

大正八年七月二十五日調

千九百十九年巴里講和會議ノ經過ニ關スル調書（其ノ十）

（自六月一日至同月三十日）

外務省政務局

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○千九百十九年巴里講和會議經過一覽（其ノ十）

（注意、「會議ノ性質」ノ欄中記入ナクシテ「議事若ハ内容ノ欄」中ニノミ記入アルモノハ該當日ニ該當事件ノ發生シタルヲ示スモノナリ）

月	日	會議ノ性質	議事若ハ内容
六月二日		五國外相會議	對奧講和條約ノ交付（但シ一部分）
六月三日		五國外相會議	白耳義ノ中立ニ關スル件
六月四日		五國外相會議	白耳義中立問題
六月九日		國際聯盟委員會會議	國際聯盟組織ニ關スル件
六月十日		波羅的委員會會議	露國各地方ニ關スル問題 對奧條約ニ關シ奧國意見書提出
六月十一日		五國外相會議	洪牙利、羅馬尼國境問題
六月十二日		五國外相會議	羅馬尼國境問題
六月十四日		首相會議	對獨回答案審議
六月十五日		首相會議	奧國對案提出
六月十六日		首相會議	對獨監督委員派遣ノ件 奧國全權ノ國境ニ關スル抗辨書提出 聯合側ノ對獨回答案ノ交付 奧國全權ノ國際的地位ニ關スル抗辨書提出 土國全權ノ陳述聽取
六月十七日		首相及外相會議	

六月十八日	五	國	外	相	會	議
六月十九日	五	國	外	相	會	議
六月二十日	航	空	委	員	會	議
六月二十一日	首	相	會	議		
六月二十二日	首	相	會	議		
六月二十三日	首	相	會	議		
六月二十四日						
六月二十五日	五	國	外	相	會	議

波蘭其ノ他ノ國境問題  
 埃國全權陳述書提出  
 波蘭其ノ他ノ國境問題  
 聯合側回答ニ對シ獨逸ノ意見書提出  
 航空條約案ノ審議  
 甲、土耳其問題ノ審議  
 乙、山東問題ニ關シ日本ノ提議  
 丙、對波蘭問題ノ審議  
 「クレマンソー」議長ヨリ獨逸全權宛回答送附  
 獨逸全權ノ更迭並調印承諾ニ關スル通告  
 甲、埃國割讓地内ニ於ケル私有財産處分ノ件  
 乙、「ゴルチャック」援助問題  
 埃國ノ聯盟加入並聯盟規約ニ對スル意見書提出  
 埃國全權經濟條項ニ關スル抗議書ヲ提出  
 「ライン」地方占領交渉ノ開始ニ關スル獨逸ノ提議  
 對波蘭條約決定  
 甲、前獨帝處分問題  
 乙、支那全權調印留保問題  
 甲、東「ガリシヤ」問題  
 乙、波蘭委員會權限問題  
 丁、白蘭條約改訂問題  
 土耳其委員意見書提出

六月二十六日	首	相	會	議
六月二十七日	首	相	會	議
六月二十八日	同	首	調	式
		相	印	
		會	議	
		(午	(午	
		後)	前)	
	賠	償	委	員
			會	

前獨帝處分ニ關シ前宰相ベートマン、ホルウ井ツヒノ提議  
 割讓地域引渡時期ニ關スル獨逸ノ提議  
 六月二十八日調印式舉行ノ通知  
 「ビション」外相ト顧維鈞氏トノ會見  
 甲、戰費分擔問題  
 乙、對波蘭條約追加修正  
 丙、對埃條約修正  
 「ライン」地方ニ關スル協約案ニ對スル獨逸全權ノ提議  
 「スカバ、フロー」ニ於ケル獨艦沈没ニ關スル賠償問題  
 獨逸全權ノ講和會議長宛ノ抗議  
 封鎖ニ關シ聯合側ヨリ獨逸宛ノ通告  
 午後三時「ウエルサイユ」宮殿鏡ノ間ニ於テ舉行會議ノ殘務整理ニ關スル件  
 甲、舊埃洪國鐵道ノ權利承認問題  
 乙、前獨帝ノ審問ニ關シ前宰相提議ノ件  
 丙、「リバウ」ニ於テ米國代表者ノ拘留セラレタル件  
 丁、聯合國首相會議記錄配付ノ件  
 戊、土耳其委員ノ提議ニ對シ回答案ヲ確定ス  
 己、俘虜ノ歸還及所罰規定ノ件  
 庚、條約實施ニ付獨逸委員ト商議開始ノ件  
 辛、「アルメニヤ」ニ臨時特派員派遣ノ件

六月三十日	國際勞動大會 委任統治ニ關スル特別委員會	壬、獨逸軍艦處分ノ件 癸、羅馬尼亞ノ戰鬪行爲ニ關スル「ブリス」將軍ノ報告 第二準備委員會 委任統治案審議 所謂佛國援助條約締結 「スカバ、フロ」獨逸沈沒事件ニ對スル獨逸ノ辯明 牧野男ト「ランシング」氏トノ會見 調印式後「ウヰルソン」大統領及「スマッツ」將軍ノ宣言 支那全權不調印ニ關スル宣言 戰時占領地ノ商議開始ニ關スル獨逸ノ要請
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經過詳報

第一 外相會議並首相會議

○六月三日ノ五國外相會議

一、出席者 「ビシヨン」(議長) 牧野男 「バルフォア」 「ランシング」 「ソニンノ」 「イーマンス」

「バンカルネベク」

一、内 容 白耳義中立ニ關スル件

一八三九年白耳義中立條約改正ヲ議シタルカ

(イ) 「バンカルネベク」氏ハ五月二十日ノ會議ニ於ケル「イーマンス」氏ノ提議中和蘭ノ領土ノ現狀ヲ變更スルノ趣旨ニハ同意シ難キモ和蘭政府ハ「フランダ」流水ノ水門管理「ブーヴョート」漁民ノ要求「マンペールス」、「モルサージ」間ノ運河開鑿「バルデユク」堤防ニ關スル白耳義政府ノ提議ニハ好意的ノ考慮ヲ加フヘク尙「エスコ」河ニ關シテモ和蘭政府ハ交讓ノ精神ニ基キ浮標水先案内航路保存ニ關スル既存ノ兩國共同委員會ノ權限ヲ擴張シ同河航行ニ關スル白耳義ノ要求ヲ満足セシムベク又協議ノ方法ハ兩國間ニ蟠レル惡感情ヲ一掃シ將來ノ親善ヲ計ル目的ヲ以テ兩國直接ノ交渉トナスヘク現ニ兩國間ニ之等ノ點ニ就キ多數ノ條約ヲ締結シタル事アリト述ヘ

(ロ) 「イーマンス」氏ハ本條約改正ノ根本目的ハ白耳義ノ國防問題即チ「エスコ」及「リンブルグ」問題ニシテ白耳義領土ノ現狀ヲ以テシテハ歐洲ノ平和ヲ維持シ難ク聯合大國ハ該條約改正ニ決シ和蘭ハ隣接ノ國トシテ改約ノ義務ナシト言フヲ得ス從テ余ハ國際ノ解決ヲ要求スト述ヘ

(ハ) 「ビシヨン」氏ハ兩國ノ提議ハ正反對ノモノナルニ付聯合五國外務大臣ハ兩國ノ提議中孰レヲ取ル可キヤヲ相談シタ

ル上通知致ス可シト述ヘ之ニ決シタリ

六

## ○六月四日ノ五國外相會議

一、出席者 前日ニ同シ(但シ白蘭西國代表者ヲ省ク)

一、内 容 白耳義中立問題

(イ) 佛國側ハ前記白蘭兩國ノ主張ヲ折衷スル爲領土問題ハ之ヲ省キ他ノ問題ニ就テハ五國及白蘭兩國委員ヨリ或ル委員會ヲ組織スヘキ案ヲ提出シ

(ロ) 討議ノ結果(一)白蘭中立ヲ廢棄スルコト(二)領土問題ニ關シテハ和蘭政府ノ立場ヲ諒トスルニ異議無ク又(三)運河其ノ他ニ就テハ白蘭兩國ニ一任スルコトニ決シタルモ(四)「エスコ」河ニ就テハ英佛ハ地理上及白耳義中立成立ノ事情ニ鑑ミ白蘭ノ要求ヲ容レ國際委員ニ附セムトシ

(ハ) 米國ハ之ヲ以テ新ニ國際地役ヲ設定スルモノトシテ兩國ノ協議ニ放任セムトシタルカ

(ニ) 結局「ビシヨン」氏ヨリ「パンカルネベク」氏ノ談ニ基キ和蘭ハ領土變更ナキ限リ「エスコ」問題運河問題等ハ白蘭ノ要求ヲ満足セシムルニ努メ和蘭ノ輿論ヲ刺戟セサル爲國際干涉ノ形式ヲ避ケラレタキ希望ナルヲ告ケ右趣旨ニ依リ處理スルコトニ決ス

(1174)

## ○六月十一日ノ五國外相會議

一、出席者 五大國外相(我カ國牧野全權出席)

一、内 容 洪牙利羅馬尼亞國境問題

(イ) 洪牙利軍ハ羅馬尼亞「チエツク」軍ニ對シテ攻勢ヲ取り居タルカ六月十一日「ベラクン」ハ聯合國ニ對シ休戰及講和ヲ

申出テ同時ニ「チエツク」軍ヲ指揮セル佛國「ベン」將軍ハ洪牙利軍ノ一定地帯ヨリ退去セシムヘキコトヲ具申シタリ

(ロ) 五大臣會議ハ洪牙利軍撤退區域ハ豫テ同會議ニ於テ決定シタル羅馬尼亞「チエツク」、スロヴアキア「洪牙利」ノ國境ニ依ルヘキコトトシ同時ニ之ヲ右兩國代表者ヲ引見シテ通告シタルカ

(ハ) 「ブラチアノ」氏ハ右國境ニ就キ羅馬尼カ五國會議ニ請求シタル國境ニ大差アルヲ以テ一應大國ニ問合セタル上ナラテハ承認シ難シト述ヘ

(ニ) 「クラマール」氏ハ「ウロンダ」、コモラン」間ノ鐵道敷地並「プレスブルン」對岸ヲ「チエツク」領トセムコトヲ要求シタリ

## ○六月十二日ノ五國外相會議

一、出席者 前日ニ同シ(但シ我カ國松井全權出席)

一、内 容 羅馬尼亞國境問題

羅馬尼亞國境ハ之ニ關スル五大臣會議ノ決定ヲ變更セサルコト、「チエツク」、スロヴアキア「國境ニ關シテハ「ウロンダ」、コモラン」線ト「ラルボナ」線ノ分岐點ナル「イボリスク」ヲ「チエツク」領トスルコトニ決シタリ

## ○六月十四日ノ首相會議

一、出席者 我カ國ヨリハ牧野全權

一、内 容 對獨回答案審議

對獨回答案ヲ審議シ經濟問題ノ打合セヲ爲ス回答ハ長文ニ互ルモ大體原案支持ノ爲獨逸ノ意見ヲ駁スルニアリ形式上ニ於テ種々修正シ多少ノ讓歩ヲ爲セリ日本ニ關スル限リハ重大ナル變化ナシ

七

(1175)

尙午後引繼キ財政交通等ニ關スル回答審査ヲ行ヒ大體現條約支持ニ決セリ

右會議ノ初ニ當リ審査結了ノ上ハ總會議ヲ開クヘキヤ否ヤニ對シ話題ニ上リタルニ英米佛ノ首相連モ此ノ問題ニ付殆ト手續ヲ忘レ居タルモノ、如ク稍當惑ノ氣味アリシカ結局此ノ上總會ヲ開キ更ニ審査ニ附スルハ時日遅延ノ虞アリトナシ總會議ヲ開カサルコトニ決シ修正ヲ要スル條項ニ付利害關係國ニノミ右修正ヲ押付ケル意味ニテ言ヒ渡ヲ爲スコト、シ六月十四日午後自耳義波蘭「チエツク、スローヅアツク」ノ代表者ヲ首相會議ニ招致スルコト、ナレリ

### ○六月十六日ノ首相會議

一、出席者 我カ國ヨリハ牧野全權

一、內 容 對獨監督委員派遣ノ件

(イ) 「フォツシユ」元帥ハ獨逸ノ講和條約調印後直ニ軍事條項實施監督委員ヲシテ活動セシムル爲「クレマンソウ」議長宛二問題即チ右委員會ニ米國ハ代表者ヲ出スヤ否ヤ、白國委員ヲモ之ニ加フヘキヤ否ヤニ付提議スル所アリシヲ以テ協議スル所アリシニ

(ロ) 「ウヰルソン」氏ハ米國委員ヲ參加セシメサルコトヲ回答シ其ノ理由ヲ説明シテ曰ク自分ハ米國上院ノ大勢ハ本條約調印後間モナク批准スヘシト確信ス唯、一部ノ反對論者ハ單ニ右條約ニ關シ強ヒテ當局者ノ缺點ヲ求メ之ヲ攻撃ノ材料ニ供セムトシツ、有リ從ツテ自分ニ於テモ右攻撃材料ヲ與ヘサル様周到ノ注意ヲ要ス殊ニ米國上院カ本條約ノ批准ヲ了ラサル前ニ條約ヲ實施スル事項即チ軍事監督委員ヲ米國ヨリ任命スルコトハ直ニ右反對黨ノ口實ヲ作ルモノナルカ故ニ批准ヲ了ル迄ハ任命ヲ見合せ置キタキ所以ナリト説明セリ

### ○六月十七日首相及外相會議

一、時 日 六月十七日午前十一時

一、出席者 我國ヨリハ牧野全權

一、內 容 土耳其全權委員ノ陳述聽取

六月十七日午前十一時外務省ニ於テ首相外相會議ヲ開キ土耳其講和委員總理大臣「ダマツド、フェリド、バシヤ」(Damad Ferid Pasha) 大藏大臣「リザ、チユーフヒク、ベー」Riza Tewfik Bey 及「チユーフヒク、ベー」(Tewfik Bey)ヲ招キ同委員ノ陳述ヲ聽取セリ

(イ) 「フェリド、バシヤ」(Ferid Pasha)ノ陳述要旨

抑モ此ノ戰爭ハ土耳其ノ君主及國民ノ知ラザル間ニ黑海ニ於テ獨逸提督ノ指揮セル軍艦ニ依リ開始サレタルモノニシテ其ノ責任ハ全ク獨逸及之ト祕密條約ヲ締結シタル青年土耳其黨ニ在リ而シテ土耳其領内ノ耶蘇教徒ヲ虐殺セル罪モ亦當時政權ヲ握レル青年黨ニ在リ

吾人ノ要求スル處ハ吾人ニ對スル世界ノ誤解ヲ解キ經濟上文化上ノ努力ニ依リテ國際聯盟ノ目的ニ貢獻シ近東ニ於ケル秩序回復ヲ計リ外國ノ占領ヲ撤廢シ戰前ノ狀態ニ基キテ土耳其帝國領土ヲ保全シ「アドリアノーブル」及「君斯坦丁堡」防禦ニ必要ナル諒解ヲ得ムコトニシテ「タウルス」連山以東亞拉比亞海ニ到ル地方ハ「君斯坦丁堡」一帯ヲナスモノニシテ之ヲ分割スル時ハ三億ノ回教徒ノ最高利益ヲ害スルモノナルヲ以テ例令人民投票ニ依ルトモ之ヲ土耳其ヨリ分離スルヲ得サルモノナリ云々

(ロ) 茲ニ於テ首相及外相ハ別室ニテ協議ヲ爲シタル上「クレマンソウ」氏ヨリ土耳其委員ニ對シ聯合國ハ篤ト審議ノ上何分ノ回答ヲナス可キ旨ヲ通告シタルモ、土耳其委員ヨリ更ニ書面ヲ以テ其ノ要求ヲ申出ツヘキヲ述ヘ次回ノ會合ハ右文書ヲ接受シタル後決定スルコトナレリ

### ○六月十八日及十九日ノ五國外相會議

一、出席者 「ビシヨン」 牧野男 「バルフォア」 「ランシング」 「ソニン」

一、内容 波蘭其ノ他ノ國境問題

(一) 波蘭「ウクライン」間國境確定ニ關シ波蘭委員會ハ「ウクライン」ニ隣接スル東「ガリシア」ハ之ヲ自治地方トシテ波蘭ニ屬セシムルカ又ハ國際聯盟ニ於テ統治シ一定期間後人民投票ニ依リ一所屬ヲ決セシムルカノ兩案ヲ提出シテ採決ヲ求メタリ

(イ) 右ニ關シ「バルフォア」氏ハ「ガリシア」地方ニ「ウクライン」ヨリ「ポリセヴ井キ」ノ侵入スルヲ防クコト東「ガリシア」ノ將來ノ利益ヲ保護スル方法ヲ講スルコト必要ニシテ之レカ爲ニハ目下ノ處波蘭軍ヲシテ東「ガリシア」ヲ占領セシムル外ナシ同地方ノ「ルーテン」人ハ波蘭人ニ對スル惡感情ヲ抱ケルモ「ルーテン」人ハ文化ノ程度低ク獨立ノ政府ヲ設立シ得サルヲ以テ國際聯盟ノ任命スル「ハイ、コンミツシヨナー」ヲシテ行政ノ任ニ當ラシメ適當ノ時期ニ於テ人民投票ヲ行ハシムヘシト議決シ

(ロ) 「ソニン」氏ハ人民投票ヲ行フヘキ制度ヲ設クルトキハ隣境諸國ノ陰謀甚タシク一般平和ノ爲宜シカラサルヲ以テ東「ガリシア」ハ自治ノ保障ノ下ニ波蘭ニ合併スヘシト主張シ

(ハ) 「ランシング」氏ヨリ折衷說ヲ提出シ討議ノ結果東「ガリシア」ハ波蘭ニ統治ヲ委任シ或期間ノ後人民投票ヲ行フヘキコト、シ同地方自治制度ノ研究ヲ波蘭委員會ニ附託シタリ

(二) 英國軍事委員ヨリ「ダンチヒ」自由市地域内ニ波蘭軍ノ入ルコトヲ禁スヘキヤ之レト同時ニ獨逸軍ヲ同地域ヨリ撤退セシムヘキヤ

右ニ決定スル場合ニハ同地域ノ警備ヲ如何ニスヘキヤヲ議スル爲委員會ヲ設クルコトヲ提議シタルカ右ハ可決ノ上聯合五國ヨリ陸海軍代表者ヲ任命スルコト、ナリ我方ヨリハ竹下奈良兩中將ヲ任命シタリ

(三) 舊奧國南國境「カリンチア」地方ニ於テハ奧國及塞爾比兩國間ニ爭鬭絶ヘサリシヲ以テ五月三十一日首相國議ハ「ク

ラーゲンフルト」地帶ヨリ軍隊ヲ撤退セシムヘキ旨ヲ兩國政府ニ電報シタリ然ルニ六月六日塞爾比軍ハ進ムテ「クラーゲンフルト」市ヲ占領スルニ至リタルヲ以テ更ニ五大臣會議ヲ決議ヲ經テ兩國政府ニ同地帶撤兵ヲ要求スルコト、ナリ其ノ案作製ヲ命セラレタル「ユーゴー、スラヴ」委員會ハ「クラーゲンフルト」地帶ノ中間ニ一線ヲ劃シ奧、塞爾比軍ヲ其ノ南北ニ撤退セシムヘキ案ヲ提出セリ

右ニ對シ「ソニン」氏ハ首相會議ノ決定ノ趣旨ハ「クラーゲンフルト」全部撤兵ニアリ從ツテ五月三十一日ノ電報ヲ其ノ儘繰返スヘキモノナリトシ其ノ他ノ委員ハ同地帶ノ全部ヲ撤兵セシメテハ其ノ秩序ノ維持ニ困難ナルヘシトシ遂ニ決定スル處ナク

六月十九日五大臣會議(出席者前日ニ同シ)ニ於テ更ニ前日ノ議ヲ續ケ多數ノ意見ハ「クラーゲンフルト」地帶ヲ南北ニ兩分スル線ヲ定メ奧塞爾比兩軍ヲ各其ノ線ノ南北ニ撤退セシムルニアリタルモ「ソニン」氏ハ依然前日ノ說ヲ維持シタル爲遂ニ右ノ事情ヲ首相會議ニ報告スルコト、セリ

## ○六月二十一日ノ首相會議

一、出席者 我カ國ヨリハ牧野全權  
一、内容

甲、土耳其問題審議

土耳其委員ハ六月十七日首相及外相會議ニ於テ陳述シタル處ヲ更ニ同日覺書ヲ以テ提出シ六月二十一日首相會議ハ之ヲ審議シ大要左ノ趣旨ノ回答ヲ爲スコトニ決シタリ

主要聯合國會議ハ土耳其現政府カ前政府ノ政策ヲ非トスルノ誠意ヲ疑ハスト雖之ヲ以テ土耳其カ此ノ戰爭ノ責任ヲ負ハサルヘシトノ理由タルヲ首肯スル能ハス

土耳其カ歐洲、亞細亞、阿拉比亞、阿弗利加ヲ征服シテヨリ其ノ統治ハ人民ノ啓發扶掖ニ資スル所ナク却テ其ノ文化ノ

衰退ヲ來タシ之ニ反シテ土耳其ノ統治ヲ脱セル人民ハ繁榮幸福ヲ増進セルヲ見ル之レ土耳其帝國ハ統治ノ上ニ無能ナルヲ示スモノナリ

聯合國ハ土耳其カ何等挑發ヲ受クルコトナク聯合國ヲ襲撃シ遂ニ敗戦シタル結果土耳其帝國内ノ各人民ノ希望ニ基キ其ノ利益ノ爲ニ將來ヲ定ムヘキ責務ヲ有スルニ至レリ

土耳其委員ハ土耳其ノ領土保全ハ回教徒ノ宗教的感情ノ必要ニ基クテ論セルモ戰時中實際ニ見タル右ノ感情ナルモノハ畢竟異教徒ニ對スル迫害ナリシニ過キス聯合國ハ各人ノ信仰最貴ノ記念物ヲ尊重シ回教徒人民ノ福祉ヲ増進セシメタリ之ヲ要スルニ「コンスタンチノーブル」政府ハ一般回教徒ノ休戚ト崇仰ヲ繫ク能ハス聯合國モ亦同政府ヲシテ其ノ治下ニ在リシ各人民ノ統治ノ任ニ應ラシムルヲ敢テセサルモノナリ

土耳其人民カ經濟上文化上ノ發展ヲ以テ其ノ使命トセムトスルニ方リテハ聯合國ハ總テノ助援ヲ與フルニ吝ナラサルヘシ

#### 乙、山東問題ニ關スル日本ノ提議

當日ノ首相會議ニ於テ帝國全權ハ山東省鐵道並鐵山ニ關スル對獨回答案ニ就キ討議ノ際若將來賠償委員會ニ於テ本問題ノ議題ニ上ルコトアルハ其ノ都度必ス日本政府代表者出席ヲ求メラルヘキ旨ノ言質ヲ得タルカ右ニ關シ六月二十三日附ヲ以テ講和會議書記局ヨリ公然其ノ通知ト共ニ右ノ旨賠償委員會委員長(佛國大藏大臣)ヘ通告濟ノ趣通牒シ來レリ委細ハ首相會議書記官「サー、モーリス、ハンケリー」氏ヨリ會議書記官長「ジュスタ」氏宛左記書面寫ノ如シ

首相會議書記官「サー、モーリス、ハンケリー」氏書簡(寫)

In the course of a discussion at the council of the Principal Allied and Associated Powers this afternoon on the draft reply to the German note, prepared by the Drafting Committee, the question arose as to the representation of the Japanese Government on the Reparation Commission.

It was agreed that, whenever the Reparation Commission discussed the question of the German railways and mines in Shantung, the Japanese Government should have a representation on the Commission.

I suggest that Your Excellency should make a formal communication of the decision to the Japanese Government and that a copy should be communicated to the Ministry of Finance, in order that the record of this decision may not be lost sight of when the question arises.

#### ○六月二十一日及二十三日ノ首相會議 (聯合國對波蘭條約案審議)

##### 一、内 容 對波蘭問題

##### (イ) 對波蘭問題ノ經過

對獨條項第九二條ニ基キ波蘭ニ於ケル人種言語宗教上ノ少數民族保護並波蘭ト諸外國トノ通商交通ニ關シ聯合五大國ト波蘭トノ間ニ結ハルヘキ條約ハ他ノ新國及新ニ廣大ナル領土ヲ得ヘキ諸國ニ對スル同種ノ條約ト共ニ新國家委員會ニ於テ起案中ナリシカ對波蘭條約第一草案ハ去ル五月中新國家委員長ヨリ在巴里波蘭首相「バデレウスキ」氏ニ又在「ワルソウ」佛國公使ヨリ波蘭政府ニ夫々情報トシテ通知シ置キタル處其ノ後六月十六日附覺書ヲ以テ「バデレウスキ」氏ハ首相會議ニ對シ該條約ハ波蘭ニ對シ重大ナル主權ノ束縛ヲ強要スルノミナラス少數民族ノ保護過重ニシテ波蘭土國內ニ其ノ權力ニ服セサル多數ノ小團體釀成シ波蘭ノ國民統一ヲ困難ナラシムルコト大ナリトノ趣旨ヲ保留セル長文ノ抗議ヲ提出シ首相會議ヨリ更ニ之ヲ委員會ニ廻附シ來レリ委員會ニ於テハ可成波蘭ノ主張ニ満足ヲ與フル主旨ヲ以テ第一草案ニ重要ナル修正ヲ加ヘタリ

##### (ロ) 首相會議ノ決定

該條約案ハ六月二十一日及六月二十三日ノ首相會議ノ贊同ヲ經二十四日確定條約案ハ左記送附狀ヲ添ヘ「クレマンソウ」議長ヨリ正式ニ之ヲ「バデレウスキ」首相ニ交附シ本條約ハ對獨平和條約ニ同時ニ聯合五大國ト波蘭ノ間ニ調印スヘキ

モノナリト申送レリ

六月二十四日附「クレマンソウ」氏ヨリ「バデレウスキー」氏宛送附狀

聯合國最高會議ノ名ニ於テ對獨平和條項第九三條ニ基ク波蘭トノ條約最終案ヲ交付スルニ當リ特ニ左ノ諸點ヲ支持セムトス

- 一、一國カ新ニ建設セラレ又ハ新ニ廣大ナル領土ヲ監督スルコトヲ諸大國ニ依リ承認サル場合は等ノ諸國ハ國際條約ノ形式ニ於テ或種ノ統治原則ヲ約スルハ萬國公法ノ恒例ニシテ本條約ハ何等新例ヲ開クモノニアラス
- 二、波蘭ノ獨立恢復ハ聯合諸大國努力犠牲ノ結果ニシテ此ノ結果ヲ保持スル爲波蘭國民ノ保護ニ關シ必要ノ保障ヲ得ルハ聯合國ノ義務ナリ
- 三、本條約ハ形式及内容ニ於テ舊來ノ同種條約ト多少其ノ趣ヲ異ニスル所アルモ國際聯盟ノ成立等國際關係ノ發生ニ伴フ結果ニシテ從來ノ如ク直接ノ内政干渉ヲ廢シ國際聯盟ニ屬スル他ノ諸國同様國際聯盟ノ下ニ立タムトスルモノナリ
- 四、本條約ニ於テ定メタル義務ノ内容ハ伯林會議等ニ於テ規定シタルモノト多少其ノ趣ヲ異ニスルモ事態ノ相異ト共ニ義務ノ内容ヲ異ニスルハ當然ノ事ニ屬シ本條約ハ主トシテ國內ノ異種民族保護ヲ以テ其ノ目的トス
- 五、本條約第二條乃至第五條ハ新ニ波蘭ニ屬スヘキ領土ニ住スルモノハ總テ完全ナル市民權ヲ享有スヘキコトヲ定メ第六條ハ總テノ文明國カ當然認メラルル權利ヲ波蘭住民ニ保障スルニ止マリ第七條及第八條ハ宗教言語人種上ノ少數民族ニ對スル區別待遇ヲ防止セムカ爲ニシテ第九條ノ規定ハ特ニ獨逸ヨリ波蘭ニ讓渡サレタル地方ノ獨逸語ヲ用語トスル波蘭人ニ對シ特別ノ取扱ヲ爲スヘキコトヲ定メタルモノナリ
- 六、第十條及第十一條ハ特ニ波蘭内ノ猶太人ニ對シ宗教及教育上ノ保護ヲ與ヘムコトヲ定ムルモノナリ
- 七、本條約第二章通商交通ニ關スル諸條項ハ波蘭ト聯合諸國トノ間ニ公平ナル關係ヲ樹立セムカ爲ニシテ聯合諸國ニ特別ノ利益ヲ與ヘムトスルモノアラズ云々

(1182)

#### THE TREATY BETWEEN THE PRINCIPAL ALLIED AND ASSOCIATED POWERS AND POLAND

The United States of America, the British Empire, France, Italy, and Japan, the Principal Allied and Associated Powers,

on the one hand;

and Poland,

on the other hand;

whereas the Allied and Associated Powers have by the success of their arms restored to the Polish nation the independence of which it had been unjustly deprived; and

whereas by the proclamation of March 30th, 1917, the Government of Russia assented to the re-establishment of an independent Polish State; and

whereas the Polish State, which now in fact exercises sovereignty over those portions of the former Russian Empire which are inhabited by a majority of Poles, has already been recognized as a sovereign and independent State by the Principal Allied and Associated Powers; and

whereas under the Treaty of Peace concluded with Germany by the Allied and Associated Powers, a Treaty of which Poland is a signatory, certain portions of the former German Empire will be incorporated in the territory of Poland; and

whereas under the terms of the said Treaty of Peace, the boundaries of Poland not already laid down are to be

(1183)

subsequently determined by the Principal Allied and Associated Powers ;  
the United States of America, the British Empire, France, Italy, and Japan, on the one hand, confirming their recognition of the Polish State, constituted within the said limits as a sovereign and independent member of the Family of Nations, and being anxious to ensure the execution of the provisions of Article 33 of the said Treaty of Peace with Germany ;

Poland, on the other hand, desiring to conform her institutions to the principles of liberty and justice, and to give a sure guarantee to the inhabitants of the territory over which she has assumed sovereignty ;

for this purpose the following the High Contracting Parties represented as follows :

The President of the United States of America, by

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the sea, Emperor of India, by

The President of the French Republic, by

His Majesty the King of Italy, by

His Majesty the Emperor of Japan, by

The President of the Polish Republic, by

after having exchanged other full powers, found in good and due form have agreed as follows :

#### Chapter I.

#### Article 1.

Poland undertakes that the stipulations contained in Articles 2 to 8 of this Chapter shall be recognized as fundamental laws, and that no law, regulation or official action shall conflict or interfere with these stipulations, nor (?)

shall any law, regulation or official action prevail over them.

