

五 シベリア及び東支鉄道ニ関スル問題(一)

レハ漁業権以外ノ諸点ニ付テハ米國ノ見解ヲ承認シタルモノト受取ラルル虞アリ然ルニ前記(一)ノ理由ニ基キ御電報ノ諸点ニ付テハ今更措置ヲ執ルノ必要ナシト信ス

三、殊ニ「ヒューズ」ノ陳述ハ専ラ日本カ西比利出兵ニ乘シ西比利ニ於ケル漁業ヲ独占スルコトヲ排除スルノ目的ニ出テタルモノニシテ日本ノ有スル有ラユル条約上ノ既得権ニハ關係ナキモノト解釈スルヲ至当ト認メラル

以上ノ見地ヨリ本件ニ関シ特ニ何等措置ヲ執ラサリシ次第ニ付右御含ヲ請フ

49 11年2月9日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

日本ハ樺太及び沿海州ニ於テ排他的開發ヲセ
ストノヒューズノ解釈ニ対スル措置方ニツキ
回報ノ件

會議第六二九号
貴電第三九五号ニ関シ西比利亞問題ニ関シテハ累次拙電ニ

(二) 東支鐵道問題

50 10年8月19日(発) 内田外務大臣ヨリ
在米國幣原大使宛(電報)

東支鐵道ニ関スル一九一九年ノ連合國管理協
定ニ関シ米國ヨリ修正案提案ノ件

付記 八月四日在本邦米國代理大使覺書
東支鐵道ニ関スル一九一九年ノ連合國管理協定ノ
修正ニ関スル件

第三六九号

八月四日在本邦米國代理大使大臣ヲ來訪シ一覺書ヲ手交セルカ右ハ冒頭ニ於テ東支鐵道ノ運輸財政狀態ヲ改善シ露國ノ利益ヲ保護シ東亞ニ於ケル事態ノ安定ヲ計ル為メ米國政府ハ現行ノ一九一九年連合國管理協定ニ修正ヲ加フルノ必要アリト認ムル旨ヲ述ヘ次キニ別電第三七〇号修正案ヲ掲ケ末段ニ最初ヨリ現連合國技術委員會委員長トシテ有能ニ其職責ヲ尽セル「ステイブンス」ヲ修正案ニ依ル技術委員會委員長ニ推挙スルコトハ關係國政府ニ於テモ希望セララル所ナルヘシト信ス旨記載セルモノナリ

尚右覺書ヲ手交スルニ当リ米國代理大使ハ本覺書ハ非公式

五 シベリア及び東支鐵道ニ関スル問題(二)

三七六

依リテ御承知ノ通西比利亞ニ於ケル諸団体殊ニ多代表者ノ猛烈ナル宣伝ニ依リテ當國ノ輿論ヲ喚起シ日本ノ西比利亞政策殊ニ出兵及樺太占領等ニ就キ世上一般會議ニ於テ充分審議ノ上日本側ノ行動ヲ羈束セン事ヲ期待シ居リ一度其措置ヲ過マラバ紛糾ヲ起ス虞アリタルヲ以テ成ル可ク之ヲ避クル為既報ノ如キ措置ニ出デタル次第ナルガ御申越ノ点ハ當時當方ニ於テモ氣付キタルモ「ヒューズ」ノ陳述ハ單ニ西比利亞ニ対スル米國ノ立場ヲ會議ノ記録ニ留メ以テ世論ヲ鎮メントスルモノナル故固ヨリ右ハ列國間ノ決議ニアラス從テ日本ハ日本ノ主張通束縛セラルルハ勿論ナルモ米國ノ解釈ニ拘束セラルルノ理由無キニ付更ニ會議ヲ紛糾セザル為其儘放置シタル次第ナリ故ニ米國側ニ於テハ他日或ハ右「ヒューズ」ノ陳述ヲ盾トシテ我方ノ執ルベキ措置ニ対シ抗議スルヤモ計ラレザルモ我方トシテハ我方ノ立場ヲ主張スル事差支無シト信ズ

ニ提示シ先ツ日米間ニ諒解ヲ遂ケントスル趣旨ナル旨付言セリ

右ニ対シ我方ノ採ルヘキ態度ニ付テハ目下慎重考究中ナルカ右不取敢御含迄

別電ト共ニ在英仏各大使ヘ転電アリタシ

編註 別電第三七〇号修正案ニツイテハ本件ニ関スル八月四日
付在本邦米國代理大使ノ覺書ヲ付記トシテ採録セリ

(付記)

八月四日在本邦米國代理大使覺書
東支鐵道ニ関スル一九一九年ノ連合國管理協定ノ修正ニ関スル件

MEMORANDUM

With a view to meeting the obvious need for a more economical operation of the Chinese Eastern Railway, to place the line on a sound financial basis, to restore normal traffic conditions, to provide a proper trusteeship for Russian interests, and to stabilize the situation in the Far East as far as may be

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possible, the Government of the United States is convinced that certain amendments to the Inter-Allied agreement of January, 1919, which now governs the operation of the line, have been made necessary by reason of changed conditions in the Railway Zone. It is believed by the Government of the United States that the following amendments to the above-mentioned agreement would meet all the requirements of the new situation.

Omit paragraph (1) thus abolishing the Inter-Allied Committee, and substitute the following:

The general supervision of the Chinese Eastern Railway shall be under the joint control of the United States, England, France, Japan and China, such supervision to be vested exclusively in a Board which shall be known as the Technical Board and which shall consist of representatives of the United States, England, France, Japan, Russia and China. It is understood that the Board shall consist of rail-

way experts of the nations above-mentioned and that the technical and economic administration of the affairs of the railway shall be under the sole control of the Board.

(a) Such powers as the present Technical Board possesses shall be preserved and continued under the new arrangement and the Board hereby created shall in addition have full control over the receipts and disbursements of the company's revenues.

(b) The Board shall also fix all tariffs and control all questions relating to personnel both of officers and employees, including the power of engaging or dismissing them. The Board may also, in its discretion, employ a Russian as General Manager, but with the understanding that he shall be under the authority of the Technical Board.

(c) The President of the Technical Board shall be its responsible head and shall be entrusted with the administration of the duties of the Board as

tion and financial control of the railway.

The foregoing substitute for paragraph (1) shall also take the place of paragraphs (2) (3) (4) and (5) of the agreement of January 1919. The amended agreement will therefore read as set forth in the above substitute for paragraph (1).

In submitting this revised plan for the operation of the road the Government of the United States expresses full confidence that the interested Governments will be willing that Mr. John F. Stevens, who has so ably filled the position of President of the Inter-Allied Technical Board since its inception, shall be selected as President of the Technical Board under the amended plan herein suggested.

Tokyo, August 4, 1921.

(欄外註記)

十年八月四日ベル代理大使来談手交内訓トシテ付言シテ曰ク
千九百十九年正月ノ協約ヲ定ムルニ当リ日米間ニ前以テ非公
式交渉ヲ為シタル例ニ依リ本覚書モ非公式ニ閣下ニ提示シテ
一般的協定ヲ得ルニ先ダチ日米間ノ了解ヲ遂ゲントスルノ趣

above set forth, and in the exercise of such duties he shall not be subject to control by a majority vote or otherwise by the members of the Board except in matters on which he may seek their advice. As far as may be possible full responsibility shall be vested in the President of the Board who shall actively administer its affairs. His tenure of office shall be subject to the decision of a majority of the Technical Board with the approval of the Governments who are parties to this agreement.

