

# 欧亚邮件取道西伯利亚

## 航空邮运带来合作和竞争



### CHINA—EUROPE MAIL VIA SIBERIA

### COMPETITION FROM AND CO-OPERATION WITH AIRMAIL SERVICE

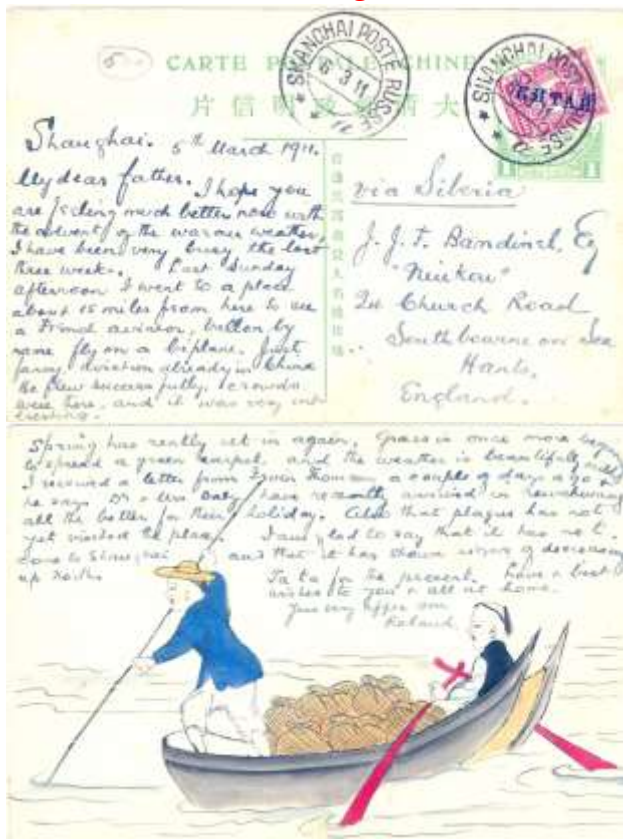
# 航空郵運帶來的合作與競爭

## CO-OPEARTION WITH & COMPETITION FROM AIRMAIL SERVICE

一架双翼飛機，一九一一年三月在中國上海的天空試飛，揭開了中國航空事業的序幕。**(圖 1)** 1911年3月6日在上海寄出的郵資明信片記載了試飛的珍貴資料：身在上海的兒子羅倫首先向父親問安，然後提及上星期日在15哩外的郊區參觀由法國機師范龍駕駛双翼機試飛成功，圍觀者衆，他更感嘆地說：想不到航空已在中國開始了。郵資片的符誌上貼了一枚面值4戈克的俄國加蓋票，銷上海俄國客郵6.3.11日戳，在地址的上端寫了「經西伯利亞」的字樣，這件與中國、西伯利亞和航空有關連的郵品是本章序曲的不二之選。

遠在歐洲的英國，在一九一一年九月九日已開辦倫敦至溫莎的航空郵運來慶祝英皇佐治五世登基，剖白了開辦航空郵運的潛在意識。為此而設的紀念明信片每枚售6便士，收入捐作慈善用途，**(圖 2)** 為此類紀念明信片，貼上一對半便士郵票，寫上「經西伯利亞」字樣，於10月4日寄抵中國廣州。

(圖 1 Fig.1)



A March 6, 1911 postal stationery card **(Fig.1)** with hand drawn water-colour painting on reverse, was franked with Kitai overprint on Russian 4 kopek stamp, canceled Russian Post Office Shanghai dater 6.3.11. It was from a son to his father in Southbourne on Sea, England with manuscript "via Siberia" above address. The son Roland wrote "I went to a place about 15 miles from here to see a French Aviator, Vallon by name fly on a biplane. Just fancy, aviation already in China. He flew successfully, crowds were there, and it was very interesting." This China-Siberia-Airmail related item is an appropriate introductory illustration to begin this chapter.