#### ARTICLE 2.

Poland undertakes to assure full and complete protection of life and liberty of all inhabitants of Poland without distinction of birth, nationality, language, race or religion.

All inhabitants of Poland shall be entitled to the free exercise, whether public or private, of any creed, religion or belief, whose practices are not inconsistent with public order or public morals.

#### ARTICLE 3.

Poland admits and declares to be Polish nationals *ipso facto* and without the requirement of any formality German, Austrian, Hungarian or Russian nationals habitually resident at the date of the coming into force of the present Treaty in territory which is or may be recognized as forming part of Poland and subject to any provisions in the Treaty of Peace with Germany or Austria respectively relating to persons who became resident in such territory after a specified date.

Nevertheless, the persons referred to above who are over eighteen years of age will be entitled under the conditions contained in the said Treaties to opt for any other nationality which may be open to them.

Option by a husband will cover his wife and option by parents will cover their children under eighteen years of age.

Persons who have exercised the above right to opt must, except where it is otherwise provided in the Treaty of

Peace with Germany, transfer within the succeeding twelve months their place of residence to the State for which they have opted.

They will be entitled to retain their immovable property in Polish territory. They may carry with them their movable property of every description. No export duties may be imposed upon them in connection with the removal of such property.

#### ARTICLE 4.

Poland admits and declares to be Polish nationals *ipso facto* and without the requirement of any formality persons of German, Austrian, Hungarian or Russian nationality who were born in the said territory of parents habitually resident there, even if at the date of the coming into force of the present Treaty they are not themselves habitually resident there.

Nevertheless, within two years after the coming into force of the present Treaty, these persons may make a declaration before the competent Polish authorities in the country in which they are resident, stating that they abandon Polish nationality, and they will then cease to be considered as Polish nationals. In this connection a declaration by a husband will cover his wife, and a declaration by parents will cover their children under eighteen years of age.

#### ARTICLE 5.

Poland undertakes to put no hindrance in the way of the exercise of the right which the persons concerned have, under the treaties concluded or to be concluded by the Allied and Associated Powers with Germany, Austria, Hungary or Russia, to choose whether or not they will acquire Polish nationality.

#### ARTICLE 6.

All persons born in Polish territory who are not born nationals of another State shall *ipso facto* become Polish nationals.

#### ARTICLE 7.

Polish nationals shall be equal before the law and shall enjoy the same civil and political rights without distinction as to race, language or religion. Creed or confession shall not prejudice any Polish national in matters relating to the enjoyment of civil or political rights, as for instance admission to public employments, functions and honours, or the exercise of professions and industries.

No restriction shall be imposed on the free use by any Polish national of any language in private intercourse, in commerce, in religion, in the press or in publications of any kind, or at public meetings.

Notwithstanding any establishment by the Polish Government of an official language, adequate facilities shall be given to Polish nationals of non-Polish speech for the use of their language, either orally or in writing, before the courts.

#### ARTICLE 8.

Polish nationals who belong to racial, religious or linguistic minorities shall enjoy the same treatment and security in law and in fact as the other Polish nationals. In particular they shall have an equal right to establish, ( ) and control at their own expense charitable, religious and social institutions, schools and educational establish-

ments, with the right to use their own language and to exercise their religion freely therein.

#### ARTICLE 9.

Poland will provide in the public educational system in towns and districts in which a considerable proportion of Polish nationals of other than Polish speech are residents adequate facilities for ensuring that in the primary schools the instruction shall be given to the children of such Polish nationals through the medium of their own language. This provision shall not prevent the Polish Government from making the teaching of the Polish language obligatory in the said schools.

In towns and districts where there is a considerable proportion of Polish nationals belonging to racial, religious or linguistic minorities, these minorities shall be assured an equitable share in the enjoyment and application of the sums which may be provided out of public funds under the State, municipal or other budget, for educational, religious or charitable purposes.

The provisions of this Article apply to Polish citizens of German speech only in that part of Poland which was German territory on August, 1st, 1914.

#### ARTICLE 10.

Educational Committees appointed locally by the Jewish communities of Poland will, subject to the general control of the State provide for the distribution of the proportional share of public funds allocated to Jewish schools in accordance with Article 9, and for the organization and management of these schools.

The provisions of Article 9 concerning the use of languages in schools apply to these schools.

#### ARTICLE 11.

Jews shall not be compelled to perform any act which constitutes a violation of their Sabbath, nor shall they be placed under any disability by reason of their refusal to attend courts of law or to perform any legal business on their Sabbath. This provision, however, shall not exempt Jews from such obligations as shall be imposed upon all other Polish citizens for the necessary purposes, of military service, national defence or the preservation of public order.

Poland declares her intention to refrain from ordering or permitting elections, whether general or local, to be held on a Saturday nor will registration for electoral or other purposes be compelled to be performed on a Saturday.

#### ARTICLE 12.

Poland agrees that the stipulations in the foregoing Article, so far as they affect persons belonging to racial, religious or linguistic minorities, constitute obligations of international concern and shall be placed under guarantee of the League of Nations. They shall not be modified without the assent of a majority of the Council of the League of Nations. The United States, the British Empire, France, Italy and Japan hereby agree not to withhold their assent from any modification in these Articles which is in due form assented to by a majority of the Council of the League of Nations.

Poland agrees that any members of the Council of the League of Nations shall have the right to bring to the attention of the Council any infraction, or any danger of infraction, of any of these obligations, and that the Council

may thereupon take such action as it may deem proper and effective in the circumstances.

Poland further agrees that any difference of opinion as to questions of law or fact arising out of these Articles between the Polish Government and any one of the Principal Allied and Associated Powers or any other Power, a member of the Council of the League of Nations, shall be held to be a dispute of an international character under Article 14 of the Covenant of the League of Nations. The Polish Government hereby consents that any such dispute shall, if the other party thereto demands, be referred to the Permanent Court of International Justice. The decision of the Permanent Court shall be final and shall have the same force and effect as an award under Article 13 of the Covenant.

#### ARTICLE 13.

Each of the Principal Allied and Associated Powers on the one part and Poland on the other, shall be at liberty to appoint diplomatic representatives to reside in their respective capitals, as well as Consuls-General, consuls, Vice-Consuls, and Consular Agents to reside in the towns and ports of their respective territories.

Consuls-General, Consuls, Vice-Consuls, and Consular Agents, however, ( ) enter upon their duties until they have been admitted in usual manner by the Government in the territory of which they are stationed.

Consuls-General, Consuls, Vice-Consuls and Consular Agents shall enjoy all the facilities, privileges, exemptions and immunities of every kind which are or shall be granted to consular officers of the most favoured nations.

#### ARTICLE 14.

Pending the establishment of an import traffic by the Polish Government, goods originating in the Allied and Associated States shall not be subject to any higher duties of importation into Poland than the most favourable rates of duties applicable to goods of the same kind under either the German, Austro-Hungarian or Russian Customs Tariffs on the 1st July, 1914.

#### ARTICLE 15.

Poland undertakes to make no treaty, convention or arrangement and to take no other action which will prevent her from joining in any general agreement for the equitable treatment of the commerce of other States from the coming into force of the present Treaty.

#### ARTICLE 16.

Pending the conclusion of the general agreement referred to above, Poland undertakes to treat on the same footing as national vessels or vessels of the most favoured nation the vessels of all the Allied and Associated States which accord similar treatment to Polish vessels.

By way of exception from this provision, the right of Poland or of any other Allied or Associated State to confine her maritime coasting trade to national vessels is expressly reserved.

## ARTICLE 17.

Pending the conclusion under the auspices of the League of Nations of a general convention to secure and maintain freedom of communications and of transit, Poland undertakes to accord freedom of transit of persons, goods, vessels, carriages, wagons and mails in transit to or from any Allied or Associated State over Polish territory, including territorial water, and to treat them at least as favourably as the persons, goods, vessels, carriages, wagons and mails respectively of Polish or of any other more favoured nationality, origin, importation or ownership, as regards facilities charges, restrictions, and other matters, all charges imposed in Poland on such traffic and transport shall be reasonable having regard to the conditions of the traffic. Goods in transit shall be exempt from all customs of other duties. Tariffs for transit traffic across Poland and tariffs between Poland and any Allied or Associated Power involving through tickets or waybills shall be established at the request of that Allied or Associated Power.

(1132)

Freedom of transit will extend to postal, telegraphic and telephonic services. It is agreed that no Allied or Associated Power can claim the benefit of these provisions on behalf of any part of its territory in which reciprocal treatment is not accorded in respect of the same subject matter.

If within a period of five years from the coming into force of the present Treaty no general convention as aforesaid shall have been concluded under the auspices of the League of Nations, Poland shall be at liberty at any time hereafter to give twelve months notice to the Secretary General of the League of Nations to terminate the obligations of this Article.

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Pending the establishment of an import traffic by the Polish Government, goods originating in the Allied and Associated States shall not be subject to any higher duties of importation into Poland than the most favourable rates of duties applicable to goods of the same kind under either the German, Austro-Hungarian or Russian Customs Tariffs on the 1st July, 1914.

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(1133)

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(5611)

Freedom of transit will extend to postal, telegraphic and telephonic services. It is agreed that no Allied or Associated Power can claim the benefit of these provisions on behalf of any part of its territory in which reciprocal treatment is not accorded in respect of the same subject matter.

If within a period of five years from the coming into force of the present Treaty no general convention as aforesaid shall have been concluded under the auspices of the League of Nations, Poland shall be at liberty at any time hereafter to give twelve months notice to the secretary general of the League of Nations to terminate the obligations of this Article.

## ARTICLE 18.

Pending the conclusion of a general convention on the international regime of waterways, Poland undertakes to apply to the river system of the Vistula (including the Bug and the Nerev) the regime applicable to international waterways set out in Article 332 to 337 of the Treaty of Peace with Germany.

## ARTICLE 19.

Poland undertakes to adhere within twelve months of the coming into force of the present Treaty to the international conventions specified in Annex 1.

Poland undertakes to adhere to any new convention, concluded with the approval of the council of the League of Nations within five years of the coming into force of the present Treaty, to replace any of the international instruments specified in Annex 1.

(5611)

The Polish Government undertakes within twelve months to notify the Secretary-General of the League of Nations whether or not Poland desires to adhere to either or both of the international conventions specified in Annex 2.

Until Poland has been adhered to the two conventions last specified in Annex 1, she agrees, on condition of reciprocity, to protect by effective measures the industrial, literary and artistic property of nationals of the Allied and Associated States. In the case of any Allied or Associated State not adhering to the said conventions Poland agrees to continue to afford such effective protection on the same conditions until the conclusion of a special bilateral treaty or agreement for that purpose with such Allied or Associated State.

Pending her adhesion to the other conventions specified in Annex 1, Poland will secure to the nationals of the

Allied and Associated Powers the advantages to which they would be entitled under the said conventions.

Poland further agrees, on condition of reciprocity, to recognize and protect all rights in any industrial literary or artistic property belonging to the nationals of the Allied and Associated States in force, or which but for the war would have been in force, in any part of her territories before transfer to Poland. For such purpose she will accord the extensions of time agreed to in Articles 307 and 308 of the Treaty with Germany

#### ANNEX 1.

### TELEGRAPHIC AND RADIO-TELEGRAPHIC CONVENTIONS.

International Telegraphic Convention signed at St. Petersburg, July 10/22, 1875.

Regulations and tariffs drawn up by the International Telegraphic Conference signed at Lisbon, June 11, 1908.

International Radio-telegraphic Convention, July 5, 1912.

(1196)

### RAILWAY CONVENTIONS.

Conventions and Arrangements signed at Berne on October 14, 1890, September 20, 1893, June 16, 1895, June 16, 1898 and September 19, 1906, and the current supplementary provisions under those conventions.

Agreement of May 15, 1886, regarding the sealing of railway trucks subject to customs inspection and protocol of May 18, 1907.

Agreement of May 16, 1886, regarding the technical standardization of railways, as modified on May 18, 1907.

### SANITARY CONVENTION.

Convention of December 3, 1903.

### OTHER CONVENTIONS.

Convention of September 26, 1906, for the suppression of night work for women.

Convention of September 26, 1906, for the suppression of the use of white phosphorus in the manufacture of matches.

Conventions of May 18, 1904, and May 4, 1910, regarding the suppression of the white Traffic Slave Convention of May 4, 1910, regarding the suppression of obscene publications.

(1197)

International Convention of Paris of March 20, 1883, as revised at Washington in 1911, for the protection of industrial property.

International Convention of Berne of September 9, 1886, revised at Berlin on November 13, 1908, and completed by the Additional Protocol signed at Berne on March 20, 1914, for the protection of literary and artistic works.

#### ANNEX 2.

Agreement of Madrid of 14, April 1891, for the prevention of False Indications of Origin on goods, revised at Washington in 1911. and

Agreement of Madrid of 14 April, 1891, for the international registration of Trade Marks, revised at Washington in 1911.

## ARTICLE 20.

All rights and privileges accorded by the foregoing Articles to the Allied and Associated States shall be accorded equally to all States members of the League of Nations.

## ANNEX 3.

Poland agrees to assume responsibility for such proportion of the Russian public debt and other Russian public liabilities of any kind as may be assigned to her under special convention between the Principal Allied and Associated Powers on the one hand and Poland on the other as to be prepared by a Commission appointed by the above States. In the event of the Commission not arriving at an agreement the point at issue shall be referred for immediate arbitration to the League of Nations.

## ARTICLE 21.

Poland agrees to assume responsibility for such proportion of the Russian public debt and other Russian public liabilities of any kind as may be assigned to her under a special convention between the Principal Allied and Associated Powers on the one hand and Poland on the other as to be prepared by a Commission appointed by the above States in the event of the Commission not arriving at an agreement the point at issue shall be referred for immediate arbitration to the League of Nations.

The present Treaty, of which the French and English texts are both authentic, shall be ratified. It shall come into force at the same time as the Treaty of Peace with Germany.

The deposit of ratifications shall be made at Paris.

Powers of which the Seat of the Government is outside Europe will be entitled merely to inform the Government

of the French Republic through their diplomatic representative at Paris that their ratification has been given; in that case they must transmit the instrument of ratification as soon as possible.

A process-verbal of the deposit of ratifications will be drawn up.

The French Government will transmit to all the signatory powers a certified copy of the process-verbal of the ratifications.

In faith thereof the above-named Plenipotentiaries have signed the present Treaty.

Done at Versailles, the twenty eighth day of June, one thousand nine hundred and nineteen in a single copy which will remain deposited in the archives of the French Republic, and of which authenticated copies will be transmitted to each of the signatory Powers.

## 乙 奥國割讓地内ニ於ケル私有財産處分問題

六月二十三日ノ五國會議ニ於テ奥地利ノ割讓地ニ在ル奥地利人ノ財産ヲ割讓地政府ニ於テ押收及清算スルハ奥地利ノ財政ニ痛撃ヲ加フルモノナルカ故ニ奥地利ニ對スル條約第十編經濟條項第四十九條ヲ左ノ通修正スルニ決セリ

第三十二條及第十編經濟條項第四款附屬書ノ規定ニ拘ラス舊奥地利洪牙利帝國ノ領土タリシ土地ニ在ル奥地利人若ハ其ノ管理スル會社ノ財産權利及利益ハ同規定ニ依リ押收若ハ清算セサルモノトス

上記ノ財産權利及利益ハ第九編財政事項第十二條ニ規定セル財産ヲ含マス

本條ノ規定ハ奥地利人ニ屬スル船舶ニ就テハ同國人ノ財産ニ關スル第八編賠償第一款附屬第三ノ規定ヲ害セサルモノトス

尙改正條文ノ「テキスト」ハ左記原文ノ如シ

Notwithstanding the provisions of Article 32 and the Annex to Section 4 of Part X (Economic Clauses) the property, rights and interests of Austrian nationals or companies controlled by them situated in the territories which formed part of the former Austro-Hungarian Monarchy shall not be subject to detention or liquidation in accordance with these provisions.

The property, rights and interests here referred to do not include property which is the subject of Article 12 of Part 9 (Financial Clauses).

Nothing in this Article shall affect the provisions laid down in Part 8. (Reparation) Section 1, Annex 3, as to property of Austrian nationals in ships and boats.

(1200)

## ○六月二十二日ノ首相會議

一、出席者 五大國首相(我カ國牧野全權)

一、内 容 「コルチャツク」援助問題

(イ)「ロイド、ジョージ」氏ハ「コルチャツク」援助問題ニ關シ英國陸相「ウインストン、チャーチル」ノ意見ニ據レハ「コルチャツク」軍ノ不振ハ物資並軍需補給ノ地理上ノ不便ニ基クモノ多ク此ノ病源ヲ除ク爲ニハ先ツ北露、アルハンゲリ斯克聯合軍トノ聯繫ヲ圖ラサルヘカラス之レカ爲西比利亞ニ止マリ居ル「チエツク、スローヴアツク」軍ヲ進出セシメ此ノ任務ニ膺ラシムヘク而シテ之ニ依リ後方ニ生シタル鐵道守備其ノ他ニ對スル缺陷補充ハ日米兩國軍隊ニテ擔當出來ルナレハ

一、出席者 我カ國牧野全權

最モ好都合ナルヘシト述ヘタルニ

(ロ)「ウヰルソン」大統領ハ右計畫ニ對シ「チエツク、スローヴツアツク」側カ果シテ之ニ應スヘキヤト反問セシモ時恰モ獨逸全權條約調印ノ報道飛來シ歡聲ノ裡ニ是等應答モ繼續スルニ至ラスシテ散會セシカ

(ハ)「ロイド、ジョージ」氏ハ牧野全權ニ對シ本件ニ關シテハ明日(二十四日)牧野全權自カラ「チャーチル」ト會談腹藏ナキ意見ノ交換ヲ爲シ吳レテハ如何ト曰ヘルニ付

(ニ)牧野男ハ之ヲ快諾シ置キタルカ本件ノ性質上軍事専門家ヲシテ意見交換ノ任ニ膺ラシムルコト適當ト認メ二十四日奈良中將ヲ派シ「チャーチル」ト會談セシメタリ

右「チャーチル」ノ意見タル北露軍ト「コルチャツク」軍聯絡ノ義ハ同地方露國有識者間ニ於テモ齊シク其ノ必要ヲ認識シ居ル所ナルモ尙又更ニ首相會議ノ議ニ上リ再議セラルヘキ筈ナリ

## ○六月二十五日ノ首相會議

一、出席者 五大國首相(我カ國牧野全權)

一、内 容

甲 前獨帝處分問題

(イ)前獨帝處分ニ對スル審判ハ聯合國中同帝ニ對スル憤怒ノ聲ノ高キ場所ヲ離レタル場所ニテ行フヲ適當トスヘク此ノ點ヨリシテ英國又ハ米國ニテ裁判スルコトトシテハ如何ト提議アリタルニ對シ

(○)「ウヰルソン」大統領ハ大都會ニテハ裁判セサルコトト致シ度シト述ヘタルニ對シ

(ハ)「クレマンソウ」氏ハ本件ハ閣僚トモ協議シタキニ付熟慮ノ期間ヲ與ヘラレタシト述ヘ本討議ハ留保セラレタリ

(1201)

乙 支那全權調印留保問題

本件ノ内容ハ別項「支那全權調印拒絕關係」中ニ掲記シアルヲ以テ省略ス

○六月二十五日ノ五國外相會議

一、出席者 「ヒシヨン」、珍田全權、「バルフォア」、「ランシング」、「アンペリアリ」

一、内 容

甲 東「ガリシヤ」問題

(イ) 東「ガリシヤ」問題ニ關シ(六月十八日五國外相會議參照)「カンボン」氏ヨリ波蘭委員會ノ本件ニ關スル經過報告ノ説明アリ

(ロ) 「ランシング」氏ハ更ニ(一)波蘭軍ヲシテ「ヅブルツ」河ニ到ル迄東「ガリシヤ」ヲ占領セシムルコト(二)波蘭政府ハ右ノ爲「アレク」將軍ノ率ユル軍隊其ノ他ノ軍隊ヲ使用シ得ルコト(三)波蘭政府ハ出來得ル限り東「ガリシヤ」ノ自治及住民ノ政治上宗教上及個人ノ自由ヲ尊重ス可キ條件ノ下ニ主要聯合國ノ委任ニ依リ同地方ニ行政ヲ行フ可キコト(四)東「ガリシヤ」住民ノ所屬國ハ他日人民投票ニ依リテ決ス可ク其ノ時期ハ主要聯合國ニ於テ決定ス可シトノ案ヲ提出シ

(ハ) 討議ノ末「ノ委任」ナル字ニ代ルニ主要聯合國「ト」ノ協約「ナル字」ヲ以テスヘキ修正ヲ以テ可決サレ該協約ハ波蘭委員會ヲシテ立案セシムルコトナリ

乙 波蘭委員會權限問題

(イ) 波蘭委員會ハ國境問題調査ノミナラス波蘭ニ關スル一般ノ事態ヲ處理ス可キ權限ヲ與ヘ同時ニ各國委員ノ數ヲ増加スヘキ英國ノ提案アリシモ

(ロ) 同委員會ノ權限ノ擴張ノミヲ認メ委員ノ數ハ現在ノ儘トシ必要ノ場合ニハ專門家ヲ加ヘ委員會ニ列セシメ又ハ分科

會委員會ヲ組織ス可キコトニ決シタリ

丙 殖民地ニ於ケル武器及酒類賣買禁止問題

(イ) 英佛兩國委員ハ殖民地ニ於ル武器及酒類賣買禁止ニ關シ千八百八十五年二月二十六日伯林條約及千八百九十年七月二日「ブラツセル」條約改正案ヲ議シ

(ロ) 佛國側ヨリ之ヲ日米伊白葡講和委員ニ回附シ英佛委員ト共ニ之ヲ議スル爲委員ヲ任命セムコトヲ提議シタルカ更ニ右委員ヲ以テ特別ノ委員會ヲ組織シ前掲諸條約ニ關係スル諸事項ヲモ調査セシムルコトヲ提議シ

(ハ) 異議無ク可決セシム我カ國ヨリハ山川參事官佐藤大佐ヲ任命セリ

丁 白蘭條約改正問題

白蘭條約改正ニ關スル六月四日外相會議ノ決議ニ對シ白蘭兩國政府ハ何レモ承認ノ旨ヲ回答シ來リ尙右兩國及五大國ノ任命スヘキ委員ハ各二名トスルコトナレリ我カ國ヨリハ立博士佐藤大佐ヲ任命セリ

○六月二十七日ノ首相會議

一、日 時 六月二十七日午前十一時開會

一、場 所 於「ウヰルソン」邸

一、出席者 「ウヰルソン」 「ロイド、ジョージ」 「クレマンソウ」 「ソンニノ」 牧野全權ノ外賠償委員會ノ關係者列席

一、内 容

甲 戰費分擔問題

(イ) 先ツ英國委員ヨリ波蘭、「チエツク、スロヴァキヤ」、塞耳比、羅馬尼ノ四國ヨリ戰費ノ分擔額ヲ支出セシムル件ニ

關シ交渉ノ顛末ヲ報告シ總額二十億法ヲ相當ト認ムルモ右四國ニ於テ果シテ眞面目ニ之ヲ支拂フノ意思アルヤ否ヤニ付疑問ナル旨ヲ述ヘ

(ロ) 次テ各委員間ニ其ノ實行方法獨逸並地地利ヨリ徴收スヘキ賠償額トノ關係ニ就テ意見ノ交換アリ殊ニ前埃洪國領土ヲ割讓セラルヘキ右四國ニ於テ總額約二百億ノ賠償ヲ請求シ居ルカ故ニ右ト之ト相殺スヘキヤ否ヤノ點ニ關シ英佛委員間ニ問答アリ

(ハ) 結局右四國ニ於テ前埃洪國領土ヲ解放スルニ於テハ之ヲ承認セシムルコト、シ其ノ分擔額ハ賠償委員會ノ專門委員ヲシテ四國ニ交渉セシメタル上之ヲ定ムヘク四國ニシテ之ヲ肯ムセサルトキハ地地利ハ講和條約中ノ條項ニ從ヒ賠償額ヲ支拂フノ義務ヲ負ハシムルコトニ決セリ

#### 乙 對波蘭條約追加修正

波蘭トノ條約中財政條款ニ左ノ一條ヲ加フルコトニ可決セリ

波蘭ハ聯合國ト波蘭トノ特別協約ノ定ムル所ニ從ヒ露國ノ公債其ノ他一切ノ財政的義務ノ一部ニ對シ責任ヲ負フヘキコトヲ約ス右協約ハ關係國ノ任命スヘキ委員會ニ於テ之ヲ起草スヘシ委員會力確定ノ決議ヲ爲ス能ハサルトキハ當該問題ハ直チニ關係聯盟ニ附議スヘキモノトス

右ニ對シ五國代表者ハ署名シ牧野全權ハ右事項會議ノ際日本モ之ニ參加スルノ諒解ヲ以テ之ニ署名セリ

#### 丙 對埃條約修正

對埃講和條約賠償條款附錄第二號第三款第三條

The composition of this section.....claims

ノ次ニ左ノ一項ヲ加フルコトニ可決

When voting takes place the representatives of the United States of America, Great Britain, France and Italy

shall each have two votes.

