ 50	€ 20'000 - 50'000	€ 2'000
€ 1'000 - 2'000	€ 100	€ 50'000 - 100'000	€ 5'000

Les offres se situant entre ces montants seront arrondies à la surenchère supérieure. L'enchérisseur est lié par son offre tant qu'une nouvelle surenchère n'a pas été valablement formulée par un autre enchérisseur.

2.2 DAVID FELDMAN S.A. a le droit de refuser des enchères, de séparer, joindre ou retirer n'importe quel lot, cela à son entière discrétion. La vente a lieu en français mais les enchères pourront être répétées en anglais. La Maison DAVID FELDMAN S.A. est également autorisée à enchérir pour le compte de vendeurs lorsque des prix de réserve ont été fixés. Si le vendeur fixe des prix de réserve pour certains de ses lots, il sera alors considéré comme acheteur et la Maison DAVID FELDMAN S.A. enchérira pour le compte de celui-ci jusqu'à concurrence des prix de réserve fixés. Lorsque le prix fixé par le vendeur n'est pas atteint, il sera passé à la crie du lot suivant par un simple coup de marteau.

2.3 Seuls les clients enregistrés auprès de DAVID FELDMAN S.A. ou/et des sociétés affiliées pourront enregistrer des enchères. Les clients en salle doivent confirmer leur invitation pour obtenir leur numéro d'enchérisseur.

2.4 Les offres d'enchères écrites reçues par David Feldman SA ou sur le site Internet avant la vente, sont dans tous les cas prioritaires sur les offres d'enchères faites dans la salle de vente. L'enchérisseur donnant un ordre d'enchères écrit peut faire des offres alternatives et/ou limiter le montant global de ses offres. Les offres d'enchères données «à acheter» sont considérées comme pouvant atteindre jusqu'à 10 fois la valeur de l'estimation imprimée dans le catalogue. Les enchères doivent être faites en euros. Les offres d'enchères libellées en d'autres monnaies seront converties en euros au cours du jour de leur réception par la Maison DAVID FELDMAN S.A. Toute offre écrite d'enchères est considérée comme liant son auteur pendant 60 jours après la date de la vente aux enchères. La Maison DAVID FELDMAN S.A. est donc en droit de facturer la marchandise à l'enchérisseur jusqu'à l'expiration de ce délai. Toute facture reçue par celui-ci est de ce fait valable et doit être payée immédiatement.

3. La vente aux enchères

3.1 A moins que ce ne soit explicitement indiqué, la monnaie de la vente aux enchères est l'euro. L'accès à la salle des ventes est exclusivement réservé aux clients invités et/ou leurs agents.

3.2 Prérogatives de David Feldman S.A.: La Maison DAVID FELDMAN S.A. est en droit selon sa libre appréciation de retirer, de diviser ou de grouper les lots faisant partie de la présente vente ainsi que de refuser l'adjudication de n'importe lequel desdits lots. La Maison DAVID FELDMAN S.A. se réserve le droit de refuser selon sa libre appréciation toute offre d'enchères et/ou l'entrée de la salle de vente à n'importe quelle personne quelle qu'elle soit. La Maison DAVID FELDMAN S.A. n'assume aucune responsabilité quelconque en cas de dommage corporel survenu sur les lieux de la vente.

3.3 Représentants et Agents de Vente aux Enchères: L'enchérisseur qui agit pour le compte d'un tiers engage

son entière responsabilité personnelle en particulier en ce qui concerne toutes les obligations contractées dans le cadre de la présente vente. Cette responsabilité s'étend notamment à la vérification de la qualité des lots achetés ainsi qu'au règlement ultérieur de la facture des lots acquis.

3.4 Enchères gagnantes : Chaque lot est adjugé au plus offrant pour le compte de son vendeur respectif. Des frais de 20% sont facturés en sus de l'enchère la plus haute par David Feldman SA couvrant la commission, frais par lot, assurance, emballage, frais d'exportation etc. et ceci dans tous les cas, tous frais encourus ou pas. Les frais de port sont facturés en sus et seront facturés séparément. A la tombée du marteau, les profits et risques des lots ainsi adjugés passent à l'enchérisseur dont l'offre a été acceptée. La marchandise ne sera cependant remise à l'acquéreur qu'au moment du règlement intégral du prix d'achat (prix marteau plus les frais).

