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廣告價目	定價表 (會員贈閱)	
	中日	歐本
全 面	零售 每册大洋一角郵費另加	全年 十二册大洋一元二角連郵費
半 面	半年六次 卅六元	全年英金二先令半或美金六角預定
四分之	半年六次 廿四元	半年起碼概不零售
一 面	半年六次 十五元	
每行廿二字三行起碼計大洋一元三行以上照每行三角五分計算		

歐亞飛郵詳情

朱世傑

日期與路線

吾國爲力謀國外航空郵運。發展國際間之交通。於十八年派參事雙清赴德考察。與漢沙公司商洽。本兩國互惠原則。訂立中德航空合同。十九年二月由交通部長王伯羣。德方代表史蜜德在京簽訂。遵照我國法律。組織歐亞航空公司。本年二月成立。初開滬滿空線。經多次試飛。結果甚爲滿意。曾於四月十九廿六兩日。試飛期內。附帶滬滿往來免費航郵二次。規畫全綫分爲六站。卽上海南京濟南北平林西滿洲里。惟自北平至林西。原定多倫。因三百公里航程中。有二百餘里係山嶺重疊。不見平地。飛行極感困難。爲謀飛行安全計。改由北平經林西達滿洲里。至京平航線本係中國航空公司所有權。故國內飛郵（卽滬滿線中不轉國外者）規定滬至京。由航空或滬甯鐵道運輸。京至平由中國航空公司接運。平至滿由歐亞

航空公司銜接聯運。若國際飛郵可由滬滿航線直運滿洲里。經過南京濟南北平林西等。再由滿洲里與依爾庫斯克 Irkutsk 之間一段。係借鐵道聯運。繼由依爾庫斯克地方之蘇俄郵局。直交依爾庫斯克至莫斯科之航空線。銜接轉運。歐洲各國。惟查首次飛運之國內郵件（滬寄滿）與國內郵件。同一辦法。均由歐亞直運。未經中國航空公司接運。抑係手續錯誤。真相未知也。

滬郵局提前二天接收航空郵件。預蓋卅一日紀念戳。至卅晚按件封袋。計有卅八基羅 Grams 重量。其中國際郵件居多。（德國有八百餘件）多數掛號。至卅一日清晨運至虹橋機場。準五時由德籍機師駕駛蓉克斯 F 13 號飛機。啓航赴平。於七時三十分經過南京時加添郵件四基羅。下午三時由平更換 W 33 號飛機。飛至林西六時三十分停航。蓋林西至滿洲里一段。因山峯林立。不便夜航。爲穩妥計。停留一宵。次早（六月一日）六時啓航十二時飛至滿洲里。故滿洲里到達郵戳。爲六月一日。惟自南京濟

南首次飛郵。寄往滿洲里者。該件上均蓋有卅一日紀念郵戳。其到達滿洲里爲六月四日郵戳。因該飛郵由京濟二局直飛北平。在平候三日之歐亞航空飛至林西。停留一宵。次日(四日)到滿。故相差有三日左右也。

滿郵局收寄飛郵。均蓋六月一日紀念戳。當晚封袋。次日(二日)準九時。由德籍機師駕駛蓉克斯W33號飛機。由滿站啓航。經過林西下午七時十五分至平。機降於南苑機場。除國際郵件外。當將國內(濟南南京上海等)郵件。運至平局。於四日(三日停航)交由中國航空公司。運經濟南達南京。銜接京滬夜車。次早(五日)六時五十分至滬。故國內航郵到達上海。均爲五日郵戳。至國際飛郵至平後。停留一宵。次早(三日)更換F13號。飛機準四時啓航。直飛上海。下午二時三十分到滬。故國際航郵到達上海爲三日郵戳也。

