

Chapter 1 : Marks on Chinese Porcelain

Real-time information of arrival flights at Hong Kong International Airport.

These markings are on issues of the first three reigns, but have not been reported on KG VI issues. Accompanying figures show examples of these markings. These markings are not common, but they exist in surprising variety. A recent census revealed 22 different types on Hong Kong stamps, cards, and covers; nine on Straits Settlements, and one on North Borneo. Results of the census are tabulated in the appendices to this article. This article addresses the types of marking, and whether they all served the same purpose. I know of two previous references to these markings. Douglass of San Francisco wrote that he had four examples of these markings and asked about their purpose. The answer which Col. Webb may have provided was that? Evidence for this interpretation was a card mailed in from Colombo to a stewardess [sic] onboard a German boat at Aden. No illustration of the card or other details were provided. The second reference is Webb p. He reported 1 Shanghai stamped on a cover, 2 Hong Kong stamped across the face of stamps from? Ceylon, Straits Settlements, etc.? Webb did not illustrate any of these markings. He interpreted them as,? In the case of both Mr. In other words, these markings by whatever name they are to be called were forwarding markings. With the possible exception of an cover discussed below, none of the markings in the current census support the conclusion that they are forwarding markings. It is possible of course that these markings may have served more than one purpose, from time to time, as needs arose. Among the 27 Hong Kong items, five are duplicates for a total of 22 different types. There are no duplicates among the nine Straits Settlement usages. Thus, on one hand, the sample size number of collections represented is small and almost certainly does not represent the whole population of these markings in other collections worldwide. On the other hand, the participants in the census are all long-time collectors with extensive and respectable collections of cancellations and markings. In any case, conclusions I draw from the census are subject to change as more of these markings, especially those on cover, are reported. In all cases, participants in the census provided scans or photocopies of the markings in their collections. Although these markings are on the website, this is not to say they are security markings, although some may be. All markings in the census are listed in the appendices by name port, destination , then by type based on measurements and characteristics of the letters. Markings on Hong Kong stamps, cards, and covers are in the first table; markings on Straits Settlements and on one stamp from North Borneo are in the second and third tables. My discussion of these markings focuses on those from Hong Kong and the Treaty Ports, but nothing about the markings on Straits Settlements or North Borneo suggest they are different. None of the types on stamps have been reported so far on cards and covers, nor have any of the types on cards and covers been reported on loose stamps. I can not explain this dichotomy. It may or may not be an artifact of sampling small sample size , but it does raise the question whether all of these markings served the same purpose. The markings on loose stamps are all more or less centrally struck, as if clerks were instructed to place them there. This assumes the markings are official and not private markings. On cards and covers, however, the markings are, with two exceptions, struck well away from the stamps in almost any convenient white space. The two exceptions are an cover and an F1 letter, both very early examples that predate later examples by about a decade. The F1 obliterator was probably withdrawn in late or early ; the latest F1 cover recorded by Gurevitch is December The next oldest datable markings in the census are an cover Hanoi Type 1 and a loose stamp of Hong Kong Type 1. Of the 22 types on Hong Kong stamps, cards and covers, 11 types are on loose stamps. The RPS certificate that accompanies this pair states that the marking is a?? In other words, in the opinion of RPS, the marking was a post office marking, official or semi-official, used to help non-Chinese reading clerks sort mail addressed only in Chinese. This explanation is significantly different from Webb? The expression semi-official on the aforementioned certificate is somewhat ambiguous. I take it to mean that the marking was applied by British post office functionaries in response to an official instruction or practice for which no written instruction has been discovered. Regrettably, markings on loose stamps don? Markings on cards and covers are more useful in this respect. Of the 11 types on cards and covers, nine are on red band covers addressed only in Chinese, one is on a card addressed in Chinese, and one

