

空航

Chinese International Airmail 1931-1949

A study of the routes and rates used by Chinese mail that was carried by air to international destinations. The period covered is from the first acceptance by the Chinese post office of mail to be carried by air to overseas countries, through to the beginning of the communist administration in October 1949.

This exhibit is organised first by date, and then by geography within date. The three broad time periods are pre-World War II, during WWII and post WWII. These bands are not straightforward to define as different parts of the world entered and recovered from the conflict at different times.

Pre-War	Wartime	Post-War
1.1 Imperial Airways Service	2.1 Services to Europe	3.1 Services to Europe
1.2 Air France Service	2.2 Services to North America	3.2 Services to North America
1.3 KLM Service	2.3 Other Destinations	3.3 Other Destinations
1.4 North American Service		
1.5 Other Destinations		

The three time periods offer different key aspects for study:

- Pre-War The different airlines had fierce price competition
- Wartime Many pragmatic routes were sought and developed
- Post-War The devastating problem of hyperinflation was encountered and overcome.

Throughout the two decades that are covered, only commercial mail is shown; first flight material is banished! Not all routes and rates can be shown in 80 sheets, so more unusual routes and/or short-lived rates are favoured.

Sources:

Aitink H. & Hovenkamp E., *Bridging the Continents in Wartime*, Stichting Luchtpostgeschiedenis Tweede Wereldoorlog, 2005
Blackburn J.L., "The Postal Rate History of China", *The China Clipper*, six articles: Jul 1967, Sep 1968, Mar 1969, Mar 1971, Sep 1972 and Mar 1979
Cheung A., *Chinese International Postal Routes during the Sino-Japanese War of 1937-45*, privately published in Australia, 2008
Crewe D., *Hong Kong Airmails 1924-1941*, Hong Kong Study Circle, 2000
Halewood N., *Hong Kong Airmails 1945-1995*, Hong Kong Study Circle, 2000
McQueen I., *Airmail Directional Handstamps Volumes 1 & 2*, Author, 2003
Sieh P. & Blackburn J.L., *Postage Rates of China 1867-1980*, Directorate General of Posts, Taipei, 1981
Wingent P., *Extracts from the Air Ministry Civil Aviation Intelligence Reports Summaries 1939-1945*, West Africa Study Circle, 2010

Reading Chinese Characters in Postmarks

一 二 三 四 五 六 七 八 九 十 廿 卅 日 月 年
 1 2 3 4 5 6 7 8 9 10 20 30 day month year

Reading Dates in Chinese Postmarks



Straightforward datestamp in Western script and format.

27 September 1946



Chinese characters in date portion read:

8 10 30
 <day> <month> 6

Should be read as:

8th day of 10th month of 36th year of the Republic. Year 1 was 1912, so 36 is 1947.

8 October 1947



Datestamp in Western script, but '37' is year of Republic rather than a Western calendar year.

4 August 1948



6.9.47
 6 September 1947



9.7.37
 9 July 1948

Two different Kuling postmarks used within a year of one another. The earlier one shows the year according to the Western calendar, but the second one uses the year of the Republic.

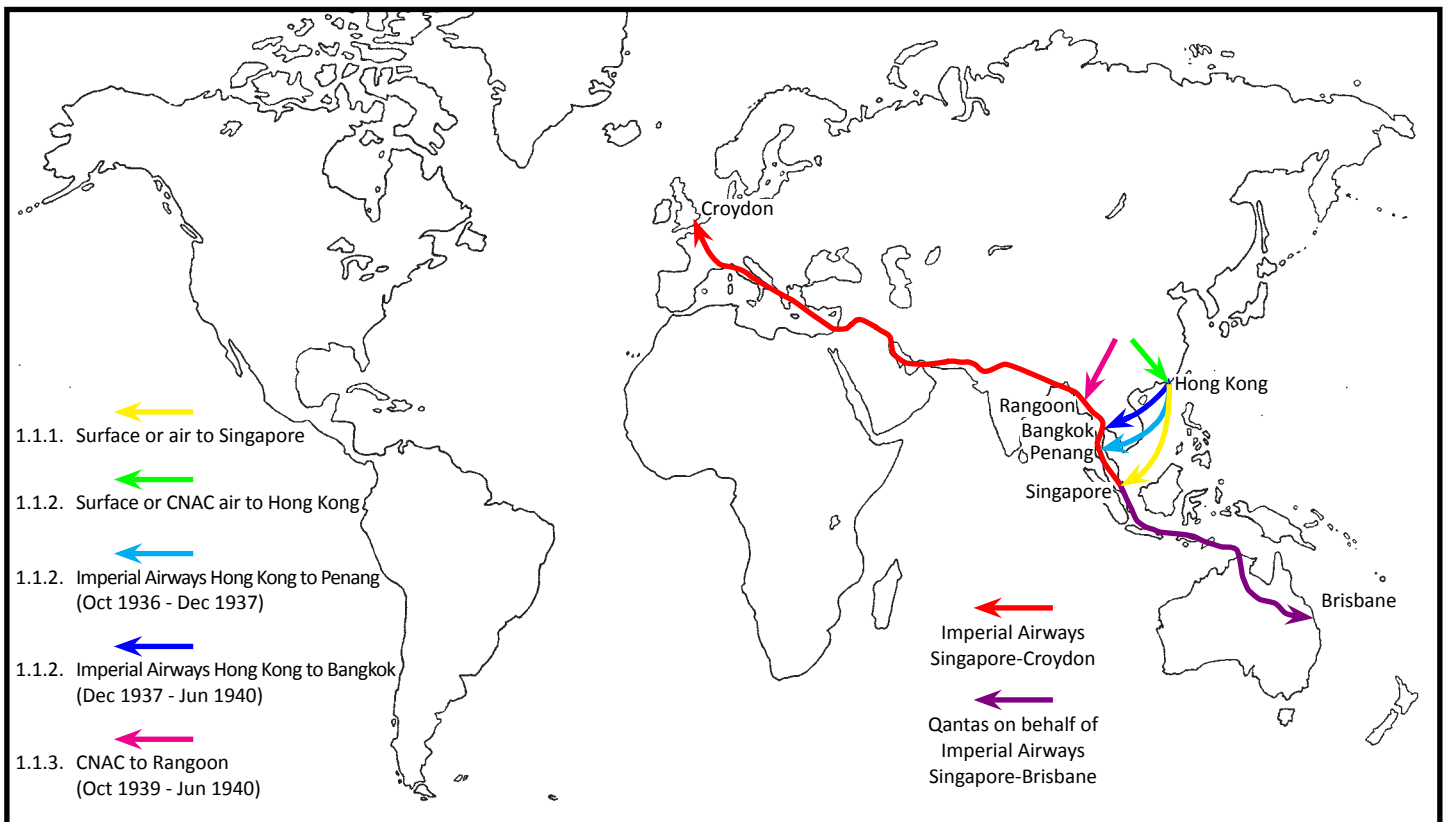
1. Early International Services

1.1 British Imperial Airways Empire Service

The first acceptance of air mail to connect with the British Imperial Airways service between the United Kingdom and Australia was on 19 May 1934. In the pre-war period, connections were made at Singapore, Hong Kong, Penang, Bangkok and Rangoon. This service was used until Italy entered the war in June 1940 and closed Mediterranean airspace.

Imperial Airways west-bound service: Singapore, Kuala Lumpur, Penang, Bangkok, Rangoon, Calcutta, Karachi, Bahrein, Baghdad, Alexandria, Athens, Rome, Marseilles, Paris to Croydon.

Imperial Airways east-bound service: Singapore, Batavia, Darwin to Brisbane. Operated by Qantas Empire Airways.



Route 1.1. Imperial Airways Empire Service.

Numerous different route and rate combinations were used on this service between May 1934 and Jun 1940:	Rate	Start date	Surface first 20g	Surface extra 20g	Air per 5g	Reg Fee	Express Fee
	1.1.1.1	19 May 1934	0.25	0.15	0.49	0.25	0.50
	1.1.1.2	19 May 1935	0.25	0.15	0.46	0.25	0.50
An extra \$0.25 (per 20g route 1.1.1, or per 5g routes 1.1.2 & 1.1.3) was payable if the CNAC connecting airmail service was used.	1.1.1.3	1 Jun 1935	0.20	0.12	0.37	0.20	0.40
	1.1.1.4	1 Feb 1936	0.25	0.15	0.46	0.25	0.50
	1.1.1.5	26 Aug 1936	0.25	0.15	0.45	0.25	0.50
In the late 1930s there was much competition between IAL, Air France and KLM to provide an airmail service to Europe. All had different rates and the postal authorities struggled to validate a rate and to sort the mail by service requested. This situation was resolved on 19 April 1939 by the unification of rates to destinations irrespective of carrier.	1.1.2.1	15 Oct 1936	0.25	0.15	0.55	0.25	0.50
	1.1.2.2	19 Dec 1937	0.25	0.15	0.55	0.25	0.50
	1.1.2.3	8 Mar 1938	0.25	0.15	0.45	0.25	0.50
	1.1.2.4	19 Apr 1939	0.25	0.15	0.50	0.25	0.50
	1.1.2.5	1 Sep 1939	0.50	0.30	1.00	0.50	1.00
	1.1.2.6	1 Nov 1939	0.50	0.30	1.75	0.50	1.00
	1.1.3.1	30 Oct 1939	0.50	0.30	1.00	0.50	1.00
	1.1.3.2	1 Nov 1939	0.50	0.30	2.00	0.50	1.00
		13 Jun 1940 route ceased					

1.1.1 Surface to Singapore via Hong Kong, Imperial Airways to Croydon, United Kingdom

Rate 1.1.1.3: 1 Jun 1935 to 31 Jan 1936 (245 days).

Surface first 20g \$0.20 Air per 5g \$0.37



30 Jun 1935 - Shanghai to Lincoln, England. No backstamps. Handstamped 'By Imperial Air Mail'.
Double rate letter \$0.20 + 2 x \$0.37 = \$0.94. Overpaid at \$1.04.

1.1.2 IAL Hong Kong to Penang or Bangkok, IAL Empire Service to Europe

Rate 1.1.2.1: Via Penang - 15 Oct 1936 to 18 Dec 1937 (430 days).

Surface first 20g \$0.25 Air per 5g \$0.55 Registration fee \$0.25 Air to Hong Kong per 5g \$0.25



3 Nov 1937 - Canton to Villeneuve, Paris. Hong Kong (5 Nov) and Seine (? Nov) backstamps. Single rate letter \$0.25 + \$0.55 = \$0.80.

1.1.2 IAL Hong Kong to Penang or Bangkok, IAL Empire Service to Europe

Rate 1.1.2.1: Via Penang - 15 Oct 1936 to 18 Dec 1937 (430 days). Surface first 20g \$0.25 Air per 5g \$0.55 Reg. fee \$0.25



30 Nov 1937 - Hankow to Hamburg, Germany. Backstamped at Hong Kong (1 Dec) and Hamburg (14 Dec). Air to Hong Kong additional \$0.25 per 5g. Quadruple rate ('18g') letter \$0.25 + 4 x (\$0.55 + \$0.25) + \$0.25 = \$3.70.

Rate 1.1.2.2: Via Bangkok - 19 Dec 1937 to 7 Mar 1938 (79 days). Surface first 20g \$0.25 Air per 5g \$0.55



1 Feb 1938 - Shanghai to Cornwall. Surface to Hong Kong (5 Feb). 'By I.A.L.' applied in Shanghai. Triple rate \$0.25 + 3 x \$0.55 = \$1.90.

1.1.2 IAL Hong Kong to Bangkok, IAL Empire Service to Europe

Rate 1.1.2.3: 8 Mar 1938 to 18 Apr 1939 (407 days).

Surface first 20g \$0.25 Air per 5g to Western Europe \$0.45



28 Dec 1938 - Shanghai to Brussels, Belgium. Hong Kong backstamp (3 Jan 1939). 'By I.A.L.' applied in Shanghai. 'BY AIR TO LONDON ONLY' applied in Hong Kong. Double rate letter \$0.25 + 2 x \$0.45 = \$1.15.



21 Feb 1939 - Shanghai to Berlin, Germany. Backstamped at Hong Kong (25 Feb). 'By I.A.L.' applied in Shanghai. Double rate letter \$0.25 + 2 x \$0.45 = \$1.15.

1.1.2 IAL Hong Kong to Bangkok, IAL Empire Service to South-East Asia / Europe

Rate 1.1.2.3: 8 Mar 1938 to 18 Apr 1939 (407 days). Surface first 20g \$0.25 Air per 5g to Netherlands Indies \$0.15



12 Jan 1939 - Shanghai to Soerabaia, Java. Backstamped at Hong Kong (19 Jan). Double rate letter \$0.25 + 2 x \$0.15 = \$0.55.

Rate 1.1.2.5: 1 Sep 1939 to 31 Oct 1939 (61 days). Surface first 20g \$0.50 Surface extra 20g \$0.30 Air per 5g to Europe \$1.00



9 Oct 1939 - Shanghai to Chobham. Surface to Hong Kong (13 Oct). Six times rate (25-30g) \$0.50 + \$0.30 + 6 x \$1.00 = \$6.80.

1.1.2 IAL Hong Kong to Bangkok, IAL Empire Service to Europe

Rate 1.1.2.6: 1 Nov 1939 to 13 Jun 1940 (225 days).

Surface first 20g \$0.50 Air per 5g to Western Europe \$1.75 Chinese internal air fee per 5g \$0.25



16 Nov 1939 - Shanghai to Somerset. Paid for internal air. Hong Kong backstamp (20 Nov). Single rate \$0.50 + \$1.75 + \$0.25 = \$2.50.



4 May 1940 - Shanghai to Cam, England. Surface to Hong Kong (9 May). Double rate letter \$0.50 + 2 x \$1.75 = \$4.00.

1.1.2 IAL (BOAC from April 1940) Hong Kong to Bangkok, IAL (BOAC) Empire Service

Rate: 1 Nov 1939 to 13 Jun 1940. Surface first 20g \$0.50 Air per 5g to South Africa \$3.40



30 May 1940 - Shanghai to Johannesburg, South Africa. Carried on one of the last flights prior to WW II. Censored in Hong Kong. Triple rate letter \$0.50 + 3 x \$3.40 = \$10.70.

Mail from Occupied China: The rate revisions of unoccupied China were ignored by the governments in the northern provinces.



6 Apr 1940 - Peking to London. Paid \$0.50 + \$0.45 = \$0.95; the rate had increased three times in the south since \$0.95 was valid.

1.1.3 CNAC to Rangoon, Imperial Airways to Europe

Rate 1.1.3.1: 30 Oct 1939 to 31 Oct 1939 (2 days).

This rate had been in place since 1 Sep 1939 on the Hong Kong feeder service, but was only available on the CNAC service for two days before the increase on 1 Nov 1939. Surface first 20g \$0.50 Air per 5g to Western Europe \$1.00



4 Nov 1939 - Kunming to Malvern, England. No backstamps. Single rate letter \$0.50 + \$1.00 = \$1.50. Paid at the Rate 1.1.3.1 scale of postage, but postmarked four days after it had been superseded.

Rate 1.1.3.2: 1 Nov 1939 to 13 Jun 1940 (225 days).

Surface first 20g \$0.50 Air per 5g to Western Europe \$2.00



25 Nov 1939 - Kunming to Malvern, England. No backstamps. The absence of a Hong Kong transit mark strongly suggests that this letter was carried by CNAC from Kunming to Rangoon. Single rate letter \$0.50 + \$2.00 = \$2.50.

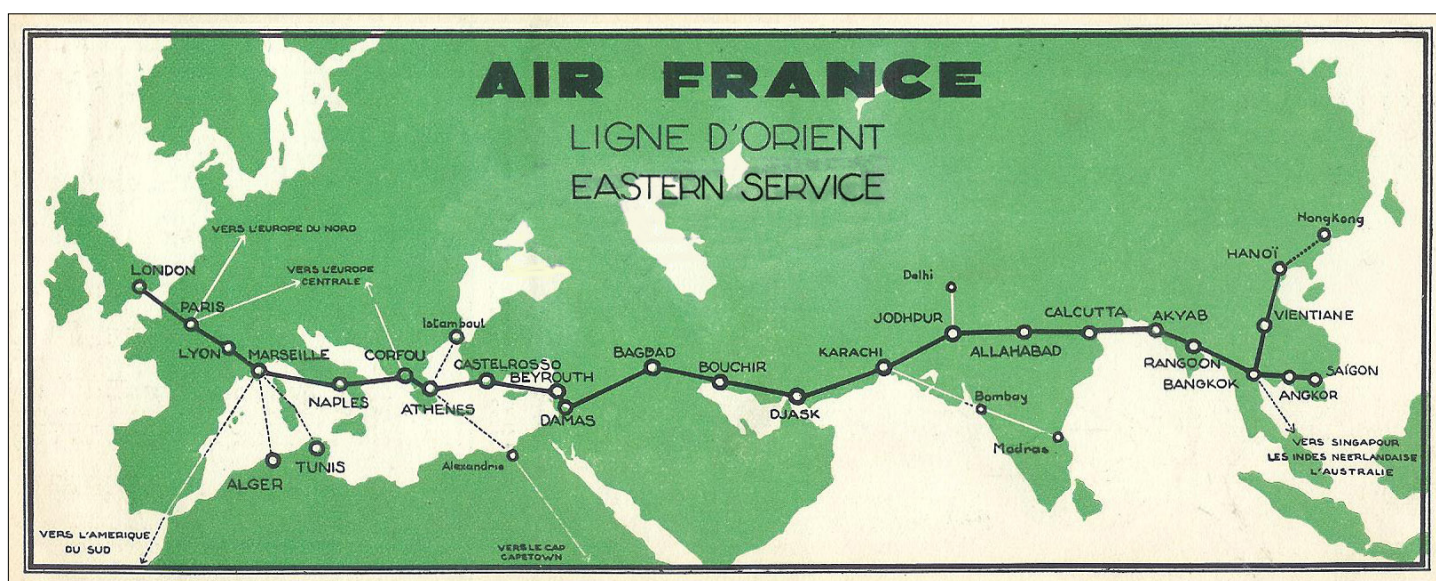
1.2 Air France Eastern Service

The French service from Saigon to Marseilles was operated weekly from April 1931, and began to be used by the southern Yunnan province from September 1931. It was not used generally by the Chinese post office until 31 December 1932. Mail destined for Europe had to be endorsed "Via Saigon-Marseilles Air Line".

Initially all mail was sent to Saigon by sea, but feeder services were developed over the next few years:

Jan 1935	Air France	Hanoi to Bangkok
10 Jul 1936	CNAC	Canton to Hanoi
16 Dec 1937	Eurasia	Kunming to Hanoi
10 Aug 1938	Air France	Hong Kong to Hanoi.

Air France Eastern Service: Saigon, Angkor, Bangkok, Rangoon, Akyab, Calcutta, Allahbad, Jodhpur, Karachi, Djask, Bouchir, Baghdad, Damas, Beyrouth, Castelrosso, Athens, Corfu, Naples to Marseilles. Onward links became available to Paris and London.



Route 1.2. Air France route taken from Summer 1935 timetable.

The rate depended on the country of destination, although the rate to Western Europe was unified in April 1939. Some examples:

Start date	Surface	Marseilles	Rest of France	Europe	Europe
	first 20g	Air per 10g	Air per 10g	to Marseilles Air per 10g	from Marseilles
2 Aug 1932	0.25	3.00			
31 Dec 1932	0.25	1.48	1.58	1.58	
		Air per 5g	Air per 5g	Air per 5g	Air per 20g
3 Jun 1933	0.25	0.69	0.74	0.69	0.19
19 Mar 1935	0.25	0.61	0.65	0.61	0.17
1 Jun 1935	0.20	0.49	0.53	0.49	0.14
1 Feb 1936	0.25	0.61	0.65	0.61	0.17
14 Feb 1936	0.25	0.65	0.65	0.65	0.00
1 May 1936	0.25	0.61	0.65	0.61	0.17
10 Jul 1936	0.25	0.65	0.65	0.65	0.00
19 Apr 1939	0.25	0.75	0.75	0.75	0.00
1 Sep 1939	0.50	1.25	1.25	1.25	0.00
1 Nov 1939	0.50	2.00	2.00	2.00	0.00
17 Jul 1940	route ceased				

An additional fee was payable if the internal Chinese airmail service was used. \$0.15 per 20g until 31 Jan 1933, \$0.25 after.