紀念信封與紀念郵戳

上海歐亞航空公司。預製紀念信封三千枚。圖案四色。甚

爲美觀(A圖)以二千枚分發各航站郵局出售。取值五分。上海郵局所得者。早於五月六日在十分鐘內。悉數售罄。外間得者絕少。咸抱向隅。聞此項信封實用於飛郵者極鮮。類皆請求銷蓋紀念戳。留作紀念而已。余由友人處分得數十枚。大喜過望。視爲珍貴。惟仍不足支配寄發也。郵政總局駐滬辦事處。預製銅質紀念郵戳(B圖)計十七枚。分發各航站郵局。計上海四枚。南京四枚。濟南一枚。天津一枚。北平四枚。林西一枚。滿洲里一枚。自五月卅一日起。至六月六日止。使用七天。惟滿洲里自五月卅一日起至六月六日止。上海郵局已於飛行前二天。預收航空郵件。啓用紀念戳。均蓋五月卅一日。以免臨時擁擠。如向各支局投寄者。皆由各該支局送往管理局蓋戳。滬局所備紀念戳。分配爲掛號快信。平常出口等處。惟細驗各戳之花紋與換嵌之日期。稍有異處。乃係製版後。加以人工鐫刻所致耳。

航空郵費

國內飛郵 信函及包裹。每一飛航區域。每重二十公分。除照納普通郵費四分掛號六分外。加納航空郵費一角五分。若自滬或京至滿者。納費四角五分。自濟或平至滿者。納費三角。自林西至滿者。納費一角五分。單明信片同。雙片加倍。

國際飛郵 信函及明信片。每一飛航區域。每重二十公分。納航空郵費二角。自滬或京寄至滿。納費六角。濟或平至滿。納費四角。林西至滿。納費二角。加納普通國際郵費二角。自依爾庫斯克至莫斯科航空費八角。莫斯科至瑞士第二航線六角。若自上海掛號寄至英法德等國。計合郵費二元四角。

歐亞開始通航之郵件數量

朱世傑君紀載歐亞飛郵。可謂詳晰。惟集郵家注重在各處郵件發寄之數量。郵件多則數見不鮮。價值必低。郵件少則物稀為貴。價值必高。茲調查得寄往各國郵件之數目與重量。列表如下。惟所紀數目。皆自上海發出之郵件

也。

英國 掛號信一百卅八封。重一千六百七十格。（即格蘭姆也）普通信一百八十二封。明信片四張。重三千八百四十格。

法國 掛號信一百卅一封。重一千四百四十格。

普通信四十封。重六千一百四十格。（按此數太重。疑有誤。）

德國 掛號信六百六十二封。重八千〇十九格。

普通信二百四十七封。明信片十五張。重二千八百六十格。

荷蘭 掛號信卅五封。重四百〇八格。普通信十封。明信片一張。重一百格。

奧國 掛號信五十四封。重五百九十格。普通信十一封。明信片十張。重一百廿五格。

瑞士 掛號信廿六封。重三百六十六格。普通信一百廿五封。重一千二百〇三格。

以上爲完全飛機遞送之信件。此外尚有至滿洲里然後由西伯利亞火車轉遞者。計掛號信三百卅四封。重三千九百九十五格。普通信一百〇六封。明信片六張。重一千二百八十格。又國內掛號信四袋。重三千七百八十格。普通信一袋。重一百二十格。至熱河林西站掛號信一袋。重二百五十格。合計由上海寄出者。約三萬餘格蘭姆。約合三十餘公斤云。

歐亞飛郵紀念信封小記

今覺

此次歐亞飛郵開通。其初計畫。本無紀念信封之發行。其爲集飛郵家留此一種恩物。飲水思源。不得不歸功於許君伯明。此一段歷史。外人知之者甚尠。故聊綜括而記之。約在兩閱月前。許君與歐亞航空公司經理雙清君同席。偶談及歐亞聯飛事。許君謂何不製一種紀念信封發賣。公司多一種收入。而國人多一種紀念品。且創始者尤可藉此以傳名。而航空事業。更可藉此以大肆鼓吹。一舉而

數善備。焉雙君曰善則善矣。恐無銷路。許君曰若能印刷稍精。而每枚售價一角。則一千枚我能包銷。談畢而散。越兩星期。雙君以紀念信封十枚函贈許君曰。如君之言。已印刷一千五百枚。每枚只售五分耳。許君以爲一千五百枚。一時不患無買處。詎越旬日而詢之。則已全數銷罄矣。時距飛郵開始之期尙遠也。嗣聞後來請購此項信封而致向隅者太多。乃添印一千五百枚。惟後印者與前印者。顏色深淺。略有不同。其異點何在。則尙未實驗也。信封之面。有一圓形硬戳。其初打此戳時。工人無知。誤打於信封之背面。若干枚後。爲雙君所見。飭令打在正面。并令將背面已打硬戳者。亦再打一戳於正面。於是遂有一信封而具雙硬戳者。此項雙硬戳之信封爲最少數。背面有一硬戳者次之。正面一硬戳者爲普通矣。蓋工人偷懶。僅取少數錯打戳者。添打一戳。以敷衍上官之命令。而其餘則任其將錯就錯也。然經此一錯。反造成一種罕貴之信封。此雙君告知許君者。非無稽之言也。