(d) The Technical Board shall have authority to abrogate or to modify in any way in which it may deem advisable the so-called "Russian Laws" governing the technical details of the operation and maintenance of the railway.

(e) No political activity whatever shall be countenanced in the administration of the affairs of the railway by the Board. Its duties and obligations shall be confined strictly to the administration, opera-

五 シベリア及び東支鉄道ニ関スル問題(二)

旨ニ外ナラズ云々

(右和訳文)

米国政府ハ東支鉄道ヲ一層経済的ニ運用シ同鉄道ノ財政的基礎ヲ確実ニシ且ツ其ノ運輸状況ヲ常態ニ復帰シ露国ノ利害関係ヲ適當ニ管理シ極東ニ於ケル事態ヲ出来得ル限り安定ナラシムル為ニハ鐵道地帯ニ於ケル状況ノ変化ニ応シ現ニ同鐵道運用準則タル一九一九年一月ノ連合國協定ヲ改訂スルノ要アリト確信ス而シテ米國政府ハ現行協定ヲ左記ノ通り改訂セハ新事態ニ對スル一切ノ要求ヲ充シ得ヘシト思考ス

現協定第一項ヲ削除シテ連合國委員會ヲ廢止シ之ニ代フルニ左記事項ヲ以テス

東支鐵道ノ一般監督ハ米英支仏及ヒ日本共同シテ之ヲ行フ右監督ハ米英支仏露及ヒ日本ノ代表者ヲ以テ組織スル技術部ト稱スル機關之ヲ專行ス同技術部ハ前記各國ノ鐵道專門家ヲ以テ組織シ鐵道事務ノ技術的並ニ經濟的經理ハ全然同部ヲシテ管理セシムルモノトス

(イ) 現在ノ技術部ノ有スル權限ハ新協定ノ下ニ於テモ維持繼續セラルヘキモノトス尚ホ新ニ設定セラルヘキ技

道ノ經理運行及ヒ財政上ノ監理ニ局限セラルヘキモノトス

現協定第一項ニ代ルヘキ前述ノ條項ハ一九一九年ノ協定(三)及(四)項ニモ代ルヘキモノトス依テ改訂協定ハ現協定第一項ニ代ルヘキ上述條項ニ記載ノ通りトス

米國政府ハ茲ニ鐵道運行ニ關スル改訂計畫ヲ提議スルニ當リ關係國政府ニ於テ連合技術部創設以來同部長ノ地位ヲ有能ニ占メ来リタル「ジョン・スチーヴンス」氏ヲ茲ニ提唱セル改訂計畫ノ下ニ設ケラルヘキ技術部部長ニ選任セラルル事ニ關シ異存ナカルヘシト確信ス

51 10年10月28日(発) 内田外務大臣ヨリ
在米國幣原大使宛(電報)

東支鐵道ニ關スル一九一九年ノ連合國管理協
定ノ修正ニ關スル米國大使館覺書ニ對シ回答

ノ件

別電

十月二十九日内田外務大臣宛在米國幣原大使宛電
報第五六九号

右米國大使館覺書ニ對スル我方回答覺書

第五六八号

往電第三六九号米國大使覺書ニ對シ今般閣議決定ヲ經テ十

五 シベリア及び東支鐵道ニ關スル問題(二)

三八〇

術部ハ其ノ外会社收入ノ受入及支出ヲ管理ス

(ロ) 技術部ハ又一切ノ運賃ヲ定メ役員及ヒ雇員ノ人事ニ關スル一切ノ事務ヲ管理シ之カ任免ノ權ヲモ有スルモノトス技術部ハ其ノ才量ニ依リ露國人ヲ總支配人ニ任用スルヲ得但シ右支配人ハ技術部ノ權限ニ服スルモノトス

(ハ) 技術部長ハ同部ノ責任者トシテ前記同部職務ノ經理ニ任ス技術部長ハ右職務ヲ遂行スルニ當リ特ニ其ノ意見ヲ求メタル事項ニ非サル限り技術部員ノ多數決又ハ其ノ他ノ方法ニ依ル干与ニ服スルモノニ非ス技術部長ハ敏活ニ同部ノ事務ヲ処理スヘキモノニシテ出来得ル限り充分ナル責任ヲ有ス可キモノトス同部長在職期限ハ技術部ノ多數決ヲ以テ決定ス但シ本協定ニ關係アル各國政府ノ承認ヲ要ス

(ニ) 技術部ハ鐵道ノ運用及ヒ維持ニ關スル技術上ノ細目ヲ規定スル所謂露國ノ法律ヲ必要ト認ムル方法ニ依リ適宜廢止シ或ハ改訂スヘキ權限ヲ有ス

(ホ) 技術部ハ鐵道事務ヲ処理スルニ當リ何等政治上ノ活動ヲ幫助スヘキモノニ非ス同部ノ職務及責任ハ嚴ニ鐵

月二十八日別電第五六九号ノ通回答セリ華府會議ニ於テモ右方針ニ依リ御措置アリ度シ尚往電第三六九号米國大使付言ノ次第二鑑ミ米國案ハ未タ他關係國政府ニハ開示シアラサルモノト認メラルルニ付御含アリ度ク尚ホ露亞銀行極東支配人 Petihuguenin (仏國人ニテ北京ニ常駐シ今般來朝仏國大使館ニ宿泊中) カ在支米國公使館員トノ接觸ニ依リ得タル印象ニ拠レバ右米國案ハ「スチーヴンス」ト米國政府トノ間ニ直接行ハレタル協議ニ基クモノニシテ米國公使館側ニテモ余リ賛成シ居ラサル模様ナル旨並ニ仏國側ガ全然不同意ナル旨十月二十八日芳沢局長來訪ノ際語リタル趣ナリ

別電ト共ニ英仏各大使ニ転電アリタシ

(別電)

十月二十九日内田外務大臣宛在米國幣原大使宛電報第五六九号

東支鐵道ノ管理協定ノ修正ニ關スル米國大使館覺書ニ對スル我方回答覺書

第五六九号 別電

Memorandum

The Japanese Government, having carefully ex-

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ained the memorandum of the Government of the United States containing suggestions in regard to the Chinese Eastern Railway, hereby venture to express frankly their views on the subject and invite thereto the deliberate consideration of the United States Government.

As far as the Japanese Government understand, the main purpose of the United States proposal is to organize a Technical Board consisting of railway experts of the United States, England, France, Japan, Russia and China under joint control of the Governments of the Powers interested and entrust it not only with the general supervision of the railway but with the technical and economic administration of the railway affairs together with the full control over the receipts and disbursements of the company's revenue, and also with questions regarding the personnel of the railway. It appears that under such an arrangement, the United States Government

that it will not only provoke unnecessary displeasure on their part, but it will create comment that it constitutes illegitimate interference or it is a covert attempt to take over the right of supervision of the Railway.

It can hardly be admitted that the actual condition of the Railway is so upset as would permit a third party to propose a radical reorganization of the railway without inviting a suspicion and displeasure. Frankly speaking, the Japanese Government doubt a great deal as to whether there is the need of making a radical change at present in the administration of the Chinese Eastern Railway. Accordingly they find it difficult to bring themselves to acquiesce in the present suggestion of the United States Government.