TVA (Taxe à la vente) - Note indicative concernant les ventes aux enchères dont les lots se trouvent en Suisse: Les acheteurs domiciliés à l'étranger ne sont pas soumis à cette taxe, à condition que les marchandises soient exportées hors de Suisse. DAVID FELDMAN S.A. se fera un plaisir de s'occuper de l'exportation de ces marchandises. Les clients peuvent aussi faire cette exportation par leurs propres moyens; dans ce cas, ils doivent fournir à DAVID FELDMAN S.A. une attestation dûment signée et timbrée par les douanes suisses. Toute acquisition par des acheteurs désirant garder la marchandise en Suisse est soumise à la taxe TVA de 8% sur le prix d'achat en francs suisses, montant converti à l'équivalent en euros pendant la vente.

3.5 Paiement: Les adjudicataires présents sont tenus de payer comptant en euros le prix d'achat et la commission contre remise de la marchandise acquise. Le paiement en d'autres monnaies est accepté au cours du jour tel qu'établi par une des grandes banques suisses. Les enchérisseurs par correspondance auxquels un lot est adjugé ainsi que les adjudicataires présents auxquels la Maison DAVID FELDMAN S.A. accorde l'autorisation expresse d'acquiescer les montants dus après la vente, sont tenus de payer le prix d'achat et la commission due à réception de la facture de la vente aux enchères. Dans ce cas, la Maison DAVID FELDMAN S.A. conserve les lots gagnés qui ne seront remis à leurs acheteurs qu'à réception par DAVID FELDMAN S.A. du paiement intégral des montants dus. Sauf instructions spéciales de l'acheteur, l'envoi des lots s'effectue par la poste ou autre société d'expédition, la Maison DAVID FELDMAN S.A. assure, de manière usuelle, la marchandise pour le transit. Les lots, délivrés ou non, conservent titre de propriété de la Maison DAVID FELDMAN S.A. pour le compte du vendeur jusqu'au paiement intégral de la facture.

3.6 Facilités de paiement: La Maison DAVID FELDMAN S.A. accorde, selon sa libre appréciation, des facilités de paiement aux acheteurs. L'acheteur au bénéfice de telles facilités paie un montant minimum de 25% du montant total de la facture dès réception de celle-ci puis acquitte le solde encore dû en mensualités égales sur une période de 6 mois maximum. Un intérêt mensuel plus les frais encourus au taux de 1% sont perçus, à partir de la date de la vente, par la Maison DAVID FELDMAN S.A. L'intérêt est débité chaque mois au compte du client. En cas d'octroi de facilités de paiement, la Maison DAVID FELDMAN S.A. garde les lots adjugés jusqu'au paiement intégral des montants dus par l'acheteur, étant précisé que l'acheteur peut, en tout temps avant livraison, examiner la marchandise acquise auprès de la Maison DAVID FELDMAN S.A. Par ailleurs, l'acheteur perd tout droit de réclamation tel que prévu sous chiffre 4 ci-dessous, 30 jours après la date de la vente aux enchères.

3.7 Droit de gage: Jusqu'au paiement intégral du montant dû, l'acheteur confère à DAVID FELDMAN S.A. un droit de gage sur la totalité des lots gardés par DAVID FELDMAN S.A., acquis avant, pendant et/ou après la présente vente aux enchères. Ce gage garantit le remboursement de tout montant dû en capital, intérêts, commissions et frais éventuels. DAVID FELDMAN S.A. est autorisée, mais non obligée, à réaliser les gages sans autres formalités et sans préavis si l'acquéreur est en demeure pour le paiement de sa dette ou l'exécution d'une obligation quelconque. DAVID FELDMAN S.A. pourra dans tous les cas réaliser les gages de gré à gré. A cet effet, elle n'est pas tenue d'observer les formalités prévues par la Loi fédérale sur la poursuite pour dette et faillite; DAVID FELDMAN S.A. est libre en outre d'introduire ou de continuer une poursuite ordinaire, sans avoir préalablement réalisé les gages et sans renoncer pour autant à ceux-ci.