國民會議郵戳

謝鄂常

前期月刊紀載南京國民會議郵戳。自五月一日起。至十八日止。茲查議場十七日閉幕。而臨時郵局。尚繼續設立。直至二十日止。在會議期中。門禁森嚴。無證章者。不得入內。故郵件為數不多。惟十八十九兩日。及二十半日。任人出入。郵件乃得自由寄發。信件中以航空郵遞為最少。計九十六封。掛號及快信。均不滿二百也。

杜祠落成紀念郵戳

周季昌來稿

杜月笙先生。為海上聞人。六月九日十日十一日三天。在浦東高橋地方。舉行杜氏家祠落成典禮。賀客日以萬計。上海郵務管理局。特為設立臨時郵局。并加蓋硃紅色紀念郵戳。扁方形。單線外框。橫列八字。曰杜氏家祠落成紀念。（該戳因紅色太淡。不能鑄版。故未登出。）

徐造青君來函摘要

三分暫作一分票。加蓋版模太劣。斷畫缺筆。多不勝舉。大

失變體錯體可貴之原。則鄙人於前日接到蚌埠一函。上貼暫作一分橫三連一連。細察之下。其右邊兩枚之暫作二字。均有極顯明之複蓋痕跡。而尤以右邊第一枚為最清晰。惟壹分二字及其他西文字。皆無複蓋痕跡。又左邊一枚。則全無複蓋。此種半複蓋之品。有無其他同志先我獲得。乞登月刊一徵求之。

馬杰禮君來函一

逕啓者。鄙人近購得三分改一分小寫四字號碼之全張數張。察得其中（自左至右）第九枚及第四十一枚。t字之後皆無點。而第八枚則t字之腳與點相連。又其第卅七卅九兩枚之1字。上端之彎頭缺斷。而第卅九枚尤為顯著。但有數張。其第四十一枚仍然有點。而其他則一樣。此必版模之故。可無疑義。而與月刊第三卷第一號所紀載之三枚無點之全張其地位又互異。可見此種加蓋版式之多也。

奧國將舉行大規模之郵票展覽會

奧國將於一九卅三年之秋。在維也納都城舉行萬國郵票展覽會。定其名爲維泊。(Wipa 1933)其時間爲六月廿四日至七月九日。該會現已從事預備。以兩年之久而佈置一切。其盛大當不亞於去年柏林之會也。該會徵求各國有名郵學家爲董事。已有函致周今覺君。請其爲代表中國之董事。原函已登英文欄。茲譯其大意如下。

敬啓者。維也納將於一九三三年六月廿四日至七月九日。舉行萬國郵票展覽會。定名爲維泊。特請閣下加入敝會爲董事。代表中國。敝會於代表中國之董事。僅舉閣下一人。但閣下須允許敝會。在一九三三年中。不再加入其他萬國郵票展覽會爲董事。倘荷贊許。佇候復示。