1.2.1 Surface to Saigon, Air France to Marseilles

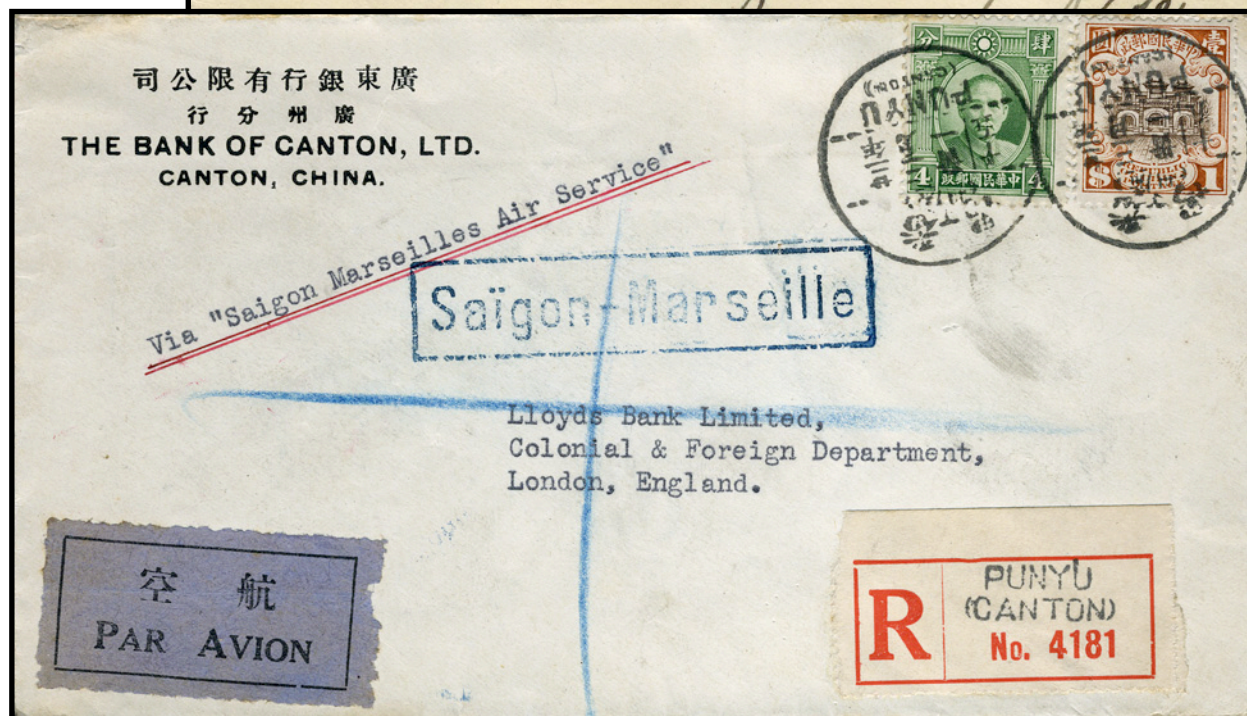
Rate to France: 2 Aug 1932 to 30 Dec 1932.

Surface first 20g \$0.25 Air per 10g \$3.00 Registration fee \$0.25

Rate to United Kingdom: 31 Dec 1932 to 2 Jun 1933.

Surface first 20g \$0.25 Air per 10g \$1.58 Registration fee \$0.25

2 Dec 1932 - Shanghai to Seine et Oise, France. Saigon-Marseilles service used before general acceptance by Chinese post office. Single rate registered letter \$0.25 + \$3.00 + \$0.25 = \$3.50.



31 Mar 1933 - Punyu to London, England. Letter sent in the first few months after the establishment of the service. Single rate registered letter \$0.25 + \$1.58 + \$0.25 = \$2.08. Additional \$1.04 adhesives on back.

1.2.2 Air France Hanoi to Marseilles; CNAC feeder service from Canton

Rate to United Kingdom: 14 Feb 1936 to 30 Apr 1936.

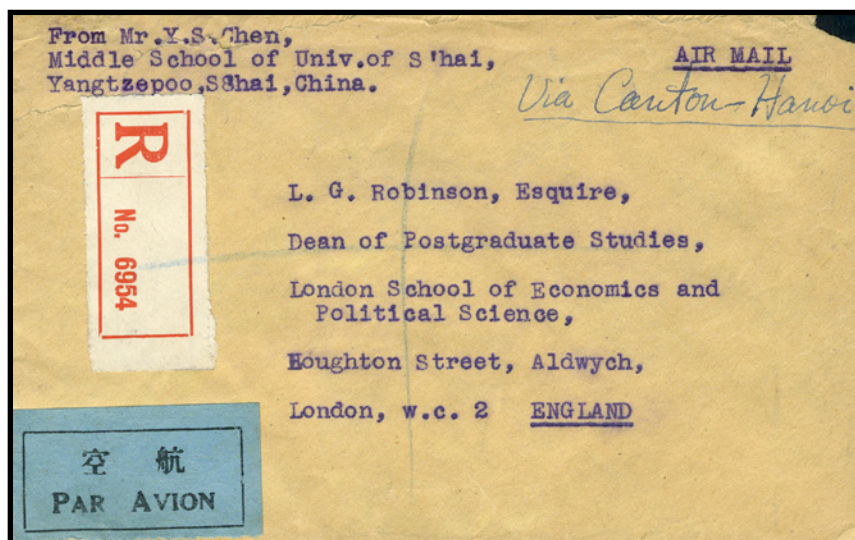
Surface first 20g \$0.25 Air per 5g \$0.65 Registration fee \$0.25



22 Apr 1936 - Shanghai to London, England.

Letter sent during the 11-week period in 1936 when the post office conducted a trial of charging an inclusive rate to destination.

Single rate registered letter \$0.25 + \$0.65 + \$0.25 = \$1.15.



Front showing sender's endorsement (75%)

1.2.2 Air France Hanoi to Marseilles; CNAC feeder service from Canton

Rate to Europe: 10 Jul 1936 to 18 Apr 1939.

Surface first 20g \$0.25 Air per 5g \$0.65 Registration fee \$0.25



25 Feb 1937 -
Yunnanfu to Paris, France.

Backstamped Hanoi / Tonkin
(27 Feb) and Paris (9 Mar).

Single rate registered letter
\$0.25 + \$0.65 + \$0.25 = \$1.15.
Underpaid at \$1.10.



14 Jul 1937 -
Shanghai to London, England.

Backstamped Canton
(15 Jul) and Paris (24 Jul).

Small 'Via Hanoi'
handstamp in red.

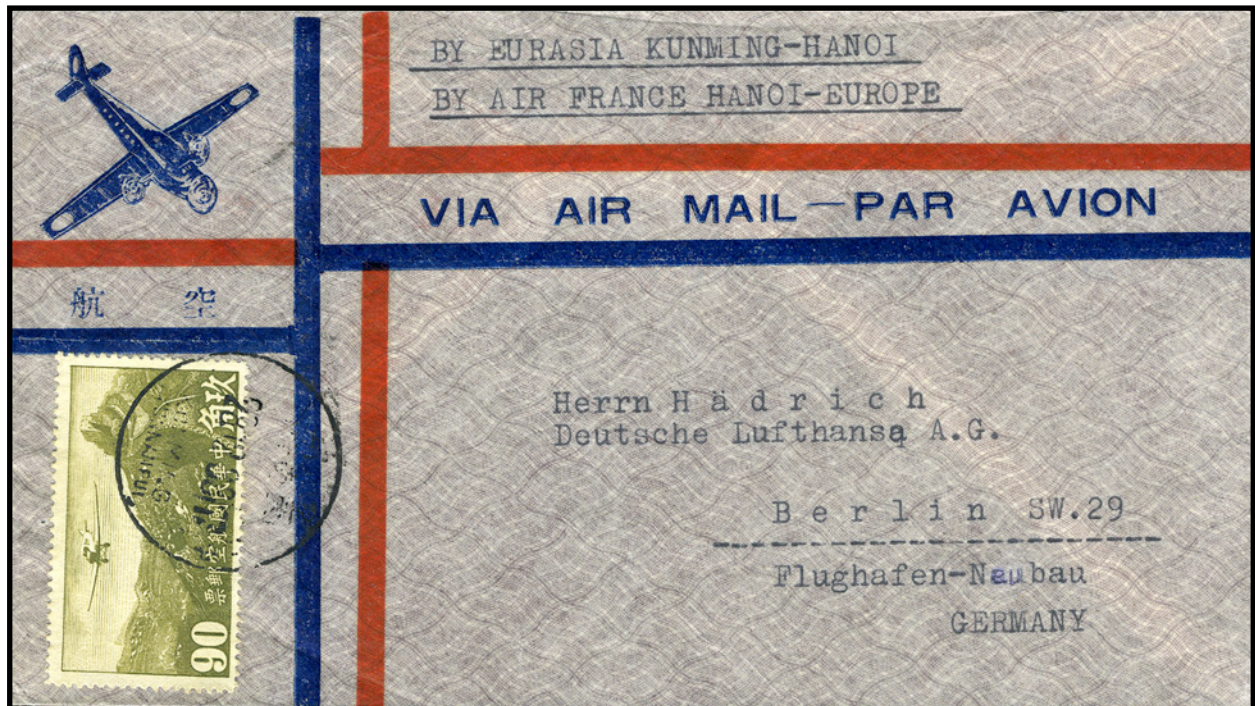
Stamps missing.



1.2.2 Air France Hanoi to Marseilles; Eurasia feeder service from Kunming

Rate to Europe: 10 Jul 1936 to 18 Apr 1939.

Surface first 20g \$0.25 Air per 5g \$0.65



28 Dec 1938 - Kunming to Berlin, Germany. No backstamps.
Single rate letter \$0.25 + \$0.65 = \$0.90. Seldom encountered single adhesive paying correct rate.

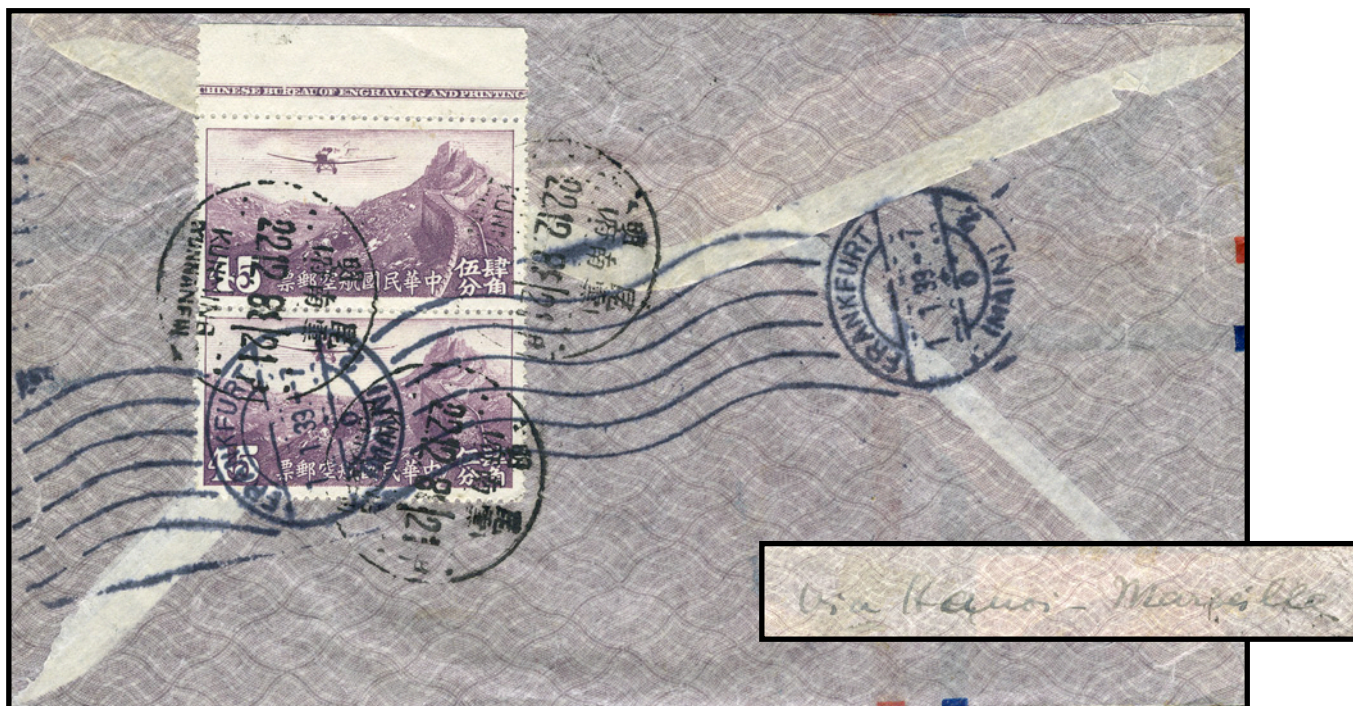


4 Jan 1939 - Kunming to Paris, France. No backstamps.
Double rate letter \$0.25 + 2 x \$0.65 = \$1.55.

1.2.2 Air France Hanoi to Marseilles; Eurasia feeder service from Kunming

Rate to Europe: 10 Jul 1936 to 18 Apr 1939.

Surface first 20g \$0.25 Air per 5g \$0.65



22 Dec 1938 - Kunming to Frankfurt, Germany. Sender's endorsement on front 'via Hanoi - Marseilles' (75%).
Single rate \$0.25 + \$0.65 = \$0.90.

Rate to Europe: 1 Nov 1939 to 16 Jul 1940.

Surface first 20g \$0.25 Air per 5g \$2.00



18 Apr 1940 - Shanghai to Porrentruy, Switzerland. No backstamps.
Single rate \$0.25 + \$2.00 + \$0.25 internal airmail = \$2.50.
Black barred handstamp cancelling airmail service applied in Marseilles.

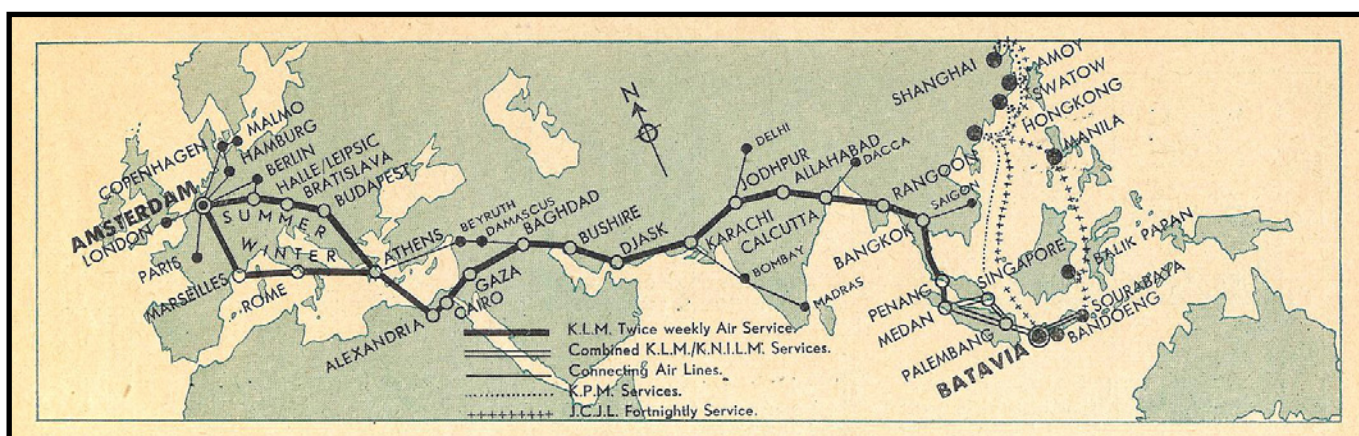
1.3 Dutch Koninklijke Luchtvaart Maatschappij (KLM) Service

Although the Dutch first flew the Amsterdam to Bandung route on 1 October 1924, the Chinese Post Office did not accept mail until August 1933. Initially mail went via Hong Kong and then by sea to Singapore.

KLM west-bound service in 1936: Bandung, Batavia, Singapore, Kuala Lumpur, Medan, Penang, Bangkok, Rangoon, Calcutta, Karachi, Djask, Bushire, Basra, Baghdad, Lydda, Alexandria, Athens and Amsterdam. The route between Athens and Amsterdam varied: Winter - Athens, Rome, Marseilles, Amsterdam; Summer - Athens, Budapest, Bratislava, Halle, Amsterdam.

In May 1940, following the German invasion of the Netherlands, the European terminus became Naples. As the war heightened in Europe, the Chinese Post Office ceased accepting mail for the KLM service from 17 June 1940.

1.3.1 China to Singapore, KLM to Europe



Route 1.3.1. KLM Bandung to Amsterdam Service as illustrated in the KLM 1936 Timetable.

From the first acceptance of Chinese mail in August 1933 until 20 October 1938, the exchange point was Singapore. From 21 October 1938 until 18 April 1939 mail was transferred at Saigon. A third transit place of Hanoi was used from 19 April 1939 until the route ceased in July 1940.

The rate depended on the country of destination, although the rate to Western Europe was unified in April 1939. Some examples:

Start date	Surface first 20g	Netherlands Air per 5g	UK Air per 5g	France Air per 5g	Germany Air per 5g
Aug 1933	0.25	0.45	0.47	0.44	‡
17 Aug 1934	0.25	0.45	0.47	‡	0.44
19 Mar 1935	0.25	0.42	0.43	0.40	‡
1 Jun 1935	0.20	0.33	0.35	‡	0.32
1 Feb 1936	0.25	0.42	0.43	0.40	‡
5 Jun 1936	0.25	0.40	0.45	‡	0.40
19 Apr 1939	0.25	0.50	0.50	0.50	0.50
1 Sep 1939	0.50	1.00	1.00	1.00	1.00
1 Nov 1939	0.50	1.75	1.75	1.75	1.75
17 Jul 1940	route ceased				

‡ Direct mail to France or Germany was seasonal.

An additional \$0.25 per 20g was payable if the CNAC airmail service to Singapore was used.

Insert Oversize Pages 18-19 Here

1.3.1 China to Singapore, KLM to Amsterdam, then onward to London

First Rate to UK: Aug 1933 to 18 Mar 1935.

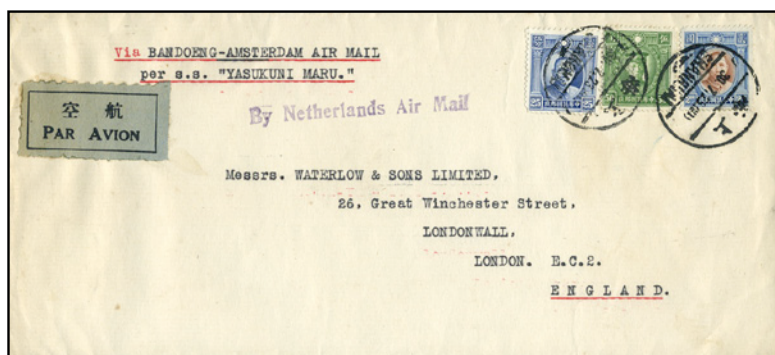
Surface first 20g \$0.25 Surface extra 20g \$0.15 Air per 5g \$0.47 Registration fee \$0.25



28 Sep 1933 - Nanking to Seaford, England. No backstamps. Adhesives and handstamps on back (75%); Shanghai (29 Sep), Singapore (9 Oct) and Seaford (20 Oct).
Single rate registered letter \$0.25 + \$0.47 + \$0.25 = \$0.97.



30 Aug 1934 - Shanghai to London, England. No backstamps.
Quadruple rate letter \$0.25 + 4 x \$0.47 = \$2.13.



30 Aug 1934 - Shanghai to London, England. No backstamps. "By Netherlands Air Mail" applied at Shanghai. Ship name annotated by sender for transit to Singapore.
Five-times rate letter \$0.25 + \$0.25 + 5 x \$0.47 = \$2.75.