4. Garantie

4.1 Etendue de la garantie: Sous réserve de l'article 4.3 ci-après, l'authenticité de toutes les pièces philatéliques vendues aux enchères est garantie pendant 30 jours à compter de la date de la vente aux enchères. Toute garantie de défaut ou autre garantie de quelque nature qu'elle soit est expressément exclue. Toute réclamation concernant l'authenticité doit être transmise à DAVID FELDMAN S.A. dès réception des lots, mais au plus tard dans les 30 jours à compter de la date de la vente aux enchères. Avant la livraison, qui peut intervenir après ce délai de 30 jours,

les pièces philatéliques acquises peuvent être examinées auprès de DAVID FELDMAN S.A. L'acheteur dont la réclamation parvient à DAVID FELDMAN S.A. après ce délai de 30 jours à compter de la date de la vente aux enchères perd tout droit à la garantie. Sa réclamation ne sera pas prise en considération par DAVID FELDMAN S.A. Si un délai supplémentaire pour formuler une réclamation liée à l'authenticité d'une pièce philatélique s'avère nécessaire, la demande doit en être faite à DAVID FELDMAN S.A. dans le délai de 30 jours à compter de la date de la vente aux enchères. Aucune demande parvenue après ce délai de 30 jours à DAVID FELDMAN S.A. ne sera prise en considération. Le délai d'extension expirera 3 mois après la date de la vente aux enchères. Les résultats de l'expertise pour laquelle un délai a été accepté doivent parvenir à DAVID FELDMAN S.A. dans ce délai. Un délai supplémentaire ne peut être accordé qu'avec l'accord écrit de DAVID FELDMAN S.A. Seules les réclamations, résultats d'expertise ou autres notifications parvenus dans les délais seront pris en considération par DAVID FELDMAN S.A.

4.2 Expertise ou contre-expertise: Lorsque l'authenticité d'un lot est contestée l'acheteur est tenu de produire un certificat d'expertise ou de contre-expertise émanant d'un expert qualifié justifiant sa réclamation. Si l'expert reconnu, assumant toute responsabilité en cas d'erreur, juge que le timbre a été falsifié, il peut le marquer en conséquence; les signes «FAUX» ou «FALSIFIE» ne constituent pas alors une altération du lot. En présence d'une telle réclamation DAVID FELDMAN S.A. se réserve le droit de demander selon la libre appréciation une ou plusieurs expertises subséquentes dont les frais seront mis à charge du vendeur dans l'hypothèse où la réclamation de l'acheteur est fondée. Dans le cas contraire l'acheteur supportera tous les frais d'expertise encourus. Lorsque la réclamation est fondée, le lot est repris et le prix d'adjudication ainsi que la commission sont intégralement remboursés à l'acheteur. Dans le cas d'un paiement retardé dû à une expertise agréée par David Feldman S.A., des intérêts sont payables à 50% du taux habituel pour tout lot dont l'authenticité est confirmée. Si David Feldman S.A. n'est pas d'accord tous les intérêts seront dus.

4.3 Limites de la garantie: Les lots décrits comme collections, sélections ou groupes, ceux formés de doubles et d'accumulations, ne peuvent faire l'objet d'une réclamation quelconque. Les réclamations concernant les lots décrits comme série ou groupes de séries contenant plus d'un timbre, ne sont prises en considération dans les limites de l'article 4.1 ci-dessus que si elles portent sur plus d'un tiers de la valeur totale d'acquisition du lot. Les lots qui ont été examinés par l'acheteur ou son agent, ainsi que les lots qui sont décrits comme ayant des défauts ne peuvent faire l'objet d'aucune réclamation par rapport à ceux-ci. Tout lot illustré ne peut faire l'objet d'aucune réclamation au sujet de la perforation, du centrage, des marges ou tout autre élément visible dans l'illustration.

4.4 Paiement tardif: Si le paiement du prix marteau et de la commission due par l'acheteur n'intervient pas dans les 30 jours à compter de la date de la vente aux enchères, DAVID FELDMAN S.A. se réserve le droit d'annuler la vente et de disposer du(des) lot(s) concerné(s) et/ou d'agir par toute voie de droit utile contre l'acquéreur afin d'obtenir les paiements en souffrance plus un intérêt d'au moins 5% dès le premier mois et 2% par mois supplémentaire. De plus, les dépenses encourues seront perçues sur toutes les sommes dues par l'acheteur 30 jours après la date de la vente aux enchères. Le débiteur défaillant perd en outre tout droit de réclamation.