周今覺君復信

奉示欣悉。貴國將於一九三三年舉行盛大規模之萬國郵票展覽會。並推舉鄙人爲代表中國唯一之董事。不勝榮幸之至。鄙人願爲貴會盡力。並允許在同年中

不再代表其他之郵票展覽會。中國集郵界。年來進步已迥非以前可比。鄙人願在可能範圍內。爲貴會儘力宣揚也。

提議華郵圖鑑宜印行單行本劉榮庭來件

今覺會長大鑒。竊近年來華郵地位增高。與夫嗜士集中於斯。突飛猛進。致外洋於忽視。重國粹不稍懈。此雖由鈞會提倡之盡力。亦實緣 尊著指導之彌殷。而 大作之中。尤以華郵圖鑑發生至大之效果。每述一票內容。引證確切無遺。搜材精微廣遠。誠爲空前最偉大之郵書宏著。至史料之詳盡。用詞之新穎。尤令人感濃厚之興趣。百讀而無厭。愛不釋卷。良非虛語。此早爲同志所公認。有口皆碑。中外讚頌。無待鄙人喋喋也。足徵 先生才識超絕。蘊藏豐富。殊堪欽佩之至。但圖鑑係散載郵乘及郵學月刊中。卷冊浩繁。考查一票。輾轉費時。况出版已五六年之久。及十餘冊之多。定價雖稱公允。惟尙有售缺絕版者。購置全璧。殊屬匪易。是以圖鑑一書。雖於郵界有很大裨益。施

諸後學。得良深教誨。但參考既感乏便。購備又較難求。此切於實用之良籍。致障礙於無形。誠爲郵學界不佳之現象。然以人手一編。考查便利計。亟宜印行單行本。既資普遍。復廣宣傳。無翻此尋彼之煩。有簡捷速成之效。嘉惠後學。洵非淺尠。想此志願在。先生早有成竹。或因編撰未竣。不得稱之大成。須全書在會刊出齊後。再議此舉耶。然國郵珍奇變體而有研究之價值者。皆爲民國以上之清代者居多。搜集之士。亦以此際郵票最有參研之興趣。而尊著已將有清之世完全成書。而發行第一集之單行本。亦實爲當務之急。俟全書陸續在會刊登。後再續出第二集第三集以至大全。俾後學先沾廣惠。得作良師。所獲郵識之實益。當無止境矣。而在。先生不過略費整理之勞。無再編著之擾。施於同志。各得一冊。奉爲圭臬。如親指教。出版之日。定克風行宇內。鄙人忝列會員。愚見所及。是以不揣冒昧。逕申拙劃於大雅之前。如荷。採納。無任幸感。倘以經費關係。可於月刊徵求諸賢之意見。先期預

約。湊足百份以上。即可付印。再如能在各票解之末。附以評定等級。尤爲至臻完善。鄙見如斯。若何之處。尙希鑒核。

馬杰禮君來函二

前略。弟見友人有閩西共匪之郵票。票價乃二片。色淡紅。紙頗薄。略如日本地震票之紙質。無齒。圖甚粗。中心係一五角星形。星內有似錨非錨似釵非釵之標記。又似鐮刀一把。鋤一柄交叉而置。不外乎蘇俄郵票內之劍。有殺伐之意乎。謹將其圖描下寄上。據友人云。彼尙見有四片者。其圖色與二片者同。查片者。乃福建銅元之別名。二片乃銅元二枚也。目下福州銅元。每枚作四文。四文二。四文三。或四文半。不等。每元大洋。可兌由二百廿三枚至二百五十枚。漲落無定。但閩西之銅元或銅片。是否同樣。不得知矣。聞該票係去年閩西汀州連城上杭一帶之共匪組織蘇維埃政府時所發行。祇能於共匪區域內通用。郵局不爲投遞云。弟懇友人轉託其友代購。竟被拒絕。蓋畏獲通匪或濟匪之嫌也。此等雖非郵學正式之歷史。然其價值

當遠在抱贖岡匪票之上惜。不能得原票又。不能一拍其照片耳。

本會紀事

張棟村君已自漢口返滬。將經手帳款。及會員已繳未繳會費清單。移交清楚。張君不日仍將赴漢也。
董事許伯明君。現升任江蘇財政廳長。仍担任本會董事一席。以藝術與政務本不相妨也。聞本會董事將公譙許君。以伸賀悃云。

會務報告

五月三十一日。星期日。下午三時。在銀行俱樂部。開本年第八次常會。會員列席者十四人。因歐亞飛郵。適於是晨開始。會員相見。多議論此事。並互述寄信之多寡。及種種之趣談。因之拍賣時。凡飛郵信封。多引起羣衆之興味。而得較高之價。是日拍賣有一百十號之多云。

終身會員題名 (Life Members)

139 J. M. X. Challot

會員通訊處遷移表

(Change of Address)

168 趙品三 北平南池子四十八號

本月份各處寄贈交換書報目

(Additions to the Library)

The London Philatelist No. 471

Whitfield King's Philatelic Bulletin No. 419 & 420

Bulletin Mensuel de la Maison Theodore Champion

No. 335

Philatelic Opinion Vol. 3 No. 1 By B.W.H. Poole

飛鴻月刊 第廿八號

誌謝

大連羅仙樵君。寄贈日本鹿兒島產振興博覽會紀念戳明信片五枚。特此誌謝。

李筱荷君。捐助交通史郵政編一部。此書為交通鐵道部

立交通史編纂委員會所編。去年年終出版。所紀述郵政沿革。極爲詳備。乃華郵中極有用之書。也特此誌謝。



Fig B.