It being, however, the unanimous desire not only of the Powers concerned, but of the Government and people of Japan who are vitally interested in the

intend practically, if not in name, to substitute the Chinese Eastern Railway Board with the Technical Board in question. If this assumption is correct, it constitutes a radical change in the administration of the Chinese Eastern Railway and can scarcely be regarded as a simple question of affording assistance from outside.

It is true that there are various defects in the present administration of the Chinese Eastern Railway, but having regard to the existence of a Railway Board in the said Railway, which being legitimately organized under treaties and other arrangements between Russia and China, is entrusted with the supervision and management of the Railway, it is believed that any such suggestion as aiming at a radical change in the status of the Railway by means of a third party stepping into the relations between these two countries will hardly commend itself to the parties concerned. Further it is feared

Chinese Eastern Railway, to keep it always in a full working order by assuring the maintenance and operation of the Railway which occupies a very important position in the system of world traffic and also by further improving its financial conditions and general management, the Japanese Government are always ready to render to it in co-operation with other Powers concerned, any assistance, financial and otherwise, with this object in view. In giving, however, such assistance to the Railway the Japanese Government are of opinion that it should be done in full recognition of the legal and practical existence of the Chinese Eastern Railway Board which is responsible for the supervision and management of this Railway and also with full respect for its present status. Accordingly they are disposed to think it advisable to adopt the following plan instead of the United States proposal now under review.

1. The Chinese Eastern Railway Board shall

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have direct control of the Railway, and the Technical Board, organised under the supervision of the governments of the United States, England, France, China and Japan, and consisting of the Railway experts of the above mentioned nations; shall, in case of need, give technical and financial assistance to the Chinese Eastern Railway Board.

2. The members of the Technical Board shall have equal right, and shall elect the president and vice-president of the Board with a view to harmoniously cooperating with one another in carrying out the mission of the Board and in maintaining the uniformity in the conduct of the railway business.

Further it is to be observed that in order to let the Chinese Eastern Railway fully discharge its functions as a great organ of world traffic, it is necessary to consider, together with the improvement of that railway, questions such as effecting its connec-

tion with the trans-Siberian railway west of Manchui and a part of the Ussuri railway connecting Vladivostok and the eastern end of the Chinese Eastern Railway.

Tokyo, Oct. 28, 1921

(右原文)

覚 書

帝國政府ハ米國政府カ東支鐵道ニ關スル提案ヲ開示セラレタル八月四日付覚書ヲ閱悉セリ依テ左ニ帝國政府ノ腹藏無キ所見ヲ開陳シテ米國政府ノ切実ナル考慮ヲ邀ヘムト欲ス米國政府ノ提案ノ要旨ハ米英仏支日各政府ノ共同監督ノ下ニ各國専門家委員ヨリ成ル技術委員會ヲ組織シ之ヲシテ単ニ同鐵道ノ一般監督ニ膺ラシムルノミナラス技術上及經濟上ノ業務執行收支一切ノ管理及各種人事問題ヲモ之ニ委ネムトスルモノニシテ換言セハ同委員會ヲシテ名義上ハ兎ニ角實際上東支鐵道庁ニ代ラシメムトスルモノナリト謂フモ敢テ不可ナラサルカ如シ果シテ然リトセハ之レ実ニ現在ノ東支鐵道經營組織ノ根本的改造ヲ意味スルモノニシテ單純ナル外部的援助ノ一方途ヲ以テ目ス可カラサルニ似タリ

東支鐵道經營ノ現状ニハ不満足ナル点尠カラサルヘシ乍去東支鐵道ニハ東支鐵道庁ナル之カ管理經營機關ノ既ニ備ハリ居リ而モ右ハ露支兩國間ノ條約取極ニ依リ合法的ニ定マリ居ルモノナルカ故ニ第三國カ此等二國間ノ關係ニ介入シ漫ニ該鐵道ノ「ステータス」ニ變更ヲ加ヘムトスルカ如キハ當ニ當事者ノ正當ナル承諾ヲ得ルコト困難ナルニ止マラス徒ラニ其反感ヲ挑発シ不當ノ干涉若クハ東支鐵道管理權ノ奪取ヲ試ムルモノナリトノ非難ヲ招クニ至ルヘシ

顧フニ現下ノ狀態ハ當事者ノ猜疑反感ヲ招カスシテ第三者ヨリ斯ル根本的改造ヲ提唱シ得ル程危急ノ形勢ニアリト認め難ク換言セハ帝國政府ハ東支鐵道ノ現在ノ經營組織ヲ根本的ニ改造スヘキ必要ノ有無ニ關シ疑問ヲ懷クモノニシテ從テ帝國政府ハ乍遺憾今次米國政府提案ニ賛同ヲ躊躇セサルヲ得サルモノナリ

然レトモ世界交通系ノ重要ナル地位ヲ占ムル東支鐵道ノ維持運行ヲ確保シ進シテ其ノ財政及經營ノ改善ニ依リ其交通機能ヲ充分ニ發揮セムコトハ單リ列國ノ冀望スル所タルヘキノミナラス之ト緊切ノ利害關係ヲ有スル日本政府及國民ニ於テモ又固ヨリ其感ヲ同ウスル所ナルヲ以テ右ノ目的ヲ

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三八四

以テ東支鐵道ニ對シ財政上其他ノ援助ヲ与フル事ニ付テハ帝國政府ニ於テ關係列國ト協議スルヲ辭セサルハ勿論ナリト雖モ帝國政府ノ意向トシテハ之等援助ハ法律上且實際上東支鐵道ノ管理經營者タル東支鐵道庁ノ存在ヲ認め其「ステータス」ヲ尊重スルノ基礎ニ於テスルヲ妥當ト信スルカ故米國提案ニ代フルニ大体左記趣旨ノ案ヲ以テスル事可然ト思考ス

一 東支鐵道直接ノ經營者ハ東支鐵道庁トシ日英米仏支五國政府監督ノ下ニ之等諸國ノ鐵道専門家ヨリ成ル技術委員會ヲ組織シ必要ニ応シ財政上及技術上東支鐵道庁ニ援助ヲ与フルコト

二 技術委員會ノ各國委員ハ平等ノ權限ヲ有シ互ニ協力シテ委員會ノ目的達成ヲ図リ事務ノ統一ヲ期スルヲ為メ委員長及ヒ副委員長ヲ互選スルコト

尚東支鐵道ノ交通機關タル本能ヲ完ウセンカ為メニハ滿州里以西ノ西北比利亞鐵道並ニ浦塩港ト東支鐵道ノ東端ト連絡スル烏蘇里線ノ一部ヲ閉却スルヲ得サル次第ニテ東支鐵道ノ改善ト相俟テ自然右ニ付テノ連絡其他ノ問題ヲモ攻究スルノ必要ヲ生スヘシ

大正十年十月二十八日

(欄外註記)

大正十年十月二十一日閣議決定

52 10月16日(着)

ワシントン會議全權ヨリ
内田外務大臣宛(電報)

東支鉄道問題ニ関シ米國側ト協議方ニツキ請

訓ノ件

會議第二三三三号(大至急)(十二月十五日ワシントン發)