4.5 Le prix marteau pourra, exceptionnellement, être ramené à la mise gagnante la plus basse s'il est établi que le même enchérisseur a augmenté le prix par inadvertance en utilisant plus d'un moyen de miser.

5. Droit applicable et juridiction

La présente vente aux enchères ainsi que tous les rapports juridiques qui en découlent seront soumis au Droit suisse exclusivement. Toute action légale ou procédure concernant la vente aux enchères ainsi que les rapports juridiques qui en découlent seront soumis à la juridiction exclusive des tribunaux de Genève, sous réserve d'appel au Tribunal fédéral suisse à Lausanne. Dans tous les cas, DAVID FELDMAN S.A. se réserve le droit de poursuivre tout acheteur défaillant à son lieu de résidence, auquel cas le Droit Suisse reste applicable et dans les cas se rapportant à la valeur, l'euro étant converti à son équivalent en francs suisses pendant la vente.

6. Toute transaction:

Ces conditions sont applicables à toute transaction même en dehors des ventes aux enchères, avec David Feldman SA

Versteigerungsbedingungen

Die Währung für diese Versteigerung ist EUR (€)

Die Versteigerung erfolgt privatrechtlich. Beteiligung setzt die vollständige Annahme nachstehender Bedingungen sowie der sich daraus ergebenden Rechte und Pflichten voraus. Diese Bedingungen gelten auch bei Geschäften, die ausserhalb der Versteigerung mit Auktionslosen abgeschlossen werden. Der Versteigerer, DAVID FELDMAN S.A., handelt nur als Beauftragter und haftet für keinerlei Verzug seitens der Käufer und/oder Einlieferer.

1. Angebot der Lose

1.1 Wie im Katalog und/oder im Internet dargestellt: Losbeschreibungen werden mit grösster Sorgfalt und nach bestem Wissen und Gewissen vorgenommen, jedoch ohne Verbindlichkeit. Photographien sind Bestandteil der Beschreibungen, wobei die Abbildungen für Rand, Zählung, Zentrierung, Stempel und anderer sichtbarer Eigenschaften massgebend sind. Prüfzeichen und/oder Atteste anerkannter Prüfer sind in der Losbeschreibung erwähnt.

1.2 Wie besichtigt: Alle im Katalog erwähnten Lose können vor und während der Versteigerung sowie auf dem Internet besichtigt werden. Bei Auktionsteilnehmern und/oder Personen, die Lose vor der Versteigerung besichtigten, und/oder vom Bieter bevollmächtigte Personen und Agenten, wird die Besichtigung aller gekauften Lose vorausgesetzt; die Lose werden in dem Zustand, in dem sie sich beim Zuschlag befinden, angenommen und nicht unbedingt wie beschrieben.

2. Kaufgebote

2.1 Folgende Steigerungsstufen haben Gültigkeit (einge Versteigerungen können in Fremdwährungen abgehalten werden):

€ 50 - 100	€ 5	€ 2'000 - 5'000	€ 200
€ 100 - 200	€ 10	€ 5'000 - 10'000	€ 500
€ 200 - 500	€ 20	€ 10'000 - 20'000	€ 1'000
€ 500 - 1'000	€ 50	€ 20'000 - 50'000	€ 2'000
€ 1'000 - 2'000	€ 100	€ 50'000 - 100'000	€ 5'000

Gebote, die zwischen diesen Stufen liegen, werden der nächst höheren Steigerungsstufe zugeordnet. Bieter sind bis zur Annahme eines höheren Gebotes an ihr Gebot gebunden.

2.2 DAVID FELDMAN S.A. ist ermächtigt, gemäss erfolgten Anweisungen, für Kunden zu bieten. DAVID FELDMAN S.A. ist ebenfalls ermächtigt, gegebenenfalls für Einlieferer zu bieten, sofern diese Reservepreise festgesetzt haben. Einlieferer werden somit als Käufer betrachtet, und der Versteigerer steigert für sie bis zum Betrag der Reservepreise mit. Wird der vom Einlieferer festgesetzte Reservepreis nicht erreicht, geht der Auktionator durch einen einfachen Hammerschlag zum nächsten Los über.