### ○六月二十八日午前ノ首相會議

一、內 容 會議ノ殘務整理ニ關スル件

(イ) 「ウ井ルソン」大統領ハ本會議ハ最終ノ首相會議トシテ今後殘務ヲ處理スルカ爲ニハ以前最高會議トシテ設ケラレタル十人會議(五大國ヨリ二名ツツノ委員ヲ以テ組織シタルモノ)ヲ復舊スルコトト致シタシ最モ大統領自身ハ同夜巴里出發歸米ノ途ニ就キ「ランシング」氏モ近日歸米スルニ付今後ハ現國務卿代理「ボルク」氏ヲ來佛セシメ全權ノ一人ナル「ヘンリー、ホワイト」氏トノ兩名ヲ以テ米國ヲ代表セシムルコトトナシ度シト述ヘタル所

(ロ) 「ロイド、ジョージ」氏モ同感ナリトノ旨ヲ述ヘ右様決定セリ

### ○六月二十八日午後ノ首相會議

一、日 時 六月二十八日正午ヨリ

一、場 所 「ウ井ルソン」邸

一、出席者 「ウ井ルソン」「ロイド、ジョージ」「クレマンソウ」「ソンニノ」 牧野全權ノ外交委員會英佛伊委員

一、內 容

甲 舊埃洪國鐵道ノ權利承繼ニ關スル件

右舊埃洪國鐵道ノ權利承繼ニ關スル件(本件ハ交通委員會ニ於テ數回ニ互リ審議セラレタルモ意見一致セス五國會議ノ裁決ヲ求ムルコトトナリタル次第ナリ)ヲ討議セリ

(イ) 先ツ伊國委員「クレスビー」氏ヨリ領土變更ニ伴ヒ一鐵道カ數國ニ分割セララル結果トシテ何等カ整理ノ方法ヲ決定

スルニ付テハ異議無キモ鐵道會社ト是等諸國トノ間ノ財政的利益ニ關スル取極ハ全然私益ニ關スル問題ニシテ對塊講和條約中ニ記入スヘキモノニアラス茲ニ於テ伊國委員ハ條約中ニ左ノ一條ヲ設クルコトヲ提案スル旨ヲ説明ス

舊埃洪國所屬ノ私有鐵道ニシテ本條約適用ノ結果數箇國ノ領土ニ跨ルコトアルヘキモノニ付統一アル利權ヲ確立スルノ目的ヲ以テ右鐵道ニ關スル技術的改造ハ各個ノ場合ニ於テ右鐵道會社ト領土上ノ關係ヲ有スル諸國トノ間ノ協定ニ依リ之ヲ定ムヘシ右ノ方法ニ依リ協定ヲ遂クル能ハサル場合ハ爭議問題(鐵道線路公用徵收ニ關スル契約ノ解釋ニ付テノ問題ヲモ含ム)ニ付國際聯盟理事會ノ指定スヘキ仲裁者ニ之ヲ附託スヘキモノトス

(ロ) 右ニ對シ佛國委員「クラベエイエ」氏ハ異議ヲ述ヘ佛國ハ該鐵道ノ社債中約四分ノ三即約四五十億法ヲ投資セルニ拘ラス舊埃洪國ヲ分割セル領土關係ノ諸國ノミカ右鐵道ノ經營ヲ決定スルハ佛國ノ利益ヲ害スルコト甚シ故ニ右條項ノ「當該領土ニ關係アル諸國家」ニ代フルニ各國名ヲ列記シ佛國ヲモ參加セシムヘキコトヲ主張ス

(ハ) 之ニ對シ「クレスピ」氏ハ更ニ鐵道投資者ノ利益ハ會社ノ重役之ヲ代表スルヲ以テ社債權者カ其ノ經營ニ容喙スルノ權利無キコトヲ切論シ「ロイド、ジョージ」氏モ之ヲ支持シ特ニ國際聯盟ノ仲裁ニ附スルハ伊太利トシテハ非常ノ讓歩ナリト論シタルモ

(ニ) 「クレマンソウ」及「クラベエイエ」ノ兩氏ハ之ヲ肯セス關係四國(埃洪伊及「ユーゴスラヴ」)ニシテ妥協セハ仲裁ニ附スルニ及ハス總テ佛國ハ何等之ニ參加セスシテ右議道線路カ各國ニ徵用セラル、コトモアルヘク其ノ社債權者ニ關スル賠償及支拂ノ方法等ニ關シ佛國ノ利益ヲ害スル結果トナルヘシ是佛國輿論ノ到底耐ユル處ニアラス況ヤ會社ノ重役ハ多ク獨埃人ナルヲ以テ佛國資本家ノ利益ヲ考慮シ充分ノ保障ヲ講セサルハ明白ナリト論シ

(ホ) 「ウ井ルソン」及「ロイド、ジョージ」ノ兩氏ハ如斯問題ノ爲對埃條約ノ決定カ苒荏日ヲ重スルノ責任ハ佛國ニ在リト述ヘタルモ

(ヘ) 「クレマンソウ」氏ハ自己ノ關スル限リハ此ノ問題ノ詳細ヲ天下公論ニ問フノ覺悟アリト叫ビ

(ト) 議遂ニ決セスシテ散會シタリ

#### 乙 前獨帝ノ審問ニ關シ前宰相「ベートマン、ホルウ井ツヒ」提議ノ件

先ツ「クレマンソウ」議長ハ「ベートマン、ホルウ井ツヒ」提出ノ書翰ヲ朗讀セシメタル後審問裁判所構成ノ上ハ同書翰ヲ之ニ提出スヘキ旨回答セムコトヲ提議シ各員間ニ一二問答アリ「ウ井ルソン」氏ハ審問ヲ受クヘキモノニ二種アリ一ハ國際道徳及條約ノ神聖ニ對スル最高犯罪トシテ審問ヲ受クヘキモノ前皇帝ハ之ニ屬ス他ハ戰爭法規及慣習違反ノ行爲ニ對スル裁判ヲ受クヘキモノナルカ「ベートマン、ホルウ井ツヒ」ハ其ノ何レニモ屬セスト述ヘ次ヲ獨逸憲法ノ解釋ニ關シ一二應答ノ後結局戰爭責任委員會ニ命シテ回答案ヲ起草セシメ其ノ主旨ハ聯合國ハ前宰相申出ヲノ精神ヲ諒トスルモ其ノ獨逸憲法ノ解釋ヲ容認スルコト能ハサル旨ヲ以テスヘキコトニ決定セリ

#### 丙 「リバウ」ニ於テ米國代表者ノ掲留セラレタル件

「ウ井ルソン」氏ハ「フリーバー」氏ヨリノ報告トシテ米國食料分配ノ委員二名「リバウ」ニ於テ獨逸人ニ拘留セラレタル旨ヲ述ヘ會議ハ休戰委員會ヲ通シ獨逸ニ對シ直チニ其ノ解放ヲ要求スルコトニ決定セリ

#### 丁 聯合國首相會議記錄配付ノ件

右記錄ハ希望ノ向ニ配付シ得ヘキヤ否ヤノ問題議ニ上ケタル所「ウ井ルソン」氏ハ首相會議ハ講和會議ノ内容ヲナスモノニ非ス全然自分ノ發意ニ係ル豫備の手段ニ過キス當初ハ書記官スラ出席セシメサリシ關係モアリ之ヲ配付スルトキハ或ハ反對黨ニ依リ內國政策ニ惡用セラル、ノ恐アリ會議ノ決議ヲ實行スヘキ適當權限アル全權委員等ニ之ヲ示スコトハ差支ナキモ其ノ他ニハ絕對ニ祕スヘシトノ意見ヲ述ヘ「ソンニノ」ハ内閣更迭ノ場合ニ之ヲ引繼カサレハ後繼内閣ハ依ルヘキ材料ヲ有セサルコトハナル從ツテ之ヲ公表セス又ハ議會ニ提出セサルハ勿論ナルモ將來ノ參考トシテ當局者ニ引繼クコトハ絶體ニ必要ナリト論シ

「ロイド、ジョージ」、「クレマンソウ」ノ兩氏モ亦或問題ニ就キ攻撃ヲ受ケタルトキハ右筆記錄ニ引照シテ自己ノ立場ヲ説

明スルノ必要アリト述ヘタルモ「ウヰルソン」氏ハ飽ク迄米國國會ノ立場ヲ異ニスル事情ヲ説キテ記録ノ配付及發表ニ反對シ結局意見ノ一致ヲ見ルニ至ラサリキ

#### 戊 土耳其委員ノ提議ニ對シ回答案審議

土耳其全權委員ニ對スル回答案ヲ可決セリ(右回答ハ六月二十九日附ニテ土耳其委員ニ送附セリ)

#### 回答要旨

土耳其委員ノ提出サレタル要求ハ慎重ナル考量ヲ加フヘキモ右要求中ニハ他國ノ利害關係ヲ有スル事項ヲモ包含セルヲ以テ之ヲ充分ニ證議スル爲ニハ時日ヲ要スヘシ從テ土耳其委員ハ此ノ上巴里ニ滞在サルルモ何等ノ益ナカルヘシ然レトモ更ニ意見交換ノ有益ナルヲ認ムル時期至ラハ聯合國ハ容易ニ且迅速ニ效果ヲ收ムル爲最モ便宜ト認ムル方法ニ關シ土耳其政府ニ通知スル所アルヘシ

#### 己 俘虜歸還及處罰規定ノ件

俘虜ノ歸還(條約第二百十四條乃至第二百二十四條)及處罰規定(條約第二百二十七條乃至第二百三十條)ハ互ニ相關聯セシメテ其ノ實施ヲ期スヘシト「ラルノード」氏ノ提案覺書ニ對シ「ロイド、ジョージ」氏ハ兩者ヲ關聯セシメ例ハ獨逸カ條約實施ヲ怠リ犯罪人ヲ引渡ササルカ如キ場合ニハ俘虜ノ歸還ヲ宥ムルノ方法ヲ採用スヘキヤ否ヤヲ考究シタシト述ヘ「ソニン」氏「クレマンソウ」兩氏ハ稍々反對ノ意ヲ洩シ「ウヰルソン」ハ獨逸俘虜ノ全部歸還ニ先チ獨逸カ條約ヲ實施シツゝアリヤ否ヤ調査スルヲ要スト論シ何等決定ヲ見ス

#### 庚 條約實施ニ付獨逸委員ト商議開始ノ件

「クレマンソウ」氏ヨリ獨逸委員ノ右ニ關スル請求ニ對シ異議ナクハ書記局長ヲシテ之カ準備ヲ爲サシムヘシト述ヘ「ロイド、ジョージ」氏ハ條約實施ニ關シ委員會ヲ設クルコトニ決定シ居レルカ之ヲ以テ右商議ノ機關ト爲スコトヲ得ヘシト謂ヒ共ニ可決セリ(此ノ結果條約實施委員會並賠償委員會ノ成立ヲ見ルニ至レリ)

#### 辛 「アルメニヤ」ニ臨時特派委員派遣ノ件

五國會議ニ於テ右派遣實行ニ必要ナル行政上ノ措置ヲ採ルヘキコトニ決定セリ

#### 壬 獨逸軍艦處分ノ件

右ニ關シ本年六月二十七日附聯合國海軍共同通牒ヲ五國會議ニ附議スルコトニ決定セリ

#### 癸 羅馬尼人ノ戰鬪行爲ニ關スル「プリス」將軍ノ報告

會議ハ羅馬尼人カ戰鬪行爲ヲ再開セリト「ベラクン」ノ證言ヲ立證スヘキ何等報道ニ接到セサル旨ノ「ブリッス」將軍ノ報告ヲ諒承セリ

## 第二 各種委員會

### (イ) 國際聯盟委員會

#### ○六月九日ノ國際聯盟委員會

一、場所 「ホテル、クリヨン」

二、出席者 我カ國ヨリハ珍田委員

一、内容 國際聯盟組織ニ關スル件

(イ) 書記官長「ドラモンド」氏ハ左記覺書ヲ提出セリ

#### 聯盟組織ニ關スル覺書 (「ドラモンド」氏提出)

一、國際聯盟書記局員トシテ

「モネー」 Monnet

「フホスチック」 Fosdick

「マントー」 Mantoux

「サルター」 Salter

「シラルバン」 Shioban

「フハン、ハメル」 Van-Hamel

ノ六名ヲ選定シ各其ノ承認ヲ得タルカ更ニ數名ヲ選定セムトス是等書記局員ハ之ヲ書記長 directors ト名ケ其ノ中二名ヲ書記官次長 Under Secretaries General トシ書記官次長中ヨリ更ニ副書記官長 Deputy Secretary General 一名ヲ選ビ書

記官長不在中其ノ職務ヲ代理セシメトス尙是等書記局員ノ多クハ聯盟規約及平和條約ニ依リテ聯盟ニ委任セラレタル事項ヲ處理スヘキ書記ノ長タルモノトス

二、書記局ニ依リ満足ニ其ノ事務ヲ處理スルカ爲ニハ各國代表者ト密接ナル接觸ヲ保ツテ最必要トス聯盟ノ事業ノ至難ニシテ緊急ノ處置ヲ要スル事實ニ顧ミ理事會ハ先當分ノ間常ニ招集セラレ居ラサルヘカラス (have to meet for some time to come in permanent, though not necessarily in continuous session)

右ノ如キ理由ニ依リ理事會若ハ總會ヘノ各國ノ代表者ハ聯盟本部所在地ニ於テ書記官ヲ有スルコト必要ナリ重要ナル場合ニハ總理大臣若ハ外務大臣理事會ノ會議ニ出席スヘシ

如何ナル國ノ如何ナル團體モ聯盟ト直接通信スルコトヲ得ヘシ

各政府ノ各省ト書記局トノ間ニハ直接通信ヲ爲サシムヘシ

聯盟トノ通信ハ理事會若ハ總會ヘノ代表者ヲ經由シテナサレ得ルコト勿論ナリ

各國政府ノ各省 (Ministries) ト書記局トノ間ニ於テ往復スル通信ノ寫ハ理事會若ハ總會ヘノ其ノ國代表者ニ送附セラルヘシ

世界ノ政治上經濟上財政上其ノ他ノ問題ヲ最速ニ且詳細ニ知ルコトハ聯盟ニ取リ必要缺クヘカラサル所ナルヲ以テ聯盟加入國ハ有ラユル情報ノ出所ヲ聯盟ノ用ニ供シ且總テ必要ナル報道ヲ書記局ニ供給スヘシ書記局ハ一國政府ヨリ得タル報道ヲ他國政府ニ轉達スヘシ

書記局ハ材料ヲ整理シ問題ニ對スル公平ナル説明書「ステートメント」ヲ作成シ以テ總會若ハ理事會ノ參考ニ資スルヲ得ヘシ

適材ノ書記局勤務ヲ獎勵スル爲各國政府ハ其ノ國人ノ書記局ニ於テ勤務シタル場合ニハ之ヲ優遇セラレムコトヲ望ム五箇年勤務ノ場合ニハ各國政府ハ其ノ昇進若ハ恩給等ノ點ニ付不利益ヲ被ルコト無キ様セラレサルヘカラス

三、組織委員會ハ次ノ各決議ヲ採用セラレ度ク尙採用セラレタル場合ハ(a)乃至(d)ハ調印國ニ通知セラルヘシ

(a) 各國政府ノ各省ノ聯盟書記局トノ間ニ直接通信ノ途ヲ開クコト

(b) 聯盟トノ通信ハ理事會若ハ總會ヘノ代表者(若ハ其ノ代理者)ヲ經由シテ爲スコトヲ得

(c) 世界ノ政治上經濟上財政上其ノ他ノ問題ヲ最速ニ且詳細ニ知ルコトハ聯盟ニ取リ最必要ナルヲ以テ聯盟加入國ハ報道ノ「出所」ヲ聯盟ノ用ニ供シ且必要ナル報道ヲ書記局ニ供給スルコト

(d) 聯盟加入國政府ハ若其ノ國人ニシテ書記局勤務トナリタル場合ハ之ヲ優遇(count as meritorious)スルコト一國ノ官吏ニシテ書記局ニ一定期間勤務ヲ命セラレタル時ハ當該政府ハ書記局勤務ノ理由ニ依リ其ノ昇進者ハ恩給ノ點ニ付不利益ヲ被ルカ如キコト無キ様スヘキコト

四、聯盟規約第十四條ニ基キ設置セラルヘキ常設國際裁判所ノ組織ニ付研究スル爲若干ノ法律學者ヲ僱聘スルノ必要無キヤ若之カ爲ニ一委員會ノ組織ヲ見ルカ如キコトアラハ書記局ノ法律係ノ一員ヲ以テ其ノ書記トナスコト適當ナラム

(ロ) 右覺書ニ基キ討議ノ結果左ノ修正ノコトニ決定セリ(以下ノ番號ハ前記覺書ノ番號ニ照應ス)

一、我委員ノ發議ニ基キ書記官次長 under-secretaries-Generalノ數ハ三名ト限定セス若干トスルコト

二、第一項末段重要ナル場合ニハ總理大臣若ハ外務大臣云々トアルニ對シ「ハウス」大佐ヨリ修正ヲ申出テタル結果「總理大臣外務大臣若ハ他ノ特別委員ニ於テ理事會ノ會議ニ席スルコト必要ナリト認メラレタル場合ニハ是等ノモノハ其ノ國ニ對シ與ヘラレタル地位ヲ執ルンシ (they should take the place to which their country is entitled) ト修正セラル

第二項 團體トノ直接通信ノ點ニ關シ白耳義委員「ローラン、ジャタマン」氏ヨリ右ハ例ヘハ一國內ノ革命分子ヨリ聯盟ヘノ陳情ヲ許スカ如キ結果トナルヘシトテ之カ削除ヲ主張シ「ビション」氏「如何ナル團體ナル」語ノ代リニ公設團體 official organization 若ハ公認團體 authorized organization ナル語ヲ以テセムト主張シ結局右理事會ノ決定ニ委ヌルコトトセリ

第三項 各國政府ノ各省トノ直接通信ノ點ニ關シ「ローラン、ジャクマン」氏ヨリ各國トモ外國トノ關係ニ付テハ外務省ヲ中心トナシ居ルコト等ヲ述ヘテ之ニ反對シ「セシル」卿ヨリ右ハ各國各方面トノ關係ヲ密接ニシ時間ヲ節約シ誤解ヲ防クニ必要ナルコトナリト力説シ遂ニ前項同様理事會ノ決定ニ委ネラル

第六項 「其ノ情報ノ出所ヲ聯盟ノ用ニ供スルコト」to place its sources of information at the disposal of the Leagueノ點ニ就テハ「ローラン、ジャクマン」氏ヨリ各國政府ヲシテ在外公館ヨリノ報告ヲモ通知セシムルノ意ナリヤトノ質問出ツル等種々意見交換ノ後之ヲ削除スルコトナレリ

又本項「財政上ノ」次キヘ「社會上ノ」ナル一語ヲ加フルコトナル（尙書記官長「セクレタリーゼネラル」ヨリ必要ナル報道ナリヤ否ヤハ何人カ之ヲ決定スルヤト質問シタルニ「セシル」卿ハ各國ヲシテ其ノ「エンゲージメント」ノ解決ノ裁判官タラシムルコトハ聯盟委員會ノ採用セル一般原則ナリト答ヘタリ

三、調印國トアルヲ規約附屬表ニ掲ケラレタル諸國ト改ム

(A) 及 (B) ハ留保 (C) 中「財政上」ノ次キヘ「社會上」ノ語ヲ加ヘ且「報道ノ出所 (ソース) ヲ聯盟ノ用ニ供シ且」ヲ删除ス

四、法律家ノ數ハ七名ト定ム

尙次ノ會議ハ倫敦ニ開催セラレ「ビション」氏依然議長タルヘシ

#### (ロ) 交通委員會 附、航空條約案

一、航空條約案審議ニ關スル交通委員會ノ經過

航空條約案審議ニ關スル交通委員會ノ經過ハ累次ノ經過報告ニ掲記シ來リタル如クナルカ帝國ハ五大國ノ一員トシテ最初ヨリ右委員會ノ審議ニ加ハリ來リ日本委員ノ外十一箇國ハ悉ク多少ノ留保ヲ除ク外條約案全文ニ賛同シ委員會ノ再修正案

ニ對シ各國委員逐次署名ノ上本條約案ハ最高會議 (Supreme Council) 最後ノ裁決ニ廻附セラレタリ

該條約批准ハ調印後一箇年ニ之ヲ行フノ規定ニテ條約實施ニ付十分研究ノ餘日ヲ存スヘキカ聯合國ハ大部分之ニ参加スヘキ形勢ニテ少クトモ調印ヲ留保スルモノ無之カヘキ見込ナリ蓋國際航空事業ハ近ク急速ノ發達ヲ遂クヘキハ各國ノ皆豫期スル所ニシテ平和克復後速ニ其ノ要求ニ應スル爲此條約締結ヲ取急カムトスルニ於テ各國ノ希望相一致スル所ナリ帝國ハ地理ノ關係上歐洲各國ト自カラ異ル點ナキニアラサルモ現在世界ノ進運ニ際ミルトキハ飛行界ニ於テ將來永ク沒交渉ノ態度ヲ執ルヘキ時機ニアラサルヘク五大國ノ一員トシテ他列強ト協調シ又將來國際聯盟ノ一機關トシテ構成セラルヘキ常設國際航空委員會ニ於テモ五大國ノ一員ニ伴フ特殊ノ權威ヲ享有スヘキハ航空條約案第三五條ニテモ明カナル所ニシテ是等ノ機關ニ參與シ發言ノ權利ヲ利用シテ隨時帝國今後ノ要求貫徹ヲ圖ルト共ニ航空界ノ進運ニ伴ハムカ爲ニハ最初ヨリ本航空條約ニ加盟スルヲ適當トスヘク而シテ本條約ハ主トシテ國際通商航空ニ關シ軍用航空機ハ本條約ノ適用範圍外ニ置キタル等特ニ國防ニ對シテハ十分ノ自由ヲ留保シアルヲ以テ此ノ點ニ關シ不利益ノ束縛ヲ蒙ルノ悞ナキカ如シ若夫條約實施上ノ細目ニ至リテハ素ヨリ各種ノ義務負擔ヲ免カレスト雖本邦飛行界ノ現狀ニ於テ寧ロ最初ヨリ本條約ノ要旨ニ基キ諸般ノ施設ヲ行フノ要アルヘシ

一、航空條約案原文左ノ如シ

# DRAFT CONVENTION RELATING TO INTERNATIONAL AIR NAVIGATION.

## CHAPTER I.

### GENERAL PRINCIPLES.

#### ARTICLE 1.

The Contracting States recognize that every State has complete and exclusive sovereignty in the air space above its territory and territorial waters.

#### ARTICLE 2.

Each Contracting State undertakes in time of peace to accord freedom of innocent passage above its territory and territorial waters as well as above the territories and territorial waters of its colonies to the aircraft of the other Contracting States, provided that conditions established in this Convention are observed.

All regulations made by a Contracting State as to the admission over its territory of the aircraft of the other Contracting States shall be applied without distinction of nationality.

#### ARTICLE 3.

Each Contracting State has the right, for military reasons or in the interest of public safety to prohibit the aircraft of the other Contracting States under the penalties provided by its legislation and subject to no distinction being made in this respect between its private aircraft and those of the other Contracting States, from flying over certain areas of its territory.

If it makes use of this right, it shall publish and notify beforehand to the other Contracting States the location

and extent of the prohibited areas.

#### ARTICLE 4.

Every aircraft which finds itself above a prohibited areas shall, as soon as aware of the fact, give the signal of distress provided in Paragraph 17 of Annex D and land outside the prohibited area as near to it as possible and as soon as possible at one of the aerodromes of the State unlawfully flown over.

## CHAPTER 2.

### NATIONALITY OF AIRCRAFT.

#### ARTICLE 5.

No Contracting State shall except by a special and temporary authorization, permit the flight above its territory of an aircraft which does not possess the nationality of a Contracting State.

#### ARTICLE 6.

An aircraft possesses the nationality of the State, in accordance with the provisions of Article 1 (C) of Annex A.

#### ARTICLE 7.

An aircraft shall not be entered on the register of one of the Contracting States unless it belongs wholly to nationals of such state.

An incorporated company can not be the (?) registered, and unless the president or chairman of the company and

at least two-thirds of the directors possess the same nationality, and unless the company fulfils all other conditions which may be prescribed by the laws of each State.

#### ARTICLE 8.

An aircraft can not be validly registered in more than one State.

#### ARTICLE 9.

The Contracting States shall every month exchange among themselves and transmit to the International Commission for Air Navigation copies of registrations and of cancellations of registration which shall have been entered on their official registers during the proceeding month.

#### ARTICLE 10.

All aircraft engaged in international navigation shall bear their nationality and registration marks as well as the name and residence of the owner in accordance with Annex 4.

(1218)

### CHAPTER 3.

#### CERTIFICATES OF AIR-WORTHINESS AND COMPETENCY.

#### ARTICLE 11.

Every aircraft engaged in international navigation shall, in accordance with Annex B, be provided with a certificate of air-worthiness issued or rendered valid by the State whose nationality it possesses.

#### ARTICLE 12.

The commanding officer, pilot, engineers and other members of the operating crew of every aircraft shall, in

accordance with Annex E, be provided with certificates of competency and licenses issued or rendered valid by the State whose nationality the aircraft possesses.

#### ARTICLE 13.

Certificates of air-worthiness and of competency and licenses issued or rendered valid by the State whose nationality the aircraft possesses, in accordance with the regulations established by Annex B, and Annex E, and Part 8 by the International Commission for Air Navigation, shall be recognized as valid by the other States. Each State has the right to refuse to recognize for the purpose of flights within the limits of and above its own territory certificates of competency and licenses granted to one of its nationals by another Contracting State.

#### ARTICLE 14.

No wireless apparatus shall be carried without a special license issued by the State whose nationality the aircraft possesses.

(1219)

Such apparatus shall not be used except by members of the crew provided with a special license for the purpose. Every aircraft used in transport capable of carrying ten or more persons shall be equipped with sending and receiving wireless apparatus when the methods of employing such apparatus shall have been determined by the International Commission for Air Navigation.

This Commission may later extend the obligation of carrying wireless apparatus to all other classes of aircraft in the conditions and according to the method which it may determine.

## CHAPTER 4.

## ADMISSION TO AIR NAVIGATION ABOVE FOREIGN TERRITORY.

## ARTICLE 15.

Every aircraft of a Contracting State has the right to cross another State without landing. In this case it shall follow the route fixed by the States over which the flight takes place. However, for reasons of general security it will be obliged to landing if ordered to do so by means of signals provided in Annex D.

Every aircraft shall, if the regulations of the latter State require it, land in one of the aerodromes fixed by the latter (?)

State into another (?) notification of these aerodromes shall be given by the Contracting States to the International Commission for Air Navigation and by it notified, to all the Contracting States.

The establishment of International Air-Ways shall be subject to the consent of the States flown over.

(1220)

## ARTICLE 16.

Each Contracting State shall have the right to reserve to its national aircraft the carriage of persons and goods for hire between two points on its own territory.

## ARTICLE 17.

If a Contracting State establishes restrictions of the kind permitted by Article 16, its aircraft may be subjected

to the same restrictions of any of these Contracting States, even though the latter State does not itself impose these restrictions on other foreign aircraft.

Restrictions and reservations provided in Article 16 shall be immediately published, and shall be communicated to the International Commission for air navigation which shall notify them to the State interested.

## ARTICLE 18.

The passage of transit of any aircraft with or without landing over or through the territory of any Contracting State, including stoppages reasonably necessary for the purpose of such transit, shall not entail any seizure or detention of the aircraft by or on behalf of such State or any person therein on ground that the constitution or mechanism of the aircraft is an infringement of any patent, design or model duly granted or registered in the State. Every claim for an infringement of this kind shall be duly made in the country of origin of the aircraft.

(1221)

## CHAPTER 5.

## RULES TO BE OBSERVED IN DEPARTURES, ON LANDING, AND WHEN UNDER WAY.

## ARTICLE 19.

Every aircraft engaged in international navigation shall be provided :

- (a) with a certificate of registration in accordance with Annex A.
- (b) with a certificate of air-worthiness in accordance with Annex B.
- (c) with certificates and licences of the commanding officer, pilots and crew in accordance with Annex E.
- (d) if it carries passengers, with a list of their names.

- (e) if it carries freight, with bills of lading and manifest.
- (f) with log-books in accordance with Annex C.
- (g) if equipped with wireless, with special licence prescribed by Article 14.

ARTICLE 20.

The log-books shall be kept for two years after the last entry.

ARTICLE 21.

Upon the departure of an aircraft, the authorities of the country shall have, in all cases, the right to visit the aircraft and to verify all the documents with which it must be provided.

ARTICLE 22.

Upon the landing of an aircraft, the authorities of the country shall have, in all cases, the right to visit the aircraft and to verify all the documents with which it must be provided.

ARTICLE 23.

All persons on board an aircraft shall conform to the laws and regulations of the State visited.

In case of flight made without landing from frontiers to frontiers, all persons on board shall conform to the laws and regulations of the country flown over, the purpose of which is to ensure that the passage is innocent.

Legal relations between persons on board an aircraft in flight are governed by the law of the nationality of the aircraft.

In case of crime or misdemeanour committed by one person against another on board an aircraft in flight the jurisdiction of the State flown over applies only in case of the crime or misdemeanour is committed against a national of

such State and (the) by a landing during the same journey upon its territory.

The State flown over has jurisdiction :—

- (1) with regard to every breach of its laws for the public safety and its military and fiscal laws ;
- (2) In case of breach of its regulations concerning air navigation.

ARTICLE 24.

Aircraft of the Contracting States shall be entitled to the same measures of assistance for landing, particularly in case of distress, as national aircraft.

With regard to the salvage of aircraft wrecked at sea the regulations of the several Contracting States as to the salvage of ships will apply so far as practicable.

ARTICLE 25.

Every aerodrome in a Contracting State which upon payment of charges is open to public use by its national aircraft, shall likewise be open to the aircraft of all the other Contracting States.

In every such aerodrome there shall be a single tariff of charges for landing and length of stay applicable alike to national and foreign aircraft.

ARTICLE 26.

Each Contracting State undertakes to adopt measures to ensure that every aircraft flying above the limits of its territory, and that every aircraft under its flag, wherever it may be, shall comply with all regulations contained in Articles of the present Convention. It will punish all persons who do not obey these regulations.

# CHAPTER 5. PROHIBITED TRANSPORT.

## ARTICLE 27.

The carriage by aircraft of explosives and of arms and munitions of war is forbidden in international navigation. No foreign aircraft shall be permitted to carry such articles between any two points in the same Contracting State.

## ARTICLE 28.

Each State may prohibit or regulate the carriage or use of photographic apparatus. Any such regulations shall be at once notified to the International Commission for air navigation, which shall communicate this information to all the other Contracting State.

## ARTICLE 29.

As a measure of public safety, the carriage of objects other than those mentioned in Articles 27 and 28 may be subjected to restrictions by each Contracting State. Any such articles shall be at once notified to the International Commission for air navigation which shall communicate this information to all other Contracting State.

## ARTICLE 30.

All restrictions mentioned in Article 29 shall be applied equally to national and foreign aircraft.

## CHAPTER 7.

### STATE AIRCRAFT.

#### ARTICLE 31.

The following are deemed to be State aircraft:—

(a) Military aircraft.

(b) Aircraft exclusively employed in State service, such as posts, customs, police.

Every other aircraft is a private aircraft. All State aircraft other than military, customs and police aircraft shall be treated as private aircraft and as such shall be subject to all the provisions of the present Convention.

#### ARTICLE 32.

Every aircraft commanded by a person in military service detailed for the purpose is deemed to be a military aircraft.