Half a year later and far way in Europe, the United Kingdom launched First Aerial Post on September 9, 1911 to commemorate ascension to throne of King George V and special commemorative postcards had been prepared for such event, each selling 6 pence with proceeds all donated to charitable organizations and a sample is shown in **(Fig.2)**, franked with a pair of half-pence stamps cancelled commemorative dater with manuscript inscription "via Siberia" above the address. The card reached Canton, China on OC 4 11 (1911). **(圖 2 Fig.2)**





中國的航運事業在 1920 年開始萌芽，經過了五月七日的試航後，歐亞航空公司在 1920 年 7 月 1 日正式開辦北京-天津-上海的航線，客運以外兼辦郵運而中華民國郵政局為了配合航空郵運的開拓，在 7 月 1 日發行了一套五種面值的航空郵票作為配合。當時俄國內戰尚未結束，西伯利亞郵路還未重開，此段北京至天津的航線在銜接西伯利亞郵運方面，起不了多大的作用。一件貼全套航空郵票，並由長方型首航紀念戳蓋銷的上海至北京首航封見(圖 3)。

隨著西伯利亞陸路郵運在 1923 年底的重開和歐洲航空郵運的快速發展，一九二四年八月份開始，以後每逢五月到十月這段時間，中華民國郵政可以安排新成立的莫斯科至高尼格斯堡的航空服務將寄往歐洲郵件的投遞時間縮短數日。郵件經西伯利亞火車到達莫斯科後乘上飛機至高尼格斯堡由火車送至柏林再轉至歐洲目的地。翌年，柏林至歐洲其他目的地航線陸續開闢，到了 1926 年「全程航空」服務已從莫斯科涵蓋至柏林。以下(圖 4)一件 1924 年 9 月 9 日北京「經西伯利亞」寄英國的航空封貼票兩枚共付郵資 24 分，其中 10 分為國際信函費，14 分為莫斯科至柏林的航空郵費。付多一倍郵資來節省數日時間是否值得？再者開辦初期航班疏落可以導致郵件因等待航班而產生延誤。



(圖 3 Fig.3)

In China, aviation industry began to germinate from 1920 and with the successful trial flight on May 7 1920, Eurasia Aviation Corporation inaugurated first regular Peking to Shanghai airmail service, for both passenger and mail delivery on July 1, when a set of airmail stamps in 5 denominations had been issued by the Chinese Post Office on the said day of official first regular flight. At that point in time, the internal conflicts within Russia had not yet terminated and the via Siberia mail service was still suspended and this Peking to Shanghai airmail service did not contribute much towards shortening delivery time in respect of China/Europe mails. A typical first flight cover franked with full set of airmail stamps with rectangular type first flight commemorative cancel, is illustrated in (Fig.3).

Following the re-opening of via Siberia mail service towards the end of 1923 and the rapid growth of airmail service in Europe, commencing August 1924, for the period between May and October every year, China National Post can arrange, in an effort to shorten delivery time, the newly founded Moscow-Koenigsberg Air Line to carry mails to Europe, after the same had been carried by Trans-Siberian Railroad from Manchouli to Moscow. Later in 1925, mail items could be sent from Berlin to destination by air and still later in 1926 the airline service was extended to Berlin so that from Moscow onwards, mails were carried by air all the way. i.e. the “all-up” airmail service. A 9 SEP 24 cover (Fig.4) from Peking to England “VIA SIBERIA” and endorsed “Par avion de Moscou a Konigsberg” paid a total postage of 24c (10c international letter rate and 14c additional airmail postage for Moscow to Berlin section). The intention to save 3 to 4 days transit time may not be materialized or alternatively, canceled out by delay arising from irregular flight schedule at early stages of airmail service, but still it was a big step in the right direction.