2.3 Gebotsaufträge werden nur von Kunden der David Feldman S.A. und/oder dazugehöriger Unternehmen angenommen. Um eine Bieternummer zu erhalten, müssen «Live Room» Bieter vorgängig ihre Einladung vorweisen.

2.4 Vor der Versteigerung bei DFSA oder auf deren Internet Site eingegangene schriftlichen Gebote haben absoluten Vorrang vor Saalgeboten bei einer «Live» Auktion. Kunden, die der DAVID FELDMAN S.A. Kaufaufträge gegeben haben, können Alternativgebote abgeben und/oder die Auftragssumme im Voraus begrenzen. «Buy» («Zum Kauf») Gebote werden bis zum Zehnfachen des gedruckten Schätzwertes mitgesteigert. Gebote sind in Euro abzugeben. Sollten diese jedoch in anderen Währungen erfolgen, so werden die Beträge bei Empfang zum Tageskurs in Euro umgerechnet. Gebote haben bis zu mindestens 60 Tagen nach Versteigerungsdatum Gültigkeit. DAVID FELDMAN S.A. behält es sich vor, Bietern Lose bis zum Ablauf dieser Frist in Rechnung zu stellen, wobei sofortige Zahlung fällig ist.

3. Die Versteigerung

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3.4 Zuschläge: Jedes Los wird dem Meistbietenden

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Symbols and abbreviations

Symboles et abréviations / Symbole und Abkürzungen

Symbols / Symboles / Symbole

*	mint with original gum
	neuf avec gomme / ungebraucht mit Falz
**	mint never hinged
	neuf avec gomme intacte / postfrisch
(*)	unused, ungummed or regummed / neuf sans gomme ou regommé / ungebraucht ohne Gummi oder nachgummiert
⊙	used
	oblitéré/ gebraucht
⊞	block of four or larger
	multiple / Viererblock
↯	tête-bêche pair
	paire tête-bêche / Kehdruckpaar
⊗	fiscal cancel
	oblitération fiscale / fiskalische Entwertung
△	piece or fragment of a cover or document
	fragment / Briefstück
✉	cover or postcard incl. postal stationery / lettre, carte postale ou entier / Brief, Postkarte oder Ganzsache
E	essay
	essai / Entwurf
P	proof (incl. die, plate or trial colour)
	épreuve / Probedruck
R	revenue or fiscal
	timbre fiscal / Gebührenmarken
S	specimen
	spécimen / Specimen
F	forgery
	faux / Fälschung

Condition of Covers / Etats des lettres et entiers / Erhaltung von Briefen

Extremely fine / Superbe / Prachterhaltung

Outstanding, the envelope with only slight wear, fresh stamp and cancel. / Qualité irréprochable, l'enveloppe ne présente que de très légères traces d'usure, le timbre est frais et l'oblitération est propre. / Herausragende Qualität, Brief mit minimalen Gebrauchsspuren (Archivqualität), frische Marken und sehr klarer Stempel.

Very fine / Très beau / Sehr schön

Choice condition, the envelope shows typical slight soiling or wear from usage. / Qualité premier choix, l'enveloppe peu néanmoins présenter quelques légères salissures et usures. / 1. Wahl, Brief zeigt nur typische leichte Gebrauchsspuren.

Fine to very fine / Beau à très beau / Schön bis sehr schön

Normal condition, the envelope shows a bit heavier wear or soiling. / Qualité standard, les traces d'usures sont un peu plus prononcées. / Gewöhnliche aber noch einwandfreie Erhaltung mit etwas stärkeren Gebrauchsspuren (leicht fleckig oder andere leichtere Abnützungen).

Fine / Beau / schön

Evident wear or other factors (see description and photo), still a presentable example. / Evidentes traces d'usures ainsi que d'autres facteurs (voir photo et description) mais exemplaire très présentable. / Offensichtliche Gebrauchsspuren oder andere Mängel (siehe Beschreibung und/oder photo bzw. scan) aber noch immer herzeigbare und sammelwürdige Qualität bzw. Erhaltung.