(1225)

#### ARTICLE 33.

Neither the flight of a military aircraft of a Contracting State over the territory of another nor its landing upon such territory shall be permitted without special authorization. In case of such an authorization the military aircraft shall enjoy in the absence of special stipulation the privileges of extritoriality which are customarily accorded to foreign ships of war.

A military aircraft which is forced to land or which is required or compelled to land shall by reason thereof acquire no right to extritoriality.

## ARTICLE 34.

Agreements between State and State will determine in what cases police and customs aircraft can be authorized ~~(to)~~ across the frontier. They shall in no case be entitled to the privileges of exteriority.

## CHAPTER 8.

INTERNATIONAL COMMISSION FOR  
AIR NAVIGATION.

## ARTICLE 35.

There shall be instituted, under the name of the International Commission for Air Navigation and as part of the organization of the League of Nations, a Permanent Commission composed of:

Two representatives of each of the following States:

The United States of America, France, Italy and Japan;

One representative of Great Britain and one of each of the British Dominions and of India;

One Financial Representative of each of the other Contracting States.

Each of the five States first named (Great Britain, the British Dominions and India counting for this purpose as one State) shall have the ~~(five)~~ least whole number of votes which, when multiplied by five, will give a product exceeding by at least one vote the total number of the votes of all the other Contracting States:

All the States other than the five first named shall each have one vote.

The International Commission for Air Navigation shall determine the rules of its own procedure and the place of its permanent seat, but it shall be free to meet in such places as it may deem convenient.

Its first meeting shall take place at Paris. This meeting shall be convened by the French Government, as soon as a majority or the signatory States shall have notified to it their ratification of the present Convention.

The duties of this Commission are:

(a) To receive proposals from or to make proposals any of the Contracting States for the modification or amendment of the provisions of the present Convention and to notify changes adopted.

(b) To carry out the duties imposed upon it by the present Article and by Articles 9, 13, 14, 15, 16, 28, 29, and 38 of the present Convention.

(c) To apply the provision of the technical Annexes.

(d) To collect and communicate to the Contracting States information of every kind concerning International Air Navigation.

(e) To collect and communicate to the Contracting States all information relating to wireless, meteorology and medical science which may be of interest to air navigation.

(f) To insure the publication of maps for air navigation is accordance with the provision of Annex IV.

(g) To give its opinion on question which the States may submit for examination.

Any modification of the provisions of any one of the Annexes may be made by the International Commission for Air Navigation when such modification shall have been approved by three fourths of the total possible vote and shall become effective from the time when it shall have been modified by the International Commission for Air Navigation

to all the Contracting States.

Any proposed modifications of the Articles of the present Convention shall be examined by the International Commission for Air Navigation, whether it originates with one of the Contracting States or with the International Commission for Air Navigation itself. No such modification shall be proposed for option by the Contracting States unless it shall have been approved by at least two thirds of all the possible votes.

(*肥*) States were present.

All such modifications of the Articles of the Convention (not of the provision of the Annexes) must be formally adopted by the Contracting States before they become effective.

The expenses of organization and operation of the International Commission for Air Navigation shall be borne by the Contracting States in proportion to the number of votes at their disposal.

The expenses occasioned by the sending of technical delegation will be borne by their respective States.

## CHAPTER 8.

### FINAL PROVISIONS.

#### ARTICLE 35.

Each Contracting State undertakes to co-operate as far as possible in international measures concerning:

(A) The collection and dissemination of statistical current, and special meteorological information, in accordance with the provisions of Annex G.

(B) The publication of standard aero-nautical maps, and the establishment of a uniform system of ground-

marks for flying, in accordance with the provisions of Annex F.

(C) The use of wireless in air navigation, the establishment of the necessary wireless stations, and the observation of International Wireless Regulations.

#### ARTICLE 37.

General provisions relative to customs in connection with international air navigation and the subject of a special agreement contained in Annex H to the present Convention.

Nothing in the present Convention shall be construed as preventing the Contracting States from concluding, in conformity with its principles, special protocols as between State and State respecting customs, police, posts and other matters of common interests, in connection with air navigation.

#### ARTICLE 38.

In the case of a disagreement of two or more States relating to the interpretation of the present Convention, the question in dispute shall be determined by the Permanent Court of International Justice to be established by the League of Nations and until its establishment by arbitration.

If the parties do not agree on the choice of the arbitrators, they shall proceed as follows:—

Each of the parties shall name an arbitrator, and the two arbitrators shall meet to name a third. If the arbitrators can not agree, the parties shall each name a third State, and the third States so named shall proceed to designate the third arbitrator, by agreement or by each proposing a name and then determining by lot the choice

between the two.

In case of the disagreement of two or more Contracting States relating to one of the technical regulations Annexed to the present Convention (脱) in dispute shall be determined by the decision of the International Commission for Air Navigation by a majority of votes.

In case the difference involves the question whether the interpretation of the Convention or that of a regulation is concerned, (脱) shall be made by that nation as provided in the first paragraph of this Article.

#### ARTICLE 39.

In case of war, the provisions of the present Convention shall not affect the freedom of action of the Contracting States either as belligerents or as neutrals.

#### ARTICLE 40.

The provisions of the present Convention are completed by the Annexes A—H, which have the same effect and come into force at the same time as the Convention itself.

#### ARTICLE 41.

The British Dominions and India are deemed to be the States (脱) the present Convention.

Protectorates, or territories administered by the League of Nations or placed under its control are, for the purposes of the present Convention, deemed to form part of that protecting or mandatory State, both as regards their territory and as regards their nationals.

#### ARTICLE 42.

The present Convention shall come into force as between any of the Contracting States as soon as such States

shall have exchanged ratifications, which shall take place within one year.

The ratifications shall be deposited in the archives of the Ministry of Foreign Affairs of the French Republic.

#### ARTICLE 43.

The States which have not taken part in the present war shall be admitted to adhere to the present Convention upon their simple declaration notified to the Ministry of Foreign Affairs of the French Republic, which shall inform the Contracting States of such adherence.

#### ARTICLE 44.

A State which took part in the present War but which did not take part in the negotiation of this Convention may express its desire to adhere to this Convention and may be admitted to adhere to it, if such State is a member of the League of Nations or, until January 1st, 1923, by a unanimous vote of the signatory and adhering States, or after January 1st, 1923 by an affirmative vote comprising at least three-fourths of the total possible votes of the signatory and adhering States, the votes of the different States having the same weight as that provided by Article 35 of this Convention for the International Commission for Air Navigation.

The Ministry of Foreign Affairs of the French Republic shall receive (脱) to this Convention under the condition provided by this Article, shall communicate to the Contracting States, shall receive the votes of the Contracting States and shall announce the result of the vote.

#### ARTICLE 45.

The denunciation of the present Convention shall take effect with regard only to the State which shall have given

notice of it. Such notice shall not be given before January 1st, 1922 (nineteen hundred and twenty two) and the denunciation shall not take effect until at least one year after the giving of notice.

Notice under this Article shall be given to the Ministry of Foreign Affairs of the French Republic which shall communicate them to the Contracting States.

In faith whereof the Delegates have appended their signatures to the present Convention.

Done at Paris, the.....day.....of 1919, in the English and French languages which shall be of equal validity and authority, in a single copy which shall be made (RR) and duly certified copies of which shall be sent, through the diplomatic channel, to the Contracting States.

#### ANNEX 1. CUSTOMS.

##### GENERAL PROVISIONS.

1. Any aircraft going abroad shall depart only from aerodromes specially designated by the Customs Administration of each Contracting State, and named customs aerodromes.

Aircraft coming from abroad shall land only in such aerodrome.

2. Every aircraft which passes from one station to another is obliged to cross the frontier between certain points fixed by the Contracting States. These points are shown on the aeronautical maps.

3. All necessary information concerning customs' aerodromes within a State, including any alterations made to the list and any corresponding alterations necessary on the aeronautical maps and the dates when such alterations become

valid, and all other information concerning any international aerodromes which may be established, shall be communicated by the State concerned to each other and to the International Commission for Air Navigation which shall notify such information to all of the Contracting States. The Contracting States may agree to establish international aerodromes at which there may be joint customs services for two or more States.

4. When by reason of a case of force majeure, which must be duly justified, an aircraft crosses the frontier at any other point than those designated, it shall land at the nearest customs' aerodromes on its route. If it is forced to land before reaching this aerodrome it shall inform the nearest Police or Customs Authorities.

It will only be permitted to leave again with the authorization of those Authorities who shall, after verification, stamp the log-book(?) and the manifest provided for in Paragraph 5; they shall inform the pilot of the Customs' aerodrome where he must necessarily carry-out the formalities of customs clearance.

5. Before departure, ~~on~~ immediately after arrival, according to whether they are going to or coming back from a foreign country, pilots shall show their log-book to the Authorities of the aerodrome and, if necessary, the manifest of the goods and supplies for the journey which they carry.

6. The manifest is to be kept in conformity with the attached form No. 1.

The goods must be the subject of detailed declaration in conformity with the attached form No. 2, made out by the senders.

Every Contracting State has the right to prescribe for the insertion on the Customs declaration of such supplementary items as it may deem necessary.

7. In the case of an aircraft transporting goods the customs officer, before departure, shall examine the

manifests and declarations, make the prescribed : verifications and sign the log-book as well as the manifest. He shall put on his signature with a stamp. He shall seal the goods or sets of goods, for which such a formality is required.

On arrival the customs officer shall ensure that the seal is unbroken, shall pass the goods, shall sign the log-book and keep the manifest.

In the case of an aircraft with no goods on board, the log-book only shall be signed by the police and customs officials.

The fuel on board shall not be liable to customs duties provided the quantity thereof does not exceed that needed for the journey as defined in the log-book.

8. As an exception to the general regulations, certain classes of aircraft, particularly postal aircraft, aircraft belonging to aerial transport companies regularly constituted and authorized and those belonging to members of recognized touring societies not engaged in the public conveyance of persons or goods, may be freed from the obligation of landing at a customs aerodrome and authorized to begin or (終) their journey at certain inland aerodromes appointed by the customs and police administration of each state at which customs formalities shall be complied with.

However, such aircraft shall follow the normal air route, and make their identities known by signals agreed upon as they fly across the frontier.

#### REGULATIONS APPLICABLE TO AIRCRAFT AND GOODS.

9. Aircraft landing in foreign countries are in principle liable to customs duties if such exist.  
If they are to be reexported, they shall have the benefit of the regulations as to permit by bond or deposit of the taxes.

In the case of the formation between two or more countries (附) societies, the aircraft of the said countries shall have the benefit of the regulations of the "triple".

10. Goods arriving by aircraft shall be considered as coming from the country where the log-book and manifest have been signed by the customs officer.

As regard their origin and the different customs regimes, they are liable to the regulations of the same kind as are applicable to goods imported by land or sea.

11. With regard to goods exported in discharge of a temporary receiving or bonded account or liable to inland taxes, the senders shall prove their right to send the goods by producing a certificate from the customs of the place of destination.

#### AIR TRANSIT.

12. When an aircraft to reach its destination must fly over one or more Contracting States, without prejudice to the right of sovereignty of each of the Contracting States, two cases must be distinguished,—

(1) If the aircraft neither sets down nor takes up passengers or goods, it is bound only to keep to the normal air route and make itself known by signals when passing over the points designated for such purpose.

(2) In other case, it will be bound to land at a Constoms' Aerodrome and the name of such aerodrome shall be entered in the log-book before departure.

On landing, the Customs Authorities shall examine the papers and the cargoes, and take, if need be, the necessary steps to ensure the exportation of the craft and goods or the payment of the dues.

The provisions of Paragraph 9 (2) are applicable to goods to be reexported.

If the aircraft sets down or takes up goods, the Customs Officer shall verify the fact on the manifest duly completed, and shall affix, if necessary, a new seal.

#### VARIOUS PROVISIONS.

13. Every aircraft during flight, wherever it may be, must conform to the orders from police or customs stations and police or customs aircraft of the State over which it is flying.

14. Customs and excise officials, and generally speaking the representatives of the public authorities shall have free ( ) to all starting and landing places for aircraft. They may also search any aircraft and its cargo to exercise their right of supervision.

15. Except in the case of postal aircraft, all unloading or throwing out ( 脱 ? ) the course of flight, except of ballast, may be prohibited.

16. In addition to any penalties which may be imposed by local law for infringement of the preceding regulation, such infringement shall be reported to the State in which the aircraft is registered and the State shall suspend for a limited time, or permanently, the certificate of registration of the offending aircraft.

17. The provisions of this Annex do not apply to military aircraft visiting a State by special authorization (Article 31, 32 and 33 of the Convention), nor to police and Customs aircraft (Articles 31 and 34 of the Convention).

### ANNEX A.

#### THE MARKING OF AIRCRAFT.

##### 1.

##### GENERAL.

a) The nationality mark will be represented by capital letters in Roman characters, e. g., France... ..f.

The registration mark shall be represented by a group of four capital letters; each group shall contain at least one vowel, and for this purpose the letter Y shall be considered as a vowel. The complete group of five letters shall be used as a call-sign of the particular aircraft in making or receiving signals by wireless telegraphy or other methods of communication, except when opening up communication by means of visual signals, when the usual methods will be employed. The nationality and registration marks are assigned in accordance with the table contained in Section 8 of this Annex.

b) An aircraft other than State and commercial, the registration mark shall be underlined with a black line.

c) The entry in the register and the certificate of registration shall contain a description of the aircraft and shall indicate the number or other identification mark given to it by the maker; the nationality and registration marks mentioned above; the usual station of the aircraft; the full name, nationality and residence of the owner and the date of registration.

d) All aircraft shall carry affixed to the car or to the fuselage in a prominent position a metal plate, inscribed with the names and residence of the owner and the marks of nationality and registration.

Certificate of Registration.  
(Provisional Form.)

Nationality .....

Nationality mark .....

Registration marks.....

Date of Registration .....

Type of Aircraft, tourist ..... commercial..... State.....

Maker .....

Maker's number.....description .....owner's full name.....owner's residence.....

Owner's nationality.....

Station of the aircraft .....

Signature and seal of authority issuing this certificate.....

(1238)

2.

LOCATION OF MARKS.

The nationality and registration marks shall be painted in black on a white ground in the following manner:—

(a) Flying machines.

The marks shall be painted once on the lower surface of the lower main planes and once on the upper surface of the top main planes, the top of the letters to be towards the leading edge.

They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage the marks shall be painted on the nacelle.

(b) Airships and balloons.

In the case of airships the marks shall be painted near the maximum cross section on both sides on the upper surface equidistant from the centers (?) of the sides.

In the case of balloons the marks shall be painted twice near the maximum horizontal circumference as far as possible from one another.

In the case of both airships and balloons the side marks shall be visible both from the sides and ground.

3.

ADDITIONAL LOCATION OF NATIONALITY MARKS.

(a) Flying machines and airships.

The nationality marks shall also be painted on the left and right sides of the lower surface of lowest tail planes or elevators and also on the upper surface of the top tail planes or elevators, whichever is the larger. It shall also be painted on both sides of the rudder, or on the outer sides of the outer rudders if more than one rudder is fitted.

(b) Balloons.

The nationality marks shall be painted on the basket.

(1239)

## MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS.

(a) Ballooners fitted.

(b) Balloons.

The nationality marks shall be painted on the basket.

## MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS.

(a) Flying machines.

The height of the marks on the main planes and tail planes, respectively shall be equal to four-fifths of the chord, and in the case of the rudder shall be as large as possible.

The height of the marks of the fuselage or nacelle shall be four-fifths of the depth of narrow (RC) planes and tail planes respectively shall be equal to four-fifths of the chord, and in the case of the rudder shall be as large as possible. The height of the marks of the fuselage or nacelle shall be four-fifths of the depth of narrowest part of that portion of the fuselage or nacelle on which the marks are painted.

(b) Airships and balloons.

In the case of airships, the nationality marks painted on the tail planes shall be equal in height to four-fifths of the chord of the tail pale and in the case of the rudder the marks shall be as large as possible. The height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum (RC) cross section of the airship.

(1240)

In the case of balloons the height of the nationality mark shall four-fifths of the height of the other basket, and the height of the other marks shall be equal to at least one-twelfths of the circumference of the balloon.

(c) General.

In the case of all aircraft the letters of the nationality and registration marks need not exceed (2, 5 ?) metres in height.

5.

## MEASUREMENT, TYPE OF LETTERS, ETC.

(a) The width of the letters shall be two-thirds of their height and the thickness shall be one-sixths of their height. The letters shall be painted in plain black and shall be uniform in shape and size. A space equal to half the width of the letters shall be left between the letters.

(b) In the case of underlined letters the thickness of the line shall be equal to the thickness of the letter and space between the bottom of the letters and line shall be equal to the thickness of the line.

6.

## SPACING BETWEEN NATIONALITY AND REGISTRATION MARKS.

Where the nationality and registration marks appear together, a hyphen of a length equal to the width of one of the letters shall be painted between the nationality mark and registration mark.

7.

## MAINTENANCE.

The nationality and registration marks shall be displayed to highest possible advantage, taking into consideration of

(1241)

conflictional features of the aircraft. The marks must be kept clear and visible.

8.

### TABLE OF MARKS.

The nationality mark of the State named below applies to the aircraft of its Dominions, Colonies or of countries of which it is the Mandatory State.

Countries.	Nationality Mark.	Registration Mark.
United States of America	n	All combinations made in accordance with the provisions of 1 (a) of this Annex, using a group of 4 letters out of 26 of the alphabet, each group containing at least 1 vowel, i. e.:
British Empire	g	a d e j, p u r n.
France	f	
Italy	i	
Japan	j	
Bolivia	e	All combinations made with s as first letter.
Cuba	p	" e
Portugal	e	" p
Roumania	e	" r
Uruguay	e	" u
Czecho-Slovakia	q	" b

(1242)

Guatemala	l	All combinations made with g as first-letter.
Liberia	l	" l
Brazil	m	" r
Poland	m	" b
Belgium	c	" p
Peru	o	" c
China	x	" h
Honduras	x	" s
Serbia-Croatia-Slavonia	x	" h
Haiti	h	" s
Siam	h	" e
Ecuador	e	" g
Greece	s	All combinations made with p as first letter.
Panama	s	" h
Hedjaz	a	" n
Nicaragua	a	"

(1243)

### ANNEX C.

#### CERTIFICATES OF AIR-WORTHINESS.

The following main conditions govern the issue of certificates of air-worthiness:—

1. The design of aircraft in regard to safety shall conform to certain standard minimum requirements.

2. A satisfactory demonstration must be made in flying trials of the actual flying qualities of the type of aircraft examined, provided that machines subsequently manufactured which conform to the approved type need not be subject to such trials. The trials shall conform to certain standard minimum requirements.

3. The construction of every aircraft with regard to workmanship and materials must be approved.

The control of the construction and of the tests shall be in accordance with certain standard minimum requirements.

4. The aircraft must be equipped with suitable instruments for safe navigation.

5. The standard minimum requirements of Paragraph 1 to 3 inclusive shall be fixed by the International Commission for Air Navigation. Until they have been so fixed each Contracting State shall determine the regulations under which certificates of air-worthiness shall be granted to remain valid.

(1244)

## ANNEX C. LOG-BOOKS.

### 1.

#### JOURNEY LOGS.

This shall be kept for all aircraft and shall contain the following particulars:—

(a) Category to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; name of the maker and the carrying capacity of the aircraft.

(b) In addition for such journal:—

(1) the names, nationality and residence of each of the members of the crew.

(2) the place, date, and hour of departure, the route followed, and all incidents en route followed, and all incidents en route including landings.

### 2.

#### AIRCRAFT LOG.

This is obligatory only in the case of aircraft carrying passengers or goods for hire, and shall contain the following particulars:—

(a) Category to which the aircraft belongs; its nationality and registration marks; the full name, nationality and residence of the owner; the name of the maker and the carrying capacity of the aircraft.

(1245)

(b) Type and series number of engine; type of propeller showing number, pitch, diameter and maker's name.

(c) Type of wireless apparatus fitted.

(d) Table showing the necessary rigging date for the information of persons in charge of the aircraft and of its maintenance.

(e) A fully detailed engineering record of the life of the aircraft, including all acceptance tests, overhauls, replacements, repairs and all works of a like nature.

3.

## ENGINE LOG.

This is obligatory only in the case of engines installed in aircraft carrying passengers or goods for hire, and in such cases a separate log-book shall be kept for each engine and shall always accompany the engine. It shall contain the following particulars.

- (a) Type of engine, series number, maker's name, power, normal maximum revolutions of engine, rate of production and first date put into service.
- (b) Registration mark and type of aircraft in which the engine has been installed.
- (c) A fully detailed engineering record of the life of the engine including all acceptance tests hours then(?), overhauls, replacements, repairs, and all works of a like nature.

4.

## SIGNAL LOG.

This is obligatory only in the case of aircraft carrying passengers or goods for hire and shall contain the following particulars :—

- (a) Category to which the aircraft belongs ; its nationality and registration marks ; the full name ; nationality and residence of the owner.
- (b) Place, date and time of the transmission or reception of any signal.
- (c) Name or other indication of the person or station to whom a signal sent or from whom a signal received.

5.

## INSTRUCTIONS FOR USE OF LOG-BOOKS.

- (a) The constructor should fill in and sign the original entries of the log-books as far as he is in position to do so. Subsequent entries should be made and signed by the pilot or other competent person.
- (b) A copy of the certificate of air-worthiness should be kept at the end of the aircraft log-books.
- (c) All entries to be in ink, except in the case of journey and signal log-books ; the entries for these may be made in pencil in a rough note book, but should be entered in ink in the log-book every 24 hours. In the event of any official investigation the rough note book may be called for.
- (d) No erasures should be made in, nor pages torn from, any log-book.
- (e) A copy of these instructions should be inserted in each book.

## ANNEX D.

## RULES AS TO LIGHTS AND SIGNALS.

## RULES OF THE AIR.

## DEFINITIONS.

The word "aircraft" comprises all balloons, whether fixed or free, kites, air-ships, and flying machines.

The word "balloon", either fixed or free, shall mean an aircraft using gas lighter than air as a means of support, and having no means of propulsion.

The word "air-ship" shall mean an aircraft using gas lighter than air as a means of support, and having means

of propulsion.

The words "flying machine" shall mean all aero-planes, sea-planes, flying boats, or other aircraft heavier than air, and having means of propulsion.

An air-ship is deemed to be "under way" within the meaning of these rules when it is not made fast to the ground or any object on land or water.

#### 1. RULES AS TO LIGHTS.

The word "visible" in these rules when applied to lights shall mean visible on a dark night with a clear atmosphere. The angular limits laid down in these rules as shown in the sketch (attached) shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course.

1. The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited. The prescribed navigation lights must not be dazzling.

2. A flying machine when in the air or manoeuvring on land or water under its own power, shall carry the following lights.

(a) Forward, a white light visible in a dihedral angle of 220 degrees bisected by a vertical plane through the line of flight, and of such a character as to be visible at a distance of at least 8 kilometres.

(b) On the right side, a green light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the right from dead ahead, and of such a character as to be visible at a distance of at least 5 kilometres.

(c) On the left side, a red light so constructed and fixed as to show an unbroken light between two vertical planes whose dihedral angle is 110 degrees when measured to the left from dead ahead and of such character as to be visible at a distance of at least 5 kilometres.

(d) The said green and red side lights shall be fitted so that the green light shall not be seen from the left side, nor the red light from the right side.

(e) At the rear, and as far as possible, a white light shining rear-wards and visible in a dihedral of 140 degrees bisected by a vertical plane through the line of flight and of such a character as to be visible at a distance of at least 5 kilometres.

(f) In the case where, in order to fulfil the above conditions, the single light has to be replaced by several lights, the field of visibility of each of these lights should be so limited that only can be seen at a time.

3. The rules determined for the lighting of flying machines shall apply to air-ships subject to the following modifications:—

(a) All lights shall be doubled; the forward and aft lights vertically, and the side-lights horizontally in a fore and aft direction.

(b) Both lights of each pair forward and aft shall be visible at the same time.

The distance between the lights comprising a pair shall not be less than 2 metres.

4. An air-ship, when being towed, shall carry the lights specified in Paragraph 3, and, in addition, those specified in Paragraph 6 for air-ships not under control.

5. (a) A flying machine, or air-ship, when on the surface of the water, and when not under control, that is

to say, not able to manœuvre as required by the regulations for the prevention of collisions at sea, shall carry two red lights not less than two metres apart, one over the other, and of such a character as to be visible around the horizon at the distance of at least three kilometres.

(b) The aircraft referred to in this Paragraph, when not making way through the water, shall not carry the side-lights, but when making way shall carry them.

6. An air-ship which from any causes not under control, or which has voluntarily stopped her engines shall, in addition to the other specified lights, display conspicuously two red lights, one over the other, not less than 2 metres apart, and constructed to show a light in all directions, and of such a character as to be visible at a distance of at least 3 kilometres.

By day an air-ship, when being towed, which from any cause is not under control, shall display conspicuously two black balls or shapes, each 60 cms. in diameter, placed one over the other not less than 2 metres apart.

An air-ship moored, or under way but having voluntarily stopped its engines, shall display conspicuously by day a black ball or shape, 60 cms. in diameter and shall be treated by other aircraft as being not under control.

7. A free balloon shall carry one bright white light below the car at a distance of not less than 5 metres, and so constructed as to show unbroken light in all directions, and of such a character as to be visible at a distance of at least 3 kilometres.

8. A fixed balloon shall carry in the same position the white light mentioned in Paragraph 7, and in lieu of that light, three lights in a vertical line one over the other, not less than 2 metres apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible in

all directions at a distance of at least 3 kilometres.

In addition, the mooring cable shall have attached to it at intervals of 300 metres, measured from the basket, groups of three lights similar to those mentioned in the preceding Paragraph. In addition, the object to which the balloon is moored on the ground shall have a similar group of lights to mark its position.

By day the mooring cable shall carry in the same position as the groups of lights mentioned in the preceding Paragraph, and in lieu thereof, tubular streamers not less than 20 cm. in diameter and 2 metres long, and marked with alternate bands of white and red, 50 cm. in width.

9. An air-ship when moored near the ground shall carry the light specified in Paragraphs 2 (A) and (E) and 3. In addition, if moored but not near the ground, the air-ship, the mooring cable, and the object to which moored, shall be marked in accordance with the provisions of Paragraph 8, whether by day or by night.

Sea anchors or drogues used by air-ships for mooring purposes at sea are exempted from this regulation.

10. A flying machine stationary upon the land or water but not anchored or moored (B) the lights specified in Paragraph 2.

11. In order to prevent collision of aircraft;

(A) A flying machine when at anchor or moored on the water shall carry forward, where it may be seen, a white light, so constructed as to show an unbroken light visible around the horizon at a distance of at least two kilometres.

(B) A flying machine of 50 metres or upwards in length when at anchor or moored on the water, shall in the forward part of the flying machine carry one such light, and at or near the stern of the flying machine, and at a

height that it shall not be less than 5 metres lower than forward light, another such light.

The length of a flying machine shall be deemed to be the (舵) over all length.

(C) Flying machine of 50 metres or upwards in span, when at anchor or moored in the water, shall in addition carry at each lower wind top one light as specified in (A) of this Paragraph.

The span of a flying machine shall be deemed to be the minimum lateral dimension.

12. In the event of the failure of any of the lights specified under these rules to be carried by aircraft flying at night, such aircraft shall land at the first reasonable safe opportunity.

13. Nothing in these rules shall interfere with the operation of any special rules made by the government of any state with respect to the additional signal lights for two or more liminary aircraft, or the aircraft information, or with the exhibition of recognition signals adopted by owners of aircraft, which have been authorized by their respective governments and duly registered and published.

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## 2. RULES AS TO SIGNALS.

14. (a) Aircraft wishing to land at night on aerodromes having a ground (?) control shall before landing : —  
Fire a green Very's light or flash a green lamp, and in addition shall make by international Morse code the letter-group forming its call-sign.

(b) Permission to land will be given by the repetition of the same calling-sign from ground, followed by : —  
A green Very's light or flashing a green lamp.

15. The firing of a red Very's light or the display of a red flame from the ground shall be taken as an

instruction that aircraft are not looked.

16. An aircraft compelled to land at night shall before landing fire a red Very's light or make a series of flashes with the navigation lights.

17. When aircraft is in distress and requires assistance, the following shall be the signals to be used or displayed, either together or separately : —

- (a) The international signal, S O S, by means of visual or wireless signals.
  - (b) The international code flag signal of distress, indicated by N C.
  - (c) The distant signal, consisting of a square flag having either above or below it a ball (舵) ball.
  - (d) A continuous sounding with any sound apparatus.
  - (e) A signal, consisting of a succession of white Very's lights fired at short intervals.
18. To warn an aircraft that it is in the vicinity of a prohibited zone and should change its course, the following signals shall be used : —

(1253)

(a) by day : three discharges, at intervals of ten seconds, of a projectile showing on bursting white smoke, the location of the burst indicating the aircraft should follow.

(b) By night : three discharges, at intervals of ten seconds, of a projectile showing on bursting white stars, the location of the burst indicating the direction the aircraft should follow.