(圖 4 Fig.4)



到了 1925 年，南部省份的寄信者也知道境外航空節省時間的措施。1925.6.30 廈門寄出的掛號封(圖 5)，左上角用英文打字機註明在莫斯科選用航空郵運。十四枚郵票支付國際信函費 10 分，國際掛號費 10 分，莫斯科至柏林郵空費 30 分，總共 50 分。可惜沒有莫斯科，柏林的中轉戳但倫敦的到步戳 12 (倒置) JY 25 顯示了只需 12 天，肯定節省了幾天的投遞時間。

莫斯科至柏林的航線肯定是個創舉，十年前在第一次世界大戰的頭號宿敵，現在竟然可以利用航機在兩者的首都往來飛行，這也顯示了太平盛世時民生的需要往往凌駕政治方面的各種顧慮。踏出了重要的第一步後，國家之間建立互信，龐大的航空網絡陸續建立和擴張，並覆蓋至整個世界。

俄文和法文並用的航空郵件標貼在 1926 年 9 月 1 日哈爾濱寄奧地利的掛號封上露面(圖 6)。六枚郵票 60 分郵資其中 10 分為國際信函郵資，10 分國際掛號費，30 分為莫斯科至柏林航空郵資，過貼了 10 分。封背的中轉戳顯示 9 月 10 日到達莫斯科，同日乘坐航班抵達柏林。

(圖 5 Fig.5)



Sender from southern provinces of China also had knowledge of aerial service from Moscow to Berlin as illustrated by 1925.6.30 registered cover (Fig.5) Amoy to London endorsed "Peravionia Moscow". The 50c postage paid represented international letter rate 10c, registration fee 10c air fare for Moscow to Berlin flight 30c. The lack of Moscow, Berlin transit did not leave any clue as to the respective transit times but the London arrival dater 12 (inverted) JY 25 did disclose in more detail the total delivery time of only 12 days, several days delivery time were saved as a result of an such aerial trip.

Moscow-Berlin airmail service was a major break through, come to think of it, around 10 years ago in World War I, Russia and Germany were head adversaries and now aeroplanes could ply to and fro between their respective capitol. This serves to show that in times of peace, the need of the people overrides political prudence or considerations. Having taken the most difficult first step, nations began to build mutual trust enabling the establishment and future development of airmail network all over the world.

Bilingual Russian and French Par Avion label appeared on a 1.9.26 registered airmail cover from Harbin (Fig.6) with manuscript endorsement "Via Siberia & Moscow", the transit backstamps evidenced that the trip from Moscow to Berlin was completed on the same day, 10.9.26. The 60c postage paid includes 10c international letter rate, 10c registration and 30c airfare, and over payment of 10c.

(圖 6 Fig.6)





航空技術日趨成熟後，美國人約翰·亨利·米雅士在 1928 年舉行了自紐約出發的環繞地球飛行壯舉，橫越大西洋和西伯利亞上空並在滿洲里和日本停留。(圖 7) 的美國一分郵資明信片加貼帆船一分票兩枚在東三省奉天寄出，12 日後中轉紐約寄至英國約克郡，充份顯示了航空郵運取締鐵路郵運是指日可待之事實。1929 年 6 月份開始，伊爾庫斯克至莫斯科航線成立，寄往歐洲各地的郵件可由航班運送兩程，其一是由伊爾庫斯克至莫斯科，其二是莫斯科至柏林。

經過了多番的策劃，籌備和試航，歐亞航空公司開闢上海至滿洲里「國際」航線的首航終於在 1931 年 5 月 31 日至 6 月 6 日這星期舉行。許多寄件者利用「全程航空」方式支付郵費，包括上海/滿洲里，伊庫斯克/莫斯科和莫斯科/柏林的三段航運費，但是滿洲里至伊爾庫斯克這段還是經西伯利亞鐵路運送。以下(圖 8)由上海寄柏林的「全線航空」首航封共付郵資 2.40 元，其中 8 角支付伊爾庫斯克至莫斯科航費，另外 6 角支付莫斯科至柏林航費。

(圖 8 Fig.8)