type is on both the cover addressed in English and the early ? F1 letter addressed in Hindi. The card Formosa Type 1 Figure 2 is the latest datable marking in the census. This marking is a dual-language type with both English letters and Chinese characters. It is the only dual-language type with Chinese characters below the English destination. The cover and F1 letter are early examples, as explained above, and may represent special cases, as explained below. Saigon is lined out for no apparent reason. The address, written in Chinese characters, is their significant commonality. In no case is there evidence, such as a lined-out first address, to indicate the card or cover was forwarded to a new address. Several of the markings reported seven of 22 include the name of the port or destination in both English and Chinese. These markings are in two lines. With one exception Formosa Type 1 , the Chinese characters are above the English name. Chinese characters read from right to left following Chinese custom. The Rangoon Type 1 marking in Figure 5 is an example. If the full strike can be found, the character for? The red band cover to Singapore Singapore Type 5 Figure 6 is another example. The dark line along the left side is the red band that overlaps from the front of the cover where the address is written in Chinese. The illustrated side back of the cover shows a Hong Kong circular datestamp. The cover entered the post at Hong Kong, where I suspect the Singapore direction marking was struck. Two persons, both fluent in Chinese, one of whom is a member of our study circle, inform me that the Chinese characters do not read Singapore. They suggest the characters may represent an old name for Singapore. Further comments on this would be appreciated. There are two types of Hong Kong markings in the census. This marking may have been applied at the Hong Kong G. This interpretation assumes the marking is not a private or security marking. The second type Hong Kong Type 2 is on both the cover and F1 letter previously mentioned. On each of these, Hong Kong apparently as two, closely spaced words is struck across the face of the stamp. These are the only examples in the census of a card or cover with the marking across the face of the stamp. Both of these letters predate the later markings by about a decade, and therefore may have served a different purpose from the later markings. The cover Figure 8 is exceptional in other respects. The letter is written and addressed in English script. It is dated internally, 2 June The letter bears a Bombay receiver of OC 17, without year date, but presumably also If so, the letter was in transit four months, long enough for considerable traveling. The writeup that accompanies this letter gives the following interpretation: The letter was missent, perhaps to Australia, found there in the mail and redirected back to Hong Kong and thence to Bombay. If so, the Hong Kong marking would have been applied at Australia or wherever to direct the letter back to Hong Kong as perhaps the most direct or timely route to Bombay. Regrettably, there are no notations, receivers, or other markings to docket the letter? However, if the foregoing interpretation is correct, the Hong Kong marking would be a forwarding or re-direction marking along the lines of Mr. The F1 letter Figure 9 is undated, but probably dates from the late ? The letter, addressed in Hindi script, is said to be addressed to Hong Kong. It is a local letter. Faint pencil writing across the horizontal double lines appears to read Hong Kong in English scribble. The Hong Kong marking ties the stamp, as it does on the example. It seems likely that the Hong Kong Type 2 marking was to facilitate sorting of mail, addressed as it is in Hindi, a form of writing likely to have been inscrutable to many English or Chinese speaking mail clerks. The letter is not forwarded. I cannot rule out that some of these markings, especially those on loose stamps, are security markings. Security markings usually identify the firm or owner by names and initials. But some security markings are anonymous, e. A case in point: More recently, a central strike of this Amoy marking was discovered on a loose stamp.

Chapter 2 : Hong Kong International Airport Live Arrivals | Airport

To ensure a smooth and efficient arrival, you can browse all the essential information that you need to know after landing at Hong Kong International Airport.