19. To require an aircraft to land, the following signals shall be used : —

(a) By day : three discharges, at intervals of ten seconds, of a projectile showing on bursting black or yellow smoke.

(b) By night; three discharges, at intervals of ten seconds, of a projectile showing on bursting red stars or lights.

In addition, when necessary to prevent the landing of aircraft other than the one ordered, a search light shall be flashed intermittently shall be directed towards the aircraft required.

20. (a) In the event of fog or mist rendering aerodromes invisible, their presence may be indicated by a balloon acting as an aerial buoy and/or other approved means.

(b) In fog, mist, falling snow or heavy rain storm, whether by day or night, an aircraft on the water shall make the following sounds signals with a sound apparatus:—

(1) If not anchored or moored, a sound at intervals of not more than two minutes, consisting of two blasts of about five seconds duration with an interval of about one second between them;

(2) If at anchor or moored, the rapid ringing of an efficient bell or going for about five seconds, at intervals of not more than one minute.

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### 3. RULES OF THE AIR.

21. Flying machines shall always give way to balloons fixed or free and to air-ships.

Air ships shall always give way to balloon, whether fixed or free.

22. An air-ship when not under its own control shall be classed as a free balloon.

23. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation appreciably change

such risk shall be deemed to exist.

24. The term "risk of collision" shall include risk of injury due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision, shall keep a safe distance, having regard to the circumstances of the case.

25. While observing the rules regarding risk of collision contained in Paragraph 24, a motor-driven aircraft must always manoeuvre according to the rules contained in the following Paragraph, as soon as it is apparent that, if it pursued its course, it would (~~be~~) at a distance of less than 200 metres from any part of another aircraft.

27. When two motor-driven aircraft are in courses which cross, the aircraft's own right side shall keep out of the way of the other.

28. An aircraft overtaking any other shall keep out of the way of the overtaken aircraft by altering its own course to the right and must not pass by diving. Every aircraft coming up with another aircraft from any direction more than 110 degrees from ahead of the latter i. e. in such a position with reference to the aircraft which it is overtaking (~~be~~) that at height it would be unable to see either of that aircraft's side-lights, shall be deemed to be an overtaking aircraft, and no subsequent alteration of the bearing between the two aircrafts shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally past and clear. As by day the overtaking aircraft can not always know with certainty whether it is forward or abaft the direction mentioned above from the other aircraft, it should, (~~be~~), assuming aircraft and keep out of the way.

29. Where by any of these rules one of the two aircrafts, is keeping out of the way, the other shall keep its

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course and speed. When, in consequence of thick weather or other causes, the aircraft having the right of way finds itself so close that collision can not be avoided by the stop of the giving-way aircraft, it shall take such action as will best aid to avert collision.

30. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case admit, avoid crossing ahead of the other.

31. In following an officially recognized air-route every aircraft, when it is safe and practicable, shall keep to the right side of such routes.

32. All aircraft on land or sea about to ascend shall not attempt to "take off" until there is no risk of collision with alighting aircraft.

33. Every aircraft in a cloud, fog, mist or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances and conditions.

34. In obeying and construing these rules deep regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

(1256)

## 5. BALLAST.

35. The drooping of ballast other than fine sand or water from aircraft in the air is prohibited.

## 6. RULES FOR AIR-TRAFFIC ON OR IN THE VICINITY OF AERODROMES.

36. At every aerodrome there shall be a flag hoisted in a prominent position which shall indicate that if an aircraft about to land or leave finds it necessary to make a circuit, or partial circuit, such circuit shall be left-handed (anticlockwise) or right-handed (clockwise) according to the colour of the flag.

A white flag shall indicate a right-handed circuit, i. e., that the flag is kept to the right side or side which carries the green light of the aircraft, and a red flag shall indicate a left-handed circuit, i. e., that the red flag is kept to the left side or side which carries the red light of the aircraft.

37. When aeroplane starts from an aerodrome it shall not turn until 500 metres distance from the nearest point of the aerodrome, and the turning then must conform with the regulation provided in the preceding Paragraph.

38. All aeroplanes flying between 500 and 1,000 metres distance from the nearest point of an aerodrome shall conform to the above mentioned circuit law, unless such aeroplanes are flying at a greater height than 2,000 metres.

39. Aerobatic landings are prohibited at aerodromes of Contracting States used for international aerial traffic. Aircraft are prohibited from engaging in aerial aerobatics within a distance of at least two thousand metres from the nearest point of such aerodromes.

(1257)

40. At every recognized aerodrome the direction of the wind shall be closed indicated by used methods, e. g., landing-tee, conical steamer, smudge-fire, etc.

41. Every aeroplane, when taking off or alighting on a recognized aerodrome used for international air-traffic shall do so up-wind, except when the natural conditions of the aerodrome do not permit.

42. In the case of aeroplanes approaching aerodromes for the purpose of landing, the aeroplanes flying at the greater height shall be responsible for avoiding the aeroplane of the lower height, and shall as regards landing, observe the rules of Paragraph 28 for passing.

43. Aeroplanes showing signals of distress shall be given free way of attempting and make a landing on a ~~(the)~~ aerodrome.

44. Every aerodrome shall be considered to consist of three zones when looking up-winds. The right-hand zone shall be the taking-off zone, and the left-hand shall be the landing zone, and between them there shall be neutral zone. An aeroplane when landing should attempt to land as near as possible to the neutral zone, but in any case on the left of aeroplanes which had already landed. After slowing up or coming to a stop at the end of its landing run, an aeroplane will immediately ~~(be)~~ the neutral zone. Similarly an aeroplane when taking-off shall keep as far as possible towards the right of the taking-off zone, but shall keep clear to the left of any aeroplanes which are taking-off or about to take-off.

45. No aeroplane shall commence to take off until the preceding aeroplane is clear of the aerodrome.

46. The above rules shall apply equally to night landing on aerodromes, when the signals shall be as follows:—

(a) A red light shall indicate a right hand circuit. (see Paragraph 36). The right-hand zone will be marked

by white lights placed in the position of the “L” and the left-hand zones will be similarly marked. The “L’s” shall be back to back, that is to say, the long sides of the “L’s” will indicate the borders of the neutral zone, the direction of landing shall invariably be along the long arm of the “L” and towards the short arm. The lights of the “L’s” should be so placed that the lights indicating the top extremity of the long arm shall be the nearest point on the aerodrome upon which an aeroplane can safely touch ground. The light indicating the short arm of the “L” should indicate the limit of safe landing ground for the aeroplanes, that is, that the aeroplane should not overrun the short arm. (see diagram a.)

(b) Where it is desired to save lights and personnel the following system may be used:—

Two lights shall be placed on the inward side of the aerodrome to mark the limits of the neutral zone mentioned in Paragraph 44, the line joining the lights being at right angles to the direction of the wind. Two more lights shall be placed as follows:

One on the leeward side of the aerodrome on the line drawn parallel to the direction of the wind and passing midway between the two lights on the windward side, to show the extent of the aerodrome and the direction of the wind, and the other shall be placed midway between the two lights marking the limits of the neutral zone (see diagram b.) Additional lights may be symmetrically put along the boundary lines of the neutral zone, and on the ends of the taking off and landing zone on the line through the three lights on the windward side.

47. No fixed balloon, kite, armoured air-ship shall be elevated in the vicinity of any aerodrome without a special authorisation, except in the cases provided for in Paragraph 20.

48. Suitable markings shall be placed on all fixed obstacles dangerous to flying within a zone of 500 metres of

all aerodromes.

## 7. GENERAL.

49. Every aircraft manoeuvring under its own power on the water shall conform to the Regulations for Preventing Collisions at Sea, and for the purposes of these regulations shall be deemed to be a steam vessel, but shall carry the lights specified in the preceding rules, and not those specified for steam vessels in the Regulations for Preventing Collisions at Sea, and shall not use, except as specified in Paragraphs 17 and 20 above, or be deemed to hear the sound signals specified in the above mentioned Regulations.

50. Nothing in these rules shall exonerate any aircraft, or the owner, pilot or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper log-book, or of the neglect of any precaution which may be required by the ordinary practice of the air, or by the special circumstances of the case.

51. Nothing in these rules shall interfere with the operation of any special rule or rules duly made and published relative to navigation of aircraft in the immediate vicinity of any aerodrome on other place, and it shall be obligatory on all owners, pilot, or crews of aircraft to obey such rules.

## ANNEX E.

### MINIMUM QUALIFICATIONS NECESSARY FOR OBTAINING CERTIFICATES AS PILOTS AND NAVIGATORS.

#### 1. Certificates for pilots of flying machines.

(A) Private pilots flying certificate (not valid for purposes of public transport.)

(1) Practical tests:

In each practical test the candidate must be alone in the flying machine

(a) Test for altitude and gliding flight. A flight without landing during which the pilot shall remain for at least one hour at a minimum altitude of 2,000 metres above the point of departure. The descent shall finish with a guide, the engine put off at 1,000 metres above the landing ground. The landing shall be made without restarting the engine and within 150 metres or less of a point fixed beforehand by the official examiners of the test.

(b) Tests of skill. A flight without landing around two posts (or buoys) situated 500 metres apart making a series of five figure-of-eight turns, each turn reaching one of the two posts (or buoys). This flight shall be made at an altitude of not more than 200 metres above the ground (or water) without touching the ground (or water). The landing shall be effected by:

(i) Finally shutting off the engine or engines at latest when the aircraft touches the ground (or water).

(ii) Finally stopping the flying machine within a distance of 50 metres from a point fixed by the candidate before starting.

(2) Special requirements:

Knowledge of rules as to lights and signals, and rules of the air. Right for traffic on and in the vicinity of aerodromes, a practical knowledge of international air legislation.

(B) Pilot's flying certificate for flying machines for purposes of public transport.

(i) Practical tests.

In each practical test the candidate must be alone in the flying machine.

(a) The tests for altitude and gliding flight and for skill are the same as those required for a private pilot's flying certificate. Candidates already in possession of latter certificate are not required to pass these tests again.

(b) Test of endurance consisting country or over sea flight of at least 300 kilometres, after which the final landing shall be made at this flight in the same flying machine within eight hours. It shall include two obligatory landings (during which the machine must come to rest), which shall not be at the point of departure, and which shall be fixed by the judges.

At the point of departure, the candidate shall be informed of his course and furnished with the appropriate map.

The judges will decide whether the course has been correctly followed.

(c) Night flight. A thirty minute's flight between two hours after sunset and two hours before sunrise, at a height of at least 500 metres.

#### (c) Technical examination.

After satisfactory practice candidates will, when summoned, submit themselves to examination on——.

##### (a) Flying machines.

The practical (?) knowledge of the resistance of the air as concerns its effects on wings and tail plane, rudders, elevators, and propellers, functions of the different parts of the machine and of their controls.

Assembling of flying machines and their different parts.

#### Practical rigging.

##### (b) Engines.

General knowledge of internal condition of engine, including functions of the various parts, general knowledge of the construction, assembling, (脱) ment and characteristics of aero-engines.

Causes of the faulty of engines and of break do vru.

Practical tests in running repairs.

##### (c) Special requirements.

Knowledge of rules as to lights and signals and rules of the air, and rules for air traffic on and in the vicinity of aerodromes.

Practical knowledge of the special conditions of air traffic and international air legislation.

(脱) location of positions, elementary meteorology.

#### Remarks.

The practical tests shall be carried out within a maximum period of a month.

They may be carried out in any order, and each may be attempted twice. They shall witnessed by properly accredited examiners, who will forward the official reports(?) to the proper authorities.

The official reports will give the different incidents especially those of landings. The candidates shall furnish before each test (脱) shall be carried on all practical tests, signed by the examiner (脱) to their report. Pilots who hold the military pilot's certificate shall be entitled to the private pilot's flying certificate, but in order to obtain the pilot's flying certificate for purposes of public transport it will be necessary to pass the technical conditions

for navigation as required by (B) (2) (c).

2.

CERTIFICATE FOR PILOTS OF BALLOONS.

1. Practical tests.

The candidate must have completed the following certified ascents:—

- (1) by day, 3 ascents under instruction
  - 1 ascent in control under supervision
  - 1 ascent alone in the balloon,
- (2) by night,
  - 1 ascent alone in the balloon.

Each ascent shall be of at least 2 hours' duration.

2. Theoretical tests,—

Elementary aerostatics and meteorology.

3. Special requirements,—

General knowledge of a balloon and its accessories, inflation, *rigging*, management of an ascent instruments, precautions against cold and high altitudes. Knowledge of rules as to lights (?) and signals and rules of the air, rules for air-traffic on and in the vicinity of aerodromes. Practical knowledge of international air legislation. Map-reading and orientation.

3.

CERTIFICATE FOR AIR-SHIP OFFICER PILOTS.

Every air-ship officer pilot shall have qualified (B) as pilot of free balloon.

There be 3 classes of air-ship officer pilots.

The holder (?) of a first-class certificate is qualified to command an air-ship.

The holder of a second-class certificate is qualified to command air-ship under 20 thousand cubic metres capacity.

The holder of a third-class (a) six thousand cubic metres capacity.

All military and naval air-ship officer pilots are entitled to a third-class certificate.

(b) Who have commanded over 6 thousand cubic metres capacity are entitled to a first-class certificate.

Qualifications for third-class certificate.

Practical tests.

(a) twenty certified flights (these of which shall be night) in an air-ship, each flight being of at least one hour's duration. In at least four of these flights the candidate must have handled the air-ships himself, under the supervision of the commanding officer of the air-ship including ascent and landing.

(b) One cross-country flight on a pre-determined course of at least 100 kilometres, terminating with a night landing, and made with a duly authorized inspect or on board.

Theoretical examination.

Aerostatics and meteorology. (Density of gases, law of Mariotte and of Gay, barometric pressure, archimedes

principles of movement of gases, interpretation and use of meteorological information and of weather charts).

Physical and chemical properties of light gases and of materials used in the construction of air-ships.

General theory of air-ship.

Dynamic properties of moving bodies in air.

General knowledge, elementary knowledge of internal combustion engines.

Elementary navigation, use of compass, location of position.

Inflation, stoppage, rigging, handling, controls and instruments.

Qualification for Second Class Certificate.

Practical Tests.

To be eligible for a second class certificate (貳) must be holder of a third class certificate and have at least four months' service as a third class officer on an air-ship, and also have completed at least ten flights as third class officer on an air-ship of capacity above 6,000 cubic metres, in which he has handled the air-ship himself including ascent and landing, under the supervision of the commanding officer of the air-ship.

Theoretical examination, advanced knowledge of the subjects required for the third class certificate.

Qualifications for first class certificate.

Practical Tests.

To be eligible for a first class certificate a candidate must be holder of a second class certificate, have at least 2 months' active service as a second class officer on air-ship, and also have completed at least 5 flights as second class officer on an air-ship of capacity above 20,000 cubic metres, in which he has handled the air-ship himself, including

ascent and landing, under the supervision of the commanding officer of the air-ship. Each flight must be at least of one hour's duration with a minimum of 15 hours for the 5 flights.

Theoretical Examination, as required for a second class certificate.

4.

#### CERTIFICATE FOR NAVIGATORS.

Aircraft used for public transport carrying more than ten passengers and having to make a continuous flight between 2 points more than 50 kilometres apart overland, or a night flight, or a flight between two points more than 200 kilometres apart oversea, must have on board a navigator who has been granted a certificate as such after passing a theoretical and practical examination in the following:—

1. Practical astronomy.

True and apparent movements of the celestial bodies,

Different aspects of the celestial sphere,

Hour angles, mean, true and astronomical time,

Shape and time,

Shape and dimensions of the earth,

Star globes and maps,

Method of determining latitude and longitude,

Time and azimuth.

2. Navigation.

Maps and charts how to read them compass, magnetic meridian,  
 Courses, bearings and their corrections,  
 Compensation of compasses (technical and practical),  
 Calculations of Azimuth,  
 Flight by dead reckoning, measure of the relative speed, drift, traverse-table,  
 Chronometer,  
 Chronometer rate,  
 Comparisons,  
 Sextants, adjustments,  
 Nautical almanac,  
 Determination of positions by means of bearing and altitude of stars,  
 Knowledge of great circle navigational instruments.  
 3. General knowledge, of international rules for air and maritime navigation,  
 International air legislation,  
 Practical knowledge, of meteorology and of weather charts.

5.

#### MEDICAL CERTIFICATES.

##### International Medical Requirement for Air Navigation.

1. Every candidate before obtaining a licence as a pilot, navigator or engineer of aircraft engaged in public

transport will present himself for examination by specially qualified medical men (*flight surgeons*), appointed by or acting under the authority of the Contracting State.

2. Medical examination, both for the selection and the maintenance of efficiency, shall be based upon the following requirements of mental and physical fitness:—

- (a) Good family and personal history, with particular reference to nervous stability.
- (b) Absence of any mental, moral or physical defect which will interfere with flying efficiency.
- (c) The minimum age for pilots and navigators engaged in public transport shall be nineteen (19) years
- (c) General surgical examination. The aeronaut must neither suffer from any wound, injury or ~~(ill)~~ nor possess any abnormality, congenital or otherwise, which will interfere with the efficient and safe handling of aircraft.
- (d) General medical examination. The aeronaut must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lungs, kidneys and nervous system capable of withstanding the effects of altitude and also the effects of prolonged flight.

##### (e) Eye examination.

The aeronaut must possess a degree of visual acuity compatible with the efficient performance of his duties. No pilot or navigator shall have more than two (2) dioptres of latent hypermetropia; muscle balance must be good and commensurate with pure fraction. He must have a good field of vision in each eye and must possess normal colour perception.

##### (f) Ear examination.

The middle ear must be healthy. The aeronaut must possess a degree of auditory acuity compatible with the

efficient performance of his duties.

(g) The vestibular mechanism must be intact and neither unduly hypersensitive or hyposensitive.  
 (h) Nose and throat examination. "The aeronaut must possess free nasal air entry on either side and not suffer from serious acute or chronic affections of the upper respiratory tract.

3. Each Contracting State shall for the present fix its own methods of examination until the detail of texts and the normal standard of requirements have been finally settled by the authorized medical representatives of the International Commission for Air Navigation.

4. The successful candidate will receive a medical certificate of acceptance, which must be produced before the license can be issued.

5. In order to ensure the maintenance of efficiency, every aeronaut shall be re-examined periodically, at least every six months, and the (附) shall be attached to his original record. In case of illness or accidentals, an aeronaut shall be re-examined and pronounced fit before resuming air duties. The detail result of each re-examination shall be recorded on the aeronaut's flying certificate.

6. No aeronaut, who, before the date of the present convention, has given proof of his flying ability, so long as he retains such ability be necessarily disqualified because (附) fulfilment of all of the above requirements.

7. Each Contracting State may raise the conditions set forth above, as it deems fit, but these normal requirements shall be maintained in (附) .....tionally.

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## ANNEX F

### INTERNATIONAL AERONAUTICAL MAPS AND GROUND MARKINGS.

International maps shall be made and ground marks established in accordance with the following general principles :—

#### I. Maps.

(1) Two types of aeronautical maps shall be used. They are hereafter mentioned as general maps and local maps.

(2) The index scheme for the "International 1 : 1,000,000 scale map" by the official International Congress convened for the purpose in London in 1909 and in Paris in 1913.

Note:—Extract from the resolutions adopted by the Conference at London and Paris.

The sheets of the international 1 : one million scale map shall include 6 degrees of longitude and four degrees of latitudes of the sheets shall be at successive intervals, parallels, from Greenwich, of 6 degrees; and the limiting parallels, reckoning from the Equator, shall be at successive intervals of degrees.

The longitudinal sectors from longitude 180 degrees E. or W. of Greenwich, are given numbers from 1 to 60, increasing in a easterly direction.

The 22 zones, of four degrees in depth, extending from the Equator on each side to 88 degrees latitude, are

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given letters from A to V.

The polar areas, extending for 2 degrees, are lettered Z.

In the northern hemisphere, each sheet shall bear a descriptive symbol composed of the letter N—followed by the zone letter and sector number corresponding to its position, that : N. K.—12.

In the northern hemisphere, the letter S shall replace the letter N. Example : S. L.—”

(3) The letter shall be used at the standard of measurement for lengths, distances, heights and depths, reserving for each nation the right to add figures expressing these quantities in its own units.

(4) The colours, symbols and arrangements for production adopted for the international 1: one million scale map shall be used as far as practicable on the aeronautical maps.

(5) The general maps shall be drawn on Mercator's projection and shall be to a scale of one degree of longitude (度) three centimetres. The general maps shall have marked on them in fine lines the meridians and parallels of each degree and the meridians and parallels limiting the unit section of the 1:1,000,000 map shall be accentuated. The same designation of unit sections shall be used as for the 1:1,000,000 map.

(6) Each general (Mercator) map shall bear the French heading Carte Générale à Aéronautique Internationale (see the conventional sign plate figure 1), and under it a translation of the heading in the language of the country publishing map. It shall also bear an appropriate geographical name.

Each sheet shall show at least following :

principal physical features and geographical names of wireless stations, marine light-houses (height and range at sea level, colour and character of the light), of national frontiers, prohibited areas, principal air routes, lines, (度)

magnetic variation, south Polar distance, latitude, old and new notation of longitude (see Paragraph 4) with an out or margin containing letters and numbers referring to the index of the 1 : one million map, legend of symbols in English or French and in the language of the country publishing the map, publisher's name and date of publication and of successive edition.

(7) The local maps shall be drawn upon a scale of one million.

Note:— All local aeronautical maps of sparsely inhabited countries, the scale of 1:500,000 or 1:1,000,000 as appropriate, may be used.

In addition to the customary latitude and longitude notations, the local aeronautical maps shall bear numbers enclosed in rectangles, corresponding to a new system of co-ordinate reckoning based on the ante-meridian of Greenwich and the South Pole. The new grid reckoning, with regard to latitude, shall commence with the South Pole as zero and increase northward by degrees and minutes to 180 degrees at the North Pole, and with regard to longitude shall commence with the ante-meridian of Greenwich as zero and run eastward by degrees and minutes to 60 degrees.

(8) Each unit sheet of the local aeronautical maps shall have the French heading Carte Normale Aéronautique Internationale (see the conventional sign plate figure 2) and under it a translation of this heading in the language of the country publishing the map. It shall comprise one degree of latitude and one degree of longitude and shall be designated by locality name and by the new co-ordinates (described in Paragraph 7) of the south-west corner of the sheet, the unit digits being accentuated.

In these designating co-ordinates, the figures referring to the South Polar distance shall invariably be written first. Examples : the sheet whose southern boundary is 49 degrees N. (i. e. 139 degrees South Polar distance) and

western boundary 2 degrees E. (i. e. 182 degrees from the anti-meridian of Greenwich) will be numbered 133-182.

On the sheet whose southern boundary is 36 degrees (i. e. 54 degrees South Polar distance) and western boundary 7 degrees W. (i. e. 173 degrees from the meridian of Greenwich) will be numbered 54-173.

(9) The local aeronautical unit sheets shall, as far as the data is known, ~~(be)~~ the following:—

(a) Within the limiting Meridians and Parallels.—Twenty-minute projection grid; roads divided into two classes according to their relative visibility from the air; railways of all kinds in outline and the plan of the principal public roads crossing them (villages similarly if practicable, otherwise their position indicated); principal features of the surface water system; woodlands and other areas suitable for landing, aerodromes, hangars for air-ships, plants for balloon inflation, permanent landing places on ground and water, aeronautical ground-marks of beacons and fixed navigational lights, marine light-houses (height, range at sea-level, colour and character of the light), wireless station, meteorological stations, overhead electric power lines, remarkable objects; national frontiers; the frontier crossings for customs purposes prescribed by Annex 3 H (Article 2); prohibited areas; principal air routes; names of important bodies of water; towns, and important villages; the topographical relief by shading(?) and figures indicating heights, the most important of which to be surrounded by an oval ring as (712)

(b) Outside of the limiting Meridians and Parallels.—A title, consisting the name designating the locality and the index-numbers of the sheet, a border scale graduated to minutes; the names of the neighbouring sheets; latitude, South Polar distance, old and new notation of longitude (see Paragraph 7); scale of kilometres; legend of symbols in English or French and in the language of the country publishing the map; magnetic variation diagram; key-map showing abridged numbers of the sheet concerned and the light surrounding sheets; frontiers and the names of the

countries; parts of which are embraced by the key-map; publisher's name and date of publication.

(10) The forms of the general and local maps, titles, marginal notations, diagrams, and legends, shall be as shown by the accompanying illustrations.

(11) The general and local aeronautical maps and guide-books of the areas traversed by the most important routes which may be established by international agreement shall be prepared first.

Note:—On account of the inadequacy of the usual methods of topographic mapping for making aeronautical maps, it is strongly recommended that steps be taken to survey from air the areas along the most important international routes. Such surveys would furnish indispensable information regarding the features necessary to be shown on the maps the aviator is to use.

## II. Universal system of ground-marks.

1. All ground-marks shall conform with scheme of numbering adopted for the unit sheets of the local international aeronautical maps. For that purpose each mark shall show (see the diagrams):—

- (a) the abridged number which designates the sheet within which it lies;
- (b) An open rectangle, whose short sides shall be oriented north and south; the frames shall be open towards the opposite half of the unit sheet;
- (c) A dot indicating the approximate position of the mark on the north or south half of the corresponding unit sheet.

The numbers shall be placed close to the frame at the top, bottom of sides, but not inside. Where marks are placed so close to each other as to admit of possible confusion, the round dot may be replaced by a square, triangle or

or star-shaped dot.

It is recommended that the minimum dimensions of the marks be those indicated in the sketches.

(2) Note:—Steps to establish suitable marks for landing at night shall be eventually taken, in accordance with the decision of the International Commission for Air Navigation.

#### ANNEX G.

##### COLLECTION AND DISSEMINATION FOR METEOROLOGICAL INFORMATION.

I. Nature and object of meteorological information to be furnished by contrasting states.

(A) "Statistical" is required for the purpose of indicating the degree of safety and convenience of different types of air-craft. It consists of

- a) analysis of past meteorological records;
- b) summaries of current observations.

(B) "Current" is required for the purpose of:—

- a) keeping a current record on the weather;
- b) making forecasts. It consists of:—
  - α the results of daily observations;
  - β lists of active stations at which these observations are taken.

(C) "Forecasts" are for the purpose of telling all concerned when and where flying is possible and the best conditions for the same.

They are statements of conditions anticipated:—

- a) "Short period" during the next three or four hours;
- b) "Normal" during the next 20 to 30 hours;
- c) "Long period" during the next two or three days;
- d) "(長)" for particular region or route during these hours.

11. Methods and times of furnishing the different types of information;

(A) "Statistical" is furnished by central meteorological offices for general information;

a) analysis and summaries of past records—by the publication of special hand-books giving averages, frequencies and extremes of the municipal meteorological elements, together with charts and diagrams; prominence to be given to meteorological conditions of areas as known to have special meteorological peculiarities;

b) summaries of current observations by the monthly publication of the information obtained each month.