With the advancement of aerial flight technology and experience, an American John Henry Mears started "Round the World" flight on June 28, 1928. The plane started from New York and flew over the Atlantic Ocean, Siberia and stopped at Manchouli and Japan. The 1c U.S. postal stationery card in (Fig.7) with additional franking of two Junk 1c stamps, originated from Moukden in Northeast Provinces to York England, reaching New York after 12 days, sending a loud and clear message that airmail service can replace overland train service in the very near future. Commencing from June 1929, airmail service between Irkutsk and Moscow has been established, resulting in further saving of delivery time because mail for European destinations can now take two airmail passages, one from Irkutsk to Moscow and then from Moscow to Berlin.

After persistent efforts, preparation and trial flights, the first flight of Shanghai to Manchouli International Air Route by Eurasia Aviation Corporation took place on May 31 to June 6, 1931 and by that time, sender of airmail items to Berlin or beyond, already made use of the "all up" airmail service from Irkutsk to Moscow and Moscow to Berlin. Nevertheless, the passage from Manchouli to Irkutsk was still by way of Trans-Siberian Railroad. The cover (Fig.8) paid a total postage of \$2.40 (inclusive of 80c for Irkutsk to Moscow passage, 60c for Moscow to Berlin passage), illustrating hefty increase of postage in an effort to shorten delivery time.

(圖 7 Fig. 7)



以下一件上海至倫敦「全程航空」首航封(圖 9), 貼票 5 枚共 2.20 元支付「全程航空」資費: 國際信函費 0.20 元, 國際航空費 0.60 元, 伊爾庫斯克至莫斯科航空費 0.80 元, 莫斯科至柏林航空費 0.60 元。封背的柏林中轉戳顯示郵封在 10 天後已送抵柏林, 從柏林回航的首航封(圖 10) 在 6 月 16 日起飛, 6 月 25 日到滿洲里, 6 月 29 日到南京, 手寫的指示並無指定莫斯科至伊爾庫斯克要用航空郵遞。

上海至滿洲里的「國際」航線, 1931 年 5 月 31 日首航至 9 月 18 日「瀋陽事件」發生時僅三個半月, 在此期間, 支付「全程航空」郵費的民間書信或商業函件極少見, 以下一例(圖 11) 是 1931.8.5 南京寄德國 STOLP, 「全程航空」郵費共 2.75 元, 8.13 到達滿洲里, 8.24 到達柏林。歐亞航空公司的上海至滿洲里航線的中途站為南京, 濟南, 天津, 北京和林西, 本件在南京送上歐亞航班至滿洲里, 信封上並無註明境外航空, 但是特殊的柏林飛機型日戳證明本件由莫斯科航空寄至柏林。

(圖 9 Fig.9)



(圖 10 Fig.10)



This cover (Fig.9) from Shanghai on 6.6.1931 also paid the \$2.20 “all-up airmail” postage but did not specify in manuscript. Ten days later it transited Berlin on 16.6.31 via Luftpost. The return “First Flight” flew from Berlin on June 16, 1931 transiting Manchouli June 25 and arriving Nanking June 29 as illustrated by the cover (Fig.10). The manuscript on front did not specify air passage from Moscow to Irkutsk.

This 1931.8.5 airmail cover from Nanking to Stolp Germany (Fig.11) paid the “all-up” airmail postage of \$2.75, just before the outbreak of “Mukden Incident” on 1931.9.18, it arrived Manchouli on 13.8.31 and Berlin on 24.8.31 and the red Berlin arrival dater for airmail items indicated its passage on the Moscow to Berlin air trip. Nanking was one of the airmail stations along Shanghai-Manchouli airline service by Eurasia Aviation Corporation which connected Shanghai with Nanking, Tsinan, Tientsin, Peking, Linsi and Manchouli. During the 3.5 months time from May 31 to September 18 1931, mail items from China to Europe paying “all-up” airmail postage are quite scarce.