16 Mar 1934 - Shanghai to Liss, England. No backstamps.
Double rate letter \$0.25 + 2 x \$0.47 = \$1.19.

Insert Oversize Pages 18-19 Here

1.3.1 China to Singapore, KLM to Amsterdam, then onward to London

First Rate to UK: Aug 1933 to 18 Mar 1935.

Surface first 20g \$0.25 Surface extra 20g \$0.15 Air per 5g \$0.47 Registration fee \$0.25



28 Sep 1933 - Nanking to Seaford, England. No backstamps. Adhesives and handstamps on back (75%); Shanghai (29 Sep), Singapore (9 Oct) and Seaford (20 Oct). Single rate registered letter \$0.25 + \$0.47 + \$0.25 = \$0.97.



30 Aug 1934 - Shanghai to London, England. No backstamps. Quadruple rate letter \$0.25 + 4 x \$0.47 = \$2.13.



30 Aug 1934 - Shanghai to London, England. No backstamps. 'By Netherlands Air Mail' applied at Shanghai. Ship name annotated by sender for transit to Singapore. Five-times rate letter \$0.25 + \$0.25 + 5 x \$0.47 = \$2.75.



16 Mar 1934 - Shanghai to Liss, England. No backstamps. Double rate letter \$0.25 + 2 x \$0.47 = \$1.19.

1.3.1 China to Singapore, KLM to Germany and Iran.

Rate to Germany: 5 Jun 1936 to 18 Apr 1939. Surface first 20g \$0.25 Air per 5g \$0.40

10 Aug 1936 - Shanghai to Freiburg, Germany. Backstamped at Wangen, Zurich (23 Aug) after the re-direction. The purple 'By K.L.M.' handstamp was applied at Shanghai. This letter was mailed after KLM had again started handling mail at intermediate stops on its route across Europe. The German transit point was Halle, near Leipzig. Single rate letter \$0.25 + \$0.40 = \$0.65.



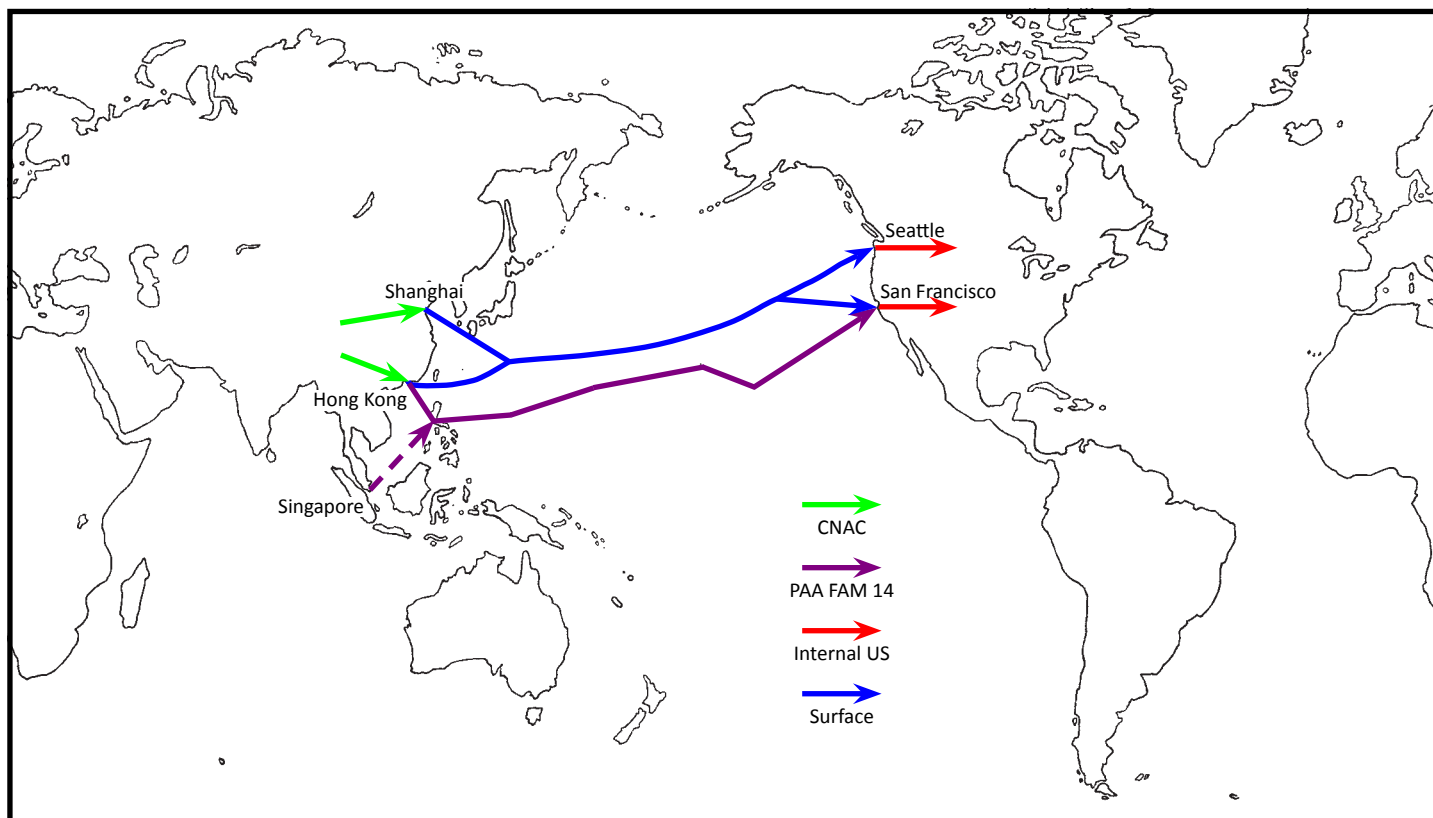
Rate to France via Iran: 1 Feb 1936 to 4 Jun 1936. Surface first 20g \$0.25 Air per 5g \$0.41

14 May 1936 - Canton to St. Louis, France. Canton (14 May) and St. Louis (27 May) backstamps. From 2 Nov 1935 to 5 Jun 1936 KLM would only accept mail for Medan, Djask, Bouchir, Amsterdam and London. This meant that mail for France had to be off-loaded in Djask, Iran. Single rate letter \$0.25 + \$0.41 = \$0.66.

1.4 Services to North America

1.4.1 Internal Acceleration by Airmail

This earliest trans-Pacific airmail was not introduced until April 1937. Prior to then, mail could be sent by air within China or within North America, or both. The main ports for surface mail leaving China were Shanghai and Hong Kong, and the entry ports into the USA were San Francisco and Seattle.



1.4. Pre-World War II Trans-Pacific routes from China to North America.

Before the PAA FAM 14 Clipper service, the rate to be prepaid was made up of three elements: the international surface; plus the internal Chinese airmail surcharge if used; plus the American airmail internal surcharge if used.

The frequency of the Clipper flights varied over time, but was typically once a week. The flights went from Hong Kong or Singapore to San Francisco via Manila, Guam, Wake Island, Midway Island and Honolulu.

1.4.1. Accelerated Surface Mail

(a) International Surface

Start date	surf 20g
1 Jul 1931	0.25
1 Jun 1935	0.20
1 Feb 1936	0.25
1 Sep 1939	0.50
1 Nov 1941	1.00
16 Dec 1941	route ceased

(b) Air within China

	km per Zone	Unit g	Per step
1 Dec 1931	1,000	20	0.15
1 Feb 1933	1,000	20	0.25
1 Mar 1936	n/a	20	0.25
1 Feb 1941	n/a	10	0.25
16 Dec 1941	route ceased		

(c) Air within USA

Start date	per ½oz	per 15g	per 5g
1 Dec 1931	0.50		
1 Jul 1933		0.54	
19 Mar 1935		0.43	
1 Jun 1935		0.35	
1 Feb 1936		0.45	
19 Apr 1939			0.15
1 Sep 1939			0.30
1 Nov 1939			0.65
1 Nov 1941			0.80
16 Dec 1941	route ceased		

1.4.2. Pan Am Clipper

Start date	Clipper Connection	Surface first 20g	Air per 5g
28 Apr 1937	Hong Kong	0.25	0.95
1 Sep 1939	Hong Kong	0.50	1.90
1 Nov 1939	HK or Singapore	0.50	3.75
1 Nov 1941	HK or Singapore	1.00	5.90
5 Dec 1941	route ceased		

An additional fee of 25c per 20g (per 10g from 1 Feb 1941) was payable if the Chinese internal airmail service to Hong Kong was used.

Insert Oversize Pages 22-23 Here

1.4.1 Internal Acceleration by Airmail

Rate 1: 1 Jul 1931 to 31 May 1934 (1,431 days). Air in both China and USA. Surface first 20g \$0.25



17 May 1934 - Peiping to Brookline, USA. Backstamped at Shanghai (18 May). China internal air surcharge \$0.25 per 20g per Zone; USA internal air surcharge \$0.54 per 15g. Peiping to Shanghai less than 1,000 km, so one zone. Rate \$0.25 + \$0.25 + \$0.54 = \$1.04.

Rate 3: 1 Feb 1936 to 31 Aug 1939 (1,308 days). Air in USA only. Surface first 20g \$0.25 Registration fee \$0.25



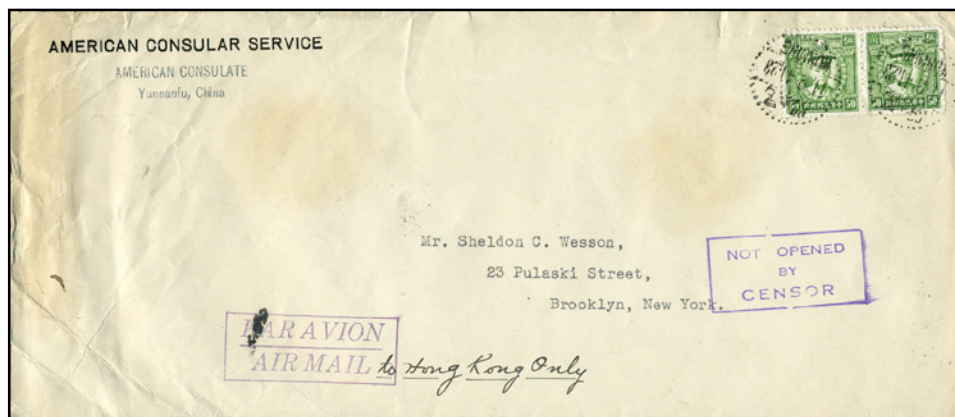
11 Dec 1937 - Tientsin to New York. Backstamped at Shanghai (19 Dec), Seattle (13 Jan) and New York (17 Jan). No internal air surcharge in China; USA internal air surcharge \$0.45 per 15g. Rate \$0.25 + \$0.45 + \$0.25 = \$0.95.

Rate 4: 1 Sep 1939 to 31 Oct 1941 (792 days). Air in China only. Surface first 20g \$0.50

11 Feb 1941 - Kunming to Brooklyn, USA. Backstamped at Hong Kong (14 Feb). Boxed NOT OPENED BY CENSOR applied in Hong Kong.

Air in China, internal air surcharge \$0.25 per 10g. Surface across Pacific and USA.

Rate \$0.50 + 2 x \$0.25 = \$1.00.



Insert Oversize Pages 22-23 Here

1.4.1 Internal Acceleration by Airmail

Rate 1: 1 Jul 1931 to 31 May 1934 (1,431 days). Air in both China and USA. Surface first 20g \$0.25



17 May 1934 - Peiping to Brookline, USA. Backstamped at Shanghai (18 May). China internal air surcharge \$0.25 per 20g per Zone; USA internal air surcharge \$0.54 per 15g. Peiping to Shanghai less than 1,000 km, so one zone. Rate \$0.25 + \$0.25 + \$0.54 = \$1.04.

Rate 3: 1 Feb 1936 to 31 Aug 1939 (1,308 days). Air in USA only. Surface first 20g \$0.25 Registration fee \$0.25



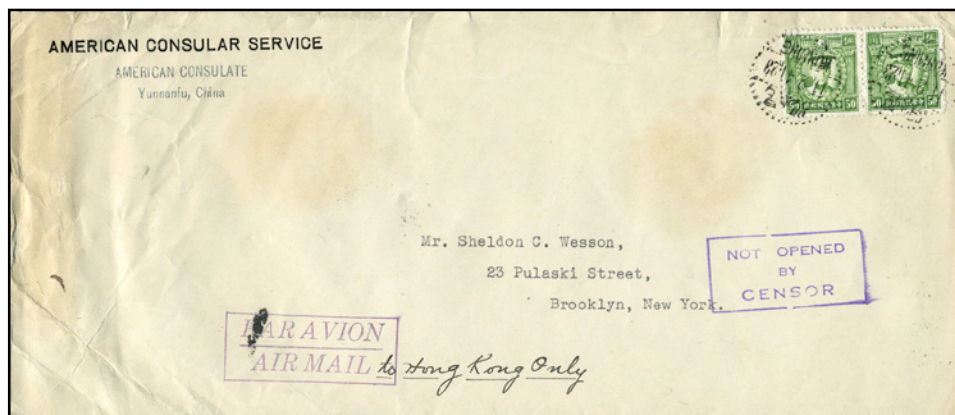
11 Dec 1937 - Tientsin to New York. Backstamped at Shanghai (19 Dec), Seattle (13 Jan) and New York (17 Jan). No internal air surcharge in China; USA internal air surcharge \$0.45 per 15g. Rate \$0.25 + \$0.45 + \$0.25 = \$0.95.

Rate 4: 1 Sep 1939 to 31 Oct 1941 (792 days). Air in China only. Surface first 20g \$0.50

11 Feb 1941 - Kunming to Brooklyn, USA. Backstamped at Hong Kong (14 Feb). Boxed NOT OPENED BY CENSOR applied in Hong Kong.

Air in China, internal air surcharge \$0.25 per 10g. Surface across Pacific and USA.

Rate \$0.50 + 2 x \$0.25 = \$1.00.



1.4.2 PAA Clipper from Hong Kong to San Francisco

Rate 1: 19 Apr 1937 to 31 Aug 1939 (865 days).

Surface first 20g \$0.25 Extra 20g \$0.15 Air per 5g \$0.95 Registration fee \$0.25



8 May 1937 - Nanking to New York, USA. Backstamped at Shanghai (9 May), San Francisco (22 May) and New York (24 May). Registered letter up to 25g \$0.25 + \$0.15 + 5 x \$0.95 + \$0.25 = \$5.40 + air to Hong Kong 5 x \$0.25 = \$6.65.



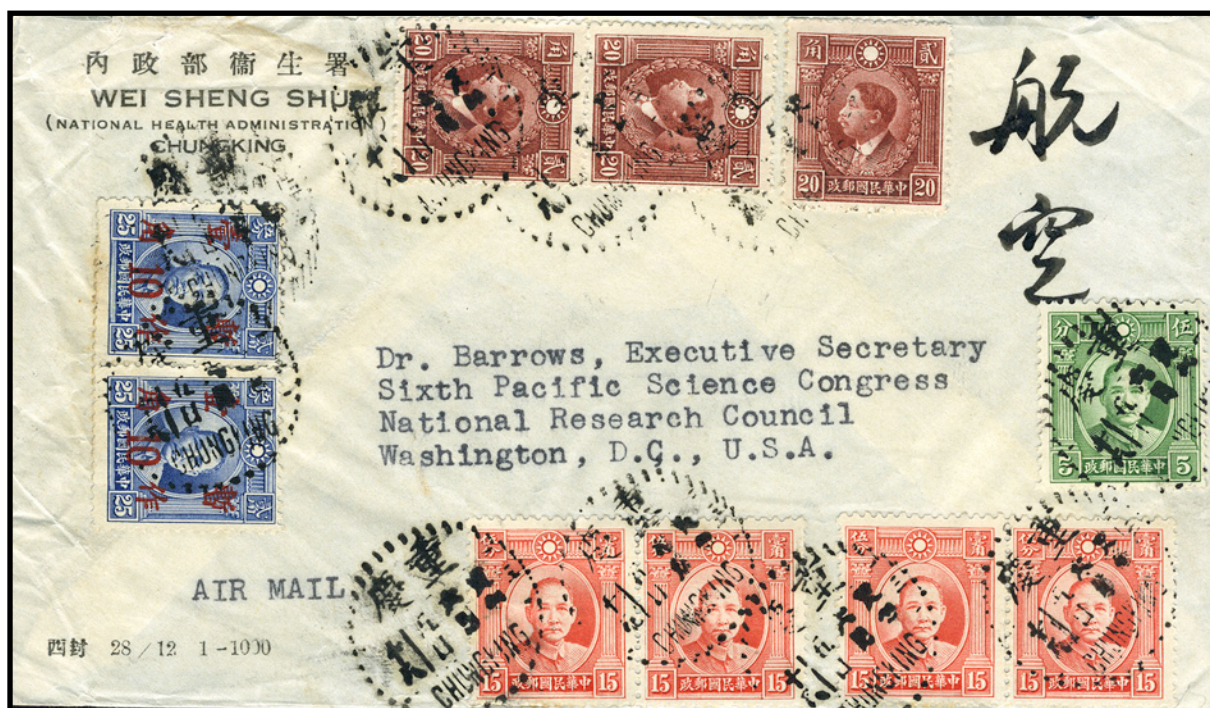
6 Jul 1937 - Changsha to Nangatuck, USA. No postal markings on front. Sender's endorsement 'By Rail to Hong Kong' (75%). Recipient's endorsement indicating arrival on 22 Jul 1937. Single rate \$0.25 + \$0.95 = \$1.20.

1.4.2 PAA Clipper from Hong Kong to San Francisco

Rate 1: 19 Apr 1937 to 31 Aug 1939 (865 days).
 Surface first 20g \$0.25 Air per 5g \$0.95



10 Apr 1939 - Shanghai to New York, USA. No backstamps. 'From Hongkong by U.S. Air Service' handstamp applied in Shanghai. Single rate letter \$0.25 + \$0.95 = \$1.20.



5 Jun 1939 - Chungking to Washington, USA. Hong Kong backstamp (8 Jun). Single rate letter \$0.25 + \$0.95 = \$1.20 + air to Hong Kong \$0.25 = \$1.45.

1.4.2 PAA Clipper from Hong Kong to San Francisco

Rate 1: 19 Apr 1937 to 31 Aug 1939 (865 days). Surface first 20g \$0.25 Air per 5g \$0.95
 Rate 2: 1 Sep 1939 to 31 Oct 1939 (61 days). Surface first 20g \$0.50 Air per 5g \$1.90 Registration fee \$0.50

21 Jun 1937 - Shanghai to Portland, USA. No backstamps.
 Single rate letter \$0.25 + \$0.95 = \$1.20 + air to Hong Kong \$0.25 = \$1.45.
 'Via Hongkong & by U.S. Air Service' handstamp applied in Shanghai.



16 Sep 1939 - Shanghai to New York, USA. Backstamped at Honolulu (12 Oct) and New York (15 & 16 Oct).
 Carried by *Honolulu Clipper*, leaving Hong Kong on 6 Oct 1939. The previous service was cancelled, hence unusual delay in despatch. Single rate registered letter \$0.50 + \$1.90 + \$0.50 = \$2.90.

1.4.2 PAA Clipper from Singapore to San Francisco

Rate 3: 1 Nov 1939 to 31 Oct 1941 (731 days).

Surface first 20g \$0.50 Air per 5g \$3.75 Registration fee \$0.50



15 May 1941 - Shanghai to San Francisco, USA.
 Carried by *California Clipper*, leaving Singapore on 28 May 1941.
 Single rate registered letter \$0.50 + \$3.75 + \$0.50 = \$4.75.



Front of envelope showing Hong Kong censorship (75%).

1.4.2 PAA Clipper from Hong Kong to San Francisco

Rate 3: 1 Nov 1939 to 31 Oct 1941 (731 days). Surface first 20g \$0.50 Air per 5g \$3.75 Registration fee \$0.50



18 Aug 1941 - Shanghai to New York, USA. Backstamped at Honolulu (4 Sep) and New York (7 & 8 Sep). Carried by *Philippine Clipper*, leaving Hong Kong on 28 Aug 1941. Single rate registered letter \$0.50 + \$3.75 + \$0.50 = \$4.75.