Hong Kong will develop a new gate midfield passenger concourse, to be open late in Hong Kong Airport. The main terminal at Hong Kong Airport is one of the best airports in the world - without exception. Brand new, large, with excellent shopping, superb lounges, clean tidy and orderly, it puts many other airports in the world to shame. Transit from plane to plane is easy although, not quite as easy as at Singapore, and transport to the city is a breeze. It is colloquially known as Chek Lap Kok Airport, being built on that island - although it has never officially had that name. It is the 12th busiest airport worldwide by passenger traffic. Hong Kong Airport is built on a large artificial island, 20 kilometers 13 miles west of the centre of Hong Kong, and has really excellent shopping: Hong Kong Airport. The main terminal 1 Free wireless Internet is available throughout the terminals, but can be flakey, particularly towards the middle of the pier, and quite slow. A free automated people mover train runs between the east and west halls of Terminal 1 and from the new Terminal 2 to the gates: Terminal 1 of the HKIA was the largest airport passenger terminal building in the world when it opened - and it is vast. Forget the pokey hubs in places like Dubai - this place is big. For very good reasons, there is a free train that runs between each end, the Wing and Pier. There is a medical centre on level six. There are some shops at the far end of the pier, but they are much poorer. Instead, Terminal 2 operates just as a check in desk - but some check in - and has a vast shopping centre, called SkyPlaza. Although looking rather tired now, it is a good place to learn about planes, and it has a great Cockpit Simulator. If you go up in the lift - to the seventh floor - there is an amazing wrap around view of the entire airport, and the planes come pretty close when they land too. You need to get the shuttle bus service between the NSC and Terminal 1 which runs every four minutes, although the underground train will soon be extended to here. The concourse was designed for narrow-body aircraft and is equipped with 10 jet bridges. Shopping facilities in the North Satellite Concourse are fairly basic. There is really no reason to look for alternatives. It operates trains from HKIA to downtown every 10 minutes during the day, and every 12 minutes at night. The journey from the airport to Hong Kong Station takes 24 minutes, but most people stop off at Kowloon, which only takes 18 minutes. However same-day return tickets are the same price as a single - a bargain if you are on a stopover at the airport for several hours. Beware however that Kowloon station is in an inconvenient location west of the heart of Kowloon, in a great big shopping centre called Elements, and from where buses leave for most of Hong Kong. There are a couple of sets of doors at the extreme ends of the shopping centre exit D2, or if you get desperate - as many people do - you can leave by walking out of the exit ramp of the car park onto the pavement outside. Hong Kong Metro Clean, quiet, empty. You can check-in for flights and receive a boarding pass at Hong Kong and Kowloon Stations at no extra cost: The Airport Express forms only a small part of the Hong Kong metro system: The metro is clean and quiet, but beware of the strange ticketing system: At the airport, head to the Ground Transportation Centre. Taxis are readily available from the Ground Transportation Centre next to the passenger terminal. There are separate queues for various services; urban taxis are red and serve almost all destinations in the city, New Territories taxis are green, and Lantau taxis are blue. While most Hong Kong taxis are in general honest, it can pay to switch on your sat-nav on your phone, and check which route they are taking: An Automated People Mover connects the ferry transfer desk in the arrivals hall with SkyPier ferry terminal. Once past customs, you are in the arrival hall of Terminal 1: Hong Kong maintains a separate and independent immigration system from that of mainland China. Everyone else, including all European Union member states, are limited to 90 days, except for some countries like South Africa, Thailand, much of middle east and the Americas, who are only permitted a basic 30 day visa, and a very few countries who need a Hong Kong Visa, however anyone can go through Hong Kong transit without Visa requirements if you are just changing planes. British citizens and Hong Kong citizens can register to use the e-Channel. Instead of clearing passport control at the desk, you can avoid the rare queues by going through an automated barrier which uses fingerprint recognition technology. It takes about 3 minutes to register. It is connected to

the passenger terminal by a covered walkway; just turn left at customs, head to Starbucks and follow the signs. The hotel is a little dated - and pricey - but for the convenience it is worth it. Not surprisingly, it is the main one populated by overseas aircrew. Many rooms have an excellent view of the active runway, and are tripple glazed which works well. The main bar in the lobby has free wifi, but shuts at 11pm, however the Regal Hotel China Coast bar in on the lower levels is open until 3am, and has live music some nights. The bar is the only one landside at the airport open late, and as such is very popular with pilots and crew - and come to that businessmen on their own. The free wifi from the lobby bar wafts down to the outside tables. There is a third alternative, the Hong Kong Airport Novotel. This is a long way from the airport - about a 15 minute bus ride, which after you wait for half an hour for the bus makes a late evening arrival feel like the middle of the night. It is a very good modern hotel, and is attached to a large shopping centre, at the end of which is the local metro train service to Hong Kong: Head down a bit of a slope, and then left to where the tunnel is under the road to Terminal 2. At the mid point of the tunnel is the left luggage area. Hong Kong Car parking Hong Kong airport car parking is quite good. Once out of the tunnel, drive along the West Kowloon Expressway; follow airport road signs and cross the Tsing Ma Bridge to the airport island. Then continue along North Lantau Highway to reach the airport. Alas, the Irish pub in the Arrivals hall has now closed. If you need a pint after 9pm in arrivals, or landside, head to the basement of the Regal Hotel where the China bar is open until 3am, and has live bands. Its the usual aircrew hangout. In Terminal 1 the Peak Lookout bar and restaurant does much the same job. The only real option airside is right at the end of the pier where there is the new addition of the Heineken beer trolley. Also beware that these places close insanely early. No wonder the pay-per-entry lounges do such a roaring trade: There are quite a few fast food joints, but again not so many decent sit down restaurants. There is a very good French wine selection, and not a bad collection from the new world down under either. Everything from the menu is prepared in front of the customers - which slightly reduces the shock of getting the bill. However there is no missing it: Heineken Bar - Airside Open:

Chapter 3 : Hong Kong Arrival Markings Lee Scamp Harmon K. Fine PAPERBACK | eBay

Names of ports, such as Hong Kong, Bangkok, and Singapore, are occasionally found as unframed, straight-line markings on loose stamps, post cards, and covers of Hong Kong, Straits Settlements, and one example so far from North Borneo.