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Abbreviations / Abréviations / Abkürzungen

2-14	nos. 2 through 14 / n°2 au 14 / nr.2 bis 14
2/14	between nos. 2 and 14 (not cplt.) / entre le n°2 et 14 / aus nr. 2 bis 14
add'l	additional / supplémentaire / zusätzlich
approx.	approximate(ly) / environ / ungefähr
B	bottom / en bas / unten
BL	bottom left / en bas à gauche / unten links
BR	bottom right / en bas à droite / unten rechts
bs	backstamp(s)/ backstamped / rücks. Stpl.
ca.	circa / environ / circa
cat.	catalogue / Katalog
cds	circular date stamp(s) / cachet à date / Datumstempel
cert.	certificate / certificat / Attest
cplt.	complete / complet / vollständig
diff	different / différent / verschiedene
ds	date stamp(s) / cachet à date / Datumstempel
FDC	first day cover / lettre premier jour / Ersttagsbrief
FFC	first flight cover / lettre premier vol / Erstflugbrief
FL	folded letter / pli / Faltbrief
horiz.	horizontal / waagrecht
hr	hinge remnant(s) / reste de charnière / Falzreste
hs	handstamp(s) / cachet / Handstempel
imperf	imperfurate / non-dentelé / ungezähnt
L	left / à gauche / links
lh	lightly hinged / légère charnière / leichte Falzreste
MC	Maltese Cross / croix de Malte / Malteserkreuz

min. sheet	miniature sheet, souvenir sheet / bloc feuillet / Block
ms	manuscript / manuscrit / handschriftlich
nh	never hinged / sans charnière / postfrisch
no(s).	number(s) / numéro(s) / Nummer(n)
og	original gum / gomme originale / Originalgummi
ovpt	overprint / surcharge / Aufdruck
o/w	otherwise / autrement / ansonsten
pc	postcard / carte postale / Postkarte
perf	perforated / perforé(e) / gezähnt
pl.	plate / plaque / Platte
pos.	position / numéro dans la planche / Bogenposition
ps	postal stationery / entier / Ganzsache
ppc	picture postcard / carte postale / Ansichtskarte
R	right / à droite / rechts
reg'd	registered / recommandé / eingeschrieben
SFL	stampless folded letter (unused)/ entier double / Ganzsachenbrief
s/I	straight line cancel/ cachet linéaire / Langstempel
STC	stated to catalogue (by third party) / selon données vendeur / angebl. Katalogwert
T	top / en haut / oben
TL	top left / en haut à gauche / oben links
TR	top right / en haut à droite / oben rechts
unwmkd	unwatermarked / sans filigrane / ohne Wasserzeichen
var.	variety / variété / Abart
vert.	vertical / verticale / senkrecht
wmk	watermark(ed) / filigrane / Wasserzeichen
w/o	without / sans / ohne



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Suite 704 (7th Floor) Two Chinachem Exchange Square
338 King's Road, North Point, Hong Kong,
Tel.: + 852 3595 0128
asiainfo@davidfeldman.com

New York

230 Park Avenue, 10th Floor
New York, NY 10169
Tel.: +1 212-997-9200
usainfo@davidfeldman.com

www.davidfeldman.com





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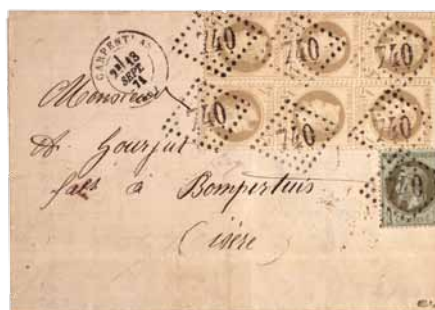
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Two Chinachem Exchange Square
338 King's Road, North Point, Hong Kong
Tel. 00 852 3595 0128
asiainfo@davidfeldman.com

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230 Park Avenue, 10th Floor
New York
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info@davidfeldman.com

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Suite 704 (7th Floor) Two Chinachem Exchange Square
338 King's Road, North Point, Hong Kong,
Tel.: + 852 3595 0128
asiainfo@davidfeldman.com

New York

230 Park Avenue, 10th Floor
New York, NY 10169
Tel.: +1 212-997-9200
usainfo@davidfeldman.com

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& British Empire



Karol Weyna
Specialities: World Classics,
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Geneva Area Hotels