1.5 Chinese Internal Airmail with Surface Mail to South Africa

Surface first 20g \$0.25 Internal Air per 20g per 1,000 km \$0.15 Registration fee \$0.25



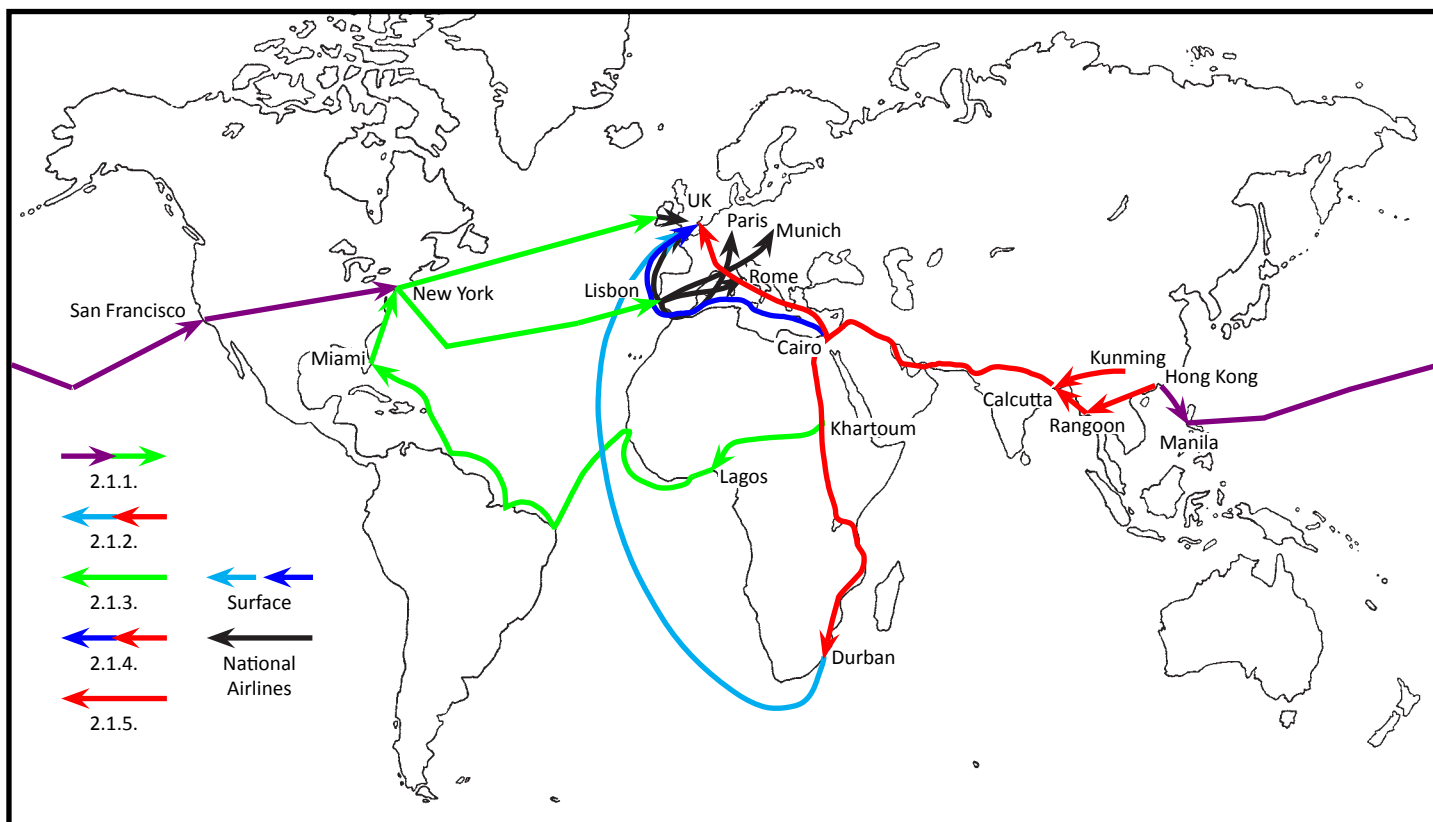
22 Sep 1931 - Hankow to Durban, South Africa. Air from Hankow to Shanghai (914 km) flown by CNAC daily. Single rate registered letter \$0.25 + \$0.15 + \$0.25 = \$0.65.

2. Wartime Disrupted Routes

2.1 Mail to Europe

On 10 June 1940 Italy declared war on the British, and on 16 June 1940 the French surrendered to Germany. These events had the immediate effect of closing the Mediterranean to Allied aircraft, forcing airmail carriers to seek alternative routes. A number of route variants were introduced during the difficult operational wartime years:

- 2.1.1 Trans-Pacific, across the USA and Trans-Atlantic
- 2.1.2 Horseshoe Route to Durban
- 2.1.3 'Over the Hump' to West Africa and Double Atlantic Crossing
- 2.1.4 'Over the Hump' and Horseshoe Route to Egypt
- 2.1.5 'Over the Hump' and Empire Route



Routes 2.1. Wartime airmail routes from China to Europe.

Rate	Start date	Route	Surface first 20g	Air per 5g	Rate	Start date	Route	Surface first 20g	Air per 5g
2.1.1.1	25 Jun 1940	Manila, USA	0.50	5.40	2.1.3.3	23 Oct 1942	Africa, USA, Lisbon	1.00	11.70
2.1.1.2	1 Nov 1941	Manila, USA	1.00	5.40	2.1.3.4	1 Nov 1942	Africa, USA, Lisbon	1.50	11.70
	7 Dec 1941	Route ceased			2.1.3.5	29 May 1943	Africa, USA, Lisbon	1.50	13.00
2.1.2.1	13 Jul 1940	Hong Kong, Rangoon	0.50	2.00	2.1.3.6	1 Jun 1943	Africa, USA, Lisbon	2.00	13.00
2.1.2.2	1 Nov 1941	Hong Kong, Rangoon	1.00	3.85		5 Nov 1943	Route ceased		
	7 Dec 1941	Route ceased			2.1.4.1	5 Nov 1943	Cairo	2.00	5.00
2.1.2.3	16 Dec 1941	Lashio, Rangoon	1.00	4.10	2.1.4.2	15 Mar 1944	Cairo	2.00	5.50
	1 Mar 1942	Route ceased			2.1.4.3	1 May 1944	Cairo	4.00	8.00
2.1.2.4	30 Dec 1941	Calcutta, Durban	1.00	6.35	2.1.4.4	24 Jan 1945	Cairo	4.00	9.00
2.1.2.5	23 Jan 1942	Calcutta, Durban	1.00	4.10	2.1.4.5	1 Oct 1945	Cairo	30	9.00
2.1.2.6	2 Mar 1942	Calcutta, Durban	1.00	5.10	2.1.4.6	4 Oct 1945	Cairo	30	50
2.1.2.7	1 Nov 1942	Calcutta, Durban	1.50	5.10		13 Jan 1946	Route ceased		
2.1.2.8	29 May 1943	Calcutta, Durban	1.50	5.40	2.1.5.1	14 Jan 1946	Empire	30	50
2.1.2.9	1 Jun 1943	Calcutta, Durban	2.00	5.40	2.1.5.2	1 May 1946	Empire	190	50
	5 Nov 1943	Route ceased			2.1.5.3	21 May 1946	Empire	190	300
2.1.3.1	21 Jan 1942	Africa, USA, Lisbon	1.00	11.30	2.1.5.4	29 Aug 1946	Empire	190	500
2.1.3.2	25 Feb 1942	Africa, USA, Lisbon	1.00	11.70	2.1.5.5	1 Sep 1946	Empire	300	500
						26 Sep 1946	Route ceased		

2.1.1 Surface to Hong Kong, PAA to the Philippines, PAA to San Francisco, air to New York, PAA to Lisbon, Air France to Marseilles

Rate 1: 25 Jun 1940 to 31 Oct 1941 (494 days).

Surface first 20g \$0.50 Air per 5g \$5.40



7 Feb 1941 - Shanghai to Claremont-Ferrand, France. Arrival backstamp (3 Apr).
 Resealed with Opened by Censor / Hong Kong label, tied by number 47 handstamp.
Rare Air Transit 6 handstamp applied at Hong Kong, with **manuscript AV2** 13/2 on back (75%).
 Single rate letter \$0.50 + \$5.40 = \$5.90.



Digitally enhanced 'By Pan American Airways Service Via U.S.A.'. Applied in Shanghai.

2.1.1 Surface to Hong Kong, PAA to the Philippines, PAA to San Francisco, air to New York, PAA to Lisbon, Deutsche Lufthansa to Munich, surface to Denmark

Rate 1: 25 Jun 1940 to 31 Oct 1941 (494 days).

Surface first 20g \$0.50 Air per 5g \$5.40



3 Sep 1941 - Shanghai to Haslev, Denmark.

Resealed with Opened by Censor label applied in Hong Kong, tied by number 185 handstamp.

Rare Air Transit 6 handstamp applied at Hong Kong.

Censored by the German authorities, with a **Geöffnet** label applied. The German code letter **ε** indicates that the censorship took place in Frankfurt. Also smaller German boxed handstamp number 68 (or 89) and, under the German label, number 70.

Single rate letter \$0.50 + \$5.40 = \$5.90.

2.1.2 Surface to Hong Kong, BOAC Horseshoe Route to Cairo, Surface to United Kingdom

Rate 1: 13 Jul 1940 to 31 Oct 1941 (476 days). Surface first 20g \$0.50 Air per 5g \$2.00



23 Sep 1940 - Yungchowfu to Bristol, England. Hong Kong transit backstamp of 1 Oct 1940. Despite the longevity of the surface route from Durban, examples are difficult to locate. Single rate letter \$0.50 + \$2.00 = \$2.50.

2.1.3 CNAC to Calcutta, BOAC Horseshoe Route to Khartoum, Trans-Africa to Lagos or Accra, PAA to Miami via Brazil, air within USA to New York, PAA to Lisbon, thence to England

Rate 6: 1 Jun 1943 to 5 Nov 1943 (157 days). Surface first 20g \$2 Air per 5g \$13



1943 - Lo Shan to London, England. No backstamps. Single rate letter \$2 + \$13 = \$15.

2.1.4 CNAC to Calcutta, BOAC Horseshoe Route to Cairo, Surface to Europe

Rate 1: 5 Nov 1943 to 14 Mar 1944 (131 days).

Surface first 20g \$2 Air per 5g \$5



13 Jan 1944 - Chengtu to Nottingham, England. No postal markings on back.
Single rate letter \$2 + \$5 = \$7.

Rate 6: 4 Oct 1945 to 13 Jan 1946 (101 days).

Surface first 20g \$30

Air per 5g \$50



21 Nov 1945 - Shanghai to London, England. No backstamps.
Single rate letter \$30 + \$50 = \$80.

2.1.5 CNAC to Calcutta, BOAC Empire Route to Europe

Rate 1: 14 Jan 1946 to 30 Apr 1946 (107 days).

Surface first 20g \$30 Air per 5g \$50



23 Jan 1946 - Shanghai to London, England. No postal markings on front.
Double rate letter \$30 + 2 x \$50 = \$130.

Rate 2: 1 May 1946 to 20 May 1946 (20 days).

Surface first 20g \$190 Air per 5g \$50 Registration fee \$270



13 May 1946 - Shanghai to Colwyn Bay, Wales. No postal markings on front.
Single rate registered letter \$190 + \$50 + \$270 = \$510.

2.1.5 CNAC to Calcutta, BOAC Empire Route to Europe

Rate 2: 1 May 1946 to 20 May 1946 (20 days).

Surface first 20g \$190 Air per 5g \$50 Registration fee \$270 Express fee \$400



17 May 1946 - Shanghai to Switzerland. Front cover (50%) showing the airmail, express and registration labels. Double rate registered express letter \$190 + 2 x \$50 + \$270 + \$400 = \$960.

Rate 3: 21 May 1946 to 28 Aug 1946 (100 days).

Surface first 20g \$190 Air per 5g \$300



21 Jun 1946 - Shanghai to Prague, Czechoslovakia. No backstamps. Double rate letter \$190 + 2 x \$300 = \$790.

2.1.5 CNAC to Calcutta, BOAC Empire Route to Europe

Rate 4: 29 Aug 1946 to 31 Aug 1946 (3 days). Surface first 20g \$190 Air per 5g \$500 Registration fee \$270



31 Aug 1946 - Shanghai to Birmingham, England. Double rate registered letter \$190 + 2 x \$500 + \$270 = \$1,460.

Rate 5: 1 Sep 1946 to 25 Sep 1946 (25 days). Surface first 20g \$300 Air per 5g \$500 Registration fee \$450 Express fee \$650



1 Sep 1946 - Shanghai to London. First day of new rate. Single rate registered express letter \$300 + \$500 + \$450 + \$650 = \$1,900.

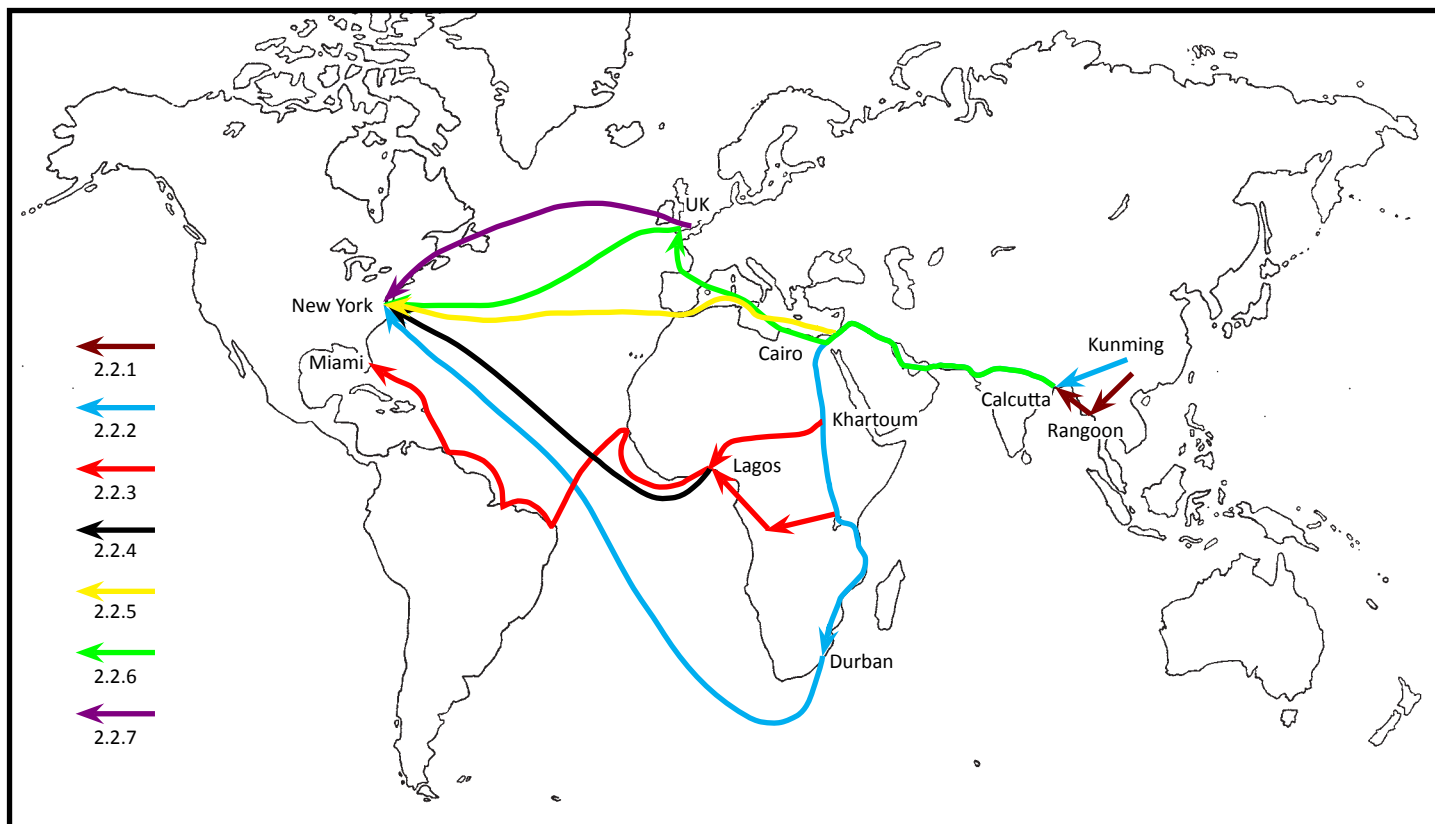
2.2 Wartime Disrupted Routes to North America

The Japanese attack on Pearl Harbour on 7 December 1941 had an instant effect on airmail routes with the Pacific suddenly being closed to commercial aircraft. The wartime services to North America relied on cooperation with the British for mutual benefit, as most of the routes used were a combination of BOAC and PAA services.

Seven different routes were used, and were often in use concurrently:

Ref.	Outline of Route	Start Date	End Date	No. Rates
2.2.1	CNAC to Lashio, surface to Rangoon, BOAC to Durban, surface to USA	16 Dec 1941	4 Feb 1942	1
2.2.2	CNAC to Calcutta, BOAC to Durban, surface to USA	30 Dec 1941	5 Nov 1943	6
2.2.3	CNAC to Calcutta, BOAC to West Africa, PAA to USA			
	a. Transfer at Lagos	21 Jan 1942	May 1945	7
	b. Transfer at Accra	May 1945	5 Nov 1945	3
	c. Transfer at Port Bell, via SAA	30 Jun 1942	unknown	1
2.2.4	CNAC to Calcutta, BOAC to West Africa, surface to USA	5 Feb 1942	1 Mar 1942	2
2.2.5	CNAC to Calcutta, BOAC to Egypt, Surface to USA	6 Nov 1943	23 Jan 1945	3
2.2.6	CNAC to Calcutta, BOAC to UK, Surface to USA	24 Jan 1945	5 Nov 1945	3
2.2.7	CNAC to Calcutta, BOAC to UK, PAA to USA	6 Nov 1945	2 Oct 1946	5

Normal airmail communication across the Pacific was restored to North America from 3 October 1946 when the combined PAA/TWA service from Manila to San Francisco was inaugurated.



Routes 2.2. Wartime routes to North America

2.2.2 CNAC to Calcutta, BOAC Horseshoe Route to Durban, Surface to North America

Rate 3: 2 Mar 1942 to 31 Oct 1942 (244 days).

Surface first 20g \$1.00 Air per 5g \$5.10 Registration fee \$1.00



8 Jun 1942 - Paksha to Foam Lake, Canada. Paksha registration handstamp and Kucing transit (30 Jun) on front. Unusually datestamped at Calcutta (4 Jul). Canadian postmarks: Montreal (6 Sep), Vancouver (10 Sep), WPG & BINS R.P.O. (11 Sep), BINS & SASK R.P.O. (12 Sep) and then Foam Lake arrival (12 Sep). Canadian censor label DB/C. 195. Single rate registered letter \$1.00 + \$5.10 + \$1.00 = \$7.10.

Rate 4: 1 Nov 1942 to 28 May 1943 (209 days).

Surface first 20g \$1.50 Air per 5g \$5.10



1943 - Canton to Washington DC, USA. Indian DHF/21 (Intelligence School Foreign Section) censorship handstamp on front. Double rate letter \$1.50 + 2 x \$5.10 = \$11.70.

2.2.3 CNAC to Calcutta, BOAC to Lagos, PAA to Miami, then air within North America

Rate 1: 21 Jan 1942 to 31 Oct 1942 (284 days).

Surface first 20g \$1.00 Air per 5g \$8.70



30 Jan 1942 - Daxien, Chungking to New York, USA. Two additional 90c adhesives on back.
Single rate letter \$1.00 + \$8.70 = \$9.70.



22 Mar 1942 - Tungpi to Port Moody, Canada.
Manuscript endorsement on front by sender: "By B.O.A. from Calcutta to Lagos. By PAN AMERICAN AIRWAY to U.S.A."
Single rate letter \$1.00 + \$8.70 = \$9.70.

2.2.3 CNAC to Calcutta, BOAC to Lagos, PAA to Miami, then air within North America

Rate 2: 1 Nov 1942 to 28 May 1943 (209 days).