Strangely enough the "pattern " are different but the bowls are identical. Early Peoples Republic period , probably s. [Click here to see large picture](#) [Click here to see large picture](#). During the s to 70s this was a common mark on porcelain made in China but decorated in Macao or Hong Kong. Inside the neck a sticker saying, Made in Hong Kong. Beside that the sticker indicates Hong Kong, this mark seems to be uniquely connected to Macau. See also "Macau Style" marks. Mark probably somehow related to Jingdezhen Zhi - Jingdezhen Make 8. Second half of 20th century. Underglaze blue and white eggshell bowl. Style of decoration consistent with a date around [Click here to see large picture](#) Jurentang Research indicates that "Juren Tang" in Zhongnanhai was the building where Yuan Shikai lived and where he had his office around Guo Baochang, an antique dealer with a good relation to the court, was appointed to arrange for imperial Hongxian wares being made in What really came out of this is still debated. One opinion is that no pieces bearing the Hongxian mark is of the period, the only possibly genuine mark of the period being "Jurentang", if any. Family tradition has it that this vase "was originally made for an imperial or high level government official". Interestingly enough the front page of the plate seems to be from while the foot rim and the flowers scrolls on the back side of the dish gives it away as s or later too. Kangxi For genuine marks of the period, see Qing dynasty page Kangxi marks are by far the richest group compared to all other period marks. Many also consider Kangxi porcelain the peak of Chinese porcelain and some Kangxi fakes are the most difficult of all to tell. Genuine marks from the period: There could also be used just two empty circles with no mark within, or even no mark at all, or 4 character hallmarks or other symbols or marks of commendation. Late in the period the order was rescinded and a 6-character reign mark was permitted. Some Imperial pieces decorated at the Palace Workshops that were made late in the reign had a four character reign mark, but they are always enclosed by a double square and are almost always written in over glaze blue enamel. Copies and later marks: As a general rule, all four character Kangxi Nian Zhi marks written inside double circles or without circles are from the end of the 19th century or later. Items made in the manner of or style of Kangxi in the 19th C many times do have four character reign marks. This makes it easy to tell at a glance in most cases whether the piece is really from the Kangxi period or not. Some of these pieces are very close in style to the originals but if you compare them to genuine Kangxi wares the paste, glaze, footrim and the blue is different. Crude attempts to mimic Imperial marks are sometimes found on minyao wares but generally this is not the case on export wares, as most bear no marks. Red four character Kangxi Nian Zhi marks within a square becomes particularly popular during the s.