東支鉄道問題ハ米國議題試案ノ一ニテ同國政府ニ於テハ恐
ラク本年八月帝國政府ニ對スル提議ヲ骨子トシテ會議ニ提
案スル所アルベシト觀察セラルル処右米國政府ノ提議ニ對
シテハ已ニ十月二十八日付回答ニ依リ略々我方ノ意向ヲ
開示セラレタル次第ナルモ其ノ後米國政府ヨリ何等ノ照覆
ニ接セズ從テ本件ニ關シテハ未ダ日米間ニ纏リタル諒解ヲ
得サル次第ナリ然ルニ本問題ノ進展如何ガ帝國ニ取リ頗ル
重大ナル關係ヲ有スルハ申ス迄モ無之殊ニ米國提案ト密接
ノ關係アル「スチーブンス」目下当地滞在中ノコトニモア
リ旁々出来得ベクバ會議付議ニ先ダチ米國側トノ間ニ今少
シク意見ノ交換ヲ試ミルコト得策ト認メラルルニ付テハ左

シ充分ノ監督ヲ得サレハ投資スマジク若シ日本ニシテ此ノ
如キ監督權ヲ得シテ投資スルノ態度ヲ執ラハ米國側ハ勢
ヒ日本ノ投資ニ對スル野心ヲ疑フコト明カナリ東支鐵道片
ノ存立ヲ全然無視スル如キコトナキ範圍ニ於テ人事財政等
ニ對スル相當監督ノ實權ヲ付与セシメ協定案ヲ作成スル事
〔現行監督協定ハ露國ノ東支及西比利鐵道ノ所有者タル地
位ヲ尊重シ現状維持ヲ以テ根本主義トセルコトハ明カナリ
然ルニ其ノ間支那ハ頻リニ利權回收ニ熱中シ遂ニ客年十月
露國側ヲ威圧シテ露亞銀行トノ間ニ暫行統約ヲ締結スルニ
至レル次第ナルモ各國政府ニ於テ今日迄何等ノ処置ヲ執リ
居ラス

然ルニ若シ此際列國ガ協同援助ヲ実行スルニ當リテハ先ヅ
以テ右露支間ノ暫行契約ニ對スル態度ヲ明ニスルノ要アル
ベク殊ニ勞農政府ガ從來東支鐵道ニ對シ多クノ執着心ヲ有
セザルニ乗ジ支那ハ勞農政府又ハ齊多政府トノ間ニ交渉ノ
上東支鐵道ニ對シ絶對有利ナル地歩ヲ確立セムトスルノ模
樣ナキニアラズ「スチーブンス」ガ先般來時々我官憲ニ洩
ラセル口吻ニ拠レバ彼モ亦右協定ヲ承認セザルベキ意向ヲ
有スルモノト察セラル旁々我方ニ於テハ米國側ト協調ヲ保

五 シベリア及び東支鐵道ニ關スル問題(二)

記卑見御酌量ノ上何分ノ儀至急御電示ヲ請フ

(一)東支鐵道ニ對スル援助ノ実行ハ素ヨリ關係列國協調協力
ノ精神ニ立脚スヘキハ勿論ナルモ從來實際上ノ援助ハ主ト
シテ日米兩國之ニ當リ來レル次第ナルノミナラス將來ニ於
ケル財政援助モ列國共同トハ云ヘ実ハ日米兩國ニ於テ實際
ノ衝ニ當ルヘキモノト覺悟セサルヘカラス

果シテ然ラハ本件共同援助案ノ如キモ主トシテ日米兩國ニ
於テ考查ヲ遂ケ寧ロ兩國之ガ主動者トシテ發議スルモ差支
ナカルヘク就テハ其ノ含ミヲ以テ米國側トノ間ニ談合ヲ重
ネ進ンテハ會議ニ提出スヘキ具體案ニ付テモ予メ大体ノ了
解ヲ遂ケ置ク事

(二)共同援助ノ実績ヲ挙ケ鐵道ノ維持運行ヲ確保センカ為ニ
ハ勢ヒ經營ノ實際殊ニ人事及財政ノ如キニ對シ相當有効ナ
ル監督ノ実行ヲ行フニアラサレハ其ノ効果甚タ少ナク例ヘハ
現在ノ制度ニ付テ謂ヘハ各種借款又ハ人事ノ任免等ガ全然
技術部ニ諮カル所ナク実行セラルルニ於テハ技術部ハ鐵道
ノ維持運行ヲ助ケ進ンテハ改善ノ目的ヲ達スルコト能ハサ
ルハ從來ノ經驗ニ徴スルモ「スチーブンス」ノ主張スル所
ニ理由アリト認メサルヲ得ス米國政府ニ於テハ右二点ニ關

チ適當ナル機會ニ該鐵道ヲ(脱)否認シ以テ支那側ノ妄動
ヲ抑制シ置クコト得策ナルベシ

或ハ寧ロ支那側ノ利權回收運動ニ對シ好意ノ態度ヲ持シ以
テ東支鐵道ニ對スル我地歩ヲ今後有利確實ナラシムルニ資
スルモ一策ニシテ円滑且容易ニ之ヲ達成スルコトヲ得バ誠
ニ好都合ナルモ此際支那ノ利權回收ヲ默認スルハ露國ノ
status quoヲ尊重セムトスル從來ノ方針ニ背反スルノ嫌ア
ルノミナラズ假令之ヲ默認シテ將來支那トノ提携ヲ期待ス
ベシトスルモ支那ハ果シテ能ク日本ノ好意ヲ多トシ彼我提
携ノ歩ヲ出ズベキヤ從來ノ情報ニ顧ミ寧ロ米國其他ニ走ル
ノ虞ナシトセズ旁々此際当面ノ方針トシテハ露國ノ既得權
利ヲ尊重スルノ見地ヨリ公明正大ナル態度ニ出デ米國側ト
提携スルコト得策ナリト思考ス

(四)「スチーブンス」ニ絶對ノ權限ヲ与ヘントスル米國案ハ
我方ニ於テ容易ニ贊同シ難キハ勿論ニテ日米兩國ハ大体對
等又ハ之ニ準ズベキ關係ニ於テ監督ノ衝ニ當ルコトトスル
ノ要アリ右ニ付テハ特ニ予メ米國側トノ間ニ充分ナル諒解
ヲ遂ゲタル上他關係列國ニ提議スルコト然ルベシ尤モ前述
ノ如ク日米兩國ニ於テ之ガ主動的地位ニ立ツニ付テハ將來

五 シベリア及び東支鉄道ニ関スル問題(二)

援助ニ要スル相当ノ金額ヲ日米協同又ハ場合ニ依リテ日本
単独ニテモ出資スベキヲ覚悟スルノ要アリト思考ス尚露亜
銀行代表者「ヤック・ランドル」目下当地滞在中ナルガ彼
ハ東支ノ問題ニ関シ米國政府当局ト過般來何事カ相談シ居
レルモノノ如ク過日同人小田切ニ面談ノ際東支鐵道沿線ノ
警戒ハ將來北滿ヨリ日本軍撤退スルト共ニ更ニ困難ノ状況
ニ陥ルベキニ付技術部ヲシテ警察權ヲ執行セシムルヨリ外
ナシト思考シ既ニ米國側ニモ意見ヲ述べタル処米國側ニ於
テモ本件ニ対シ相当考慮ヲ払ハントスル模様ナル旨内話セ
ル由ナリ何等御參考迄申添ユ