Surface first 20g \$1.50 Surface extra 20g \$0.90 Air per 5g \$8.70 Registration fee \$1.50



31 Dec 1942. Transit 75 days.
Five times rate registered letter
 $\$1.50 + \$0.90 + 5 \times \$8.70 + \$1.50 = \$47.40.$

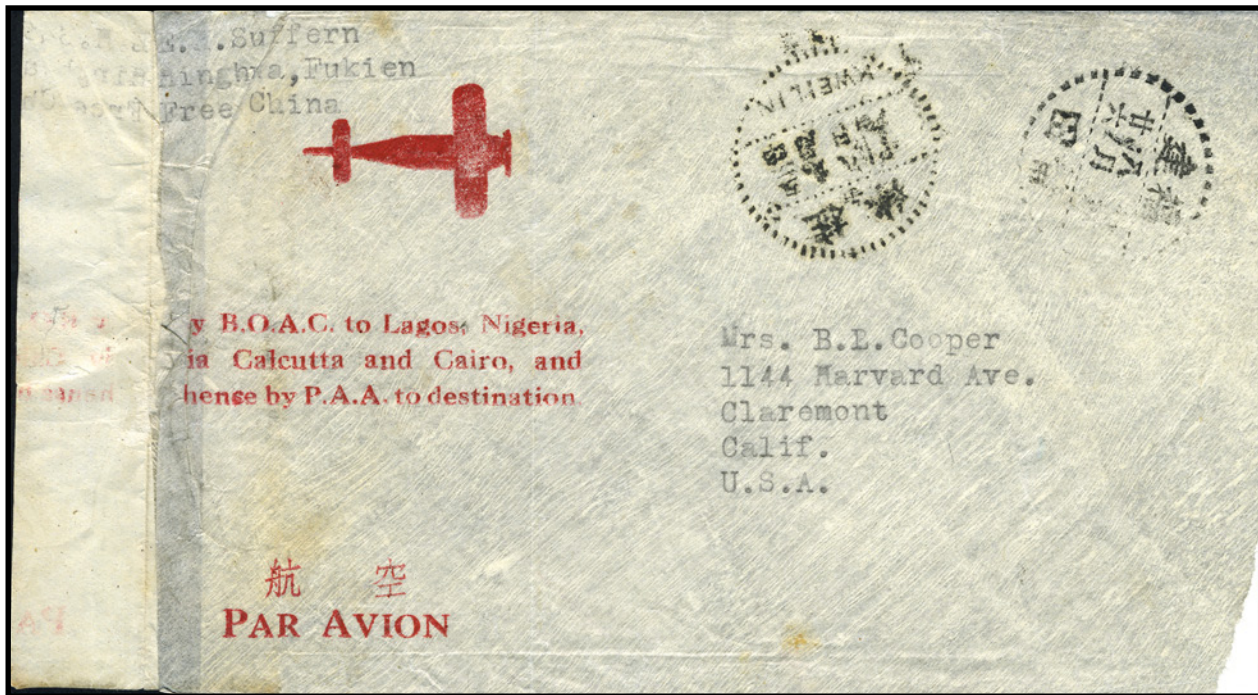
13 Apr 1943. Transit 30 days.
Quadruple rate registered letter
 $\$1.50 + 4 \times \$8.70 + \$1.50 = \$37.80.$

Two heavy registered commercial letters from same correspondence, from Chungking to New York, USA.
Both letters have a typed route endorsement of "By B.O.A.C. to Lagos (Nigeria) via Calcutta thence by P.A.A."
Each was censored in Calcutta, receiving a DHA handstamp and resealing label.

2.2.3 CNAC to Calcutta, BOAC to Lagos, PAA to Miami, then air within North America

Rate 4: 1 Jun 1943 to 5 Nov 1943 (158 days).

Surface first 20g \$2.00 Air per 5g \$9.60



26 Aug 1943 - Hingwa to Claremont, USA. Adhesives on back (75%).

Privately pre-printed airmail envelopes with route instruction:

"By B.O.A.C to Lagos, Nigeria, via Calcutta and Cairo, and thence by P.A.A. to destination".

Single rate letter \$2.00 + \$9.60 = \$11.60.

2.2.3 CNAC to Calcutta, BOAC to Lagos, PAA to Miami, then air within North America

Rate 5: 6 Nov 1943 to 14 Mar 1944 (130 days). Surface first 20g \$2.00 Air per 5g \$10.00 Registration fee \$2.60



22 Nov 1943 - Chengtu to New York, USA. Triple rate registered letter \$2.00 + 3 x \$10.00 + \$2.60 = \$34.60.

Rate 6: 15 Mar 1944 30 30 Apr 1944 (47 days). Surface first 20g \$2.00 Air per 5g \$10.50



Spring 1944 - Chengtu to New York, USA. No postal markings on back. Double rate letter \$2.00 + 2 x \$10.50 = \$23.00.

2.2.3 CNAC to Calcutta, BOAC to Lagos or Accra, PAA to Miami, then air within North America

Rate 7: 1 May 1944 to 30 Sep 1945 (518 days). Transit switched from Lagos to Accra in May 1945.

Surface first 20g \$4.00 Air per 5g \$18.00 Registration fee \$6.00



15 Jun 1944 - ? to Wilmington, USA. Backstamped at Kweiling (20 Jun).
 Censored in India at Intelligence School Foreign Section (DHF/4 and DHF/7).
 Single rate letter \$4.00 + \$18.00 = \$22.00.



14 Nov 1944 - Chungking to New York, USA. No postal markings on front.
 Censored in India at Calcutta (DHA/186).
 Single rate letter \$4.00 + \$18.00 = \$22.00.

2.2.3 CNAC to Calcutta, BOAC to Port Bell, SAA to Leopoldville, PAA to North America

Route Commenced 30 Jun 1942. Only one rate was applicable.

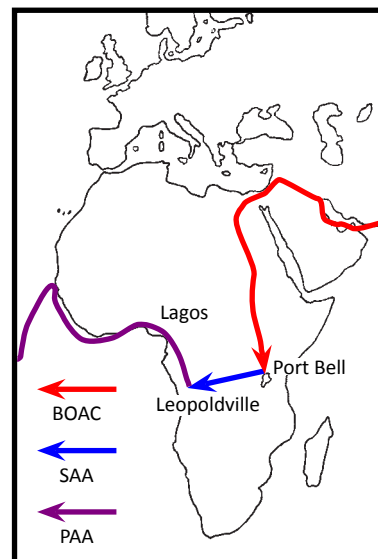
Surface first 20g \$1.00 Air per 5g \$9.50 Registration fee \$1.00

Connection at Leopoldville

During the summer of 1942 an additional route across Africa became available. This was due to the Special Missions run by Pan American on behalf of the USA government. Instead of being taken off the BOAC horseshoe route at Khartoum, mail continued to Port Bell and was taken to Leopoldville by South African Airways. Leopoldville was the southern terminus of the PAA flights to Miami.

Although not widely used, the special rate of \$9.50 per 5g for this service was advertised in China.

No end date for this route has been recorded.



26 Oct 1942 - Kunming to Baltimore, USA. Baltimore customs datestamp on front of 4 Dec 1942.

Endorsed "Registered Airmail all through" by sender. P.C. 90 OPENED BY EXAMINER label.

Double rate registered letter \$1.00 + 2 x \$9.50 + \$1.00 = \$21.00.

2.2.6 CNAC to Calcutta, BOAC to UK, Surface to North America

Rate 1: 1 May 1944 to 30 Sep 1945 (518 days). Transit switched from Lagos to Accra in May 1945.

Surface first 20g \$4 Air per 5g \$9



Mar 1945 - Lanchow to New York, USA. No postal markings on back. Not censored.
Single rate letter \$4 + \$9 = \$13.

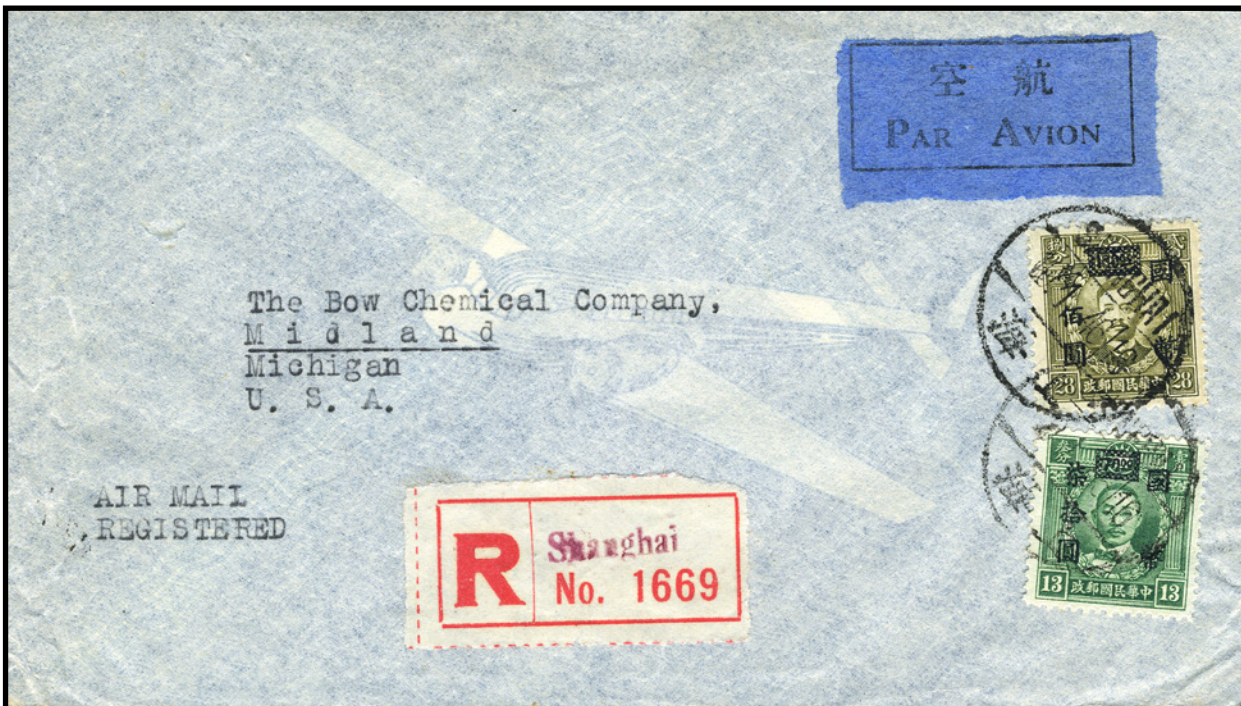


23 Jul 1945 - Lanchow to Philadelphia, USA. Additional \$2 and \$1 adhesives on back.
Censored in India at Calcutta (DHA/3 and DHA/364).
Single rate letter \$4 + \$9 = \$13.

2.2.7 CNAC to Calcutta, BOAC to Poole, PAA Hurn to New York

Rate 1: 6 Nov 1945 to 30 Apr 1946 (176 days).

Surface first 20g \$30 Air per 5g \$90 Registration fee \$50 Express fee \$60



10 Jan 1946 - Shanghai to Midland, USA. Backstamped at Chicago (18 Jan) and Midland (21 Jan).
Single rate registered letter \$30 + \$90 + \$50 = \$170.



6 Feb 1946 - Shanghai to Vancouver, Canada.
Double rate registered and express letter \$30 + 2 x \$90 + \$50 + \$60 = \$320.

2.2.7 CNAC to Calcutta, BOAC to Poole, PAA Hurn to New York

Rate 2: 1 May 1946 to 20 May 1946 (20 days).

Surface first 20g \$190 Air per 5g \$90



15 May 1946 - Shanghai to Boston, USA. No backstamps. Single rate letter \$190 + \$90 = \$280.

Rate 3: 21 May 1946 to 28 Aug 1946 (100 days).

Surface first 20g \$190 Air per 5g \$600

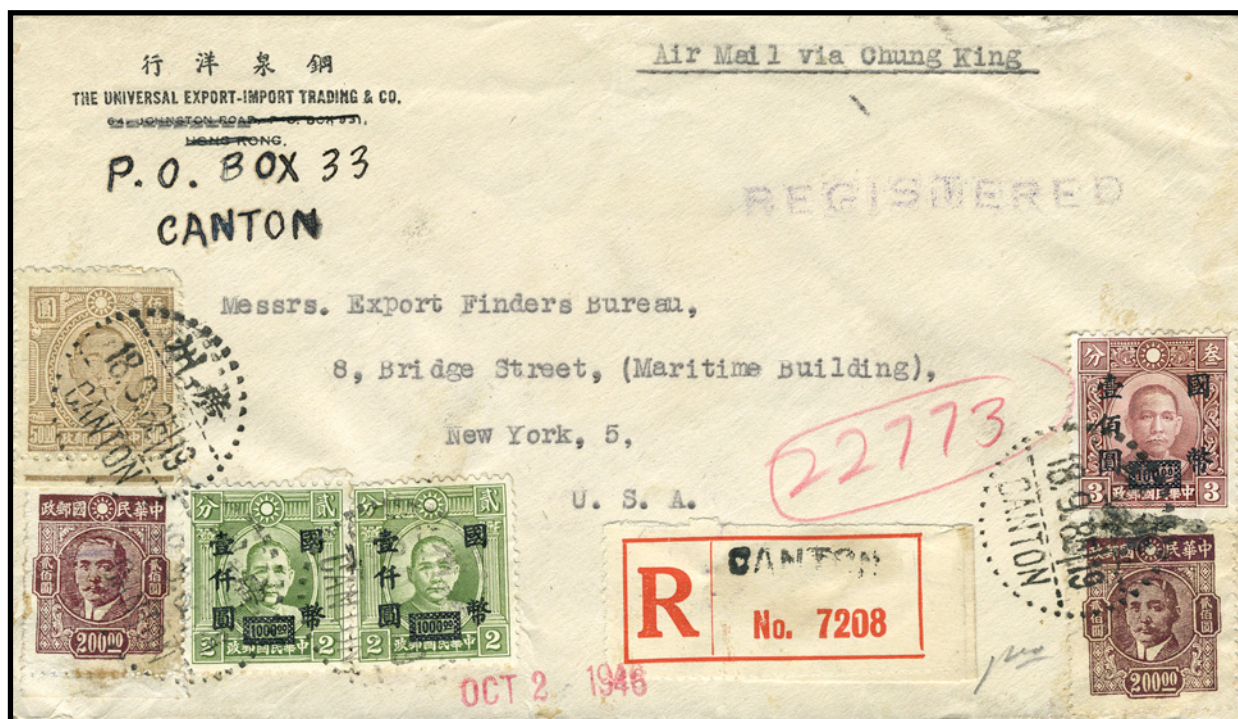


20 Jun 1946 - Hankow to Collegeville, USA. No backstamps. Sender used PAR AVION envelope but only paid surface rate of \$190. Chinese post office applied a handstamp "Air mail surtax unpaid. / Sent as ordinary mail".

2.2.7 CNAC to Calcutta, BOAC to Poole, PAA Hurn to New York

Rate 5: 1 Sep 1946 to 2 Oct 1946 (32 days).

Surface first 20g \$300 Air per 5g \$900 Registration fee \$450 Express fee \$650



18 Sep 1946 - Canton to New York, USA. Backstamped at Canton (19 Sep) and New York (1 & 2 Oct).
The sender's endorsement "Air Mail via Chung King" is compatible with the Calcutta route.
Double rate registered letter \$300 + 2 x \$900 + \$450 = \$2,550.



27 Sep 1946 - Tientsin to Los Angeles, USA. The New York transit mark confirms the Atlantic routing.
Registration, airmail and express labels are on the front of the envelope (inset, 75%).
Single rate registered express letter \$300 + \$900 + \$450 + \$650 = \$2,300.

2.3 Wartime Airmail to Rest of World

2.3.1 Australasia: CNAC to Calcutta, then onward by surface or by QANTAS

Rate 4: 4 Oct 1945 to 24 Apr 1946 (202 days).

Surface first 20g \$30 Air per 5g \$20



30 Jan 1946 - Shanghai to Wellington, New Zealand. No backstamps. Double rate letter \$30 + 2 x \$20 = \$70.

Rate 7: 21 May 1946 to 25 Aug 1946 (96 days).

Surface first 20g \$190 Air per 5g \$250 Registration fee \$270

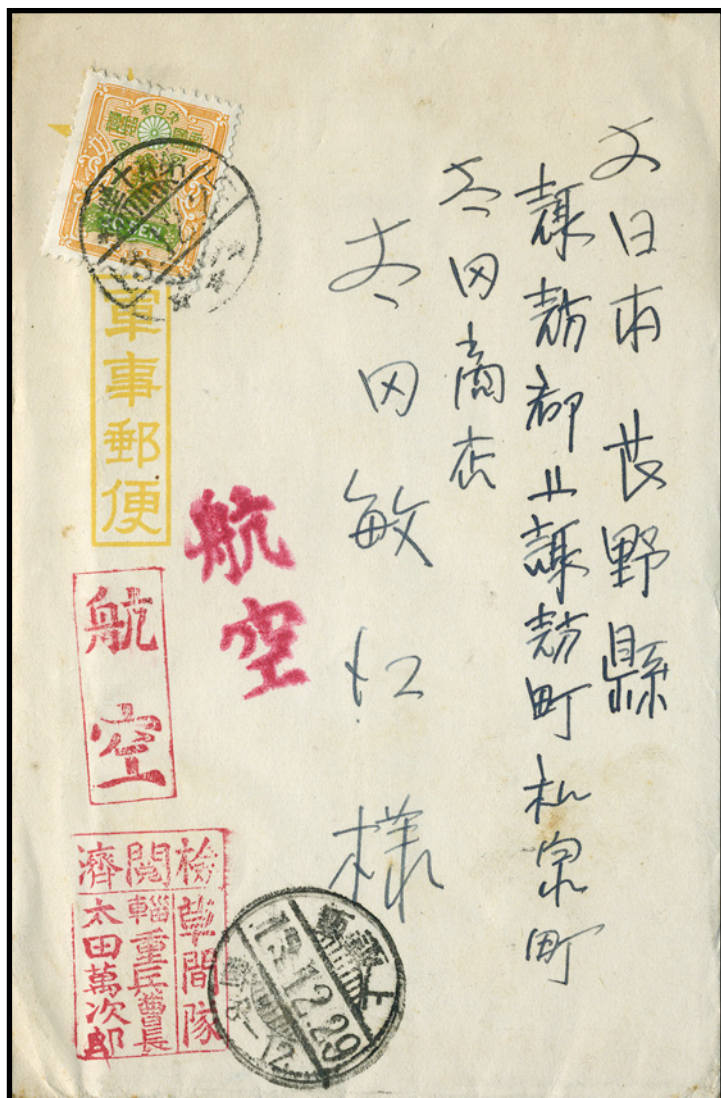


8 Aug 1946 - Gulin to Marryatville, Australia. No postal markings on front. The orange security chops read 'Seal of Han Fuchu', probably the sender. Single rate letter should have been \$190 + \$250 = \$440. Underpaid at \$340.

2.3.2 Asia

CNAC to Japan

The rates to Japan from Japanese-occupied China are confusing. The official Chinese post office rate was 5c per 20g surface, plus 40c per 20g air. However all of the covers shown here are pre-paid at 40c and did not attract any postage due.



25 Dec 1938 - Japanese FPO 60 (Hankou) to Nagano-ken, Japan.
Paid \$0.40.



17 Feb 1939 - Shanghai to Kyoto, Japan.
Paid \$0.40.

Japanese Date Formats

The format of dates in Japanese handstamps is RR MM DD where RR is the regnal year of the Emperor. Hirohiti came to the throne in 1926, hence year 13 equates to 1938 in the western calendar. MM and DD are the month and the day. In the above two examples, 13.12.25 is 25 December 1938 and 14.2.18 is 18 February 1939.

2.3.2 Asia - CNAC to Japan



9 Dec 1939 - Shanghai to Yokohama, Japan. Backstamped at Yokohama on 11 Dec 1939.
Paid \$0.40 although published rate was \$0.05 surface + \$0.40 air = \$0.45 per 20g.

2.3.3 Africa - Surface from Shanghai to Rangoon, BOAC Horseshoe route to Durban



25 Jan 1941 - Shanghai to Bulawayo, Southern Rhodesia. No backstamps.

After the suspension of acceptance of mail for the British service by the Chinese authorities in summer 1940, the service recommenced by using surface transport to Rangoon to link with the Horseshoe route. Censored in Singapore and Southern Rhodesia. The purple handstamp TO BE FORWARDED BY / AIR FROM SINGAPORE was also applied in Singapore.