Chapter 4 : Hong Kong International Airport - Wikipedia

Airport terminal, landing and takeoff. Chek Lap Kok, HK,

Located in the densely built-up Kowloon City District with a single runway extending into Kowloon Bay, Kai Tak had only limited room for expansion to cope with steadily increasing air traffic. Away from the congested city centre, flight paths would be routed over the South China Sea rather than populous urban areas, enabling efficient round-the-clock operation of multiple runways. The Chek Lap Kok CLK airport master plan and civil engineering studies were completed towards the end of and respectively. In February, however, the government shelved the project for financial and economic reasons. This study looked at forecasts for both airport and port traffic to the year and came up with three recommended strategies for overall strategic development in Hong Kong. One of the three assumed maintaining the existing airport at Kai Tak; a second assumed a possible airport in the Western Harbour between Lantau Island and Hong Kong Island, and the third assumed a new airport at Chek Lap Kok. The consultants produced detailed analyses for each scenario, enabling Government to consider these appraisals for each of the three "Recommended Strategies". In October the Governor of Hong Kong announced to the Legislative Council that a decision had been made on the long-term port and airport development strategy for the territory. The strategy to be adopted was that which included a replacement airport at Chek Lap Kok and incorporating new container terminals 8 and 9 at Stonecutters Island and east of the island of Tsing Yi respectively. Construction of the new airport began in . The airport itself was opened in July . The construction period was very rushed; specialists considered that only a 10-year period was sufficient for this massive project. Shortly after the then-British colonial government of Hong Kong announced plans to construct the new airport, the Chinese government in Beijing began voicing objections to various aspects of the massive project, which prompted financial institutions to delay extending project finance. Without access to this financing, many of the companies who had secured contracts to build various portions of the project halted construction, resulting in delays that pushed the actual opening of the airport, originally planned to take place before the transition in sovereignty until one year after. As agreements were reached with the government in China, Beijing removed most of its objections and work then continued, albeit behind schedule. The project is the most expensive airport project ever, according to Guinness World Records. Construction of the new airport was voted as one of the Top 10 Construction Achievements of the 20th Century at the ConExpo conference in . Mott Connell were the designers for foundations, all other structural components and the mechanical and electrical work. The sides of the terminals, predominantly glass, were designed to break during high speed winds, relieving pressure and allowing the terminal to withstand an intense typhoon. Hours later, Air Force One, carrying United States President Bill Clinton, landed at the new airport and became the first foreign visitor to arrive at the new airport. On that day at . The flight information display system FIDS had suddenly shut down which caused long delays. Shortly afterwards, the cargo-communication link with Kai Tak, where all the necessary data was stored some still stored there then, went down. During the same period of time, someone had accidentally deleted an important database for cargo services. This meant that cargo had to be manually stored. At one point, the airport had to turn away all air cargo and freight headed for and exported from Hong Kong except food and medical supplies while it sorted out the huge mess. HKIA simply could not keep up without an automated assistant-computer system. Computer glitches were mostly to blame for the major crisis. Lau Kong-wah, a Hong Kong politician, was quoted saying "This was meant to be a first-class project but it has turned into a ninth-class airport and a disgrace. Our airport has become the laughing stock of the world. On 31 July, Todd Salimuchai, a regularised illegal immigrant in Hong Kong with no provable nationality, forced his way through a security checkpoint using a fake pistol, took a woman hostage, and boarded a Cathay Pacific aircraft. He demanded to be flown to Burma, which he claimed was his native country but had refused to admit him due to his lack of documents. He surrendered to police two and a half hours later. The terminal also features a new shopping mall, SkyPlaza, providing a large variety of shops and restaurants, together with a few entertainment facilities. T2 also houses a bay coach-station for buses to and from mainland China and 56

airline check-in counters, as well as customs and immigration facilities. Besides T2, the SkyCity Nine Eagles Golf Course has been opened in whereas the second airport hotel, the Hong Kong SkyCity Marriott Hotel; and a permanent cross-boundary ferry terminal, the Skypier , began operations in and respectively. Development around T2 also includes the AsiaWorld-Expo which has started operation in late The airport has a total of 90 boarding gates, [21] with 78 jet bridge gates 1â€”4, 15â€”36, 40â€”50, 60â€”71, â€”, â€” and 12 virtual gates â€”, â€”, â€” which are used as assembly points for passengers, who are then ferried to the aircraft by apron buses. So far most low-cost carriers and some full-service carriers have relocated their check-in operations to T2. The SkyPlaza is situated within Terminal 2. There is a shuttle bus service between the NSC and Terminal 1 every four minutes. The North Satellite Concourse was built so the airport could accommodate at least 90 percent of its passengers by aerobridges. It has two levels one for departures and one for arrivals. Architecture firm Aedas designed the North Satellite Concourse. Connection by airport shuttle bus to main terminal travelling along marked roadway at bottom left. Escalator leads up from bus connection to main terminal building. Central internet kiosk with coffee shop behind. Midfield Concourse[edit] On 25 January , Airport Authority Hong Kong AA unveiled phase 1 of its midfield development project which was targeted for completion by the end of The midfield area is located to the west of Terminal 1 between the two existing runways. It was the then last piece of land on the airport island available for large-scale development. Passengers reach the concourse through an extension of the underground automated people mover. On 31 March , the Concourse was officially inaugurated in a ceremony marking its full commissioning. Stage 1 will involve the construction of a new 20 gate passenger concourse to be built in 2 phases completion and with 11 gates in phase 1 growing to 20 gates in phase 2. After stage 1 of midfield development is completed in , there will be sufficient lands remaining for further new concourses to be built as and when demand for them materialises. The main focus is to improve the overall capacity and aircraft handling ability of the airport. Based on this, two options have been developed. This option will enable the airport to handle a maximum of , flight movements per year, with annual passenger and cargo throughput increased to 74 million and six million tonnes respectively. However, the Airport Authority estimates that the airport will reach its maximum runway capacity sometime around if no extra runway is added. Three-runway system[edit] This plan will focus on adding a third runway to the north of the Chek Lap Kok, the existing island the airport is built on, by land reclamation, using deep cement mixing , of about hectares 1, acres. Associated facilities, additional terminals, airfield and apron facilities, will be built as well, and, combined with the new runway, it is estimated that the airport would be able to handle a maximum of , flights per year per hour, or about one flight every 36 seconds , and meet forecast annual passenger and cargo throughput of about 97 million and 8. Development costs are a concern: On 20 March , the Hong Kong Government adopted this option as the official expansion plan. It will be situated on reclaimed land directly north of the existing airport island.