Hôtels à Genève / Hotels in Genf

Please contact the hotels directly, in good time, to make your reservations

S'il vous plaît contactez les hôtels directement, en temps opportun, pour faire vos réservations

Bitte wenden Sie sich rechtzeitig und direkt an die Hotels, um Ihre Reservierungen zu machen

1. AUBERGE DE CONFIGNON ***

6, place de l'Eglise, CH-1232 Confignon

Tel. +41 22 757 19 44 ♦ Fax +41 22 757 18 89

♦ quietly located, very close to our offices

Room rates: Single CHF 160.- / Double CHF 240.-
breakfast included

www.auberge-confignon.ch

2. HOSTELLERIE DE LA VENDEE ****

Chemin de la Vendée 28, CH-1213 Petit-Lancy

Tel. +41 22 792 04 11 ♦ Fax +41 22 792 05 46

e-mail info@vendee.ch

Feldman Galleries: 15 min. by car / taxi,

10 min. by bus no. 2 or no. 19

Room rates: weekdays & weekends CHF 215.-
with shower / bath

www.vendee.ch

3. HOTEL DIPLOMATE ****

(non-smoking rooms only)

46, rue de la Terrassière, CH-1207 Genève

Tel. +41 22 592 87 87 ♦ Fax +41 22 592 87 78

Feldman Galleries: 15 min. by taxi / car, 25 min. by bus no. 2

♦ located in heart of the main shopping area

Room rates: CHF 180.- single

with shower / bath, breakfast included

www.hoteldiplomate@bluewin.ch

4. HOTEL IBIS PETIT-LANCY **

Chemin des Olliquestes 8, CH-1213 Petit Lancy

Tel. +41 22 709 02 00 ♦ Fax +41 22 709 02 10

♦ close to our offices

Room rates: from CHF 159.- / CHF 179.-

www.ibishotel.com/fr/hotel-7289-ibis-geneve-petit-lancy/index.shtml

5. ETAP HOTEL GENEVE PETIT-LANCY **

Chemin des Olliquestes 6, CH-1213 Petit-Lancy

Tel. +41 22 709 02 20 ♦ Fax +41 22 709 02 1

♦ close to our offices

Room rates: from CHF 95.- (CHF 95.- / 105.- / 165.-)

www.accorhotels.com/gb/hotel-7291-etap-hotel-geneve-petit-lancy/index.shtml

6. HOTEL DES HORLOGERS ***

Route de Saint-Julien 135, CH-1228 Plan-les-Ouates

Tel. +41 22 884 08 33 ♦ Fax +41 22 884 08 34

e-mail info@horlogers-ge.ch

♦ close to our offices; breakfast included

Room rates: Single CHF 175.- / Double CHF 210.-

www.horlogers-ge.ch

7. TIFFANY HOTEL GENEVE ****

20, rue de l'Arquebuse, CH-1204 Genève

♦ just outside central Geneva, not far from our offices

Tel. +41 22 708 16 16 ♦ Fax +41 22 708 16 17

e-mail Info@tiffanyhotel.ch

Room rates: Starting from CHF 360.-

www.hotel-tiffany.ch

8. HOTEL ASTORIA ***

6, Place Cornavin / CP 1092, CH-1211 Genève

Tel. +41 22 544 52 52 ♦ Fax +41 22 544 52 54

e-mail hotel@astoria-geneve.ch

♦ near the main train station

Room rates: starting from CHF 195.-

www.astoria-geneve.ch

As always, our staff will be pleased to assist you with your hotel requirements and hope your stay in Geneva will be a pleasant and memorable one!

The David Feldman company is pleased to offer 6 months' credit facilities for auction purchases (Please contact our accounts department in advance of your visit).

Refreshments and beverages available all day at our cafeteria.