紀念郵空航歐亞
ERINNERUNG AN DEN ERSTPOSTFLUG DER EURASIA.
IN COMMEMORATION OF FIRST FLIGHT ASIA-EUROPE AIR-MAIL SERVICE.



FigA.

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June July 1931

whole No. 32 & 33

Combined Number

DETAILS OF THE EURASIA AIRMAIL FLIGHT.

By Church Chu

During February of this year the Eurasia Aviation Corporation was organized. On April 19th. and 26th., trial flights were made between Shanghai and Manchouli when postal matter was carried without airmail postage. There are six stations on this airmail line, Shanghai, Nanking, Tsinan, Peiping, Linsi and Manchouli. The China National Aviation Corporation already has the mail-carrying rights between Nanking and Peiping, so it was decided that all mail between Shanghai and Peiping should be carried by the China National Aviation Corporation and mail from Peiping to Manchouli should be carried by the Eurasia Aviation Corporation. Mail for abroad should be carried by the Eurasia Aviation Corporation to Manchouli, via Nanking, Tsinan, Peiping and Linsi. From Manchouli mail should be carried by the Transiberian railway to Irkutsk and then by Russian airmail service to Moscow. On inspection it will be found that first flight domestic mail from Shanghai to Manchouli was carried by the Eurasia Aviation Corporation, being not connected by the China National Aviation Corporation plane in Nanking. It is not known whether this is an error in handling the mail or not.

The Shanghai Postoffice arranged to receive airmail for this first flight two days before the closing of mail, but all mail matter bears the commemorative chop of May 31st. This was done in order to avoid confusion at the last moment. Mail bags were closed on the evening of 30th. There were approximately 38 kilogrammes of mail, of which the majority, mostly registered, was for foreign countries,—over 800 pieces of mail were for Germany. Early on the morning of the 31st. the mail was taken to the

Hungjao airfield. At five o'clock, a German aviator, in the Junkers plane, F13, took off for Peiping. When it left Nanking at 7.30, 4 kilogrammes of mail had been taken on board. At Peiping the mail was transferred to the plane W33, leaving that city at 3.00 p. m., and arriving at Linsi at 6.30 that same day, where the plane spent the night. Next morning, June 1st., the plane left at 6.00 a. m., arriving at Manchouli at noon. Mail received at Manchouli is cancelled as of June 1st. Mail from Nanking and Tsinan, on this first flight, addressed to Manchouli, bears the cancellation of the despatching offices of May 31st., but is cancelled at Manchouli as of June 4th. This was because mail from those two places was carried to Peiping in the China National Aviation Corporation plane and there waited three days for the second flight plane of the Eurasia Aviation Corporation and then taken on to Linsi, where it spent the night, the next day, the 4th., arriving at Manchouli, thereby being three days later in arriving in Manchouli than through mail to Europe.

Mail received at the Manchouli office, to be despatched south, all bears the commemorative cancellation of June 1st. Mails were closed that evening and, on the 2nd., at 9.00 a. m., left Manchouli in the Junkers plane, W33, piloted by a German aviator, going via Linsi, and arriving at Peiping at 7.15 that evening at the Nanyuan aviation field. With the exception of mail from abroad,—received at Manchouli via the Transiberian railway,—domestic mail,—for Tsinan, Nanking and Shanghai,—was taken to the Peiping postoffice and on the 4th.,—there was no flight on the 3rd.,—was despatched to Tsinan and Nanking in a plane of the China National Aviation Corporation, catching the night train from Nanking to Shanghai, and arriving there the next morning, the 5th., at 6.50 a. m. Consequently, they are all cancelled at Shanghai as of the 5th. Mail from abroad was kept in Peiping over the night of the 2nd., and, at 4 o'clock on the morning of the 3rd., was despatched direct to Shanghai in the F13, arriving there at 2.30 p. m. Consequently, mail from abroad is all cancelled at Shanghai as of June 3rd.