53 10年12月19日(発) 内田外務大臣ヨリ
ワシントン會議全權宛(電報)

ウスリー鐵道車輛ノ日本軍ニヨル抑留ニ関ス
ル件

會議第二〇四号

在哈爾濱技術部日本委員ヨリノ電報ニ依レハ我野戰交通部
ハ予テ烏蘇里鐵道車輛ノ散逸ヲ防クノ策ヲ執リツツアリタ
ルカ去ル六日及二十日「ボグラニーチナヤ」ニ於テ烏鉄ヨ
リ東支ヘノ車輛出越シ數ガ予テ打合ノ制限ヲ超ヘタルヲ以

テ「グロデコー」ニ於ケル日本軍ハ空軍ノ東行ヲ抑留シタ
ルニ「ジョンソン」ハ渡辺ニ対シ日本軍ハ普通列車ノ運行
ニ干涉スルノ權利ナシト抗議シ説明ヲ求メタルニ付交通部
ノ該処置ハ東支長官トノ車輛調節ニ関スル協定ニ基ク一時
的処置ニ過キササル旨ヲ以テ種々説明シタルカ十五日「ジ
ンソン」ハ軍憲ノ鐵道運行干涉ヲ禁スル連合國決議ヲ日本
軍憲カ無視シツツアルコトヲ華盛頓ニ電報シタル趣渡辺ニ
申来リタル由

54 10年12月19日(発) 内田外務大臣ヨリ
ワシントン會議全權宛(電報)

中国ノ鐵道ニ関スル滿鉄意見書ノ大要通報ノ
件

會議第二〇五号

米國政府提議ノ華府會議議題ニ從ヒ早晚支那鐵道問題及東
支鐵道問題ノ討議ヲ見ルニ至ルコトト思考セラレ又之ニ関

連シ支那側ヨリ南滿鐵道ニ付何等提言ノ次第ナキヲ保シ得
サル処南滿鐵道会社ニ於テ作成セル支那鐵道ニ関スル意見
書何等御參考迄左ニ大要電報スヘシ

支那ハ米國ニ比シ其ノ面積約一、三倍ナルニ拘ラス其ノ鉄
道ハ米ノ二十八万哩ニ対シ僅カニ七千哩弱ヲ有スルニ過キ
ス單ニ此ノ一点ノミヨリスルモ支那鐵道開闢ノ前途頗ル遠
遠ナルヲ知ルニ足ルヘシ然ルニ支那政府ハ鐵道國有主義ヲ
固持シ居ルノミナラス外國ノ鐵道借款ニ付テハ兎角拒絕的
態度ヲ採リ居レリ恚クテハ鐵道ノ普及發達ハ殆ト絶望ナリ
ト云ハサルヘカラス支那トシテハ宜ク第一ニ其鐵道政策ヲ
改メ國有主義ヲ捨テテ私設主義ヲ採用スヘキナリ兩制度各

一長一短アリト雖之ヲ世界ノ現状ニ徴スルニ單ニ幹線ノミ
ニ付テ見ルモ私設鐵道ノ延長ハ國有鐵道ノ二倍以上ニシテ
又沿革ニ徴スルモ鐵道發達ノ初期ニアリテハ常ニ私設主義
ニ拠レリ英米ノ如キハ現在ニ於テモ一ノ國有鐵道ヲモ有セ
サル状態ナリ然ルニ支那ノ如キ資本稀薄ニシテ而モ官吏力
現業ヲ賤ムノ風アル國ニ於テ國有主義ヲ採ルカ如キハ実ニ
誤レルノ甚シキモノナリ第二ニ支那政府ノ採ルヘキ途ハ外
國資本ノ無制限投下ヲ奨励スルコト之ナリ支那官民中ニハ

五 シベリア及び東支鐵道ニ関スル問題(二)

外國資本ノ流入ハ支那ノ主權ヲ害シ支那ノ利益ヲ奪取スル
モノトノ謬想アルカ如キモ外國資本ノ流入ニ伴ヒ外國技術
家等ノ多少支那ニ移住シ来ルハ免レサルヘキモ多數從業者
ノ移住シ来ルカ如キハ之ヲ過去ノ事實ニ徴スルモ全然杞憂
ニ過キササルヲ知ルヘク又鐵道敷設ニ依リ外國人ノ収ムル利
益ハ到底之ニ依リ支那國民ノ収ムル利益ニ及フモノニアラ
ス現ニ之ヲ南滿鐵道ニ見ルモ之ヲ利用スル旅客ノ大多數ハ
支那人ニシテ運送スル貨物ノ大部分ハ又支那ノ生産物ナリ
鐵道会社ノ利益ハ一括計算シテ公表セラルルカ故ニ会社独
リ其利ヲ収ムルカ如ク感セラルヘシト雖モ之等計算セラレ
サル支那國民ノ受クル利益ハ實ニ幾十倍ニモ達スヘシ

55 10年12月23日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

ウスリー線ノ日本軍ニヨル鐵道運行干涉ニ関
シ意見具申ノ件

會議第二六〇号
(五三三書)
貴電第二〇四号ニ関シ

在「シベリア」我軍ノ米國方面ニ於ケル非難ハ從來主トシ
テ鐵道運行干涉ニ関スルモノナリシトコロ近來斯クノ如キ

五 シベリア及び東支鉄道ニ関スル問題(二)

事件ノ発生減少セルハ日本全権等到着以来「シベリア」問題ニ対スル非難ハ比較的新聞紙上ニモ少ク會議ニ於テ他ノ大問題決定セラルルニ於テハ本問題ハ案外面倒ナク片付ク望ミナキニ非ラザリシトコロ最近「チタ」代表者ノ到着ト共ニ追々我軍撤退ノ宣伝新聞紙上ニ表ハルルニ至リ之ニ対シテハ当方ニ於テモ相当注意ヲ払ヒ輿論ヲ我ニ不利ナラシメザル様処置シ居ル処又々本件ノ如ク運行干涉ノ問題ヲ目下ノ如キ最大切ナル時期ニ惹起スルコトハ會議ニ於ケル「シベリア」問題ノ處理上最不得策ナリト思考ス而ノミナラズ我軍隊ノ鐵道守備任務ハ主トシテ外部ヨリ來ル鐵道ノ破壊又ハ妨害ヲ防禦スルニアリテ東清「ウスリー」線間ニ於ケル車輛分配ノ調節等ハ鐵道特別委員會又ハ技術部ノ主管事項ニシテ其ノ依頼アル場合ニ始メテ軍隊ガ威力ヲ以テ干涉スベキモノナリトノ見解ハ理論上正當ナルヤニ思考セラル今回ノ事件ハ先般發生シタル「ウスリー」線ニ於ケル「チタ」行貨車ノ抑留トハ稍々其ノ趣ヲ異ニスル如ク觀察セラル斯クノ如キ問題ガ前記ノ如キ大局ヨリ見テ面白カラザル時期ニ當地ニ於テ思考サルニ付至急軍憲ト御協議ノ上右干涉ヲ止メ若シ必要アルニ於テハ技術部又ハ特別委員

全權宛會議第二四二号トシテ転電サレタ

57 10年12月28日(発) 内田外務大臣ヨリ
ワシントン會議全權宛(電報)