(B) "Current" is furnished by meteorological offices.

to meteorological offices.

a) results of daily observations—telegraphically by:

- α regular reports at fixed hours (see appendix 1) and
- β by special reports at intermediate times when requested (see appendix 2)

b) lists of stations whenever necessary to keep other countries informed where observations are being taken, giving also local and telegraphical detail of varying weather conditions at or in station.

c) "forecasted" are furnished by meteorological offices for general information by public press, telegraphically

to other countries if required, or any other best means to bring them to the notice of those requiring them (see appendix 3)

## (ハ) 國際勞動大會

### ○六月二十八日及二十九日ノ國際勞動大會第二回準備委員會

議事ノ大要左ノ通

- 第一、西班牙ノ參加ニ付テハ英米日ノ三國委員ハ反對ニテ結局參加ヲ許サ、ルコト、ナリタリ
- 第二、總會規則及國際勞動局ノ組織ニ付テハ多少ノ修正ノ上可決シタリ
- 第三、豫算、主要工業國八箇國及華盛頓會議ノ書記局ノ構成法等ニ付テハ未タ決定スル所ナク次回委員會ニテ決定スルコト、ナリタリ

尙米國委員ハ大會開催ニ關シ本國政府ト詳細打合ヲ爲ヘ爲ニ十八日本國ニ歸リ七月末迄ニ再ヒ歐洲ニ來ル等ナルカ同氏ノ歸來ヲ待ツ都合上七月十五日ヨリ開催ノ筈ナリシ次回準備會ハ七月三十一日ヨリ倫敦ニテ開催スルコトニ變更シタリ次ニ主要工業國八箇國ノ決定ニ關シテハ米英佛伊及獨逸ハ其ノ内ニ安全ニ入ルヘク白耳義モ概ネ安全ナリ而テ加奈陀「チエツク、スロヴァツク」瑞西及日本ハ目上競争ノ地位ニアリテ次回ノ會議ニ於テ定マル筈ナリ

## (三) 新興國ニ關スル特別委員會

### ○特別委員會設置ノ經過

五月一日朝英佛米三國首領會議ニ於テ平和條約ニ依リ新設セラルヘキ新國家ニ對シ主トシテ其ノ國籍問題及其ノ國內ニ於

ケル人種宗教言語上少數民族保護ニ關スル問題並新國家ニ課スヘキ經濟條項考查ノ爲特別委員會ヲ設クヘキコトヲ議シ五月三日英佛米三國代表者ヨリ成ル第一回會議ヲ米國大統領邸ニ開キタルカ五月拾二日ノ第六回會議ヨリ伊太利ノ委員、五月三十一日ノ第四回會議ヨリ日本委員トシテ安達公使之ニ參加シ前記諸問題ニ關シ聯合五大國ヲ一方ノ相手方トシ波蘭「チエツク、スロヴァキア」ニ「ユーゴト、スラヴアキア」及希臘等ヲ他方ノ相手方トスル各別個ノ條約案ニ付目下審議中ナリ當初本條約ハ獨逸ニ對スル平和條項中ニ插入スヘシトノ議モアリタル處本條約中特ニ經濟條項ハ極メテ廣汎複雜ニシテ對獨逸約手交當時迄審議結了ノ見込ナカリシヲ以テ獨逸ニ對スル條約中ニハ單ニ其ノ第八六條及第九三條ニ於テ「チエツク、スロヴァツク」及波蘭ニ關シ又埃地利ニ對シテハ第三編第三款第六條ニ於テ「チエツク、スロヴァツク」ニ關シ概括的規定ヲ設ケテ本件ニ付獨逸及埃地利ヲ拘束スルト共ニ新國家ニ對シテハ各別ノ條約ヲ設ケ對獨平和條約ト同時ニ調印スルコトトナリタリ而シテ今日迄新國家委員會ニ於テ略々討議ヲ了シタルハ國籍問題及少數國民保護ノ問題ニ關スル對波蘭「チエツク、スロヴァツク」及對羅馬尼ノ條約案並大體ニ於テ各國ニ通スル經濟條項ナルカ前者ニ付テハ波蘭ニ對スルモノヲ大體ノ骨子トシ多少ノ修正ヲ加ヘテ他ノ總テノ新國ニ對スルモノヲ定ムトスル方針ニシテ其ノ内容ハ國籍決定ノ標準ハ(不明)及其ノ效力並國內少數團體(主トシテ「ユダヤ」人)ニ對シ言語宗教就學上各種ノ保障ヲ定ムルモノニシテ本條約規定ノ事項ハ國際聯盟ニ依リ監視サルルコトトナルヘシ條約文ハ未タ確定セス

## (ホ) 殖民地委任統治ニ關スル委員會 (附 委任統治案)

### 一、委員會設立ニ至ル經過

國際聯盟規約第二十二條委任統治ニ關スル委任規定ノ形式ニ就キテハ成ルヘク「ウヰルソン」大統領及「ロイド、ジョージ」氏ノ歸國前確定シ置クヘキ旨豫テ話シ合ノ次第アリ英國殖民大臣「ミルナー」卿ニ於テ委任規定ノ模範「モデル」トナルヘキ

案文ヲ作製シ「ミルナー」卿ハ聯盟規約第二十二條第四項第五項及第六項ニ豫見セル三種ノ場合ヲ甲、乙、丙ニ別チ甲即チ第四項ニ就テハ各場合ニ從ヒ夫々事情ヲ異ニスルヲ以テ一定ノ「モデル」ヲ作製スルコト能ハストシテ案文ヲ作製セス乙則チ第五項及丙即チ第六項ニ適用スヘキ案文ノミヲ作製セリ。居リタル處六月二十三日ノ首相會議ニ於テ之カ爲ニ一ノ委員會ヲ設クルコトトナリ委員トシテ

米 國 「ハウス」大佐  
英 國 「ミルナー」卿  
佛 國 「シモン」殖民大臣)  
日 本 珍田委員

ヲ任命セリ

一、「ミルナー」卿ノ作製セル乙及丙ノ兩案左ノ如シ

(1280)

MANDATE. (乙案)  
(Class B.)

1. Germany having renounced all rights over X (here insert the description of the Mandate Territory) the Allied and Associated Powers hereby confer upon Y (here insert the name of the Mandatory Power) a mandate to govern this territory.

Y hereinafter referred to as the Mandatory Power shall have full rights of administration and legislation.

2. The Mandatory Power hereby accepts the mandate thus conferred upon it, and undertakes to

execute the same in accordance with the following provisions. The Mandatory Power shall be responsible for the peace, order and good government of X hereinafter referred to as the territory, and undertakes to do everything possible to promote the moral and material welfare and progress of the inhabitants.

3. The Mandatory Power undertakes to eliminate all forms of the slave trade and to prohibit forced labour. The traffic in arms and ammunition within the territory shall be controlled in accordance with the General Convention entered into by the Allied and Associated Powers on this subject. The supply of spirituous liquors to natives shall be prohibited, and the trade in such liquors throughout the territory shall be kept under effective control.

4. No native armed forces shall be organized except such as are necessary for the preservation of order and then only upon a voluntary basis. No military or naval works or bases shall be erected or maintained except for the defence of the territory.

5. Subjects or citizens of all States, Members of the League of Nations shall be entitled on an equal footing to enter into, travel or reside in the territory, and to carry on their trade, establish factories, carry on industries, or exercise their professions or occupations, and to buy or sell goods or hold or transmit property of every description, subject only to the requirements of public order and compliance with the local law.

The rights conferred by this Article extend equally to companies and associations organized in accordance with the law of any of the States, Members of the League of Nations.

6. The Mandatory Power undertakes to maintain throughout the territory, subject only to any necessary limitation in the interest of public order or morals, complete freedom of conscience and religious toleration together with the free and open exercise of all forms of worship. Missionaries shall have full rights to enter

into, travel and reside in the territory with a view to prosecuting their calling, and shall be entitled on behalf of the missionary or educational institutions with which they are connected to buy and hold property of every description and to erect buildings for missionary or educational purposes, and to maintain schools and institutions in connection with their work without distinction on creed, but the Mandatory Power will retain full right to exercise such control as may be necessary in the interests of peace, order and good government.

# MANDATE. (丙案)

## (Class C.)

1. Germany having renounced all rights over X the Allied and Associated Powers hereby confer upon Y the mandate to govern X in accordance with the following provisions:

2. Y shall full rights of administration and legislation over X as an integral portion of Y and may apply the laws of Y to X subject to such local modifications as circumstances may require.

3. Y hereinafter referred to as the Mandatory Power, accepts the mandate to govern X, hereinafter referred to as the territory, as a trustee for the well-being and development of its inhabitants. The Mandatory Power undertakes that the slave trade and forced labour shall be prohibited, the traffic in arms and ammunition shall be controlled in accordance with the general convention entered into by the Allied and Associated Powers on this subject. The sale of liquor to the natives of the territory shall be prohibited, and no military training shall be imposed upon the natives otherwise than for the defence of the right. Furthermore no Powers shall be allowed to establish military or naval bases or erect fortifications in the territory.

4. The expense of the administration of the territory, if the revenue obtained from sources is in sufficient

shall be defrayed by the Mandatory Power.

5. The Mandatory Power shall make an annual report to the Council of the League of Nations, containing full information with regard to the territory and indicating the measures taken to carry out the obligations assumed under Article 3, and the extent to which the well-being and development of the inhabitants is progressing.

7. The commerce and navigation of all States Members of the League of Nations while engaged in lawful enterprises shall enjoy equal treatment in the territory. No attempt shall be made by the Mandatory Power to obtain for the commerce or navigation of its own nationals treatment more favourable than that which it accorded to the commerce and navigation of other States Members of the League. Customs duties shall be levied equally on the importation of goods, the produce or manufacture of any State, a Member of the League and export duties shall also be levied equally on goods exported to any State, a Member of the League. Nothing in this Article however shall preclude the formation of a Customs Union between the territory and any contiguous territories administered by the Mandatory Power.

8. The Mandatory Power will adhere in respect of this territory to the Air Convention, and to the Conventions for Control of the Arms Traffic, for equality of trade conditions and for freedom of inland transit.

9. The Mandatory Power undertakes to co-operate in the execution of any common policy adopted by the League of Nations for preventing and combating disease, including disease of plants and animals.

## 10. (附)

11. In the framing of any laws relating to the holding or transfer of land within the territory the laws and customs (附) of the territory and of the (附) taken to give effect to the provisions of the mandate. This report shall include such information as to the local revenues and expenditures and as to the customs tariffs in force in the territory in the year under review.

Copies of any legislation passed during the year directly affecting the welfare of the natives shall be communicated to the League, together with full particular of all concessions for mining, ranching or other purposes involving grants of rights over land.

12. The expenses of the administration of the territory, if the revenue obtained from local sources is insufficient, shall be defrayed by the Mandatory Power.

13. The native inhabitants of the territory shall be entitled to the diplomatic protection of the Mandatory Power when in foreign countries.

# 一 六月二十八日ノ委員會

右委員會ハ倫敦ニ於テ開會スルコトニ決シタルモ其ノ豫備會議トシテ六月二十八日午前巴里殖民省ニ於テ第一回會議ヲ催フシ「ミルナー」卿「シモン」、珍田委員出席米伊兩國ヨリハ代理者出席セリ

當日ハ事實上「ミルナー」卿主宰ノ下ニ先ツ同卿提案中丙案ノ規定ニ就キ討議シタリ其ノ要點左ノ如シ

(一) 第三項 強制労働 forced labour ニ就キ右ハ如何ナル意味ヲ爲スルモノナリヤ明瞭ニシ置ク必要アリ例之道路橋梁ノ築造ノ如キ公共ノ目的ヲ以テ土人ヲ強制的ニ使役セザルヘカラサルコトアルヘク其ノ際賃銀ヲ支拂フモ土人カ尙勞役ヲ拒ム場合ニハ彼等ノ利益ノ爲強制スル必要アル旨ヲ注意シタル結果

委任統治國ハ奴隸賣買ヲ禁止シ且公共事業又ハ勞務ニ必要缺クヘカラサル場合ニ於テ適當ノ報酬ヲ與フル場合ノ外勞働者ノ強制的ニ使役ヲ許サルコトヲ約ス

The Mandatory Power undertakes that the slave trade shall be prohibited and that no forced labour shall be permitted except for essential public works and services, and only for adequate remuneration

ノ句ニ改ムルコトナレリ

(二) 武器賣買ノ件ニ就キ米國側ヨリ南洋諸島ノ如キハ武器賣買ニ關スル一般條約ノ適用ヲ受クヘキヤ否ヤ不明ナルニ就キ

本問題ニ關シ同盟及聯合國間ニ締約セラルヘキ一般條約中阿弗利加ニ適用セラル可キ原則ニ從ヒ

In accordance with the principles to be applied to Africa in the General Convention entered into by the Allied and Associated Powers on this subject.

ト修正セムコトヲ提議シ可決シタリ

(三) 「アルコール」賣買ノ件ニ就キ「ミルナー」卿ヨリ賣捌 sale ヲ供給 supply ト改ムルコトヲ提議シ可決セリ珍田委員ヨリ土人ニ依リ自ラ釀造スルモノヲモ禁止スル趣旨ナリヤト質問セルニ對シ「ミルナー」卿ヨリ右ハ禁止中ニ包含セラレサル旨ヲ答ヘタリ尙酒類 liquor ノ文字ノ意義不明ナルヲ以テ

當該地域ノ土民ニ對シ酩酊セシムルカ如キ酒類及飲料ヲ供給スル事ヲ禁ス

the supply of intoxicating spirits and beverages to natives of the territory shall be prohibited ト改ムルコトナレリ

(五) 陸海軍根據地 military and naval bases ニ就キ珍田委員ヨリ乙案ノ規定中ニハ當該地域ノ防護ノ爲ニアラスムハ Except for the defence of the territory ノ文字アルニ丙案ノ規定中ニハ之レナキニ付後者ニモ同一ノ字句ヲ挿入セムコトヲ提議セリ右ニ對シ英佛側ヨリ乙ノ場合ト丙ノ場合トノ間ニハ自ラ差異アリ阿弗利加ノ如キ廣大ナル土地ニハ多少ノ要塞ヲ設クル必要アルモ南洋諸島ノ如キハ然ラスト述ヘ種々討議ノ後結局「ミルナー」卿ハ寧ロ乙ヨリモ右ノ文字ヲ削除スル方然ルヘシト述ヘタリ依テ珍田委員ハ乙ニ右ノ文字ヲ殘シ置ク場合ニハ丙ニモ之ヲ加フルコトヲ條件トシテ原案ニ對シ假ノ同意ヲ與ヘタリ

終リニ「シモン」氏ノ提議ニ依リ軍事ニ關スル規定ハ第三條ヨリ削除シテ獨立ノ條項トナスコトナリ左ノ通決セリ

國內警察及當該地域ノ地方的防衛以外ノ目的ノ爲土民ニ軍隊の教練ヲ與フルコトヲ禁ズ尙又該地域内ニ陸軍又ハ海軍

ノ根據地ヲ設ケ又ハ砲臺ヲ築造スヘカラス

4. The military training of the natives, otherwise than for purposes of internal police and local defence of the territory shall be prohibited. Furthermore military and naval bases shall be established or fortifications shall be erected in the territory.

(六) 珍田委員ヨリ乙ノ規定第五條ニハ聯盟加入國ノ人民ニ對シテハ入國及居住ニ付均等待遇ヲ與フヘキ旨規定シアルモ丙ノ規定中ニハ同様ノ文句ナシ元來委任統治ヲ受クヘキ國ニ於テハ門戶開放主義ヲ實行スヘキハ聯盟規定ノ本旨ナルニ鑑ミ丙ノ規定中ニモ國一ノ條項ヲ加フルコト當然ナル旨ヲ述ヘタルニ對シ

「ミルナー」卿ハ丙ノ場合ハ乙ノ場合ト異ナリ統治セラルル國ハ統治スル國ト一體ヲ爲スカ故ニ兩者ノ間ニ差異アルナリト答ヘタルカ此ノ點ニ關シテハ少カラス議論出テ容易ニ纏ラス當日ハ「ヴェルサイユ」出張ノ都合等モアリ旁々未決ノ儘後日ノ討議ニ讓ルルコトナレリ

第二回ノ會合ハ六月三十日當地ニ於テ開會ノ等ナリシモ「ミルナー」卿急ニ歸英ノ爲延期シ多分七月七日倫敦ニ於テ開催ノコトナルヘシ

## (一) 波羅的委員會

### ○六月十日ノ波羅的委員會第六回會議

左ノ諸事項ヲ決議ス

(一) 波羅的地方ノ獨逸官憲カ事實上同地方ノ内政ニ干涉シ「クウデター」ヲ助成シ地方軍隊ノ編成ヲ妨害シ甚シキニ至リテハ最近「エストニア」軍隊ヲ攻撃シタル等ノ情報ニ鑑ミ波羅的地方ハ勿論「リチュニア」ヨリモ直ニ獨逸軍隊ヲ全部撤退セシムルノ必要アル旨ノ意見書ヲ本會議ニ提出スルニ決ス

(二) 「コルチャツク」政府承認問題ニ關聯シ最近「コルチャツク」ト講和會議ノ間ニ往復シタル文書ノ結果當委員會ノ波羅的地方ニ對スル國家的位置ニ關シ變化ヲ來サルヘキカト伊國委員ヨリ委員會ノ注意ヲ喚起シ

帝國委員ニ於テモ伊國委員ト同意見ニシテ右往復文ニ據レハ波羅的地方ノ問題ハ先ツ以テ將來ノ露國政府ト同地方ノ協定ニ委スルコトトナリ居レル以上委員會ハ同地方ノ地位「ステータス」ヲ研究立案スルハ如何ノモノニヤ疑ヲ懷クモ波羅的地方ニ對スル態度ハ「コルチャツク」政府承認ノ前後ニ依リテ異ラサルハ勿論若露國政府承認トモナラハ却テ雙方ニ對シ公然ノ關係ヲ開始シ得ルノ便宜アリト思考ス吾人ハ初メヨリ委員會ノ審議シタル所ヲ露國ニモ波羅的諸邦ニモ強制スルノ意思ナク單ニ準備の研究トシテ爲シ居ルモノナリ而シテ此ノ考ハ右文書ノ往復後モ同様ナルヲ以テ今更委員會ノ研究ヲ變更スル必要ナカルヘシト述ヘ尙爲念上局ニ事態ノ變更ニ依リ委員會ノ研究方法ヲ變更スル必要ナキヤヲ照會シテハ如何ト述ヘタルニ對シ

議長ハ本委員會ノ權限ニ涉ル次第ナレハ再ヒソレヲ爲ス必要ナカルヘシト述ヘ  
伊國委員モ準備の研究トシテナラハ異議ナシト答ヘ

議長ハ滿場異議ナキヤヲ確メタルニ付帝國委員ハ兎ニ角尙ホ前述ノ主義ヲ有スル旨ヲ述ヘタルヲ以テ之ヲ議事録ニ書留ムルコトトナセリ右討議中米國委員ハ默シテ其ノ意見ヲ發表スルヲ避ケ居レリ

(三) 「ラトヴィア」外務大臣ノ意見ヲ聽取ス其ノ要旨ハ同國ノ獨立ヲ承認シ國際聯盟ニ加入セシメ其ノ國境ヲ人種的ニ劃定シ而シテ同國ト露國ノ關係ハ露國限リノ問題トナスコトナク之ヲ國際的ニ決定スヘキ其ノ他「ラトヴィア」軍編成ノ爲速ニ西比利亞ニ在ル「ラトヴィア」兵ヲ歸還セシムヘシト謂フニ在リ議長ハ委員會ノ名ニ於テ同地方民ノ要望ハ聯合國ニ於テ同情ヲ以テ考慮スヘシト雖不日承認セザレムトスル露國政府ノ意圖ニ關係ナク之ヲ決スルコト能ハス從テ今直ニ其ノ獨立ヲ認ムヘシトノ保障ヲ與フルコトハ不可能ナリト答ヘタリ

## 第三 獨逸ノ對案並聯合國ノ回答

## (一) 獨逸對案ニ對スル聯合國ノ最終回答案

獨逸對案ニ對スル聯合國ノ最終回答案ハ六月十六日午前確定シ同日午後獨逸委員ニ交付セリ右回答ハ始ニ總括的の回答文ヲ置キ次ニ各條項ニ互リ述ヘ居レリ

尙獨逸對案ノ要領及聯合國最終回答ノ要領ハ六月十七日新聞ニ公表セラレタリ

(1288)

## (二) 聯合側回答ニ對スル六月十九日附獨逸ノ意見書

獨逸全權ハ六月十九日附ヲ以テ聯合側回答ニ對シ再ヒ意見書ヲ提出シ聯合側回答中ニ言明セル諸點ニ付之ニ應スル條約案ノ條項ニ修正ヲ加ヘラレサル處右ハ如何成ルヘキヤ寧ロ別ニ是等ノ諸點ニ付「プロトコール」ニテモ作成圖印シテハ如何ト提議シ左ノ意見書ヲ送り越セリ

## 聯合側回答ニ對スル獨逸ノ意見書

(六月十九日提出)

## 議長閣下

六月十六日獨逸國委員ニ交付セラレタル四通ノ書類調査ノ結果讓與ノ或ル數ハ書類送達書及覺書中ニ記載シアルモ修正ヲ手記シタル本文中ニ記載ナキコトヲ示セリ此ノ種ノ最重要ナル抵觸事項中獨逸國委員ハ左ノ諸項ヲ指摘ス

一、獨逸國ハ國際聯盟ニ加入スルヲ得テ通商及通過ノ自由ニ關スル規定ヨリ生スル利益ヲ享有スヘシ然ルニ五年ノ最少期間商事關係ニ付偏務ノ條件ヲ獨逸國ニ課スヘシト覺書第四十二頁ニ掲ケ

二、覺書ノ第十三ニ於テ佛國ハ「アルサス、ローレンヌ」ノ公債ヲ負擔スト聲明シ

三、第十四頁ニハ「オート、シレジ」ノ國民投票ニ就テハ一ノ獨立委員會ヲ設クヘシトアリテ條件ノ新提案ニ依レハ此ノ委員會ハ同盟及聯合國政府ニ於テノミ之ヲ任命スヘシト記載シ

四、第十六頁ニ於テ「メメル」領土ノ讓與ハ「リチュニア」領土ノ憲法未タ制定セラレサルニ依リ同盟及聯合國ニ引渡シノ形式ニテ行ハルヘシト言ヘリ此ノ規定ニ依レハ「リチュニア」ハ確定セル獲得國ト看做サルヘキモノノ如シ

五、覺書第十七頁ニ依レハ同盟及聯合國政府カ「ヘリゴランド」ノ爲ニ設ケタル委員會ハ如何ナル設備カ同島防護上維持セラルヘキヤ否ヤヲ決定スヘキモノナリ

(1289)

- 六、覺書第二十一頁ニ於テ山東ノ獨逸國鐵道及鐵山ハ若獨逸側ニテ其ノ私有財産ナルコトヲ證明セハ之ヲ獨逸官有財産ト看做ササルヘシト言ヒ
  - 七、覺書第三十一頁ニ於テ同盟及聯合國政府ハ平和條約實施後一箇月ノ期間内ニ對手國ニ引渡スヘキ獨逸人ノ確定名簿ヲ交付スト聲明シ
  - 八、第三十三頁ニハ賠償委員會ハ製造ノ秘密又ハ他ノ機密事項ノ引繼ヲ強請スルヲ得スト規定シ又該委員會ハ獨逸領土内ニ於テ何等執行權ヲ有セス獨逸國造營物ノ管理或ハ監視ニ干渉スヘカラスト規定シ
  - 九、覺書第三十四頁及其ノ以下ニハ獨逸ニ強請セル賠償額ノ指定及徵收ノ爲ニ特別ノ手續ヲ示シ
  - 十、覺書第三十六頁ニハ獨逸國ニ對シ食糧及原料輸入ノ爲ニ便宜ヲ許與スヘキヲ約束シ
  - 十一、覺書第三十八頁ハ金ノ輸出許可附與ノ場合トシテ獨逸帝國銀行力擔保ヲ提供シ他ノ方法ニ依テ之ヲ満足セシムル能ハサル場合ヲ示シ
  - 十二、覺書第五十三頁ニハ同盟及聯合國ノ任命シタル清算人ニシテ處分スヘキ行爲ノ爲ニ犯罪者トナリタルモノハ刑法ニ依リテ訴追セラルヘキ保障ヲ與ヘラレタリ
- 獨逸國全權委員ハ本國政府及議會ニ對シテ正確ナル報告ヲ爲スノ義務ヲ有シ又相手國ハ如何ナル程度ニ於テ前記ノ讓與ニ契約力ヲ與ヘムコトヲ欲スルヤヲ絶對的ニ知悉スルノ必要アリ故ニ前記ノ諸點ヲ説明セル覺書ヲ送附スル書翰ノ内容ハ同盟及聯合國政府ノ平和新提議ノ全部ヲ構成セルモノナルコトヲ書面ニテ證明アラムコトヲ閣下ニ依頼ス
- 證明アル場合ニハ締約國カ前以テ一致スルコトヲ要スル最終議定書ニ於テ此ノ事實ヲ確定スルヲ以テ足レリトスヘシ
- 交付セラレタル書翰調査ノ際第二點ニ關シテ疑義ヲ生セリ
- 交付セラレタル平和條約案ノ印刷セラレタルモノハ獨逸國全權委員長カ五月七日平和會議事務總長ヨリ受理セル印刷物中ニ筆記セル修正増補ト大體相違スル所ナシ

- 短縮セル調査期間中ニ獨逸國委員ノ執ルヘキ事務莫大ナルニ依リ未タ五月七日ノ印刷案ト多數ノ獨逸國委員カ絶ヘス使用スル唯一ノ條約案トヲ一語ツ、比較スルコト能ハス依テ同委員ノ爲ニ他日本件ニ付通告ヲ爲スノ權利ヲ確保セサルヲ得ス
- 目下ノ所左ノ相違ニ關シテ閣下ノ注意ヲ促カサントス
- 一、最後ニ交付セラレタル條約案第三百三頁ニ於テ第二項ハ“Chacun des gouvernements (each Government)”ナル語ニ始マル第三 alinea ヲ含ムモ其ノ以前ニ送付ヒラレタル條約案中ニ此ノ alinea ナシ
  - 二、第四頁ニ於テ第十二項ノ英文ハ條約案ニ因リテ相違セルモノアリ以前ノ條約案ノ項ハ唯一個ノ alinea ナレトモ最後ニ交付セラレタル條約案中ニ二個ニ分タレテ其ノ第二ハ“The commission shall in general”ナル語ニ始マレリ
- 獨逸國全權委員ハ同盟及聯合國政府ニ於テ前記ノ相違ハ誤テ不正印刷案ヲ使用シタルニ由ルニヤラスシテ此ノ部分ノ決定ヲ爲サムカ爲評議シタル趣旨ニ基クモノナルコトヲ證明セラレサル限り當然手記セラレス又ハ正確ノ性質ヲ有セサル條約本文ノ修正ハ信ヲ置クヘキモノト看做スコト能ハス獨逸國委員ハ了解上折返シ成ルヘク速ニ何分ノ回答ヲ得ムコトヲ希望セサルヲ得ス

プロックドルフ、ランツアウ

(同上原文)

Monsieur le Président.

L'examen des quatre documents remis le 16 de ce mois (昨) Commissaire Général de la Délégation a fait ressortir qu'un certain nombre de concessions sont annoncées dans la lettre d'envoi et dans le mémoire et qu'elles ne se trouvent pas dans le texte tel qu'il a été modifié de la main. Parmi les plus importantes des contradictions de cette nature, la Délégation allemande a reçu.

1. L'Allemagne aura été admise dans la Société des Nations, elle jouira des avantages résultant des stipulations relatives à la liberté du commerce et au transit. D'autre part il est dit à la page 42 du mémorandum, que, pendant une durée minimale de cinq années, des conditions unilatérales, au sujet des rapports commerciaux seront imposés à l'Allemagne.

2. On déclare, à la page 13 du mémorandum, que la France prend à sa charge la dette publique de l'Alsace-Lorraine.

3. Il est dit à la page 14, que pour le plébiscite en Haute-Silésie il sera créé une "commission indépendante" (en français dans le texte), tandis que d'après le nouveau projet des conditions cette commission sera nommée uniquement par les gouvernements alliés et associés.

4. Il est dit à la page 16, au sujet du territoire de Memel, que la cession de ce territoire aura lieu sous la forme d'un transfert Puissances alliées et associées, parce que le statut des territoires Lithuaniens n'est pas encore établi. D'après cette disposition la Lithuanie devrait être considérée comme l'Etat que sera l'acquéreur définitif.

5. D'après la page 17 du mémorandum, la commission instituée pour Heligoland par les gouvernements alliés et associés doit décider quelles installations doivent être maintenues pour la protection de l'île.

6. A la page 21 du mémorandum on promet que les chemins de fer et les mines allemands du Shantung ne seront pas considérés comme propriétés de l'Etat allemand, si on prouve, du côté allemand, qu'il s'agit de propriétés privées.

7. A la page 31 du mémorandum, on déclare que les Gouvernements alliés et associés sont prêts à remettre, sous un délai d'un mois à partir de la mise en vigueur du Traité de Paix, une liste définitive des allemands à livrer

aux adversaires.

8. A la page 33, il est stipulé que la Commission des Réparations ne peut exiger la livraison de secrets de fabrication ou d'autres renseignements confidentiels. Il est en outre stipulé qu'elle n'aura aucun pouvoir exécutif sur territoire allemand et qu'elle ne devra pas s'immiscer dans la direction ou la surveillance d'établissements allemands.

9. Aux pages 34 et suivantes du mémorandum, il est prévu un procédé spécial pour fixer et couvrir la réparations exigées de l'Allemagne.

10. A la page 36 du mémorandum, on promet des facilités à l'Allemagne pour l'importation de vivres et de matières premières.

11. La page 38 du mémorandum indique, parmi les cas dans lesquels sera envisagé l'octroi de l'autorisation d'exporter de l'or ceux où le Reichsbank a fourni les garanties auxquelles elle ne pourrait satisfaire d'autre manière.

12. A la page 53 du mémorandum, l'assurance est donnée que les liquidateurs nommés par les Gouvernements alliés et associés qui seraient rendus coupables d'agissements punissables, seraient poursuivis conformément au droit pénal.

La Délégation allemande a le devoir de rendre un compte exact à son Gouvernement et à l'Assemblée Nationale : aussi lui faut-il connaître absolument dans quelle mesure les adversaires veulent donner force contractuelle à ces concessions ; elle prie Votre Excellence de lui confirmer par écrit que le contenu de la lettre d'envoi du mémorandum traitant des points ci-dessus mentionnés, constitue une partie intégrante des nouvelles propositions de paix des gouvernements alliés et associés.

En ce cas il suffirait d'établir ce fait dans un protocole final sur le texte duquel les parties contractantes devraient se mettre préalablement d'accord.

Un doute s'est également élevé à propos d'un deuxième point lors de l'examen de documents transmis ;

L'exemplaire imprimé du projet de Paix qui nous a été remis ne diffère pas principalement dans les corrections et additions manuscrites de l'exemplaire imprimé que le Président de la Délégation Allemande a reçu le 7 Mai du Secrétaire Général de la conférence de la paix.

En raison de la somme de travail exceptionnelle imposées à la Délégation, par la brièveté du délai d'examen, il n'a pas encore été possible de comparer mot pour mot à l'exemplaire imprimé du 7 Mai l'exemplaire unique dont un grand nombre de personnes avaient constamment à se servir. Je suis donc obligé de réserver à la Délégation le droit de faire des communications ultérieures à ce sujet.