(圖 11 Fig.11)





1931.8.26 從 STOLP 寄回南京的航空封(圖 12), 9 月 8 日才到達滿洲里, 需時 13 天, 比上一件的 8 天多了 5 天, 可能莫斯科至伊爾庫斯克一段由西伯利亞鐵路運送所致。

九. 一八「瀋陽事件」之後, 日本軍隊開始武力侵佔東三省, 以下 9.24 由上海寄法國, 付 2.75 元郵資的「全程航空」封(圖 13)順利地在 10.3 到達滿洲里, 但不知何故需時一個多月在 11.16 才到達巴黎。1931.10.3 哈爾濱寄出的航空封(圖 14), 用英文指示伊爾庫斯克至莫斯科用航空投遞, 10.5 到達滿洲里後, 10.19 到達柏林, 並沒有扣留等待檢查而引致延誤。

(圖 12 Fig.12)



(圖 14 Fig.14)



An airmail cover from Stolp to Nanking (Fig.12) on 1931.8.26 recorded the arrival time at Manchouli as September 8, transit time 13 days, 5 days more that the time taken from Manchouli to Berlin shown on the previous "all-up" airmail cover. The trip from Moscow to Irkutsk by Trans-Siberian Railroad instead of airmail accounted for the extra 5 days required.

Soon after Mukden Incident on September 18, 1931, Japanese Army began to occupy Northeast Provinces by force but the airmail cover from Shanghai on September 24 (Fig.13) did manage to arrive Manchouli on October 3 but it took an inexplicable one month's time to reach Paris. Another airmail cover from Harbin on 1931.10.3 (Fig.14) reached Manchouli on 10.5, since the English instruction indicated airmail passage from Irkutsk to Moscow, it was delivered as such and arrived Berlin 10.19. without any delay caused by possible holding up pending censorship. (圖 13 Fig.13)



1931年10月後，上海至滿洲里航線因東三省政局變遷而停頓，但滿洲里中華民國郵政局繼續運作，以下一件(圖 15) 1931.12.14 由貴陽「經西伯利亞」寄至巴黎的航空掛號封,1932.1.11 到達，需時 28 天，寄信者十分著意支付航空郵資至漢口來節省投遞時間。貴陽是中國南部偏僻地區，航運發展較遲，不知道這件在成都還是昆明航空寄至漢口。信封左上角蓋了紅色手戳「倘遇航空郵遞有阻，請交次班輪運寄發」，充份反映了動蕩的社會環境。

中華民國郵政局繼續提供郵政服務至 1932 年 7 月 13 日撤走日止，在該日前歐洲經伊爾庫斯克寄往中國內地的郵件仍可由滿洲里或哈爾濱中轉，下列兩件(圖 16,17) 1931.7.7 及 7.15 由英國曼徹斯特寄上海的信都貼上航空標籤並以英文手書「經西伯利亞」，可以說是中華民國在東三省撤走前，經西伯利亞鐵路進口中國郵件的尾聲，前者經柏林時蓋上了紅色航空郵件日戳，後者用紅筆書寫 HONG KONG，有可能轉投香港。

(圖 15 Fig.15)



After October 1931, Shanghai-Manchouli air route was closed owing to political situations there and then but the Chinese Post Office at Manchouli was still functioning and the following registered airmail cover (Fig.15) from Kweichow 14 12 20 (1931) to Paris (11 1 32) marked “Via Siberia” took 28 days to reach destination. The sender was mindful in payment airmail postage to Hankow in order to shorten delivery time within China, but it is unknown whether it took the airmail service from Chengtu or Kunming to reach Hankow. A red handstamp at upper left “If There Is Delay To Airmail Service, Please Dispatch By Next Steamer Service” reflecting the unstable social situation at that time.