東支鐵道問題ニ関スルスチーブンス提案ニツ
キドホイア内話ノ件

會議第二五五号

十二月二十六日「ドホイア」來省芳沢局長ト面談ノ際哈爾濱ニ於ケル best informed ノ英人ガ最近在米「スチーブンス」ヨリ同人ノ提案ハ成立ノ見込甚タ少キ旨報道シ來リタル趣語リタリト内話シタリ尚「ドホイア」ハ其節第二二三号貴電末段「ランドル」ハ露亜銀行ヨリ特ニ東支鐵道關係説明ノ為メ仏国全權事務所ヘ「アタッチ」セシメタルモノナル旨ヲモ語り居タリ何等御参考迄

本電北京哈爾濱ヘ転電セリ

58 11年1月1日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

日本軍ノチチハル占領報道ニツキ真相回復方

要請ノ件

會議第三二二号(至急)

五 シベリア及び東支鐵道ニ関スル問題(二)

三九〇

會ニ対シ堂々論議サルルコト然ルベシト思考ス

56 10年12月23日(着) 在中国小幡公使ヨリ
内田外務大臣宛(電報)

東支鐵道問題ニ関シ勞農政府代表バイックス
ヨリ抗議提出ノ件

第八二七号 (十二月二十二日北京発)

往電第八一九号ノ勞農政府代表「バイックス」ハ十二月二十一日付書面ヲ以テ同政府ノ訓令トシテ左記要領ノ抗議ヲ提出セリ

華府會議ニ関シ曩ニ本年七月十九日及十一月二日付ヲ以テ抗議ヲ提出シタルガ東支鐵道問題ニ関シ露國政府ハ既ニ一定ノ条件ノ下ニ該鐵道ヲ支那ニ引渡スベキヲ宣言シタリト雖モ支那政府トノ協定成立前ニ於テハ同鐵道ニ關スル露國ノ權利ハ完全ニ其ノ保有スル所ナルヲ以テ露國政府ハ其ノ權利ヲ毀損スベキ一切ノ華府會議決定ニ対シ更ニ抗議ス且ツ其ノ適當ト思惟スル時期及手段ヲ以テ其ノ權利ヲ主張スベキ行動ノ自由ヲ保留スベキコトヲ宣言ス

哈爾濱ヘ転電セリ

編註 本電報ハ十二月二十八日内田外務大臣發ワシントン會議

十二月三十一日ノ当國新聞ハ華府滯在中ノ極東共和国代表者着電トシテ日本軍ハ東支鐵道ノ一駅齊々哈爾濱ヲ占領シタル旨ヲ掲載シ世人ノ注意ヲ惹キ居ルトコロ右ハ齊多側ニトリテハ好個ノ宣伝資料ナル虞アルニ付右真相至急御電報アリタシ

59 11年1月2日(発) 内田外務大臣ヨリ
ワシントン會議全權宛(電報)

日本軍ノチチハル占領報道ニツキ指示ノ件

會議第二七五号

(五八文書)
貴電會議第三二二号ニ関シ

当方ノ知ル限り何等右様ノ事実ナク何カノ誤伝若クハ為ニスル虚報ト信スルモ心當ノ有無目下齊々哈爾濱ヘ問合中ナリ尚御承知ノ通り齊多政府ノ基礎ハ安定ヲ欠キ居ル次第ニモアリ同政府從來ノ遣口ニ顧ミルモ今後共好シテ斯ル宣伝ヲ弄スヘシト思ハルルニ付其辺御含置アリタシ

60 11年1月7日(発) 内田外務大臣ヨリ
ワシントン會議全權宛(電報)

東支鐵道問題ニツキ米國政府ヘノ対応方指示
ノ件

三九一

五 シベリア及び東支鉄道ニ関スル問題(二)

會議第二八六号

(五九文書)

貴電第三三三三号ニ関シ東支鉄道問題カ會議ノ討議ニ上ラサル以前若シ米國側ヨリ申出テアリタル節ハ之ニ応シ意見ノ交換ヲ試ムルコトハ差支ナキモ往電第二七五号ノ情報ニシテ事実ナル場合ハ勿論仮令然ラストスルモ先方ノ開談ヲ俟ツコトナク我ヨリ積極的ニ談ヲ進ムルハ可成之ヲ避ケ米國側其他ヨリ開談アル場合又ハ本問題ガ會議ノ審議ニ上リタル場合ニ於テ始テ帝國政府從來ノ方針ニ基キ応酬スルコトトスル方得策ト思考ス而シテ貴電御申越ノ御意見ニ付テハ(一)東支鉄道ニ對スル援助ハ從來列國協調ノ精神ニ基キ飽ク迄關係國平等ノ立場ニ立ツコト可然事實上ハ兎モ角表面日米ノ間ニ壟斷スルカ如キ体裁トナルハ面白カラス(二)東支鉄道運行ノ完璧ヲ期セムカ為メニハ其管理經營ノ方法ニ根本的の改革ヲ加ヘサルヘカラサルハ明ナルモ西比利亜ノ形勢尚安定ヲ欠キ殊ニ露支兩國ノ關係確立ヲ見サル今日ニ於テ直チニ之ヲ望ムハ事実不可能ノコトナルヘク又強イテ目下急ニ其ノ根本的の改革ヲ企ツルハ事態ニ適合スト云フヲ得サルヘク先ツ差當リ財政上ノ援助ヨリ進ムノ外ナカルヘシ

日本ハ他ノ何レノ國ヨリモ劣等ノ地位ヲ与ヘラレサル様致度シ

米國ノ覺書ニ對スル我回答ニ對スル米國ノ意向ハ未タ判明シ居ル次第ニ非ルニ付一応上記ノ如ク我回答中記述ノ我方提案ヲ基礎トシテ進ミ度ク特ニ監督機關ニ關スル我地位ヲ確保スルニ努ムル様致シ度シ

61 11年1月9日(発)

内田外務大臣ヨリ
ワシントン會議全權宛(電報)

日本軍ノチチハル占領報道ハ事実無根ナル旨

通報ノ件

會議第二九〇号(暗)

(五九文書)

往電第二七五号ニ関シ齊々哈爾領事ヨリ全然事実無根ナル旨回電アリタリ尤モ客年十二月武市特務機關ト連絡ノ為ハ爾賓特務機關ヨリ派遣セラレタル村井少佐後藤大尉ノ一行十六名同十二月齊々哈爾ヲ去ル約二十里ノ孤店付近ニ於テ一隊ノ馬賊ニ襲ハレ村井少佐後藤大尉兵七名射殺サレ他ノ数名負傷セル事件アリ其ノ際後始末ノ為少數部隊ノ兵哈爾賓齊々哈爾間ヲ往復シ右ニ對シ支那官憲ニ於テモ便宜ヲ供与シタル事実アリ此レガ為メ支那人間ニハ日本兵来ルヤモ

五 シベリア及び東支鉄道ニ關スル問題(二)

三九二

(三)東支鉄道ニ對スル露支兩國側現在ノ關係ヲ覆スカ如キ手段ニ出ツルハ今日ニ於ケル微妙ナル露支關係ニ鑑ミ又露國ノ真ノ意向ノ奈辺ニ存在スルヤ未タ判断ノ材料ナキ今日ニ於テ其適當ナル所以ヲ見ス又支那ハ東支鉄道問題ニ關シテハ自己ノ利益ニ反シテ迄米國ニノミ追隨スルモノニ非ルハ勿論ナリト思ハル仍テ此際ハ可成露支ノ關係ニ立入り又ハ東支鐵道管理經營ノ根本問題ニ触ルルコトナクシテ問題ヲ処理スルコトニ力ムル様致度シ即チ我方ノ方針ハ大体米國覺書ニ對スル我回答中記載ノ通りニシテ