Pour le moment, j'attire l'attention sur les divergences suivantes :

1) A la page 103 de l'exemplaire transmis en dernier lieu le paragraphe 2 contient un troisième alinéa qui commence par ces mots : "chaque des gouvernements (each government)" Cet alinéa manque dans les exemplaires transmis précédemment.

2. A la page 104 le texte anglais du paragraphe 12 diffère suivant les exemplaires : le paragraphe des exemplaires antérieurs n'a qu'un alinéa, alors que dans l'exemplaire remis en dernier lieu il est divisé en deux alinéas, dont le second commence par les mots : "The commission shall in general".

Naturellement la Délégation Allemande ne peut considérer comme faisant foi les modifications de texte qui ne sont pas portées à la main ou qui d'autre part n'ont pas le caractère évident, à moins que les Gouvernements Alliés et Associés ne lui confirment que ces divergences ne sont pas dues à l'emploi, par méprise d'un faux exemplaire imprimé mais qu'elles répondent à une intention délibérée, dans ce dernier parti pour prendre une décision. Pour des raisons

compréhensibles, la Délégation est obligée d'attacher le plus grand prix à recevoir autant que possible une réponse par retour du courrier.

Veuillez agréer, monsieur le Président, etc. Signé : Brockdorff-Rantzau.

### (三) 「クレマンソー」議長ヨリ獨逸全權宛六月二十一日附ノ回答

前記獨逸ノ意見書ニ對シ首相會議ハ起草委員會及獨逸對案審査各委員會議長ヲ直ニ招集シ六月二十日午後ヨリ二十一日朝ニ互リ「プロトコール」案ヲ審議セシメ議決二十一日午後ヨリ右案審査ノ爲首相會議開催我カ國ヨリハ牧野全權出席シ右案中山東鐵道ニ關シ當方回答ニ關聯シ私有財産タルコト明證セラレタル場合ニハ有償トスルコトニ付更ニ「プロトコール」ニ明記セムコトヲ求メ大體ニ於テ日本ノ取得スル鐵道鑛山中ニ存スル私人ノ利益アリトセハ獨逸政府ハ之ヲ其ノ私人ニ賠償シ其ノ場合償金額ハ一般原則ニ依リ賠償勘定ニ於テ獨逸政府ノ貸方ニ記入スルコト、ナスヘシトノ趣意ニテ規定スル様提議セリ

而シテ聯合側ニ於テハ六月二十一日附ヲ以テ左ノ回答書ヲ送附セリ

### 講和會議長ヨリ獨逸全權宛六月二十一日附回答

閣下ハ六月十九日附貴翰ヲ以テ獨逸國全權委員ノ所見ニ依レハ條約本文ト獨逸側ノ意見ニ對スル回答トシテ千九百十九年六月十六日閣下ニ交付セル覺書トノ間ニ相違アリトスル或ル諸點ニ付同盟及聯合國政府ノ注意ヲ促サレタリ  
本職ハ右諸點ニ關スル同盟及聯合國政府ノ左記意見ヲ通告スルノ光榮ヲ有ス  
一、覺書中一方第七頁他方第四十二及第四十三頁ニ掲ケタル聲明ハ相矛盾セサルノミナラス國際聯盟國ハ交通及通過ノ自由ヲ保持シ國際聯盟加盟國全體ノ通商ノ待遇ヲ公正ナラシムルコトヲ保障スルニ必要ナル措置ヲ執ルヘキコトヲ聲明スル國際聯盟規約ヲ完全ナラシムルモノナリ

獨逸國カ國際聯盟ニ加入スルトキハ他ノ諸國ト共ニ右規定ノ利益ヲ享受スヘシ但シ平和ノ過渡時代ニアリテハ覺書第四十二頁ニ掲ケタル特別ノ條件ニ由ルノ必要アリトス

獨逸國ニ課シタル義務ハ右條件ニ依レハ賠償ノ性質ヲ有スルモノニシテ五年間之ヲ維持スルコトハ公正ナル待遇ノ原則ト矛盾スルモノニアラス其ノ適用ヲ保障スルモノナリ

第二百八十條及第三百七十二條ヲ以テ國際聯盟ニ附與シタル權能ハ同一原則ヲ以テ國際聯盟規約ノ精神ト條文トニ基キテ履行セラルヘシ

二、覺書ハ其ノ第十一頁ニ於テ千九百十四年八月一日前ニ於テ「アルザス、ロレーヌ」州ノ公債及同州官衙ノ公債ニ關シテ佛國カ其ノ負擔ヲ承諾スヘキコトハ同盟及聯合國ニ於テ常ニ同意セル所ナリ

條約第五十五條ト第二百五十五條トヲ配合シタルモノハ獨逸帝國及諸州ノ公債ニ關スルモノニシテ何等ノ條款モ佛蘭西國ニ「アルザス、ロレーヌ」ノ地方債支拂ヲ免除セシムルモノナシ故ニ覺書ト條約トノ間ニ何等相違アルコトナシ

三、「オート、シレジー」ノ爲ニ定メラレタル委員會ハ條約第四十五條ニ依レハ主タル同盟及聯合國ノ任命スヘキモノニシテ覺書ニ於テハ之ヲ獨立委員會ト稱シ第四十五條ニ規定セル任務ヲ行フ特別委員ニシテ之カ爲ニ條約ト覺書トノ間ニ何等相違アルコトナシ

四、「メメル」ニ關シ覺書第十六頁ニ掲ケタル説明モ亦條約ト覺書トノ間ニ何等矛盾ヲ示スコトナシ

五、「ヘリゴランド」要塞破壊ノ監督ニ關シテハ主タル同盟及聯合國ハ覺書第十七頁ニ於テ説明シタルカ如ク條約ニ基キテ此ノ監督ヲ行フヘキ委員會ヲ任命スルノ意思ヲ有ス本委員會ハ海水ノ進蝕ニ對シテ海岸ヲ防護スル工事ノ如何ナル部分ヲ保存シ如何ナル他ノ部分ヲ破壊スヘキカラ決定スルノ資格ヲ有スヘシ

六、同盟及聯合國ハ山東ノ獨逸鐵道及鑛山ハ若獨逸側ニ於テ私有財産ナリト立證セハ之ヲ官有財産ト看做スヘカラスト未タ會テ聲明シタルコトナシ之ニ反シ同盟及聯合國ハ右財産ヲ公有財産ト看做ス然シナカラ若獨逸國ニシテ獨逸國民カ其

ノ利益ノ配當權ヲ有スルコトヲ證明セハ其ノ配當ハ如斯事項ニ關シテ條約中ニ定メアル一般原則適用ノ目的物タルヘシ  
七、獨逸國カ第二百八十八條第二項ニ依リ同盟及聯合國ニ交付スヘキ人名目錄ハ條約實施ノ翌月之ヲ獨逸國政府ニ提示スヘシ

八、同盟及聯合國カ製造ノ祕密若ハ他ノ機密事項ノ發表ヲ強請スルノ權利ヲ賠償委員ニ附與スルノ意思ヲ有セサルコトハ覺書第三十三頁ニ掲ケタリ又獨逸領土内ニ於テ執行權ヲ行フコト及獨逸學校ノ管理又ハ監視ニ干渉スルコトニ關シテハ條約ハ如斯權能ヲ賠償委員ニ附與スル規定ヲ包含セス

九、同盟及聯合國ハ覺書ノ第三十四頁以下ニ於テ獨逸國ニ強請スル賠償額ノ指定及徵收ニ付特別ノ手續ヲ規定シタルコトナシ

同盟及聯合國ハ獨逸國カ條約ノ調印ヲ終ルヤ否ヤ直ニ又ハ四箇月以内ニ調査ヲ簡略ニシ決定ヲ進速セシムヘキ書類及提議ヲ同盟及聯合國ノ議ニ附スルヲ得ルコトヲ規定セリ

十、獨逸國ニ食糧及原料ノ輸入ノ爲覺書第三十六頁ニ掲ケタル便宜ニ關シテハ或ル條件ヲ留保シ前以テ指定スル能ハサル範圍内ニ於テ又同盟及聯合國カ獨逸國ノ攻撃ト戰爭トノ結果ヨリ生シタル特別ナル經濟狀態ヲ正當ニ考量スル必要ヲ留保シテ之ヲ説明シタルナリ之ヲ以テ條約文ニ反シタル約束ト看做スヘカラス同盟及聯合國ノ意思ハ其ノ出來得ル限り獨逸國ノ經濟恢復ニ便宜ヲ與フルニアリ

十一、覺書ニハ賠償委員會ハ獨逸帝國銀行ニ對シ其ノ適當ト認ムル都度該銀行カ提供シタル保證ニシテ他ノ方法ニ依リテ提供シ能ハサル場合ニハ金ヲ輸出スルノ權利ヲ許與スルノ資格ヲ有スルコトヲ規定セリ

此ノ斷定ハ條約第二百四十八條ノ規定ト一致スルモノニシテ同條ニ依レハ千九百二十一年五月一日迄獨逸政府ハ豫メ賠償委員ニ依テ代表セラルル同盟及聯合國ノ許可ヲ得サレハ金ヲ輸出シ若ハ之ヲ處分シ又ハ金ノ輸出若ハ其ノ處分ヲ許可スルコト能ハサルナリ

十二、獨逸國政府カ同盟及聯合國内ニ於テ獨逸國財産清算ノ任ニ當リタル者カ敢行スルコトアルヘキ利己的又ハ詐偽の行為ニ關シ提供スヘキ情報及證據書類ヲ受理スヘシト覺書第五十三頁ニ於テ聲明セル同盟及聯合國ハ右ノ者ニ對シ適當ナル法令ニ依テ訴追ヲ爲シ必要アラハ國法ノ規定ニ全然遵由セル制裁ヲ加フヘシ  
前記解釋ノ内ニシテ同盟及聯合國ニ依リ一ノ約束ヲ構成スルモノト看做サレ得ルモノハ同盟及聯合國政府カ條約ノ附屬書ト爲スヲ得ル別添議定書中ニ之ヲ挿入セリ

右回答ス

クレマンソー自署

### 議 定 書

本日調印セラレタル條約ノ或ル條款ヲ實行スヘキ條件ヲ明瞭ナラシメムカ爲締約國間ニ左ノ事項ヲ協定セリ

一、主タル同盟及聯合國ハ條約ニ基キ「ヘリゴランド」要塞破壞監視ノ爲一ノ委員會ヲ任命スヘシ

本委員會ハ海水ノ進蝕ニ對シ海岸ヲ防護スル工事中如何ナル部分ヲ保維シ如何ナル部分ヲ破壊スヘキヤヲ決定スル資格ヲ有スヘシ

二、獨逸國カ其ノ國民ニ對シ條約第百三十六條第二項ニ掲ケタル鐵道及鑛山ニ關シテ有スルコトアルヘキ利益配當ノ辨償トシテ還付スヘキ金額ハ賠償トシテ支拂フヘキ金額ノ引當トシテ獨逸國ノ貸方ニ記入セラルヘシ

三、獨逸國カ條約第二百二十八條第二項ニ依リ同盟及聯合國ニ交付スヘキ名簿ハ條約實施ノ翌月内ニ之ヲ獨逸國ノ政府ニ提出スヘシ

四、條約第二百四十條及附屬書第四號ノ第二、第三、及第四項ニ掲ケタル賠償委員會ハ條約調印ノ際及其ノ後四箇月内ハ製造ノ祕密又ハ其ノ他機密事項ノ發表ヲ強請スルコトヲ得ス

五、獨逸國ハ賠償ニ關スル事務ヲ速進セシメ調査ヲ簡略シ決定ヲ進捗セシムル爲ニ書類ヲ提出シ提議ヲ爲スヲ得ヘシ

六、獨逸國ノ負債清算ニ關シ不正行為ヲ爲シタル者、對シテ訴追行ハルヘク同盟及聯合國ハ本件ニ關シ獨逸國政府カ提供スルヲ得ヘキ情報及證據書類ヲ受理スヘシ

(同上原文)

### MONSIEUR LE PRÉSIDENT.

Par votre lettre du 20 juin courant, vous avez signalé à l'attention des gouvernements alliés et associés certains points, sur lesquels, selon la délégation allemande, il y aurait une divergence entre le texte du traité et le memorandum qui vous a été remis le 16 juin 1919 en réponse aux observations allemandes.

J'ai l'honneur de vous faire connaître que les vues des gouvernements alliés et associés sur ces différents points sont les suivantes :

1. Les déclarations présentées dans le memorandum à la page 7 d'une part, et aux pages 42 et 43 d'autre part, loin de se contredire, se complètent *du pacte de la Ligue des Nations* (quit?) déclare que les membres de la société prendront les dépositions nécessaires pour assurer la garantie et le maintien de la liberté des communications et du transit, ainsi qu'un équitable traitement du commerce de tous les membres de la société.

L'Allemagne, lorsqu'elle sera admise dans la société, partagera le bénéfice de ces stipulations avec les autres pays. Toutefois, durant la période de transition consécutive de la paix, il est nécessaire de tenir compte des conditions spéciales qui sont exposées à la page 42 du memorandum.

Les obligations imposées à l'Allemagne ont, d'après cet exposé, le caractère de mesures de réparation et leur maintien pendant une période de cinq années, loin d'être incompatible avec le principe du traitement équitable, a pour but d'en assurer l'application.

La faculté reconnue à la Ligue des Nations par les articles 280 et 372 sera exercée en accord avec le même principe et en conformité avec l'esprit et le texte du Pacte de la Société.

2. Le mémorandum déclare à la page 11 qu'en ce qui concerne la dette locale d'Alsace-Lorraine et des Etablissements publics d'Alsace-Lorraine, avant le 1<sup>er</sup> Août 1914, les Puissances alliées et associées ont toujours été d'accord pour entendre que la France en acceptait la charge.

Or, l'article 55 combiné avec l'article 225 du traité est relatif aux dettes publiques de l'Empire et des Etats allemands" et aucune clause n'exemple la France du paiement de la dette locale d'Alsace-Lorraine.

Il n'y a pas donc aucune divergence entre le mémorandum et le traité.

3. La commission qui a été prévue pour la Haute-Silésie et qui, d'après l'article 45 du traité, doit être nommée par les principales Puissances alliées et associées est qualifiée par le mémorandum "Commission indépendante (脱)" (脱) l'expliquer qu'il s'agit ici d'une commission spéciale chargée de la mission prévue (脱) 45 (脱) pas qu'il y ait, à cet égard, divergence quelconque entre le traité et le mémorandum.

4. Les explications qui ont été données à la page 16 du mémorandum relativement à Mémel ne font également apparaître aucune contradiction entre le traité et le mémorandum.

5. En ce qui concerne le contrôle de la démolition des fortifications d'Heligoland, les principales Puissances alliées et associées ont l'intention, comme elles l'ont expliqué dans le mémorandum, page 17, de nommer une commission pour exercer ce contrôle, en conformité du traité. Cette commission aura qualité pour décider quelle partie des ouvrages protégeant la côte contre les érosions de la mer doit être conservée et quelle partie doit être démolie.

6. Les Puissances alliées et associées croient devoir signaler qu'elles n'ont jamais déclaré que les chemins de fer

et les mines allemands du Chantoung ne seront pas considérés comme propriété de l'Etat allemand, si on prouve, du côté allemand, qu'il s'agit de propriétés privées.

Au contraire, les Puissances alliées et associées les considèrent comme propriétés publiques. Toutefois, si l'Allemagne fait la preuve des parts d'intérêts que pourraient y posséder ses ressortissants, celles-ci seront l'objet de l'application des principes généraux établis dans le traité en pareille matière.

7. Ainsi qu'il est dit l'intention d'adresser au Gouvernement allemand, dans le mois ? qui suivra la mise en vigueur du traité, la liste des personnes que, conformément à l'article 288, alinéa 2, l'Allemagne devra remettre aux Puissances alliées et associées.

8. Il a été dit à la page 33 du mémorandum, (脱) n'ont pas l'intention de donner à la Commission des Réparations le pouvoir d'exiger la divulgation des secrets de fabrication ou d'autres renseignements confidentiels. Quant à l'exercice d'un pouvoir exécutif sur le territoire allemand et à une immixtion dans la direction ou la surveillance des établissements scolaires allemands, le traité ne contient pas de stipulations donnant un semblable pouvoir à la Commission des Réparation.

9. Aux pages 34 et suivantes du mémorandum, les Puissances alliées et associées n'ont pas prévu un procédé spécial pour fixer et couvrir les réparations exigées de l'Allemagne.

Les Puissances alliées et associées ont prévu la possibilité pour l'Allemagne de présenter à l'examen des dites Puissances des documents et des propositions dès la signature du traité et dans les quatre mois qui suivront, d'abréger ainsi grandement l'enquête et accélérer les décisions.

10. En ce qui concerne les facilités visées à la page 36 du mémorandum pour l'importations des vivres et des

matières premières, **en Allemagne**, il n'en a été parlé que " sous réserve de certaines conditions et dans des limites qui ne sauraient être indiquées d'avance, sous réserve également de la nécessité où les Puissances Alliées et Associées se trouvent de tenir légitimement compte de la situation économique particulière résultant pour elles de l'agression allemande et de la guerre."

On ne saurait voir là une promesse de se départir des termes du traité, mais l'expression de l'intention des Puissances Alliées et Associées de faciliter, autant qu'il leur sera possible, la reprise de la vie économique en Allemagne.

11. Le mémorandum a envisagé que la Commission des Réparations serait compétente pour accorder à la Reichsbank, toutes les fois qu'elle le jugera convenable, le droit d'exportation de l'or, au cas où il s'agirait de garanties que cette banque a fournies et qu'elle ne pourrait fournir par d'autres moyens.

Cette assertion est en parfait accord avec les stipulations insérées à l'article 248 du Traité, d'après lequel jusqu'au 1<sup>er</sup> mai 1921, le Gouvernement allemand ne pourra ni exporter de l'or ou en disposer, ni autoriser que de l'or soit exporté ou qu'il en soit disposé sans autorisation préalable des Puissances Alliées et Associées représentées par la Commission des Réparations.

(1302)

12. Les Etats Alliés et Associés qui, à la page 53 du mémorandum, se sont déclarés prêts à recevoir les renseignements et preuves que le Gouvernement allemand pourra fournir au sujet de manœuvres intéressées ou frauduleuses, aux quelles auraient pu se livrer des personnes chargées de la liquidation des biens allemands dans les Etats Alliés et Associés, exerceront des poursuites contre ces personnes conformément à leur législation propre et prendront, s'il y a lieu, des sanctions en tous points conformes aux dispositions de leur droit national.

Parmi les interprétations ci-dessus données, celles qui, d'après les Puissances Alliées et Associées, peuvent être

considérées comme constituant un engagement, ont été incorporées dans le Protocole ci-joint, que les Gouvernements Alliés et Associés sont disposés à annexer au Traité.

Veuillez agréer, Monsieur le Président, les assurances de ma haute considération.

Signé : Clémenceau.

#### PROTOCOLE.

En vue de préciser les conditions dans lesquelles devront être exécutées certaines clauses du Traité signé à la date de ce jour, il est entendu entre les Hautes Parties Contractantes que :

1) Une Commission sera nommée par les Principales Puissances alliées et associées pour surveiller la démolition des fortifications d'Heligoland en conformité du Traité. Cette Commission aura qualité pour décider quelle partie des ouvrages protégeant la côte contre les érosions doit être conservée et quelle partie doit être démolie ;

(1303)

2) Les sommes que l'Allemagne aurait à rembourser à ses ressortissants pour les indemniser des parts d'intérêt qu'ils se trouveraient avoir dans les chemins de fer et les mines visés à l'alinéa 2 de l'article 136 seront portées au crédit de l'Allemagne à valoir sur les sommes dues au titre des réparations ;

3) La liste des personnes que, conformément à l'article 228, alinéa 2, l'Allemagne devra livrer aux Puissances alliées et associées, sera adressée au Gouvernement allemand dans le mois qui suivra la mise en vigueur du Traité ;

4) La Commission des Réparations prévue à l'article 240 et aux paragraphes 2, 3 et 4 de l'annexe IV ne pourra exiger la divulgation des secrets de fabrication ou d'autres renseignements confidentiels ;

5) Dès la signature du Traité et dans les quatre mois qui suivront, l'Allemagne aura la possibilité de présenter à l'examen des Puissances alliées et associées des documents et des propositions à l'effet de hâter le travail relatif aux

réparations, d'abréger ainsi l'enquête et d'accélérer les décisions ;

6) Des poursuites seront exercées contre les personnes qui commettraient des actes délictueux en ce qui concerne la liquidation des dettes allemandes et les Puissances alliées et associées recevront les renseignements et preuves que le Gouvernement allemand pourra fournir à ce sujet.

#### (四) 獨逸全權ノ更迭並調印承諾ニ關スル通告

「ヴェルサイユ」滞在中ノ「フオン、ハニエル」大使ハ獨逸大統領「エベルト」ノ命ニ依リ六月二十二日附講和會議々長「クレマンソー」氏宛書面ヲ以テ獨逸内閣更迭シ新内閣ハ總理大臣「パウエル」大藏大臣兼副總理「エルツベルグ」外務大臣「ヘルマン・ミユルレル」内務大臣「グヴィツド」經濟大臣「ウイスセル」勞働大臣「シュリツケ」糧食大臣「シュミット」陸軍大臣「ノスケ」逓信大臣「ギースベルツ」國庫大臣「マイエル、カツブ・ボイレ」等ヨリ成ルコト及四月二十七日ノ全權委任狀ヲ變更シ「フオン、ハニエル」ニ聯合國ト交渉ノ全權ヲ委任シタルコトヲ通告シ同時ニ六月二十一日聯合國ノ最後通牒ニ對シ獨逸共和國政府ハ獨逸國民力戰爭ノ責任者タルコトヲ承認セサルコト並ニ二七條乃至二三〇條ニ依リ要求セラレタル引渡ノ實行ヲ約束セサル條件ヲ以テ講和條約ニ調印ス可キ旨ヲ回答シ越セリ

然ルニ六月二十六日在「ヴェルサイユ」ハニエル大使ハ獨逸政府ハ條約調印ノ爲外務大臣「ヘルマン、ミユルレル」(Hermann Muller) 及國務大臣「ドクトル、ベルム」(Dr. Bellum)ヲ全權委員ニ任命シタル旨通告シ來リ聯合側ニ於テハ六月二十八日午前右委員ノ委任狀ヲ審査シ同日午後三時「ヴェルサイユ」會場ニ於テ調印ヲ行フコトニ決定セル旨講和會議書記局ヨリ公表セリ

#### (五) 獨逸全權ノ講和條約ニ對スル其ノ他ノ提議並聯合側ノ通告

(イ) 六月二十四日附「ライン」地方占領交渉開始ニ關スル提議

獨逸全權ハ六月二十四日附ヲ以テ講和條約ニ基ク「ライン」地方占領交渉ハ何日頃開始セラルヘキヤヲ問合セ來リタルニ對シ同二十五日附ヲ以テ聯合國側ヨリ右ニ關スル特別協定ハ條約調印承諾ノ結果條約第四三二條ニ依リ獨逸ノ既ニ承諾シ居レル處ニシテ從テ右特別協定ハ講和條約ト同時ニ調印スルヲ要シ何等談判ニ委セラル可キモノニ非サル趣旨回答セリ

#### (ロ) 六月二十五日附割讓地域引渡時期ニ關スル提議

六月二十五日在「ヴェルサイユ」獨逸全權ノ講和會議々長ニ送リタル書翰要領左ノ如シ

獨逸政府ハ本條約ニ依リテ獨逸ノ割讓スヘキ東部地域ノ人民及下級官廳並軍事當局ノ間ニ右地域引渡ノ時期ニ關シ疑惑並誤解ノ存スル旨ノ報道ヲ得タル處此ノ疑惑並誤解ヲ除去スル爲利害關係者ニ對シ講和條約ノ效力發生ノ時期ハ調印ノ日ニ非スシテ本條約末文ニ規定セル日ナルコト及其ノ日迄ハ現狀ノ儘ナルコトヲ適當ト信シ同割讓境界線以內ニ存スル區域ニ關シテハ既ニ獨逸側ニ於テ必要ノ措置ヲ取リタルニ依リ聯合側ニ於テモ同線以外ノ地域ニ付同様ノ措置ヲ取ラレムコトヲ希望ス

#### (ハ) 獨逸封鎖ニ對スル聯合側ノ六月二十七日附通告

獨逸封鎖ニ關シ講和會議議長ハ六月二十七日附ヲ以テ獨逸全權宛右封鎖ハ休戰條約有効期間即チ講和條約批准マテ持續セラルヘキモノナルハ右休戰條約ノ規定スル處ニシテ聯合國側ハ獨逸ニ依リテ條約批准ノ正式完全ニ行ハレタルノ公式通牒アリ次第封鎖ヲ撤廢スヘキ旨通告セリ

#### (ニ) 「ライン」地方軍事占領ニ關スル協約案ニ對スル六月二十七日附ノ提議

##### 附 該協約案

六月二十七日附獨逸委員ヨリ講和會議議長宛書面要領左ノ通

聯合國側政府ハ講和條約第四三二條ニ基キ六月十六日獨逸委員ニ通告セラレタル萊因地方ノ軍事占領ニ關スル協約案モ商議ヲ俟タスシテ講和條約ト同時ニ調印セシムルコトヲ要求シタルカ獨逸政府ハ本件ニ關シ左記意見ヲ述ヘサルヘカラス

獨逸政府ノ見解ニ依レハ第四三二條ノ規定ハ聯合國側カ一方的ニ定ムル協約ニ獨逸ハ其ノ儘之ニ拘束セラルルコトヲ承認スルノ義務アリト解スヘキモノニ非ス本條所謂「アレンジメント」ハ意思ノ合致ヲ前提トスルモノニシテ獨逸カ豫メ協約遵奉ノ義務ヲ認メタル時初テ協約ニ完全ナル效力ヲ生シ聯合國側ニ對シテハ獨逸カ協約ニ反對セサルコト若ハ受理スヘカラサル提議ヲ爲サハルコトニ付保障ヲ與フルモノナリ

且又六月十六日ノ最後通牒ニ於テハ協約ノ調印ハ何等ノ條件トセラレザリシカ今ヤ講和條約ト俱ニ協約ノ調印要求セラレ是今日迄公表セラレタル敵國側條件中ニハ何等根據無キ新シキ提議ニシテ而カモ是ニ對シ何等意見ヲ述フルヲ許サスシテ調印ヲ強フルハ講和條約ノ場合ヨリモ尙苛酷ナリト言ハサルヘカラス

上記法律上ノ議論ハ暫ク之ヲ措クモ獨逸政府ノ見ル處ニテハ該協約ハ特別交渉ニ委スルコト締約國雙方ノ利益ナリ蓋シ現在ノ案文ニテハ其ノ發案者ノ意思ニモ副ハサルヘケレハナリ而シテ該見地ヨリ謂フモ發案者ハ關係獨逸各州ノ混沌タル狀態ヲ解セサル故ニ該協約ハ獨逸ノ實際生活ノ必要ニ適用セズ

但シ聯合側ニ於テ右協約調印ヲ講和條約調印ノ條件ト爲スニ於テハ獨逸政府ハ是ヲ拒絕スルノ地位ニ非ス隨テ聯合側ニシテ右見解ヲ固執スルニ於テハ獨逸政府ハ獨逸委員ニ委任スルニ同時ニ協約調印ノ權限ヲ以テスヘシ只茲ニ明カニセサルヘカラサルハ獨逸ノ權利ヲ侵害スル規定ヲ包含スル協約ハ講和條約ト均シク批准ヲ要スルコト之ナリ而シテ獨逸ハ速カニ之ヲ批准スルノ意思ナルモ調印後ハ該協約ヲ完成シ若ハ改竊スル爲締盟國雙方全權委員ノ會合ヲ開クコト必要ナリ

附

「ライン」地方軍事占領ニ關スル協約案 左ノ如シ

#### AGREEMENT.

Between the United States of America, Belgium, the British Empire, and France, of the one part,  
and Germany, of the other part,

with regard to the military occupation of the territories of the Rhine,

The undersigned acting under the Powers conferred upon them by their respective Governments, have come to the following agreement as provided for in Article 432 of the Treaty of Peace of even date.

#### ARTICLE 1.

In accordance with Article 428 and the following Articles of the Treaty of even date, the armed forces of the Allied and Associated Powers will continue in occupation of German territory (as such occupation is defined by Article 5 of the Armistice Convention of 11th November, 1919, as extended by Article 7 of the Additional Convention of 16th January, 1919), as a guarantee of the execution by Germany of the Treaty.

No German troops, except prisoners of war in process of repatriation, shall be admitted to the occupied territories, even in transit; but police forces of a strength to be determined by the Allied and Associated Powers may be maintained in these territories for the purpose of ensuring order.

#### ARTICLE 2.

These shall be constituted a civilian body styled the *High Commission*, which, except in so far as the Treaty may otherwise provide, shall be supreme representative of the Allied and Associated Powers within the occupied territory. It shall consist of four members representing Belgium, France, Great Britain and the United States.