The Chinese Post Office continued its services until its evacuation on July 13, 1932; before that date, it was still possible to transit mail items from Europe (carried by air to Irkutsk) to mainland China as evidenced by the following two covers (Fig.16,17) from Manchester England to Shanghai dated 1931.7.5 and 7.15 both with Par Avion label and English manuscript instruction “Via Siberia”, the former with Red Berlin airmail item transit dater and the latter with manuscript “Hong Kong”. This pair could be said to be the latest batch of mail items entering China via the Trans-Siberian Railroad before withdrawal of the Chinese Post Office in 1932.

(圖 16 Fig.16)



(圖 17 Fig.17)





上海寄出的航空封(圖 18)貼式圓宮門票一枚銷15.7.32 日戳, 左下角用英文書寫「請等至招喚時」, \$2 郵資可分解為: 國際信函郵資 25 分, 伊爾庫斯克至莫斯科航空郵資\$1, 莫斯科至維也納航空郵資 75 分。信件到達滿洲里時, 中華民國郵局已撤離, 極少數職員留局約一星期清理業務, 安排本件乘搭西伯利亞鐵路再飛行兩程, 於 4 VIII 32 順利到達維也納。

上海至歐洲「全程航空」的據點滿洲里淪陷後, 不屈不撓的歐亞航空公司決定開闢另一條, 沒有那麼方便的上海至迪化航線來接駁西伯利亞鐵路及其後的航空網絡。經過數次涉及墜機的試航後成功地在 1931 年 12 月 19 日由北平飛抵迪化, 1932 年 1 月 7 日迪化回航至北平。兩件試航封(圖 19,20)記錄了這項事實 (圖 18 Fig.18)



An airmail cover from Shanghai (Fig.18) was franked Hall \$2 canceled Shanghai standard dater 15.7.32 with PAR AVION label and manuscript "Kindly hold till called for" The \$2 postage can be broken down into 25c international letter rate, \$1 Irkutsk to Moscow airmail postage and 75c Moscow to Vienna airmail postage. By the time it reached Manchouli, the Chinese Post Office there had already evacuated, a few staff members stayed behind to provide an extra week service and arranged this item get onto the Trans-Siberian Railroad and subsequently took two air passages to Vienna successfully arriving there 4 VIII 32.

With abandonment of Manchouli as the gateway for "all-up" service from Shanghai to Europe, the persistent Eurasia Aviation Corporation undertook to open up a new but less convenient aerial service from Shanghai to Tihwa in Sinkiang Province with view to connecting the Trans-Siberian Railroad and the airmail services network beyond. After several trial flights involving plane crashes, the first successful trial flight from Peiping to Tihwa took place on 19 December 1931 (Fig.19) with return trial flight on January 7, 1932 (Fig.20) as illustrated by the pair of trail flight covers.

(圖 19 Fig.19)



經過將近一年的重複試航，籌備和評估政治形勢，上海至迪化的首航在 1932 年 12 月 15 日舉行，新疆郵局並且在 11 月 26 日發行“航空”郵票兩枚，將“航空”二字分別木戳手蓋於限新疆省貼用農獲票 15 分及 30 分上，用以支付航空郵資。以下兩件為 30 分“航空”票首日封(圖 21)和上海至迪化首航封(圖 22)。

上海-北平-迪化這條航線並非最終目標，航線如能延伸至塔城則卸落的郵件可立即送上西伯利亞鐵路支線直奔歐洲，歐亞航空公司在 1932 年 7 月 20 日成功執行了北平至塔城試航，航機原訂於翌日回航，但因緊急事故他調，而存世祇兩枚，貼新省航空票的塔城至北平首航封(圖 23)，最後由陸路投遞

(圖 21 Fig.21)



(圖 23 Fig.23)

After almost a complete year's further trial flights, preparations and assessment of political situations, the formal launch of the Shanghai-Tihwa airmail service began on 15 December 1932. Prior to this, Sinkiang Post Office issued two "Airmail" stamps by overprinting Chinese characters meaning "Airmail" on Reaper 15c and 30c, both already overprinted "For Use In Sinkiang Only". The above are two covers illustrating the first day use of the "Airmail" stamps (Fig.21) and the regular First Flight from Shanghai to Tihwa (Fig.22).