Double rate letter \$0.50 + 2 x \$3.40 = \$7.30.

2.3.4 Latin America

CNAC to Calcutta, BOAC to London, PAA to USA, PAA to Cuba

Rate to Cuba from 21 May 1946 to 28 Aug 1946: Surface first 20g \$190, Air per 5g \$750, Registration Fee \$270



18 Jun 1946 - Shanghai to Havana, Cuba. Backstamped in Havana on 4 & 5 Jul (shown at 75%).
Carried on the then current service to North America, and then south by PAA to Cienfuegos in Cuba en route to Colombia.
Quadruple rate registered letter \$190 + 4 x \$750 + \$270 = \$3,460.

3 Post-World War II Route Stability and Hyperinflation

It took some while after the end of World War II for airlines to replace aircraft and to establish new permanent routes from China. This happened in the autumn of 1946 for the main routes. The main feature of this Section 3 is the great variation in rates as China struggled with hyper-inflation and two currency revaluations. The main rates were:

Rate	Start date	Surface first 20g	Surface extra 20g	Air per 5g	Air per 10g	Registration Fee	Express Fee
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3.1.1 Chinese National Currency Rates to Europe

3.1.1.1	26 Sep 1946	300	200	500		450	650
3.1.1.2	22 Nov 1946	300	200	650		450	650
3.1.1.3	1 Mar 1947	1,100	700	650		1,600	2,400
3.1.1.4	10 Mar 1947	1,100	700	1,900		1,600	2,400
3.1.1.5	1 Jul 1947	1,100	700	2,100		1,600	2,400
3.1.1.6	2 Oct 1947	1,100	700	2,300		1,600	2,400
3.1.1.7	13 Oct 1947	5,500	3,500		18,500	8,000	11,000

3.2.1 Chinese National Currency Rates to North America via FAM 14

3.2.1.1	3 Oct 1946	300	200	1,000		450	650
3.2.1.2	22 Nov 1946	300	200	1,100		450	650
3.2.1.3	1 Jan 1947	300	200	650		450	650
3.2.1.4	1 Mar 1947	1,100	700	650		1,600	2,400
3.2.1.5	10 Mar 1947	1,100	700	1,900		1,600	2,400
3.2.1.6	1 Jul 1947	1,100	700	2,100		1,600	2,400

Chinese National Currency Rates to North America via FAM 28

3.2.1.7	22 Jul 1947	1,100	700	2,100		1,600	2,400
3.2.1.8	2 Oct 1947	1,100	700	2,300		1,600	2,400
3.2.1.9	13 Oct 1947	5,500	3,500		12,500	8,000	11,000

3.1.2 / 3.2.2 Chinese National Currency Unified Overseas Rates to All International Destinations

UOR 1	1 Dec 1947	8,000	5,000		22,000	11,000	15,000
UOR 2	1 Jan 1948	9,000	5,000		30,000	12,000	18,000
UOR 3	16 Jan 1948	11,000	7,000		40,000	15,000	23,000
UOR 4	1 Mar 1948	14,000	9,000		45,000	20,000	30,000
UOR 5	16 Mar 1948	20,000	10,000		50,000	25,000	40,000
UOR 6	1 Apr 1948	25,000	15,000		65,000	35,000	50,000
UOR 7	11 Apr 1948	30,000	20,000		80,000	45,000	65,000
UOR 8	19 May 1948	50,000	30,000		120,000	70,000	100,000
UOR 9	1 Aug 1948	150,000	100,000		400,000	200,000	300,000
UOR 10	21 Aug 1948	300,000	200,000		800,000	400,000	600,000

3.1.3 / 3.2.3 Gold Dollar Unified Overseas Rates to All International Destinations

UOR 11	6 Nov 1948	0.35	0.20		1.00	0.60	0.80
UOR 12	20 Nov 1948	2	1.00		5	3	4
UOR 13	12 Dec 1948	4	2.50		14	6	9
UOR 14	1 Jan 1949	10	6		30	15	22
UOR 15	16 Jan 1949	20	12		60	30	40
UOR 16	7 Feb 1949	80	50		250	100	200
UOR 17	1 Mar 1949	300	150		800	400	600
UOR 18	11 Mar 1949	450	250		1,200	600	950
UOR 19	21 Mar 1949	800	500		2,300	1,100	1,700
UOR 20	1 Apr 1949	1,500	900		4,300	2,200	3,200
UOR 21	11 Apr 1949	4,400	2,600		12,600	6,300	9,400
UOR 22	17 Apr 1949	11,000	6,400		30,000	15,000	23,000

3.1.4 / 3.2.4 Silver Dollar Unified Overseas Rates to All International Destinations

UOR 23	29 Apr 1949	0.10	0.06		0.30	0.20	0.30
UOR 24	5 Jul 1949	0.15	0.10		0.40	0.20	0.30
UOR 25	18 Nov 1949	0.20	0.12		0.55	0.30	0.40

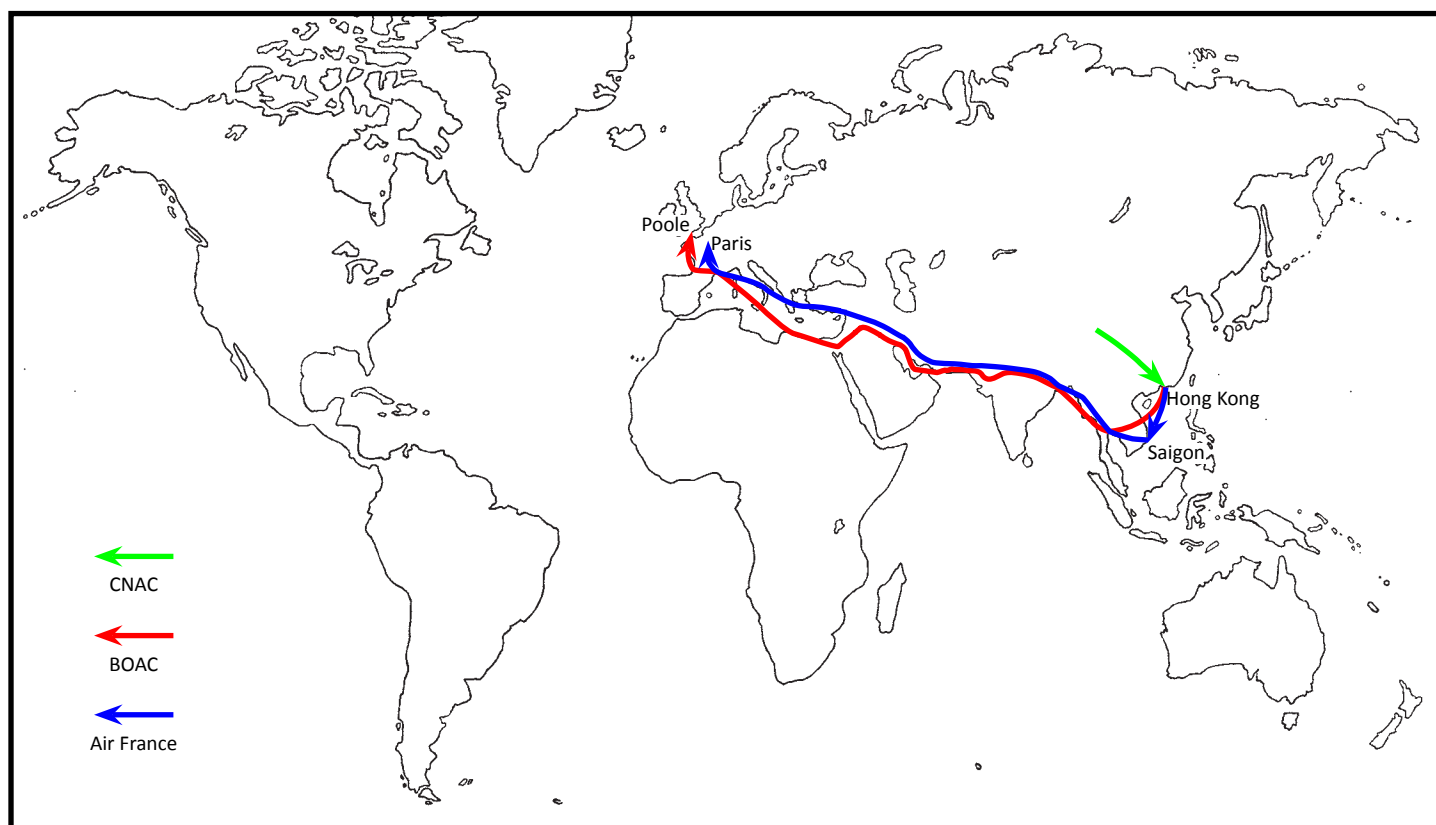
3.1 Mail to Europe

Immediately following the cessation of hostilities, the airmail routes to Europe from China continued to be via Calcutta. On 27 August 1946, British Overseas Airways Corporation (BOAC) commenced the Dragon Route, a direct service from Hong Kong to Poole in the UK via Bangkok, Rangoon, Calcutta, Karachi, Bahrain, Basra, Cairo, Augusta and Marseilles. Air France re-opened their route from Hong Kong to Paris in France via Saigon, Bangkok, Calcutta, Karachi, Bouchir, Bagdad, Beirut, Athens, Naples and Marseilles on 4 April 1947. The mail from this period onwards rarely has any indication of the carrier.

In contrast to the stability of the routes, the rates charged saw frequent increases as hyperinflation took hold:

	Dates	Currency	Notes	No. of Postal Rates
3.1.1	Until 30 Nov 1947	Chinese National Currency (CNC \$)	Country specific rates	7
3.1.2	1 Dec 1947 - 5 Nov 1948	Chinese National Currency (CNC \$)	Unified overseas rates	10
3.1.3	6 Nov 1948 - 28 Apr 1949	Gold Dollar (Gold \$)	CNC \$3,000,000 = 1 Gold \$	12
3.1.4	From 29 Apr 1949	Silver Dollar (Silver \$)	Gold \$4,000,000 = 1 Silver \$	3

A significant change was introduced on 13 October 1947 when the weight unit for the calculation of the airmail fee was raised from 5g to 10g. A second important change came on 1 December 1947 when all of the rates to international destinations were unified irrespective of the distance to be carried.



Route 3.1. CNAC to Hong Kong, then BOAC to Poole or Air France to Paris via Saigon.

The post-war flights were increasingly frequent and, in general, mail to the UK was carried by BOAC with mail to mainland Europe travelling by either airline.

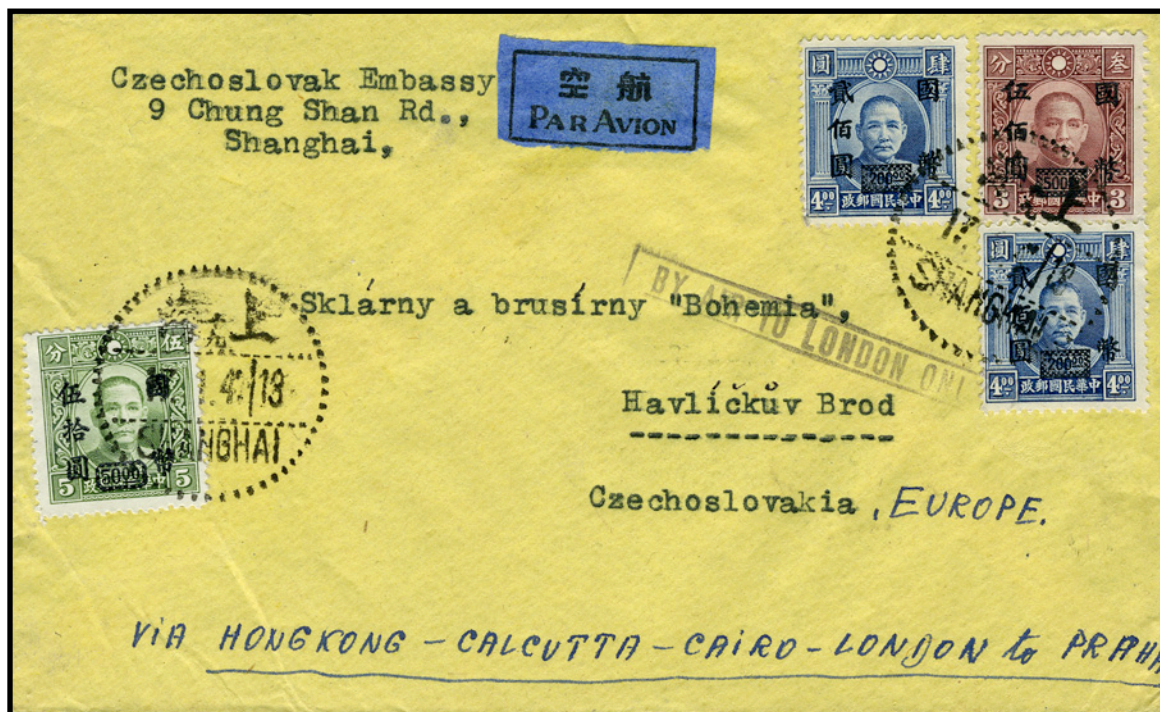
3.1.1 CNAC to Hong Kong, BOAC Dragon Route to Europe: CNC \$

Rate 3.1.1.1: 26 Sep 1946 to 21 Nov 1946 (57 days). Surface first 20g \$300 Air per 5g \$500 Reg. fee \$450 Express fee \$650



23 Nov 1946 - Ku-Yeh to Guildford, England. Two \$200 adhesives on back. Tientsin (23 Nov) and Shanghai (24 Nov) transit marks. Paid at quadruple registered and express rate \$300 + 4 x\$500 + \$450 + \$650 = \$3,400. Postmarked two days after rate ended.

Rate 3.1.1.2: 22 Nov 1946 to 28 Feb 1947 (99 days). Surface first 20g \$300 Air per 5g \$650



17 Jan 1947 - Shanghai to Havlíčkův Brod, Czechoslovakia. No backstamps. Boxed handstamp BY AIR TO LONDON ONLY (McQueen Type 6) applied in Shanghai. Single rate letter \$300 + \$650 = \$950.

3.1.1 CNAC to Hong Kong, BOAC Dragon Route to Europe: CNC \$

Rate 3.1.1.3: 1 Mar 1947 to 9 Mar 1947 (9 days).

Surface first 20g \$1,100 Air per 5g \$650



20 Mar 1947 - Tientsin to London, England. No postal markings on front.

Paid at the 3.1.1.3 single rate letter \$1,100 + \$650 = \$1,750, although postmarked 11 days after the rate ended.

Rate 3.1.1.4: 10 Mar 1947 to 30 Jun 1947 (113 days).

Surface first 20g \$1,100 Air per 5g \$1,900



5 Jun 1947 - Shanghai to Berne, Switzerland. No backstamps. Scarce instance of a single adhesive to pay the postage.

Single rate letter \$1,100 + \$1,900 = \$3,000.

3.1.1 CNAC to Hong Kong, BOAC Dragon Route or Air France to Europe: CNC \$

Rate 3.1.1.5: 1 Jul 1947 to 1 Oct 1947 (93 days).

Surface first 20g \$1,100 Air per 5g \$2,100



23 Sep 1947 - Shanghai to London, England. No backstamps. Typed *via C.N.A.C and B.O.A.C.* endorsement. Single rate letter \$1,100 + \$2,100 = \$3,200.

Rate 3.1.1.7: 13 Oct 1947 to 30 Nov 1947 (49 days). Introduction of 10g weight steps for airmail.

Surface first 20g \$5,500 Air per 10g \$18,500

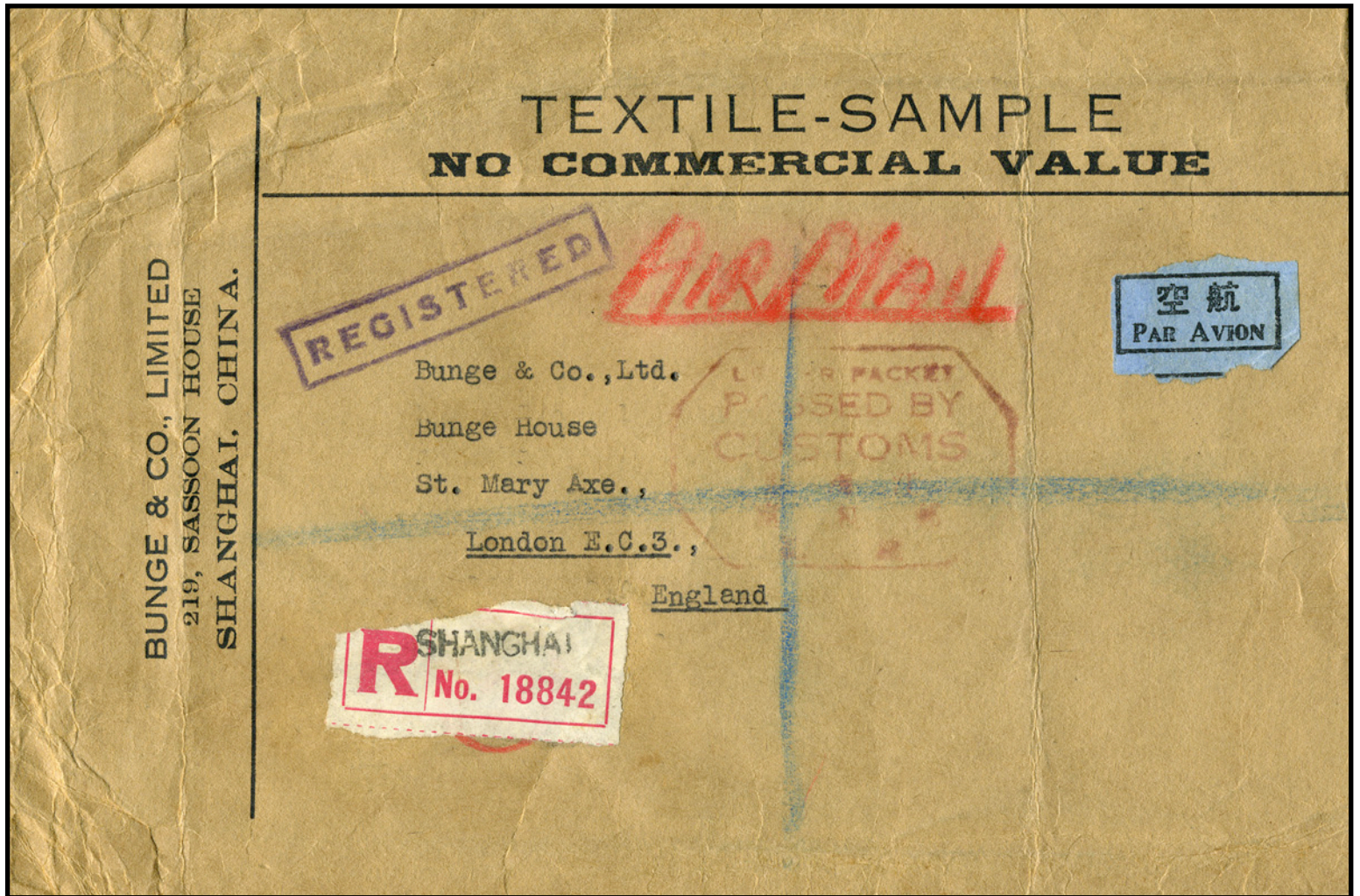


20 Nov 1947 - Shanghai to Glasgow, Scotland. No backstamps. Single rate letter \$5,500 + \$18,500 = \$24,000.

3.1.2 CNAC to Hong Kong, BOAC or Air France to Europe - CNC \$ Uniform Overseas Rates (UOR)

Rate UOR 1: 1 Dec 1947 to 31 Dec 1947 (31 days).

Surface first 20g \$8,000 Surface extra 20g \$5,000 Air per 10g \$22,000 Registration fee \$11,000



22 Dec 1947 - Shanghai to London, England. Heavy registered package 'Textile Sample, No Commercial Value'.
Weight up to 160g: \$8,000 + 7 x \$5,000 + 16 x \$22,000 + \$11,000 = \$406,000.