## ARTICLE 3.

(a) The High Commissioner shall have the power to issue ordinances so far as may be necessary for securing the maintenance, safety and requirements of the Allied and Associated forces. Such ordinances shall be published under the authority of the High Commission, and copies thereof shall be sent to each of the Allied and Associated Governments and also to the German Government. Then so published they shall have the force of law and shall be recognized as such by all the Allied military authorities and by German civil authorities.

(b) The members of the High Commission shall enjoy diplomatic privileges and immunities.

(c) The German courts shall continue to exercise civil and criminal jurisdiction subject to the exceptions contained in Paragraphs (d) and (e) below.

(d) The armed forces of the Allied and Associated Powers and the persons accompanying them, to whom the General Officers commanding the Armies of Occupation shall have issued a revocable pass, and any persons employed by, or in the service of such troops, shall be inclusive subject to the military law and jurisdiction of such forces.

(e) Any person who commits any offence against the persons or property of the armed forces of the Allied and Associated Powers may be made amenable to the military jurisdiction of the said forces.

(1308)

## ARTICLE 4.

The German authorities, both in the occupied and in the unoccupied territories, shall, on the demand of any duly authorized military officer of the occupying forces, arrest and hand over to the nearest commander of the Allied and Associated troops any person charged with an offence who is amenable under paragraph (d) or paragraph (e) of Article

3 above to the military jurisdiction of the Allied or Associated Forces.

## ARTICLE 5.

The civil administration of the Provinces (Provinzen), Government Departments (Regierungsbezirke), Urban circles (Stadt Kreise), Rural Circles (Land Kreise), and Communes (Gemeinde) shall remain in the hands of the German Authorities, and the civil administration of these areas shall continue under German law and under the authority of the Central German Government, except in so far as it may be necessary for the High Commission by ordinance under (f) to the needs and circumstances of military occupation.

It is understood that the German authorities shall be obliged under penalty of removal, to conform to the ordinances issued in virtue of Article 3 above.

(1309)

## ARTICLE 6.

The right to requisition in kind and to demand services in the manner laid down in the (f) 1907, shall be exercised by the Allied and Associated Armies of occupation.

The charges of requisition effected in the zone of each Allied and Associated Army and the 48 estimate on damage caused by the troops of occupation, shall be determined by Local Commissions composed in equal representation of German civilians appointed by the German civil authorities and Allied military officers, and presided over by some person appointed by the High Commission.

The German Government shall continue to be responsible for the cost of maintenance of the troops of occupation under the conditions lined by the Treaty.

The German Government shall also be responsible for the costs and expenses of the High Commission, and for its housing. Suitable premises for the housing of the High Commission shall be selected in consultation with the German Government.

ARTICLE 7.

The Allied and Associated troops shall continue undisturbed in possession of any premises at present occupied by them, subject to the provision of Article 8 (b) below.

ARTICLE 8.

(a) The German Government shall undertake, moreover, to place at the disposal of the Allied and Associated troops and to maintain in good state of repair all the military establishments required for those troops, with the necessary furniture, heating and lighting, in accordance with the regulations concerning these matters in force in the various armies concerned; these shall include accommodation for officers and men, guard-rooms, hospitals, laundries, regimental schools, riding schools, stables, training grounds and rifle and artillery ranges, aviation grounds, grazing grounds, ware-houses for supplies and grounds for military manoeuvres, also theatre and cinema premises; and reasonable facilities for sport and for recreation grounds for the troops.

(b) Private soldiers and non-commissioned officers shall be accommodated in barracks, and shall not be billeted on the inhabitants, except in cases of exceptional emergency. In the event of the existing military establishments being in sufficient or not being considered suitable, the Allied and Associated troops may take possession of any other public or private establishment with its personnel, suitable for those purposes, or, if there are no such suitable premises, they

(1310)

may require the construction of new barracks.

Civilian and military officers and their families may be billeted on the inhabitants in accordance with the billeting regulations in force in each army.

ARTICLE 9.

No German direct taxes or duties will be payable by the High Commission, the Allied and Associated armies or their personnel.

Food supplies, arms, clothing, equipment and provisions of all kinds for the use of the Allied and Associated armies, or addressed to the military authorities, or to the High Commission, or canteens and officers' messes, shall be transported free of charge and free of all import duties of any kind.

ARTICLE 10.

The personnel employed on all means of communication (railways, railroads and tramways of all kinds, waterways (including the Rhine), roads and rivers); shall obey any orders given by, or on behalf of, the Commander-in-Chief of the Allied and Associated armies for military purposes.

All the material and all the civil personnel necessary for the maintenance and working of all means of communication must be kept intact on all such means of communication in the occupied territory.

The transport on the railways of troops or individual soldiers or officers, on duty or furnished with a war (Bk) bill, will be effected without payment.

ARTICLE 11

(1311)

The Armies of occupation may continue to use for military purposes all existing telegraphic and telephonic installations.

The Armies of occupation shall also have the right to be continue to install and use military telegraph and telephonic lines, wireless stations and all other similar means of communication which may appear to them expedient; for this purpose subject to the approval of the High Commission, they may enter upon (陸), whether public or private.

The personnel of the public telegraph and telephone services shall continue to obey the orders of the Commander-in-Chief of the Allied and Associated Armies given for military purposes.

Telegrams and messages (陸) the Allied and Associated authorities and the High Commission and of an official nature shall be entitled to priority over all other communications and shall be despatched free of charge. The Allied and Associated military authorities shall have the right to supervise the order in which such communications are transmitted.

No wireless telegraphy installations shall be allowed to be erected by the inhabitants of the occupied territory without previous authorization by the Allied and Associated military authorities.

# ARTICLE 12.

The personnel of the postal service shall obey any orders given by or on behalf of the Commander-in-Chief of the Allied and Associated Armies for military purposes. The public postal service shall continue to be carried out by the German authorities, but this shall not in any way affect the retention of the military postal services organized by the Armies of occupation, who shall have the right to use all existing postal routes for military requirements.

The said Armies shall have the right to run postal wagons with all necessary personnel and all existing postal routes. The German Government shall transmit free of charge and without examination letters and parcels which may be entrusted to its post-officers by or for the Armies of occupation or by or for the High Commission and shall be responsible for the value of any letters or parcels lost.

# ARTICLE 13.

The High Commission shall have the power, whenever they think it necessary, to declare a state of siege in any part of the territory or in the whole of it. Upon such declaration the military authorities shall have the powers provided in the German Imperial Law of May 30th, 1892.

In case of emergency, where public order is disturbed or threatened in any district, the local military authorities shall have the power to take such temporary measures as may be necessary for restoring order. In such case the military authorities shall report the facts to the High Commission.

(ホ) 六月十六日附聯合側回答覺書ノ拘束力ニ關スル六月二十七日附ノ提議

六月二十七日附獨逸委員ヨリ講和會議々長宛提出ノ書面左ノ通

獨逸政府ハ六月二十一日附聯合側書面ニ依リ聯合國政府モ亦六月十六日ノ其ノ覺書中ニ掲ケラレタル約定ニシテ講和條約中ニハ特ニ掲ケラレサリシモノモ等シク拘束力ヲ有スルコトヲ認ムルモノナリト解ス獨逸政府ハ誤解ヲ避クル爲右約定ノ一部カ本月二十一日ノ書面ニ提議セラレタルモノト同様ノ内容ニテ最終議定書中ニ載セラルコトニ對シテ異議ナシ

(ハ) 戰時占領地ノ商議開始ニ關スル六月三十日附ノ書翰

獨逸全權ヨリ六月三十日附ヲ以テ戰時占領地ニ關スル諸問題ノ商議ノ行ハルヘキ日取及場所通知方要求シ來リタルニ對シ聯合國側ハ七月三日附會議々長ノ名ヲ以テ七月七日午後獨逸側代表者ト賠償委員會準備委員會トノ間ニ「ヴェルサイユ」ニ於テ第一回協議ヲ行フヘキ旨回答セリ

#### 第四 對獨講和條約調印

附 「ウヰルソン」大統領並「スマッツ」將軍ノ宣言

六月二十八日午後三時「ヴェルサイユ」宮殿鏡ノ間ニ於テ對獨講和條約調印式ヲ行ヒ先ツ獨逸全權署名シ尋テ五大國全權及其ノ他ノ聯合諸國全權署名シ同時ニ本調書第三ノ(三)中ニ掲記セル「プロトコール」ニ署名ヲ了シタリ支那全權ハ來會セス從テ遂ニ署名スルニ至ラサリキ尙同機會ニ於テ五大國ト波蘭間ニ締結セル本調書第一ノ六月二十一日及二十三日ノ首相會議ノ項目中ニ掲記セル波蘭條約ニ署名シ又「ライン」地方占領ニ關スル英米佛白ト獨逸トノ協約ニモ調印ヲ了セリ

附

「ウヰルソン」大統領並「スマッツ」將軍ノ宣言

六月二十八日講和條約調印後直ニ「ウヰルソン」大統領ハ米國民一般ニ宛タル宣言ヲ公表シ講和條約ハ之ヲ遵守セハ世界ニ新生面ノ開展ヲ見ルヲ得ヘシ獨逸ニ課スル義務刑罰ハ重シト雖決シテ不能ヲ強ユルモノニアラス獨逸ハ速カニ之ヲ履行シテ國勢恢復ヲ計ルコトヲ得ヘシ而モ今次ノ條約ハ獨逸トノ講和締結タルニ止マラス少數者專制政治ヲ亡シ國際聯盟ヲ確立シ國際法ニ制裁ヲ備ヘ戰勝權及領土併合策ヲ非認シ後進國民誘掖ノ法ヲ立テ各國民ノ樞底の權利少數者ノ權利宗教ノ神聖ヲ認メ國際通商衛生等ニ關スル國際協約ノ基礎ヲ定メ勞動者保護ノ保障ヲ明定シタルモノニシテ満足、一般的保障 Satisfaction, universal reassurance 及信頼シ得ヘキ希望 Confident hope ヲ與フルモノナリト述ベ

又「スマッツ」將軍ハ聲明書「エサートメント」ヲ公ニシテ自分ハ決シテ満足シテ講和條約ニ調印スルモノニアラス唯速カニ不満足ナル休戰狀態ヲ了リテ平和ニ入ラムコトニ焦心スレハナリ人聞理想ノ勝利ハ一片ノ條約ヲ以テ得ヘキモノニアラス寛大仁慈ノ眞精神發露シテ初テ基督敎國ノ陷タル大患ヲ癒スコトヲ得ヘシ余ノ私見ニ依レハ世界問題ハ尙考究ヲ要スル

モノアリ敵ニ課セラレタル保障損害賠償ニ緩和ヲ要スルモノアリ唯軍閥滅亡國際聯盟ハ二大成功ト言ハサルヘカラ其國際聯盟ハ戰禍ニ類屬セル歐羅巴ニ一場ノ血路ヲ與フルモノニシテ軍閥滅亡ハ未タ敵國ニ實現セラレタルノミナルモ遠カラス聯合諸國モ之ヲ斷行セサルヘカラサルニ至ラム云々

## 第五 支那全權調印拒絕顛末

### (イ) 支那全權ノ調印留保ノ意思表示ト各國首相ノ意見

六月二十五日午後首相會議(「ウヰルソン」「ロイド」「ジョージ」「クレマンソー」「ソニ」ノ「牧野委員出席」ニ於テ「クレマンソー」氏ヨリ支那委員ハ山東ニ關スル規定ヲ留保シテ對獨講和條約ニ調印スル旨申出タルニ付條約ニハ單純ニ調印スルカ全然調印セサルカニ途其ノ一ニ出テサルヘカラス苟モ條約ニ調印セハ其ノ規定ニ從ハサルヘカラサル旨回答シタルコトヲ報告セリ之ニ對シ「ウヰルソン」大統領ハ「ランシング」氏ノ說ニ依レハ苟モ主權國タルモノハ條約ニ調印スルニ當リ留保ヲ爲スヲ得ル趣ナリト謂ヒ「クレマンソー」氏ハ「ルーマニア」及「セルブクロアツトスロベーン」等ノ委員カ留保ヲ爲シテ調印スヘキ旨申出タルニ對シ果シテ如何ナル事ヲ意味スルモノナリヤト詰問シタルコトアリ留保シテ調印スル條約ハ眞ニ條約ト稱スルヲ得スト論シ「ロイド」「ジョージ」氏モ伊太利ハ或事項ニ付留保ヲ爲シタルモ條約ニハ何等留保ヲ爲スコトナク調印スル筈ナリト言ヒ「クレマンソー」氏ノ說ニ賛成ノ意ヲ表シタリ

依テ牧野委員ハ支那ノ留保トハ如何ナル意味ヲ有スルモノナリヤ若留保ニ依リ右條約中支那ニ關スル規定ノ拘束ヲ受ケストノ趣旨ナルニ於テハ到底許スヘカラサルモノナルヘク萬一此ノ如キ留保ヲ爲シ得ルトセハ日本ト雖留保シタキ規定ナキニアラス日本ハ委員會ノ決定ニ付抗議シタル點鈔カラスト雖多數ノ意見ヲ尊重スル爲反對ヲ固執セサル次第ナリ調印ノ際留保ヲ爲スモノアラハ條約ハ無効トナルヘシト述ヘタルニ「クレマンソー」「ロイド」「ジョージ」氏共ニ支那留保ノ意義明ナラスト稱ヘタルニ大統領ハ支那委員ニ對シ如何ナル趣旨ニテ留保スルモノナリヤト問ヒ質スコトトスヘク若單ニ抗議「プロテスト」ニ過キサルモノナルニ於テハ別段差支ナカルヘク自分ハ支那委員ハ本國政府ノ特別ノ訓令ニ依リ行動シ居ルモノト了解シ居レリト述ヘ結局「ビション」氏ヲシテ支那委員ヲ呼出シタル上如何ナル點ニ付留保ヲ爲スモノナリヤ又留保ハ如何ナル意味ヲ有スルモノナリヤト質問セシムルコトニ決定セリ

## (ロ)「ビション」氏ト支那全權トノ會見

六月二十六日午前「ビション」氏ハ支那委員顧氏ヲ招キ留保ノ意味ヲ質問シタルニ付同日午後我カ全權ハ講和會議書記官長「ジュタスタ」氏ニ就キ支那委員答辯ノ内容ヲ尋ネタルニ顧氏ハ支那ハ山東問題ニ關スル三箇條ニ付留保ヲ爲シ條約調印ノ際署名ノ下ニ右留保ノ旨ヲ記入セムトスルモノナリト述ヘタル趣ニテ之ニ對シテハ「ビション」氏ヨリ右ハ斷シテ許スコトヲ得サル旨ヲ申聞ケタルニ顧氏ハ然ラハ條約ニハ無條件ニテ調印シ別ニ三箇條ニ付後日更メテ審議セラレタキ旨書面ヲ以テ申入ルヘシト謂ヒ其ノ旨「ビション」氏ヨリ「クレマンソウ」氏ニ報告シタリトコトナリ延テ翌二十七日午前首相會議ニ於テ「クレマンソウ」氏ノ牧野委員ニ説明セル所モ「ジュタスタ」氏談話ノ通ナリシニ付牧野委員ハ土曜日「グエルサイユ」ニ於テ調印ノ際ハ先ツ獨逸全權ニ於テ調印シ次ニ聯合五大國ニ於テ調印シタル後他ノ諸國カ順次調印スル等ニテ獨逸及日本カ無條件ニテ調印シタル後萬一支那カ突然留保ヲ爲スカ如キコトアリテハ條約ノ内容ニ變更ヲ來タスモノニシテ不都合ナルニ付支那委員ニ對シ豫メ留保ヲ爲シ得サル旨ヲ首相會議ノ決定トシテ明カニ支那委員ニ通告シ置クノ必要アリト述ヘタルニ「クレマンソウ」氏モ賛成ヲ表シ大統領ト相談シタル上牧野委員ニ對シ大統領モ同意ニ付午後再ヒ首相會議決定ノ趣旨ヲ支那委員ニ通告セシムヘキ旨ヲ述ヘ更ニ牧野委員ヨリ支那カ山東問題ニ付再考ヲ求ムル趣旨ノ書面ヲ提出スルトモ右ハ條約ニ對シ全然何等ノ效力ナキモノナルヘシト念ヲ押シタルニ勿論無効ナリト答ヘタリ

依テ二十七日夕刻「ビション」氏ニ就キ午後支那委員引見ノ模様ヲ尋ネシメタルニ「ビション」氏ハ顧氏ヲ呼出シ調印ノ際留保スルコトハ許スヘカラサルコト若支那カ別ニ留保ノ書面ヲ提出スル場合ニ於テモ調印前ニハ之ヲ提出スルコトヲ得サルヘキコトヲ申聞ケタルニ顧氏ハ留保ヲ許サレサルニ於テハ支那ハ調印スルコトヲ得スト繰返シテ言明シ之ニ對シ「ビション」氏ハ此際支那ニ於テ調印ヲ爲ササルカ如キハ極メテ重大ナル過失ニ陷ルモノニシテ支那ノ爲ニ取ラサル所ナリトテ無留保調印ヲ爲ス様態ロニ説示シタルニ顧氏ハ更ニ第一全權トモ協議スヘシトテ引取リタリ

## (ハ) 牧野全權ト「ランシンク」氏トノ會見

米國全權「ランシンク」氏ハ牧野全權ニ會見ヲ求メタルヲ以テ六月二十八日調印式ノ朝首相會議ニ赴ク途中牧野男ハ「ランシンク」氏ヲ其ノ旅館ニ訪ネタルニ同氏ハ山東問題ニ關シ支那ノ國論沸騰シ非買同盟既ニ起レル處初ハ日本以外ノ國ニ對シテモ行ハレシヤニ見受ケシカ今ヤ純然對日關係タルコト明白トナリ尙繼續スヘキハ明カニシテ事態容易ナラサルヤニ見受クル處自分ハ豫テヨリ支那問題ニ關シテハ日米協同シテ政局ノ安定ヲ希望シ居リ此ノ趣旨ニ基キ先年石井大使トノ協定ヲモ締結セシ程ナリ就テハ同一趣旨ニテ此際支那側ヲ緩和シ無事調印セシメム爲ニハ人心ヲ安ムセシムル手段トシテ條約調印ト共ニ日本側ニテ公表文「ステイトメント」ヲ發セラレテハ如何夫レモ新タナルコトニハアラス既ニ首相會議ニテ日本全權ノ聲明セラレタル點ヲ一層明白ニ具體的ニ一般外國人及支那人ニ了解セラレ得ル形式ニテ今一度聲明セラレテハ如何サレハ支那全權モ無條件ニ調印スルヲ得ヘシ且一方「ボイコット」ヲ中止セシムル效力モアルヘク日本ノ利益ニモナルヘシトテ右「ステイトメント」案ナルモノヲ示シタルカ其ノ要旨ハ

一、日本ハ山東省ニ於テ何等主權の權力ヲ要求スルモノニアラス

二、日本ハ膠州租借地ヲ還附シ且租借地内ニ於テ獨逸ヨリ取得セル一切ノ權利特權ヲ鐵道ニ關スルモノノ外之ヲ支那ノ爲ニ放棄ス但シ支那ハ右放棄セラレタル財産權ニ對シ日本ニ代償ヲ支拂フヘク且青島ヲ萬國共同居留地トナシ同港ヲ開港地トナスコトヲ約ス

三、日本ハ講和條約調印後相當期間内ニ速ニ右還附ヲ完成セムコトニ努ムヘシ

四、日本ハ獨支間ノ條約取極中山東省ニ於ケル優先の專有的地位ヲ與フル條項ノ利用ヲ放棄ス

五、日本ハ自國ニ讓渡セラレタル現存鐵道ノ經營ニ關シ支那及他諸國トノ貿易ニ對シ何等差別待遇「デイスクリミネート」セサルヘシ

六、日本ニ建設ノ許與「コンセツション」ヲ與ヘラレタル新鐵道線ハ支那政府ノ爲日本之ヲ建設スルモノナリ  
七、日本ハ唯鐵道運轉ノ安全ヲ保障スル爲鐵道沿線ニ於テ特別警察ヲ設クルモノナリ而シテ該警察ハ鐵道會社取締役ノ選  
定スル日本教官ヲ要スル支那ノ警察ナリ且右教官ハ支那政府ノ任命スルモノナリ

八、日本ハ成ル可ク速ニ山東ヨリ一切ノ兵方ヲ撤退スヘク事情之ヲ許スニ於テハ該撤退ハ長カラサル期間内ニ實行セラル  
ヘキハ日本ノ初ヨリノ意思ナリシ

ト言フニ在リ茲ニ於テ牧野全權ハ一讀ノ上其ノ厚意ヲ謝シ日米共同シテ支那ノ事態安定ヲ希望スルコトハ全然同感ニシテ  
帝國政府ニ於テモ其ノ精神爾來變ラスト確信ス

ナリナカラ本案ニ至リテハ種々ノ點ニ於テ大ニ考慮講究ヲ要スル點アリ將又首相會議及「バルフォア」卿ト會見ノ際我全權  
ノ聲明セル點ト異ルヤニ思考セラル、點モアリトテ前記二、四、ヲ指摘シタル所「ランシング」氏ハ四ノ點ニ至リテハ日本  
ニ於テ之ヲ認メサルニ於テハ門戸開放ノ主義ニ反シ米國ハ之ニ賛同スル能ハスト語リシカ

牧野全權ハ尙詳細熟讀考究ノ上ナラテハ的確ノ意見ヲ述フルヲ得サルモ大體ニ於テ既ニ首相會議ニテ米國大統領トモ打合  
セノ上曩ニ公表文「ステートメント」ヲ公表セルニ此ノ上今トナリテ更ニ事新シク世人ヲシテ全ク別個ノ聲明ナリト疑ハシ  
ムル様ノ「ステートメント」ヲ出スコトハ四圍ノ形勢ニ鑑ミ自分ノ敢テ爲シ得サル所ナリ閣下ハ之ニヨリテ支那側ノ民心ヲ  
鎮靜セシメ得ル點ヲ考慮ニ置カル、モスル聲明ヲ條約調印間際ニ俄ニ主張スルニ於テハ我日本國民ハ既ニ首相會議ニ於テ  
決定セル山東問題ニ何ノ要アリテ斯ル「ステートメント」ヲ發セシヤト疑ヒ人心激昂スヘキハ明カナリ是日本ノ立場ヨリ矛  
カ遽ニ貴見ニ同意スル能ハサル所以ナリ支那ノ人心ノ不安モサルコトナカラ我民心ノ動搖ヲモ考慮セラレタク今次支那ノ  
排日行爲ノ爲損害ノ莫大ナルハ素ヨリ諒カラサル死傷ヲモ出シタルカ如シ然ルニモ拘ラス日本政府國民共ニ隱忍以テ事ニ  
當レリ日支兩國共ニ紛糾セル局面ヲ現出スル虞アル諸種ノ動機ヲ與フルカ如キ方針ヲ取ルコト得策ニアラサルヘシト述  
ヘタルニ

「ランシング」氏ハ貴說一應御尤モナルカ尙此際此ノ「ステートメント」案ニ就テ同意ヲ求ムル所以ハ斯クシテ支那側ノ無事  
調印ヲ了セハ米國上院ニ於ケル山東問題ニ關スル反對ノ形勢ヲモ避ケ得ヘシト思考スルニ依ルモノナリトテ米國上院ノ反  
對形勢ヲ説キ暗ニ我力反省ヲ求ムルノ態度ニ出テシモ

牧野全權ハ調印切迫ノ此ノ期ニ際シ最早斯ル重要ナル「ステートメント」ニ付慎重ニ考慮シ之カ可否ヲ講究決定スル餘地ナ  
キヲ遺憾トス殊ニ主義トシテ調印前後ニ斯クノ如キ文書ヲ發表スルコトハ同意シ難キ所ナリ但シ其ノ好意ニ就テハ深ク謝  
スル所ナリト述ヘ辭去シテ「ウヰルソン」邸ノ首相會議ニ赴キタリ

### (ニ) 支那全權ノ不調印ト宣言書

六月二十八日午後三時「ヴェルサイユ」ニ於テ關係諸國ノ對獨講和條約ニ調印ヲ了シタルハ別項記載ノ如クナルカ支那全權  
ハ來會セス從テ遂ニ署名スルニ至ラザリキ

然ルニ調印式後支那全權ハ左ノ趣旨ノ宣言書ヲ發表セリ

山東問題ニ關スル聯合國講和最高會議ノ決定ハ公正ヲ失シ爲ニ支那全國民ノ輿論激昂セシメタルニ顧ミ支那全權ハ該問  
題ニ關スル簡條ヲ留保シテ調印スルノ外ナシト思考シ再三之ヲ最高會議ニ訴フル處アリシモ容ラレス仍テ支那全權ハ六  
月二十八日「ヴェルサイユ」ニ於ケル調印前更ニ書面ヲ以テ後日適當ノ機會ニ於テ山東問題ヲ再考スヘキ條件ノ下ニ調印  
スヘキコトヲ申出テタルモ留保調印ハ一切之ヲ許ササル旨ヲ以テ拒絕サレタリ茲ニ於テ支那全權ハ條約全體ノ調印ヲ拒  
絶スルノ外ナキニ到レリ支那全權ハ聯合國ノ一致ヲ缺クテ遺憾トスルモ之カ責任ハ支那全權ニアラスシテ東亞ノ平和ノ  
爲山東ニ關スル條項將來ニ於テ再考スヘキ途ヲ講セサル最高會議ノ罪ニアリト謂ハサルヘカラス

### (ホ) 不調印後支那全權ノ態度

支那全權ヨリ講和會議長ニ對シ將來交渉ノ參考迄首相會議ニテ行ハレタル山東問題關係討議ノ内容ヲ承知シタキ旨申出タルニ對シ會議々長ヨリ右ハ會議出席者以外ニ一切洩ラサル方針ナルニ付支那側希望ニ應スルヲ得ナルモ討議ノ要録ハ極秘トシテ送附スヘキ旨ヲ以テ左記ノ如キ覺書支那側ヘ交附セラレタリ

Memorandum prepared for strictly confidential use of China Delegation at the Peace Conference, based upon record of Council of the Principal Allied and Associated Powers, and containing assurances given by the Japanese respecting the eventful restoration to China of the leased territory of Kiaochow and the disposal of German rights in Shantung.

Policy of Japan consists in restoring Shantung to China in full sovereignty, only retaining economic privileges which had been granted to Germany as well as right of establishing a concession at Tsingtao under the usual conditions.

So far as the existing railway is concerned, i. e. the Tsingtao-Tsinan Railway and its branches which is to become a mixed Sino-Japanese enterprise, owners of Railway will use special police only to ensure security for traffic. They will be used for no other purpose. Police force is to be composed of Chinese, and such Japanese instruction as the directors of the Railway may select will be appointed by the Chinese Government,

The Japanese propose to surrender all military control over Peninsula, including fifty kilometres zone round Kiaochow within which German troops were allowed but not Chinese, and all interference with the civil administration of territory. Their intention is fully to restore Chinese Sovereignty within leased territory. They gave assurances that the maintenance of a garrison at Tsinan is a purely provisional measure which will be continued only during transition immediately following Peace, and the period it is their intention to make as short as possible. They

explained that the troops had previously been lined out along the Railway at a number of points and the concentration in Tsingtao and Tsinan had been regarded merely as a step towards their final withdrawal, although no date was named for the determination of this transitory arrangement.

The Japanese gave assurances that the troops would be withdrawn as soon as practicable and that fortification built by Germany would not be included in the area of the residential Concession to be granted to Japan in the town of Tsingtao.

German rights which the Japanese propose to retain are economic in their character.

They consist in:—

1. a right to claim a residential concession in Tsingtao which, however, does not exclude and was not intended to exclude the right also for other countries to organize an international concession there.

2. German rights in the railways already built and the mines associated with them.

Railways are built on land which is in full Chinese Sovereignty and subject to Chinese (脱) German soldiers.

4. Concession granted to the Germans for building two other railways. These railways viz.:—Kaomi-Hsushow-fu and Tsinan-Shunte-fu (脱) line are to be built with Japanese capital and the Japanese capitalists are (脱) terms on which necessary money will be provided. Chinese Government (脱) same position in regard to these railways as it has over the other railways constructed by foreign capital.

Further the Japanese Delegates gave the explicit assurances to the effect,—

- (a) that any concession which China give them at Tsingtao will not exclude other foreign enterprise from the port.

(b) that their economic control of the existing railways, which the possession of the majority of the shares give them, will not be used in any way to discriminate between the trade facilities of different nations.

It should be mentioned that the Japanese Delegates throughout these conversations made it clear that in the event of any failure by China to carry out her share of the bargain, if, for example, the refused to co-operate in the formation of the police force or to admit the employment of Japanese instructors, Japan reserved right to fall back, in the last resort, on the Sino-Japanese agreements of 1915 and 1918.

President Wilson expressed the hope that in the event of such failure on the part of China, Japan, instead of appealing to agreements, should voluntarily apply for mediation by the Council of the League of Nations.

Japanese Delegates pointed out that if China carried out her obligations loyally, the case would not arise, and that even if the matter were submitted to the League of Nations, Japan nevertheless must reserve her right in the last analysis to base herself on the agreements.

President Wilson insisted that nothing he had said should be construed as a recognition of the notes exchanged between Japan and China, because they were based upon the original demands against which the Government of the United States had earnestly protested.

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