Shanghai-Peiping-Tihwa airmail service was not the ultimate goal, it had to connect Tacheng on the China-Russia border when mail could be off-loaded, delivered to European destinations via Trans-Siberian Railroad right away. On July 20 1932 Eurasia Aviation Corporation conducted a successful trail flight from Peiping to Tacheng and on the ensuing day, the plane was scheduled to fly back to Peiping but owing to the occurrence of other matters of importance, the plane was transferred elsewhere and first flight covers (Fig.23) franked with Sinkiang Airmail overprints, had to be carried over land.

(圖 22 Fig.22)





到了1932年12月底時新疆內部動亂漸趨嚴峻，令航班無法維持正常操作，延至1933年9月份全線停航。在該時，世界各地航空網絡覆蓋面廣，中國各地都不難找到適合的航空網絡來航遞郵件至目的地，以下1933年威海衛經星加坡至愛爾蘭航空信件(圖24)是一個好例子。

另一條新疆哈密至蘇聯阿拉木圖的航線在1939年9月9日開辦，一件由雲南玉溪寄德國柏林的航空封(圖25)用英文打字機打了四段文字：重慶至哈密(交通部航班)，哈密至阿拉木圖(中蘇航空公司)，阿拉木圖至莫斯科(莫斯科航空公司)，莫斯科至柏林(德國航空公司)，充份顯示了中國與西伯利亞鐵路恢復聯系，並且順利接駁到歐洲的航空網絡。該封到達德國後接受郵檢，拆開後重封並蓋上紅色檢查戳。

(圖 24 Fig.24)



位據要津的中國滿洲里郵局在1932年撤走後，加上航空網絡發展覆蓋日廣，使西伯利亞鐵路對郵運的貢獻有今非昔比的感覺。事實並非如此，當二次大戰後西伯利亞鐵路重新向東三省開放時，它仍然是最經濟和有效的郵運途徑，時至今日它的重要性未曾稍減。儘管航空郵運來勢凶凶，但總括而論，對西伯利亞郵路的互動，合作多於競爭，主要拜政治局勢動蕩之賜。

With civil unrest breaking out in Sinkiang from late December 1932, service became intermittent and by September 1933 was essentially abandoned. By that time airmail network covered far and wide, all over China it was not difficult to choose a network of connecting air services for mail delivery to the intended destination, as illustrated by this 1933 airmail cover (Fig.24) Weihaiwai to Ireland via Singapore.

The Chinese Ministry of Communications established on September 9 1939, airmail service from Hami in Sinkiang Province to Alma Ata in U.S.S.R. territory and an airmail cover from Yu Ki of Yunnan Province to Berlin (Fig.25) exhibited typewritten instructions: Chungking to Hami (by Ministry of Communication Line), Hami to Alma Ata (by Chinese/Russian Air Transport Co.), Alma Ata to Moscow (by Aeroflot), Moscow to Berlin (by Deutsche Lufthansa A.S.), signifying that China had re-connected with via Siberia mail service and simultaneously linked up with airmail networks in Europe.

(圖 25 Fig.25)



With the closure of Manchouli and Harbin post offices in 1932 and the ever



increasing competition from airmail service, it would seem "curtains down" for Trans-Siberian Railroad service but this was not the case, as the Trans-Siberian Railroad reopened after World War II, it was still an economical means of overland mail delivery and its importance lasted even up to present days and in conclusion it can well be said that the interaction between airmail service and via Siberia mail service was one of co-operation rather than competition, perhaps nurtured by the unstable political situation of the times