COMMEMORATIVE ENVELOPES AND COMMEMORATIVE POSTAL CANCELLATION.

By Church Chu

The Shanghai office of the Eurasia Aviation Corporation prepared 3000 very attractive commemorative envelopes in four colors. See fig. A. Two thousand of these were sent to postoffices on the route to be sold, at five cents each. Those received at the Shanghai postoffice on the morning of

May 6th., were all sold within ten minutes. It is to be regretted that people outside did not get a chance to buy but a very few. It is understood that these envelopes were cancelled to order and have been kept as souvenirs and that very few of them were actually used postally. I am glad to say that, through a friend in the postoffice, I got several tens of these envelopes, which I value greatly, but which were not enough for my use.

The office of the Directorate-General of Posts in Shanghai had 16 commemorative chops of copper made for the occasion. See fig. B. These were sent to all offices,—Shanghai, Nanking and Peiping had four each; Tientsin (where there is no station at the present), Tsinan, Linsi and Manchouli one each. This chop was used for seven days, from May 31st. to June 6th.; but in Manchouli was used from June 1st. and in Linsi from June 6th. Airmail received at the sub-offices was sent to the main office and there cancelled with this special chop. Chops were prepared for four different classes of mail, registered, express, ordinary and parcel post. Upon examination it will be noticed that these chops differ slightly in the number of lines on them and in the type for the date of the days on which this special chop was used. This, no doubt, is due to the difference in workmanship in the engraving of these chops.

EURASIA AIRMAIL FLIGHT: QUANTITY OF MAIL MATTER CARRIED IN THE INAUGURATION FLIGHT.

The report on Eurasia Air-mail Service compiled by Mr. Church Chu supplies all the information as far as possible. To a collector, the quantity of mail matter despatched is hower of great concern, as the value of the collection itself lies in the number of articles in existence. Following is a list of the quantity and weight of mail matter despatched from Shanghai to various foreign countries.

Great Britain:	Registered letters 138, weight 1,670 grammes; Ordinary letters 182, post cards 4, total weight 3,840 grammes
France:	Registered letters 131, weight 1,440 grammes; Ordinary letters 40, weight 6,140 grammes (?)
Germany:	Registered letters 662, weight 8,019 grammes; Ordinary letters 247, post cards 15, total weight 2,860 grammes
Holland:	Registreed letters 35, weight 408 grammes; Ordinary letters 10, post card 1, total weight 100 grammes

Austria-Hungary: Registered letters 54, weight 590 grammes;
Ordinary letters 11, post cards 10, total weight 125
grammes
Switzerland: Registered letters 26, weight 366 grammes;
Ordinary letters 125, weight 1,203 grammes.

All the above were entirely carried by mail-planes. In addition to these, there were some sent to Manchouli by air for transmission by the Siberian train, and they are as follows:—

Registered letters 334, weight 3,995 grammes

Ordinary letters 106 & post cards 6, total weight 1,280 grammes

Domestic Registered letters, 4 bags, weighing 3,780 grammes

Domestic Ordinary letters, 1 bag, weighing 120 grammes

Registered letters, 1 bag, weighing 250 grammes for the Lin-si Station, Jehol making a total of some 30,000 grammes or 30 kilos of mail matter sent by air from Shanghai.

CORRESPONDENCE

Vienna, the 9th June 1931.

Mr. M. D. Chow,

Dear Sir,

You will doubtlessly be aware that there is being prepared at Vienna a great International Philatelic Exhibition for the year 1933, shortly called "WIPA 1933". Further details you will learn from the enclosed first communication for the Press.

The undersigned Committee of Management of the WIPA 1933 beg to invite you to undertake the representation of this exhibition for China. you would be the sole representative of the WIPA 1933 for your country, but you ought to bind yourself not to represent any other international exhibition to be held in the year 1933.

We should be very glad, if your acceptance would enable, us to work together with you for the success of the exhibition, and we remain, Dear Sir, in attention of your reply.

Yours faithfully,

ARBEITSAUSSCHUSS

DER WIPA 1933

Edwin Müller

Ludwing Hesshaimer