Adhesives on back of package (75%).
8 x \$50,000 + 2 x \$3,000 = \$406,000.

3.1.2 CNAC to Hong Kong, BOAC or Air France to Europe - CNC \$ Unified Overseas Rates

Rate UOR 1: 1 Dec 1947 to 31 Dec 1947 (31 days). Surface first 20g \$8,000 Air per 10g \$22,000



1 Dec 1947 (**First Day**) - Shanghai to Wolverhampton, England. No backstamps. Single rate letter \$8,000 + \$22,000 = \$30,000.

Rate UOR 3: 16 Jan 1948 to 29 Feb 1948 (45 days). Surface first 20g \$11,000 Air per 10g \$40,000



7 Feb 1948 - Shanghai to London, England. No backstamps. Single rate letter \$11,000 + \$40,000 = \$51,000.

3.1.2 CNAC to Hong Kong, BOAC or Air France to Europe - CNC \$ Unified Overseas Rates

Rate UOR 4: 1 Mar 1948 to 15 Mar 1948 (15 days)

Surface first 20g \$14,000 Air per 10g \$45,000



Postmarked 16 Mar 1948 - Kiukiang to Glasgow, Scotland. Backstamped at Kiukiang 16 Day 3 Month. Single rate letter \$14,000 + \$45,000 = \$59,000. Paid at rate which expired one day before postmark date.

Rate UOR 5: 16 Mar 1948 to 31 Mar 1948 (16 days)

Surface first 20g \$20,000 Air per 10g \$50,000



23 Mar 1948 - Shanghai to Glasgow, Scotland. No backstamps. Single rate letter \$20,000 + \$50,000 = \$70,000.

3.1.2 CNAC to Hong Kong, BOAC or Air France to Europe - CNC \$ Unified Overseas Rates

Rate UOR 7: 11 Apr 1948 to 18 May 1948 (38 days). Surface first 20g \$30,000 Air per 10g \$80,000



15 May 1948 - Shanghai to Brussels, Belgium. No backstamps. Double rate letter \$30,000 + 2 x \$80,000 = \$190,000.

Rate UOR 8: 19 May 1948 to 31 Jul 1948 (74 days). Surface first 20g \$50,000 Air per 10g \$120,000



9 Jun 1948 - Shanghai to Vienna, Austria. No backstamps. The Österreichischer Zensurstelle 155 Z.1. and V3 censorship handstamps were applied in the International Zone of Vienna. Single rate letter \$50,000 + \$120,000 = \$170,000.

3.1.2 CNAC to Hong Kong, BOAC or Air France to Europe - CNC \$ Unified Overseas Rates

Rate UOR 8: 19 May 1948 to 31 Jul 1948 (74 days).

Surface first 20g \$50,000 Air per 10g \$120,000



26 Jun 1948 - Shanghai to 'sGravenhage, Holland. No backstamps. Pre-printed KLM Envelope from their Shanghai office. KLM were not carrying Chinese mail at this time. Single rate letter \$50,000 + \$120,000 = \$170,000.

Rate UOR 9: 1 Aug 1948 to 20 Aug 1948 (20 days).

Surface first 20g \$150,000 Air per 10g \$400,000

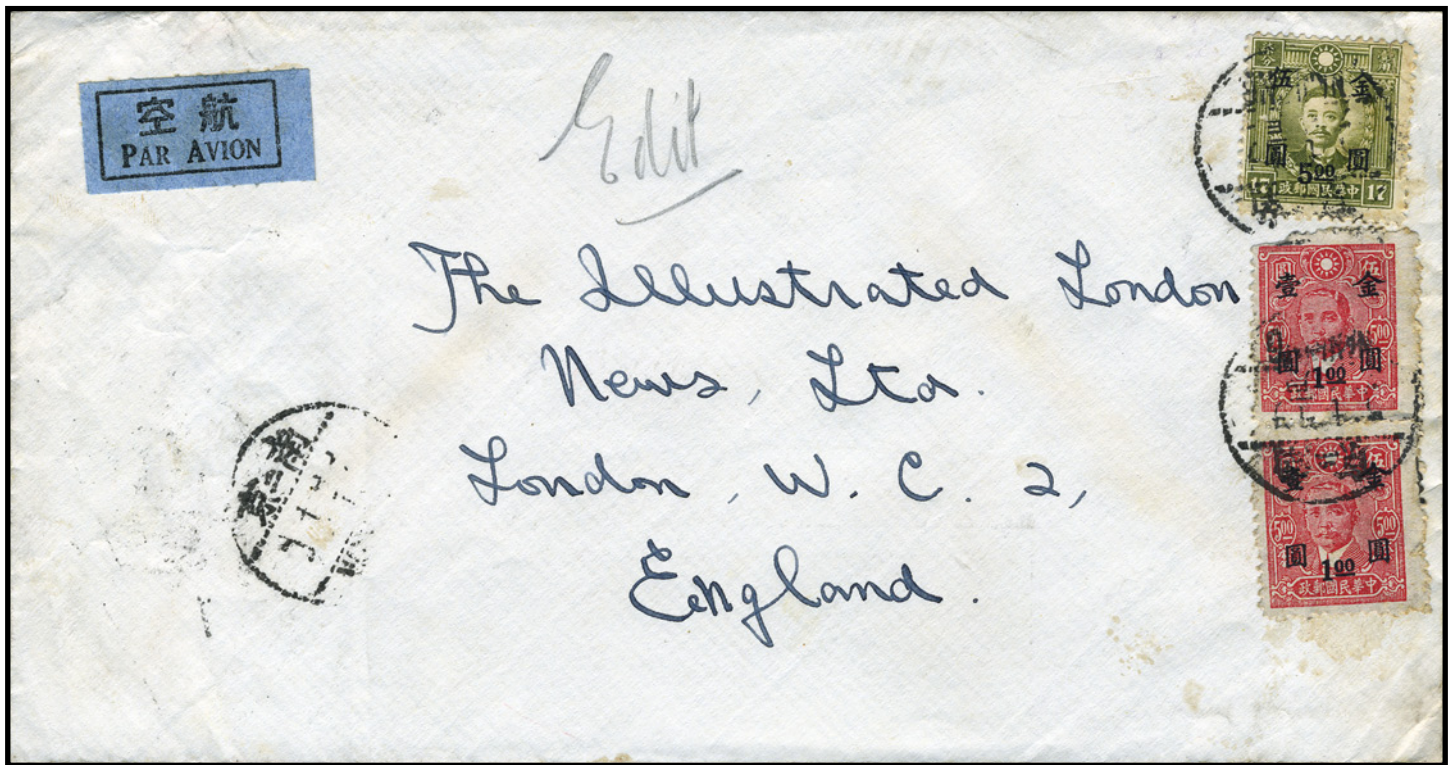


4 Aug 1948 - Kuling to Bath, England. No backstamps. Single rate letter \$150,000 + \$400,000 = \$550,000.

3.1.3 CNAC to Hong Kong, BOAC or Air France to Europe - Gold \$ Unified Overseas Rates

Rate UOR 12: 20 Nov 1948 to 11 Dec 1948 (22 days).

Surface first 20g \$2 Air per 10g \$5



Nov 1948 - Nanking to London, England. No backstamps. Single rate letter \$2 + \$5 = \$7.

Rate UOR 14: 1 Jan 1949 to 15 Jan 1949 (15 days).

Surface first 20g \$10 Air per 10g \$30



12 Jan 1949 - Shanghai to London, England. No backstamps. Single rate letter \$10 + \$30 = \$40.

3.1.3 CNAC to Hong Kong, BOAC or Air France to Europe - Gold \$ Unified Overseas Rates

Rate UOR 16: 7 Feb 1949 to 28 Feb 1949 (22 days).

Surface first 20g \$80 Air per 10g \$250



14 Feb 1949 - Shanghai to Basel, Switzerland. No backstamps. Single rate letter \$80 + \$250 = \$330.

3.1.4 CNAC to Hong Kong, BOAC or Air France to Europe - Silver \$ Unified Overseas Rates

Rate UOR 23: 29 Apr 1949 to 4 Jul 1949 (67 days).

Surface first 20g \$0.10 Air per 10g \$0.30. Gold Dollar stamps were accepted at a rate of 4,000,000 to 1.



18 May 1949 - Shanghai to Holte, Denmark. No postal markings on front. Single rate letter \$0.10 + \$0.30 = \$0.40.

3.2 Mail to North America

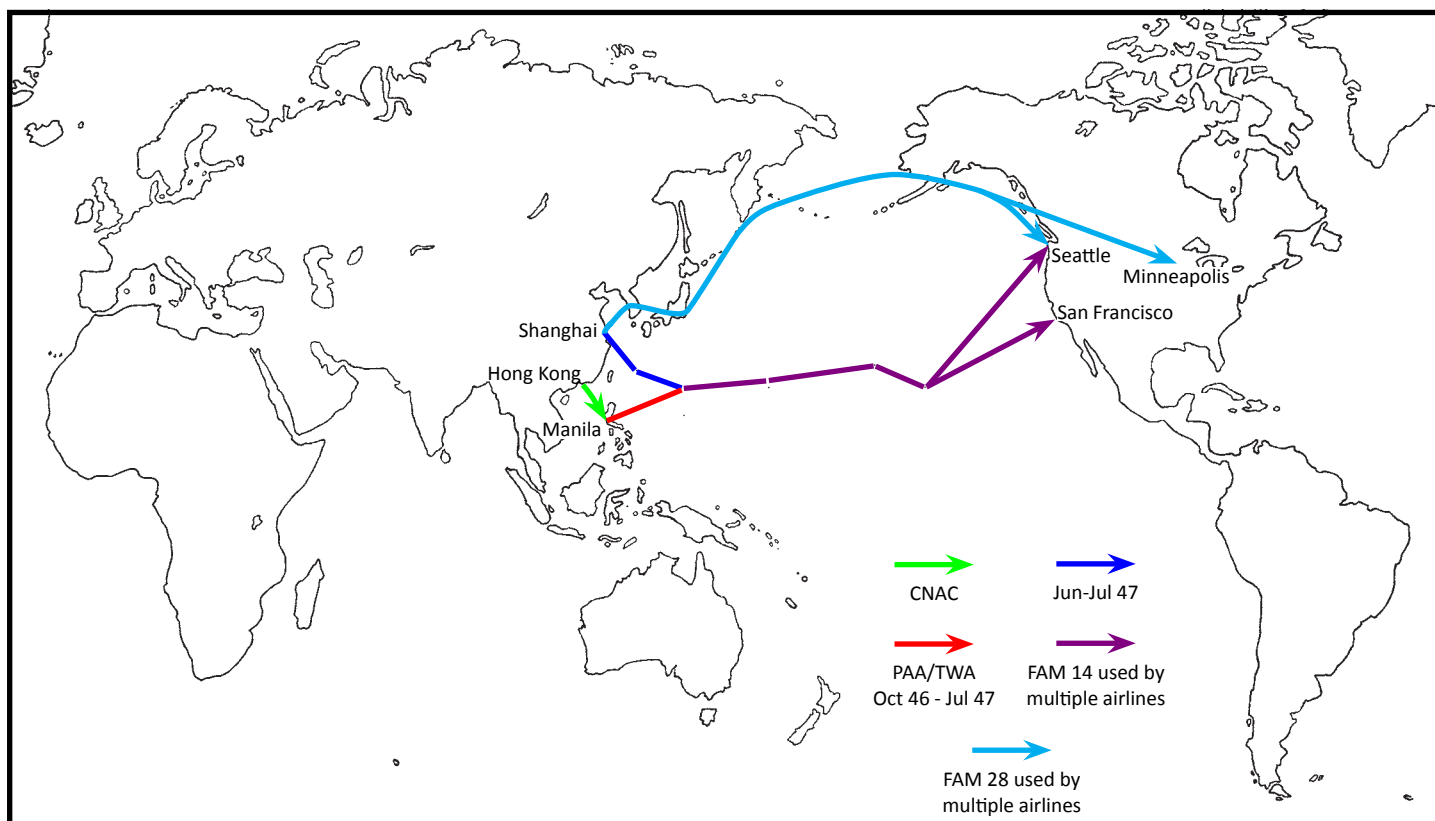
The first post-war route established from China to North America was on 26 September 1946 by CNAC to Manila and then by PAA or TWA to San Francisco using the FAM 14 route across the Pacific via Guam, Wake, Midway and Honolulu. From 7 June 1947 an additional option was available direct from Shanghai for connecting with FAM 14.

A major change was made on 22 July 1947 with the commencement of the FAM 28 service from Shanghai to Seattle or Minneapolis via Seoul, Tokyo and Anchorage. This was operated jointly by CNAC, PAA, Northwest and TWA. Mail from this period onwards rarely has any indication of the carrier.

In contrast to the stability of the routes, the rates charged saw frequent increases as hyperinflation took hold:

	Dates	Route	Currency	Notes	No. of Postal Rates
	3 Oct 1946 - 21 Jul 1947	FAM 14 via Hong Kong	CNC Dollar		
3.2.1	7 Jun 1947 - 21 Jul 1947	FAM 14 from Shanghai	CNC Dollar		6
	22 Jul 1947 - 30 Nov 1948	FAM 28 from Shanghai	CNC Dollar		3
3.2.2	1 Dec 1947 - 5 Nov 1948	FAM 28 from Shanghai	CNC Dollar	Unified Overseas Rates	10
3.2.3	6 Nov 1948 - 28 Apr 1949	FAM 28 from Shanghai	Gold Dollar	CNC \$3,000,000 = 1 Gold \$	12
3.2.4	From 29 Apr 1949	FAM 28 from Shanghai	Silver Dollar	Gold \$4,000,000 = 1 Silver \$	3

A significant change was introduced on 13 October 1947 when the weight unit for the calculation of the airmail fee was raised from 5g to 10g. A second important change came on 1 December 1947 when all of the rates to international destinations were unified irrespective of the distance to be carried; this series is referred to as the Unified Overseas Rate (UOR).

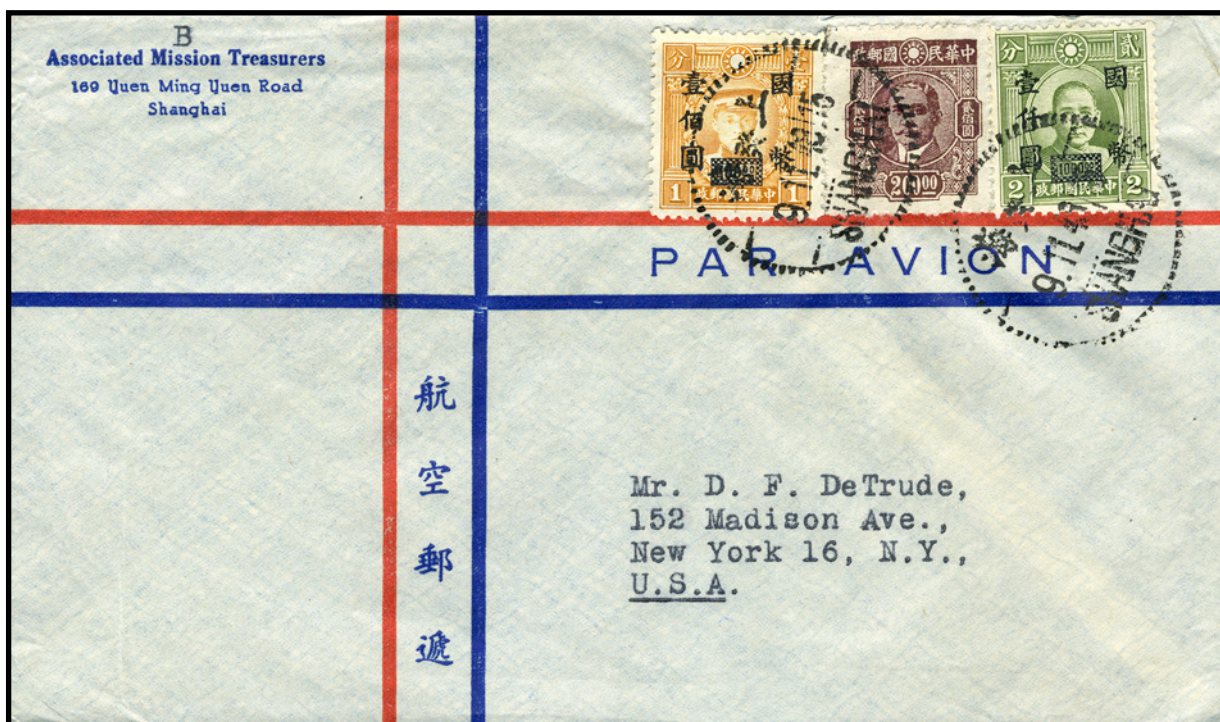


Route 3.2. Post-war Trans-Pacific Routes to North America.

3.2.1 CNAC to Manila, TWA Trans-Pacific to San Francisco

Rate 3.2.1.1: 3 Oct 1946 to 21 Nov 1946 (50 days).

Surface first 20g \$300 Air per 5g \$1,000



9 Nov 1946 - Shanghai to New York, USA. No backstamps.
Single letter rate \$300 + \$1,000 = \$1,300.

Rate 3.2.1.2: 22 Nov 1946 to 31 Dec 1946 (40 days).

Surface first 20g \$300 Air per 5g \$1,100 Registration fee \$450 Express fee \$650



6 Dec 1946 - Shanghai to New York, USA. New York arrival backstamp of 16 Dec.
Double rate registered express letter \$300 + 2 x \$1,100 + \$450 + \$650 = \$3,600.

3.2.1 CNAC to Manila, TWA Trans-Pacific to San Francisco

Rate 3.2.1.3: 1 Jan 1947 to 28 Feb 1947 (59 days). This rate change saw an unprecedented reduction of charges.

Surface first 20g \$300 Air per 5g \$650 Registration fee \$450



21 Jan 1947 - Tientsin to Philadelphia, USA. No markings on front. Double rate registered letter \$300 + 2 x \$650 + \$450 = \$2,050.

Rate 3.2.1.5: 10 Mar 1947 to 30 Jun 1947 (112 days).

Surface first 20g \$1,100 Air per 5g \$1,900 Registration fee \$1,600 Advice of Receipt \$1,200



25 Mar 1947 - Shanghai to Worcester, USA. Handstamped by sender AIR MAIL / DOUBLE REGISTERED, indicating that an Advice of Receipt was required. No backstamps. Double rate AR registered letter \$1,100 + 2 x \$1,900 + \$1,600 + \$1,200 = \$7,700.

3.2.1 CNAC to Manila, TWA Trans-Pacific to San Francisco

Rate 3.2.1.6: 1 Jul 1947 to 21 Jul 1947 (21 days). In this rate period mail could connect with FAM 14 at Shanghai or Manila.
 Surface first 20g \$1,100 Air per 5g \$2,100



15 Jul 1947 - Peiping to Cambridge, USA. Transit backstamp applied at Hong Kong on 17 Jul 1947 (inset, 75%).
 Single rate letter \$1,100 + \$2,100 = \$3,200.

Rate 3.2.1.7: 22 Jul 1947 to 1 Oct 1947 (93 days).
 Surface first 20g \$1,100 Air per 5g \$2,100 Registration fee \$1,600



10 Sep 1947 - Peiping to New York, USA. Arrival backstamp applied on 15 Sep 1947.
 Triple rate registered letter \$1,100 + 3 x \$2,100 + \$1,600 = \$9,000.

Insert Oversize Pages 69-70 Here

3.2.1 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - CNC \$

Rate 3.2.1.8: 2 Oct 1947 to 12 Oct 1947 (11 days)

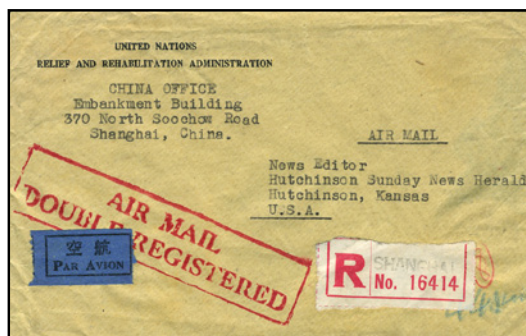
Surface first 20g \$1,100 Air per 10g \$2,300 Surface extra 20g \$700 Registration fee \$1,600



11 Oct 1947 - Shanghai to Washington, USA. Large commercial envelope weighing 255-260g originating from Taipei, Taiwan. Probably carried privately to Shanghai where it entered the postal system. No postal markings on the front. The postal clerk's calculation is above the adhesives. A remarkable franking at 52 x the single rate: \$1,100 + 12 x \$700 + 52 x \$2,300 + \$1,600 = \$130,700.