Chapter 5 : Map of Hong Kong Airport Arrivall Hall - 5 Level Building

Hong Kong International Airport, (HKG/VHXX), Hong Kong - View live flight arrival and departure information, live flight delays and cancelations, and current weather conditions at the airport. See route maps and schedules for flights to and from Hong Kong and airport reviews.

More articles will be placed online in the coming months. Further details in the Introductory Notes on the Journal Archives page. Varieties and forgery are shown and a scarcity guide is also provided. Mick was born, raised, and lived his entire life in northwest London. At school he excelled at science and mathematics, enjoyed sports, especially rugby and cricket, and gained a Chemistry degree at university. Mick joined his father, Herbert, working at City of London auctioneers, which held auctions twice a month. Smoke filled rooms were the norm in those days. This gave Mick access to much material, and helped him form his Hong Kong collection, which was very strong in QV postal history. After fifteen years, in , Mick joined Argyll Etkin and was often seen at their stand when participating at industry functions such as Stampex. Mick joined the Hong Kong Study Circle in and, after serving on the Committee and then as Assistant Secretary and Exchange Packet Secretary, he became Chairman in , stepping down in when he could no longer attend meetings. Mick was a mine of philatelic information, and his knowledge on QV and Wei Hai Wei material was second to none, and gave inspiration to many. He produced many articles and publications. Mick often had an opinion on a particular subject, and had little reluctance to state it, as quite a few of us found out. Mick was keen on D. Mick is survived by Andy, Tim, Linda, and his wife, Jane, whom he met in the early s. Almost 4, covers are listed, with detailed information, in chronological order and there are more than pages of selected illustrations, with further information on applicable postal rates, included in this comprehensive study of the covers of the Queen Victoria era. The annexes to the book contain summaries of the earliest recorded dates of usage of individual QV adhesives and the number of covers bearing a particular value thus giving an idea of rarity as well as a bibliography. Postage from Australia is quite high as it is a heavy book, weighing 1. Please contact Richard by email at rgurevitch hotmail. Many thanks and congratulations to Richard for his tremendous effort and his kind donation of a copy of his book to the Hong Kong Study Circle library.

Chapter 6 : Five Guys burgers and fries confirms arrival in Hong Kong this winter | Hong Kong Free Press

(HKG Arrivals) Track the current status of flights arriving at (HKG) Hong Kong International Airport using FlightStats flight tracker.

Chapter 7 : Arrival in Hong Kong â€“ Roses on the Road

Hong Kong Pre-arrival Registration for Indian Nationals (PAR) Apply for PAR Disclaimer: calendrierdelascience.com is a professional travel agency which allows Indian nationals to complete the necessary travel authorization requests for short-term stays in Hong Kong.

Chapter 8 : Protesters stopped as Hong Kong marks China handover | World news | The Guardian

2. Aircraft Pre-arrival Inspection. 3. Operations of Aircraft Docking Guidance System by Ground Operators. 4. Aircraft Wheel Chocking Procedure.

Chapter 9 : Hong Kong Study Circle Direction Markings: Re-Direction Markings Reconsidered by Charles A

The Hong Kong Study Circle was founded in to record and circulate information on the philatelic and postal history of Hong Kong and the Treaty Ports. It is UK-based and regular meetings are held in London.