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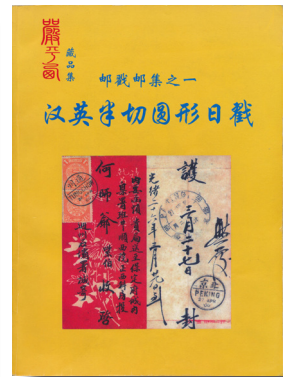
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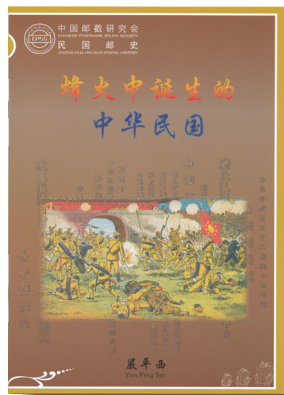


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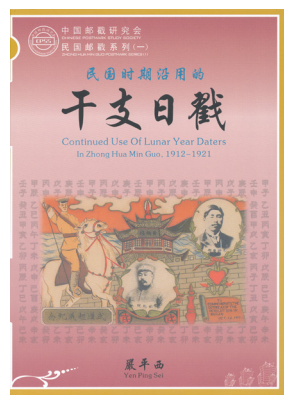


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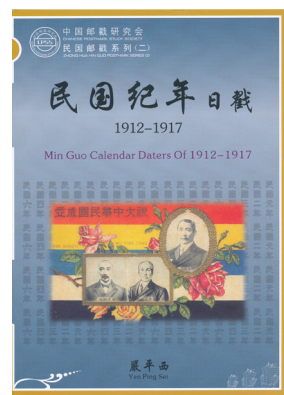
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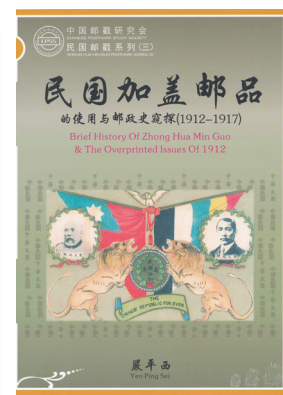
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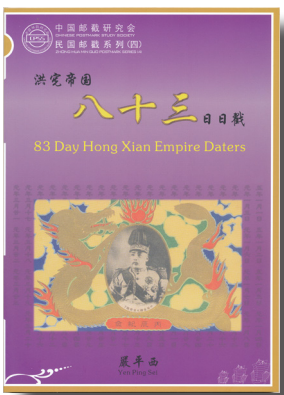
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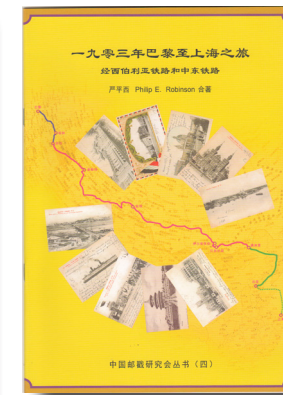
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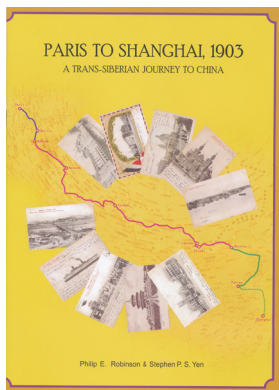
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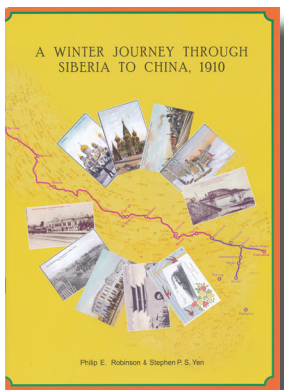
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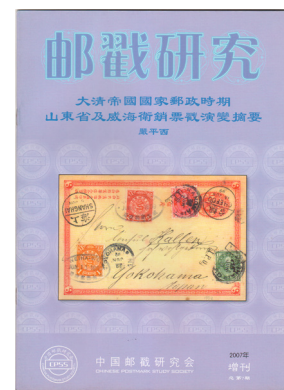
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