Geneva

175, Route de Chancy, P.O. Box 81,
CH-1213 Onex, Geneva, Switzerland
Tel.: +41 (0)22 727 07 77
info@davidfeldman.com

Hong Kong

Suite 704 (7th Floor) Two Chinachem Exchange Square
338 King's Road, North Point, Hong Kong,
Tel.: + 852 3595 0128
asiainfo@davidfeldman.com

New York

230 Park Avenue, 10th Floor
New York, NY 10169
Tel.: +1 212-997-9200
usainfo@davidfeldman.com





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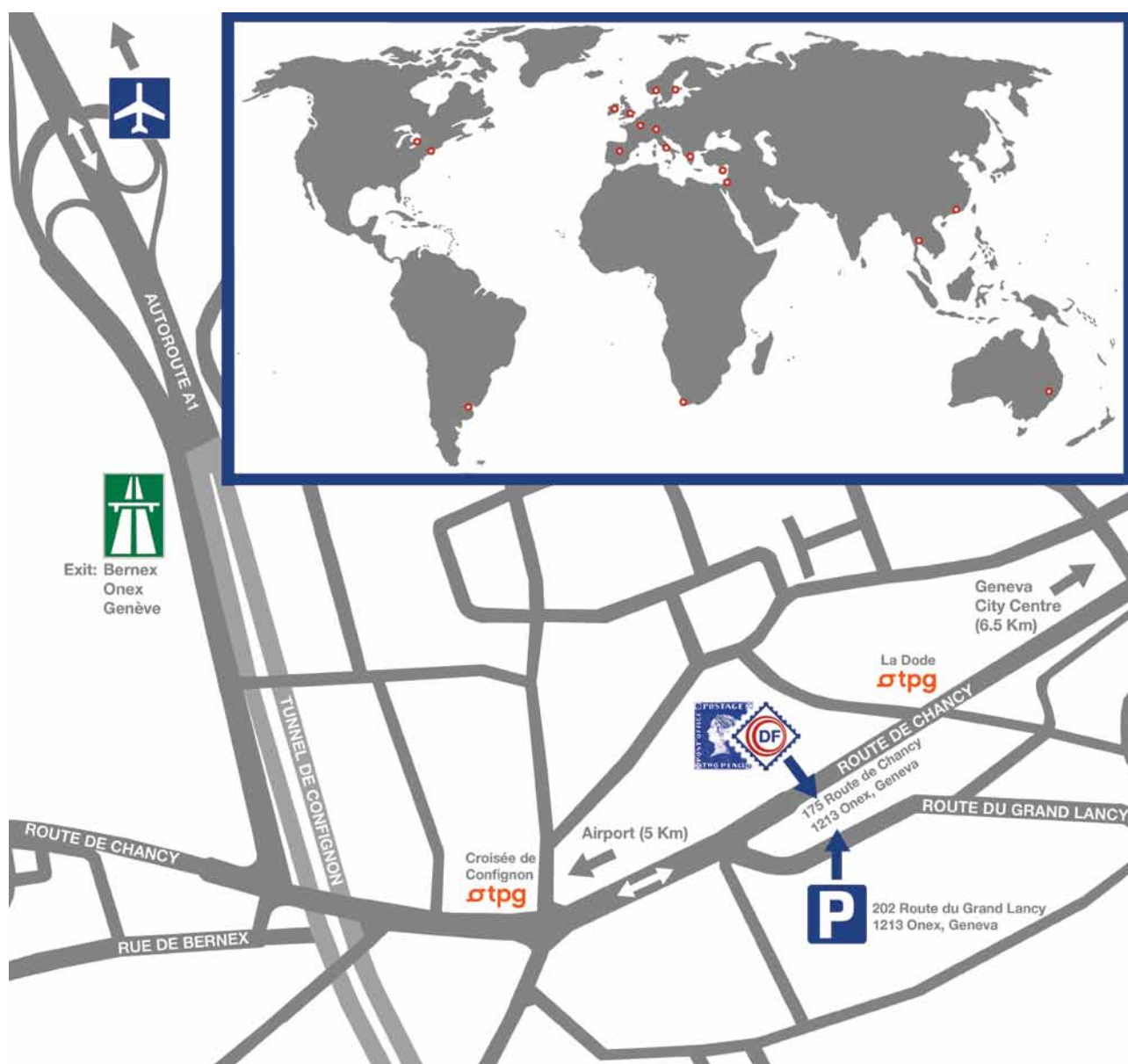
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175, Route de Chancy, P.O. Box 81, CH-1213 Onex, Geneva, Switzerland
Tel. +41 (0)22 727 07 77 – info@davidfeldman.com

www.davidfeldman.com