Rate 3.2.1.9: 13 Oct 1947 to 30 Nov 1947 (49 days).

Surface first 20g \$5,500 Air per 10g \$12,500 Registration fee \$8,000 Advice of Receipt \$6,000



21 Oct 1947 - Shanghai to Hutchinson, USA.

Handstamped in red by sender AIR MAIL / DOUBLE REGISTERED, indicating that an Advice of Receipt was requested.

Double rate registered letter with Advice of Receipt: \$5,500 + 2 x \$12,500 + \$8,000 + \$6,000 = \$44,500.

The rate is confirmed by the manuscript 44500 in blue crayon on the front.



Back of envelope showing remnants of a pink Advice of Receipt label (75%).

Insert Oversize Pages 69-70 Here

3.2.1 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - CNC \$

Rate 3.2.1.8: 2 Oct 1947 to 12 Oct 1947 (11 days)

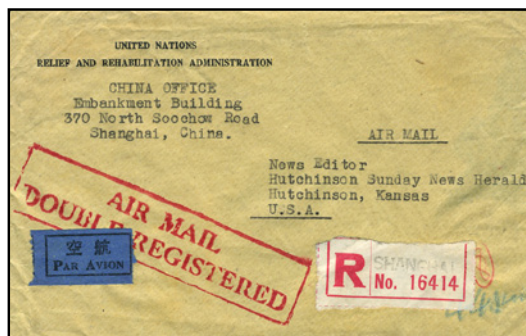
Surface first 20g \$1,100 Air per 10g \$2,300 Surface extra 20g \$700 Registration fee \$1,600



11 Oct 1947 - Shanghai to Washington, USA. Large commercial envelope weighing 255-260g originating from Taipei, Taiwan. Probably carried privately to Shanghai where it entered the postal system. No postal markings on the front. The postal clerk's calculation is above the adhesives. A remarkable franking at 52 x the single rate: $\$1,100 + 12 \times \$700 + 52 \times \$2,300 + \$1,600 = \$130,700$.

Rate 3.2.1.9: 13 Oct 1947 to 30 Nov 1947 (49 days).

Surface first 20g \$5,500 Air per 10g \$12,500 Registration fee \$8,000 Advice of Receipt \$6,000



21 Oct 1947 - Shanghai to Hutchinson, USA.

Handstamped in red by sender AIR MAIL / DOUBLE REGISTERED, indicating that an Advice of Receipt was requested.

Double rate registered letter with Advice of Receipt: $\$5,500 + 2 \times \$12,500 + \$8,000 + \$6,000 = \$44,500$.

The rate is confirmed by the manuscript 44500 in blue crayon on the front.



Back of envelope showing remnants of a pink Advice of Receipt label (75%).

3.2.2 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - CNC \$ Unified Overseas Rates

Rate UOR 1: 1 Dec 1947 to 31 Dec 1947 (31 days).

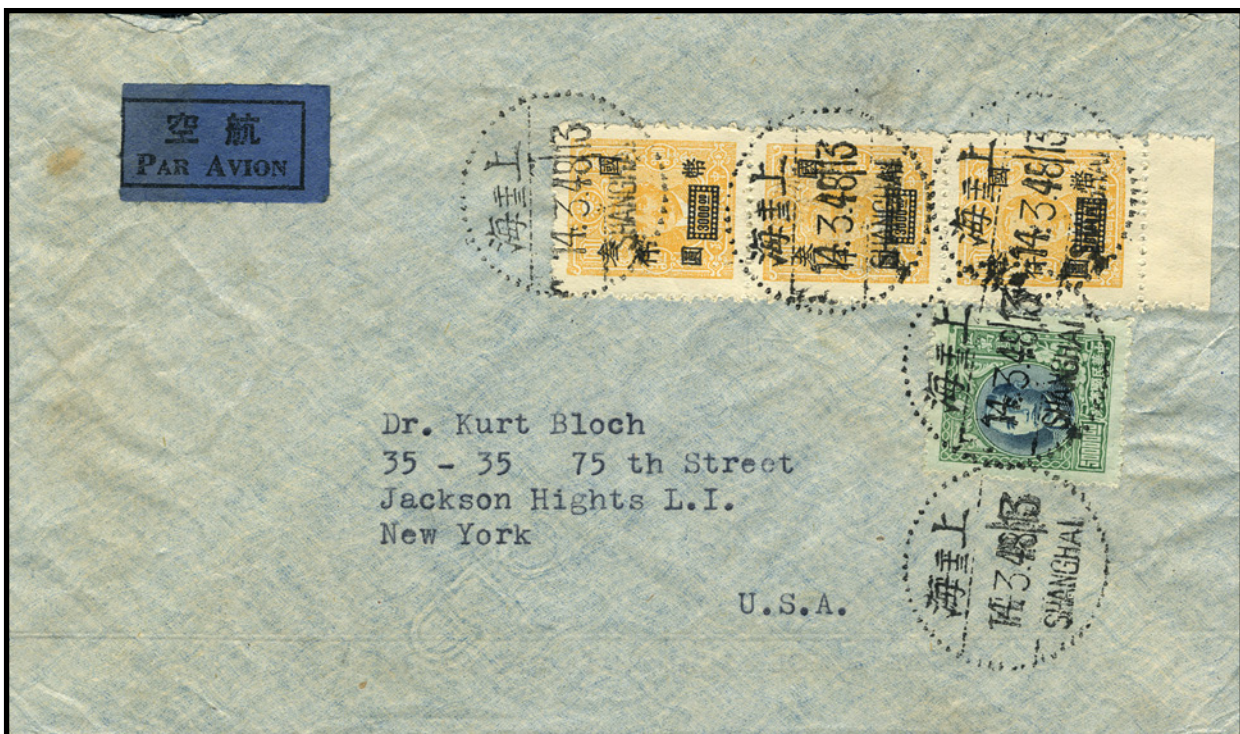
Surface first 20g \$8,000 Air per 10g \$22,000



12 Dec 1947 - Shanghai to Philadelphia, USA. No backstamps.
Single rate letter \$8,000 + \$22,000 = \$30,000.

Rate UOR 4: 1 Mar 1948 to 15 Mar 1948 (15 days).

Surface first 20g \$14,000 Air per 10g \$45,000

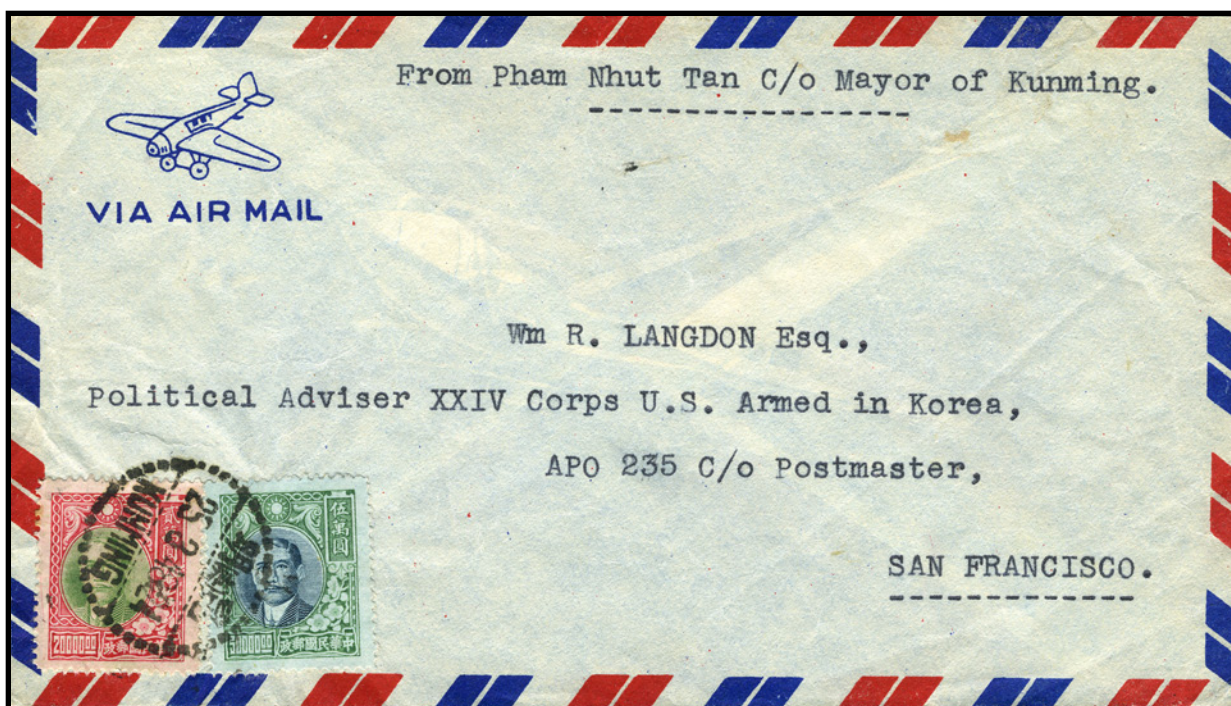


14 Mar 1948 - Shanghai to Jackson Heights, USA. No backstamps.
Single rate letter \$14,000 + \$45,000 = \$59,000.

3.2.2 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - CNC \$ Unified Overseas Rates

Rate UOR 5: 16 Mar 1948 to 31 Mar 1948 (16 days).

Surface first 20g \$20,000 Air per 10g \$50,000



25 Mar 1948 - Kunming to San Francisco, USA. No backstamps.
Single rate letter \$20,000 + \$50,000 = \$70,000.

Rate UOR 7: 11 Apr 1948 to 18 May 1948 (38 days).

Surface first 20g \$30,000 Air per 10g \$80,000



13 Apr 1948 - Shanghai to New York, USA. No backstamps.
Double rate letter \$30,000 + 2 x \$80,000 = \$190,000.

Insert Oversize Pages 73-74 Here

3.2.3 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - Gold \$ Unified Overseas Rates

Rate UOR 11: 6 Nov 1948 to 19 Nov 1948 (14 days).
Surface first 20g \$0.35 Air per 10g \$1.00



9 Nov 1948 - Shanghai to New York, USA. Mixed franking, with a pair of CNC \$ 2,000,000 and a pair of Gold \$ 1/2 adhesives. Using the 3,000,000:1 exchange rate, a \$2,000,000 stamp was worth 67c, a pair was worth \$1.34 and, when added to the 2 x 1/2c, a total of \$1.35 has been paid. Single rate letter \$0.35 + \$1.00 = \$1.35.

Rate UOR 18: 11 Mar 1949 to 20 Mar 1949 (10 days).
Surface first 20g \$450 Air per 10g \$1,200



17 Mar 1949 - Shanghai to New York, USA. No backstamps.
Single rate letter \$450 + \$1,200 = \$1,650.

Rate UOR 19: 21 Mar 1949 to 31 Mar 1949 (11 days).
Surface first 20g \$800 Air per 10g \$2,300



28 Mar 1949 - Wuchang to New York, USA. No backstamps. Single rate letter \$800 + \$2,300 = \$3,100.

Insert Oversize Pages 73-74 Here

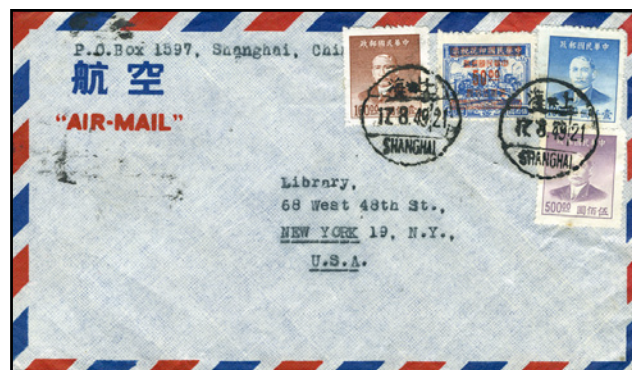
3.2.3 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - Gold \$ Unified Overseas Rates

Rate UOR 11: 6 Nov 1948 to 19 Nov 1948 (14 days).
 Surface first 20g \$0.35 Air per 10g \$1.00



9 Nov 1948 - Shanghai to New York, USA. Mixed franking, with a pair of CNC \$ 2,000,000 and a pair of Gold \$ 1/2c adhesives. Using the 3,000,000:1 exchange rate, a \$2,000,000 stamp was worth 67c, a pair was worth \$1.34 and, when added to the 2 x 1/2c, a total of \$1.35 has been paid. Single rate letter \$0.35 + \$1.00 = \$1.35.

Rate UOR 18: 11 Mar 1949 to 20 Mar 1949 (10 days).
 Surface first 20g \$450 Air per 10g \$1,200



17 Mar 1949 - Shanghai to New York, USA. No backstamps. Single rate letter \$450 + \$1,200 = \$1,650.

Rate UOR 19: 21 Mar 1949 to 31 Mar 1949 (11 days).
 Surface first 20g \$800 Air per 10g \$2,300



28 Mar 1949 - Wuchang to New York, USA. No backstamps. Single rate letter \$800 + \$2,300 = \$3,100.

3.2.3 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - Gold \$ Unified Overseas Rates

Rate UOR 20: 1 Apr 1949 to 10 Apr 1949 (10 days).

Surface first 20g \$1,500 Air per 10g \$4,300



6 Apr 1949 - Shanghai to New York, USA. No postal markings on front.
Single rate letter \$1,500 + \$4,300 = \$5,800.

Rate UOR 21: 11 Apr 1949 to 16 Apr 1949 (6 days).

Surface first 20g \$4,400 Air per 10g \$12,600



12 Apr 1949 - Kunming to New York, USA. There are 11 additional Gold \$1,000 adhesives on the back.
Single rate letter \$4,400 + \$12,600 = \$17,000.

Insert Oversize Page 76 Here

3.2.3 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - Gold \$ Unified Overseas Rates

Rate UOR 22: 17 Apr 1949 to 28 Apr 1949 (12 days). Surface first 20g \$11,000 Air per 10g \$30,000



27 Apr 1949 - Shanghai to Whitewater, USA. No backstamps. Double rate letter \$11,000 + 2 x \$30,000 = \$71,000.

3.2.4 FAM 28 Direct Trans-Pacific Flights from Shanghai to USA - Silver \$ Unified Overseas Rates

Rate UOR 23: 29 Apr 1949 to 4 Jul 1949 (67 days). Surface first 20g \$0.10 Air per 10g \$0.30. Gold \$ stamps accepted at rate of 4,000,000:1



9 May 1949 - Shanghai to New York, USA. Backstamped at New York on 14 May. Single rate letter \$0.10 + \$0.30 = \$0.40. Total value of Gold \$ 1,600,000 = Silver \$ 0.40.

3.3 Mail to Other Destinations

3.3.1 Australasia: CNAC to Hong Kong; BOAC to Sydney and Auckland via Singapore



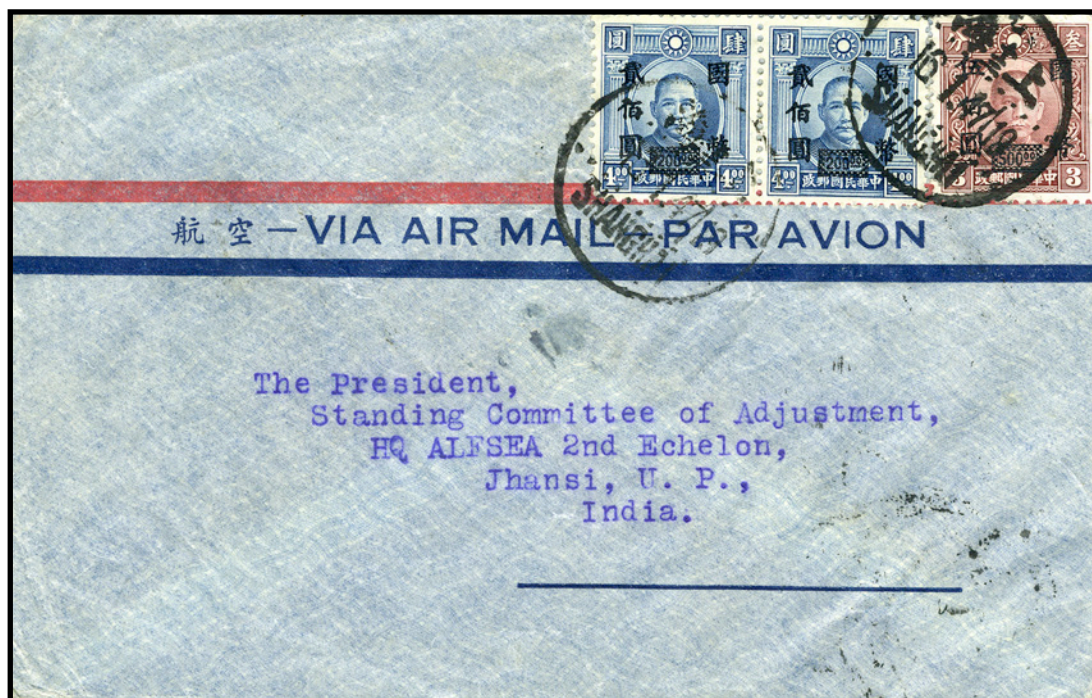
14 Feb 1947 - Shanghai to Hawkes Bay, New Zealand. Hong Kong backstamp (17 Feb).
Rate 5 Dec 1946 to 28 Feb 1947: Surface first 20g \$300, air per 10g \$600.
Double rate letter \$300 + 2 x \$600 = \$1,500.



29 Apr 1948 - Shanghai to Sydney, Australia. No postal markings on front.
Rate UOR 7 (11 Apr 1948 to 18 May 1948): Single rate letter \$30,000 + \$80,000 = \$110,000.

3.3.2 Asia

India: CNAC to Hong Kong, BOAC Dragon Route to India



16 Jan 1947 - Shanghai to Jhansi, India. Jhansi arrival backstamp of 28 Jan 1947.
Specific rate to India from 5 Dec 1946 to 9 Mar 1947: Surface first 20g \$300, air per 5g \$300. Double rate letter = \$900.



31 Jan 1948 - Shanghai to Calcutta, India. Calcutta arrival backstamp of 4 Feb 1948.
Rate UOR 3 (16 Jan 1948 to 29 Feb 1948): Single rate letter \$11,000 + \$40,000 = \$51,000.

3.3.2 Asia

Vietnam: CNAC to Hong Kong, Air France to Saigon



14 Apr 1948 - Shanghai to Saigon, Vietnam. Saigon arrival backstamp (16 Apr).
Rate UOR 7 (11 Apr 1948 to 18 May 1948): Single rate letter \$30,000 + \$80,000 = \$110,000.

3.3.3 Africa

South Africa: CNAC Shanghai to Hong Kong, BOAC Dragon Route to Cairo, BOAC to Johannesburg



24 Mar 1947 - Tientsin to Johannesburg, South Africa. Transit marks at Shanghai (26 Mar) and Cairo / Delivery (? Apr).
Rate to South Africa between 10 Mar and 30 Jun 1947: Surface first 20g \$1,100 + air 5g \$2,000 + registration fee \$1,600 = \$4,700.

3.3.4 Latin America

Argentina: Shanghai to San Francisco, Trans-America, Miami to Buenos Aires



8 Jan 1947 - Shanghai to Buenos Aires, Argentina. Backstamped at San Francisco (17 Jan) and Miami (20 Jan). Chinese Customs handstamp in red on front (50%). Rate from 1 Jan 1947 to 28 Feb 1947: Surface first 20g \$300, surface additional 20g \$200, air per 5g \$800, registration fee \$450. Registered letter between 20 and 25g: \$300 + \$200 + 5 x \$800 + \$450 = \$4,950. Overpaid at \$5,000.

Colombia



3 Jul 1948 - Shanghai to Bogota, Colombia. Rate UOR 8: Surface first 20g \$50,000 + Air 5g \$120,000 = \$170,000.