(一)元來問題ハ東支鐵道財政援助ヨリ起リシモノナルニ鑑ミ關係國ヨリ東支鐵道財政援助ニ對シ好意的態度ニ出ツルコトトシ

(二)財政援助ヲ行フ為メ現在ノ如キ監督方法ニテハ不安ヲ感スル場合ニハ「スチーブンス」ノ主張ノ趣旨ニヨリ幾分監督ノ程度及方法ヲ變更スルモ差支ナルヘキモ監督ヲ變シテ事実上管理ト同様トナスハ前記ノ通り之ヲ承認シ難シ

(三)右監督機關ノ權限、組織ハ主義トシテ關係國平等トシ

知レストノ謠言アリタル由ナレバ貴電第三三二一号ノ報道ハ或ハ之等事実ノ誤報ナルベシト思料ス

62 11年1月24日(着)

ワシントン會議全權ヨリ
内田外務大臣宛(電報)

東支鐵道ノ回收ニ關スル中露間秘密協議ニツ

事情報告ノ件

會議第四六六号

一月十八日米國國務省露西亞局長「ブール」ハ松平ニ對シ極内密ノ情報トシテ最近支那政府ハ莫斯科及齊多側トノ間ニ東支鐵道回收方ニ付隱密協議ノ歩ヲ進メツツアル趣ニテ現ニ過般齊多外務大臣ハ「カルドウェル」ニ對シ前記露支間ニ於ケル内議進行中ノ事実ヲ洩ラシタル上右様ノ次第ニ付米國政府ハ華府會議ニ於テ本問題ヲ討議スルコトヲ見合セ右露支間ノ内議ノ進展セルヲ俟チ其ノ決定セル処ニ付賛否ヲ決セラルル方可然トノ所見ヲ述ベタルヤノ趣ナルヲ以テ米國政府ハ在支同國公使ニ對シ右露支間ノ商議ニシテ事實ナリトセバ真ニ不都合ト云ハザル可カラザルニ付可然支那政府ノ注意ヲ喚起スベシトノ趣旨ヲ電訓セル旨内話セル趣ナリ

三九三

63 11年1月26日(着) ワシントン会議全権ヨリ
内田外務大臣宛(電報)

第一回東支鉄道専門家分科委員会ニ於テ米國
委員プールノステートメントニ関シ討議ノ件

別電 ワシントン会議全権内田外務大臣宛一月二十六
日着電報會議第四八〇号
プールノステートメント

會議第四七九号

一月十九日午後六時汎米會館ニ於テ東支鉄道分科委員会第
一回會議開會次デ委員

米 國	Poole	白耳義	De Warzee
英 國	Rampson	支 那	Hawkingyen
仏蘭西	Kammeren	伊太利	Pagiano
日 本	松 平	和 蘭	de Kat Angelino
葡萄牙	Vasconcellos		

「プール」議長席ニ着キ委員会ノ設立ノ概略ヲ述ベタル後
東支鉄道問題詳細ノ討議ニ入ルニ先ダチ一般情勢ヲ觀測ス
ル必要アル処右一般情報ニ関シ「ステートメント」ヲ作製
セリトテ大要別電ノ如キ「ステートメント」ヲ配布セリ各
委員読了ノ後仏國委員ハ寔ニ此ノ通ナリトテ是ヲ是認ス支

ハ全条文ニ亘リテ討議スルニ非サレバ鉄道ノ地位ヲ決定シ
得ザル次第ナルガ故ニ本委員中ニハ鉄道ノ根本問題ニ付テ
異議アル旨ヲ總委員會ニ報告ス可キカ夫レトモ支那委員ニ
於テ討議ノ便宜上仮ニ右ノ基礎ヲ承認シ得ベキカト諮リシ
ニ支那委員右基礎ヲ承認スルニ異議ナシト謂フ茲ニ於テ鉄
道ノ National Character ハ此ノ上討議セザル事ニ仮ニ決
議シ閉會ス

在歐洲各大使ニ転電シ在蘭、西各公使ハ郵報セリ

(別電)

ワシントン會議全権内田外務大臣宛一月二十六日着電報會
議第四八〇号
プールノステートメント

會議第四八〇号

The Chinese Eastern Railway being an indispen-
sable factor in the economic development of Siberia,
as well as Northern Manchuria, and constituting an
essential link in a trans-continental railway system
of international importance, the nations represented
at this Conference are interested in its preservation,
its efficient operation, and its maintenance as a free

五 シベリア及び東支鉄道ニ関スル問題 (二)

那委員ハ該「ステートメント」ニハ東支鉄道ハ露西亞ノ財
産トアルガ右ニ付遺憾アリトテ東支鉄道會社条約前文書末
文ヲ讀上ケ更ニ一九一九年一月ノ連合國管理規定ハ元軍事
的の目的ニ出テタルモノナルヲ以テ列國ノ撤退ト共ニ終了セ
ラレタルモノナリト述ブ松平ハ支那委員ハ露西亞ノ財産タ
ルコトニ反対スルガ支那ノ財産タルコトヲ主張スルニ非サ
ル可シト反対セル処支那委員逡巡応ヘザリシガ仏國委員ハ
支那ガ支那ノ財産タルコトヲ主張スルニ非ザレバ其ノ國際
的地位ニハ何等變更ヲ生ゼザル理由ナリト云ヒ更ニ支那ノ
支出セル五百万庫平兩ハ鉄道ノ建設ニ投資セシモノニ非ズ
シテ銀行資本ノ一部ヲ為セシモノナルヲ以テ右ハ鉄道ノ所
有權ト何等ノ關係ヲ有スルモノニ非ストテ支那委員ニ反対
ス松平ハ一九一九年ノ國際鉄道監督協定ノ精神ハ明ニ露西
亞ノ利益ノ為西比利及東支鉄道ヲ監督スルニアリタルハ明
白ニシテ事實今日迄關係國ハ其ノ精神ヲ以テ監督ヲ実行シ
来リタルガ故ニ仏國委員ノ所言ニ難ナシト述ベシニ英米其
ノ他ノ委員ハ首肯ス支那委員ハ仏國委員該条約ヲ誤解セリ
關係條約ノ全文ヲ看レバ右ノ金額ハ全部鉄道建設ニ使用セ
ラレシナリトテ前説ヲ繰返ス議長ハ支那委員ノ主張ニ從ヘ

avenue of commerce, open to the citizens of all coun-
tries without favour or discrimination.

The status of the Chinese Eastern Railway is
determined by the contract concluded in 1896 be-
tween China and the Russo-Chinese (Russo-Asiatic)
Bank and the contract concluded in 1898 between
China and the Chinese Eastern Railway Company,
and subsequent contracts between China and that
Company. The necessary funds for its construction
were furnished by the Russian Government and it
was built under the direction and supervision of
that Government, acting through the Chinese East-
ern Railway Company. The railway is in effect the
property of the Russian Government. China has
certain ultimate reversionary rights which are pro-
vided for in the original contract of 1896.

The absence of a recognized Russian Govern-
ment since 1917 has made imperative for some time
past certain measures providing for the preservation

and continued operation of the railway. Early in 1919—as a consequence of assistance which has been given to Russia, at her request, in the operation of the entire trans-Siberian system, including the Chinese Eastern Railway—certain powers, which are represented at this Conference, undertook to continue this assistance upon definite terms. An agreement was concluded in January, 1919, between the United States and Japan, under the terms of which China, France, Great Britain and Italy subsequently co-operated. The fundamental purpose of the arrangement thus brought about was explicitly declared to be the temporary operation of the railways in question with a view to their ultimate return to those in interest without the impairing of any existing rights.

The trusteeship thus assumed continues in force. Changes which have intervened since 1919 render necessary readjustments in its mode of operation.

ニ参加スル数国ハ曩ニ露国ノ依頼ニヨリ東支鉄道ヲ含ム全西比利亞横貫鉄道系運行ニ対シ同国ニ援助ヲ与ヘタル結果トシテの確ノ条件ノ下ニ右援助ヲ継続スヘキコトヲ約セリ一九一九年一月日米間ニ一協約ヲ締結シ次テ支、仏、英、伊ノ諸国ハ右条件ノ下ニ協力スルコトナレリ恠クシテ出来セル協定ノ根本目的ハ前記諸鉄道ノ一時的運行ニアリテ結局ハ既存諸權利ヲ毀損スルコトナクシテ之ヲ利害関係者ニ返還スルニ在ルコト明確ニ宣明セラレタリ右受託任務ハ今尚有効ニ継続スルモ一九一九年以来発生セル事態ノ変化ハ其ノ運用方法ヲ更メテ調整スルヲ必要ナラシム

64 11年1月26日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

東支鉄道問題ニ関シ委員会ニ提出スベキ議案

ニツキプールヨリ松平ニ協議ノ件

會議第四八五号

往電第四七九号ニ関シ
(ハ三文書)

東支鉄道分科委員会第一回會議ノ前日露西亞局長「プール」ハ松平ニ対シ極メテ非公式ニ委員会ニ提出スヘキ議案ニ関シ何等意見アラバ承知シタシト述ヘタルニ付松平ハ別

在欧米各大使ニ転電シ蘭、西へ郵送セリ

Zenzen.

(右和訳文)

東支鉄道ハ西比利亞並北滿州ノ經濟的發展ニ欠クヘカラサル要素ニシテ且國際的ニ重要ナル大陸横断鉄道系ノ須要ナル連結環タルヲ以テ同鉄道ノ維持有効ナル運行及總テノ國民ニ対シ特惠若ハ差別無ク開放サレタル自由商路トシテ之ヲ保持セムコトハ本會議参加諸國ノ利害ヲ感スル所ナリ東清鉄道ノ事態ハ一九一六年支那ト露清(露亞)銀行トノ間ニ締結サレタル契約一九一八年支那ト東清鐵道会社トノ間ニ締結サレタル契約及其後支那ト同会社トノ間ニ締結サレタル諸契約ニ依リ定メラレタリ同鐵道ノ建設ニ必要ナル資金ハ露國政府ヨリ供給セラレ同政府ハ東清鐵道会社ヲ介シテ之ヲ建設ヲ指揮監督セリ同鐵道ハ實際上露國政府ノ財産ナリ支那ハ一九一六年ノ最初ノ契約ノ規定ニ依リ或ル終局的復帰權ヲ有ス

一九一七年以來露國ニ列國ノ承認セル政府ノ存在セザリシコトハ過去若干年月間同鐵道ノ維持及運行継続ノ為何等カノ手段ヲ講スルヲ緊要ナラシメタリ一九一九年初頭本會議

ニ當方ヨリ提出スヘキ具体案ヲ有セサルモ唯成ルヘク概括的ノ事項ニ止メ「ディテール」ハ之ヲ避クル方然ルベク又國際機關ヲ設置スルカ如キ場合ニ於テモ全然東支鐵道庁ヲ無視シテ總テノ權限ヲ之ニ收ムルコトハ露西亞國民ノ感情ヲ害スル虞アルヲ以テ之ヲ避クル方然ルヘシト述ヘタル処「プール」ハ全然之ニ同感ノ意ヲ表シ唯「ステイブンス」ハ反対意見ヲ有シ東支鐵道庁ノ權限ヲ全部新國際機關ニ回收スルノ案ヲ有スルモ是レ氏カ技術者ノ立場ヨリ同鐵道ノ能率ヲシテ最大ナラシメンコトヲ理想トスルモノニシテ吾人ノ立場ヨリスレハ唯同鐵道力運行スレハ足ルモノナルヲ以テ貴見ノ如ク成ルヘク監督位ニ止ムル方然ルヘシト述ヘ尚ホ「ステイブンス」ハ列國技術部ノ議長タルヲ以テ五大國委員トシテ分科会ニ出ササル積リナリト述ヘタル由次テ一月二十日第二回東支鐵道分科会會議前「プール」ヨリ松平ニ対シ内協議シタキ旨申出タルニ付松平ハ「プール」ニ面会シタルニ同氏ハ客年十月二十八日付日本政府ノ回答文ヲ研究シタル上本日會議ニ提出スヘキ議案ヲ作成シタルニ付内密ニ協議シタシトテ往電第四八七号別電ノ案ヲ示シタルヲ以テ松平ハ大体本案ニ異議ナキ旨ヲ述ヘ更ニ全

五 シベリア及び東支鉄道ニ関スル問題(二)

然東支鉄道ニ利害関係ナキ国ノ委員ヲ財政委員会ニ包含セシムルハ種々面倒ヲ惹起ス虞アルヲ以テ寧ロ利害関係国ノミニ限リテハ如何ト述ヘタル処

「プール」ハ之ニ対シ自分モ此ノ点ハ考慮シタルモ何分総委員会ニ於テ九箇国ヲ委員ニ任命シタル関係モアリ殊ニ英仏ノ如キ財政上ノ負担ヲ背ゼザル国ヲモ之ニ加ヘザルベカラザルニ其ノ他ノ国ヲ除外スルハ頗ル「デリケート」ナルヲ以テ本委員会ニ於テハ之ヲ避ケ若シ必要アラバ総委員会ニ於テ之ヲ決定スルヲ可トスベシト云ヘルニ付松平ハ之ニ同意シ尚本案ハ大体「ステイプンス」ノ主張セル強力ナル委員会組織ヲ撤回シタルコトモナリ結局帝國政府ノ御方針ニ背カザルモノト認メタルニ付松平ハ本案ニ同意シタル上尚将来財政委員会組織其他「データール」ノ問題ニ亘ル如キ場合ハ日本ハ列国殊ニ米國ト對等ノ地位ニ置カルルコトヲ希望スルヲ以テ此ノ点ハ将来特ニ念頭ニ置カレ度キ旨ヲ述ベタルニ「プール」ハ勿論ナリト答ヘタリ尚「プール」ハ松平ノ問ヒニ答ヘテ一九二〇年支那政府ト露亜銀行トノ間ニ締結セラレタル仮協定ニ関シテハ鉄道協定ノ精神ニ違反シ不都合ノ点多キモ本委員会ニ於テ本問題ヲ提起ス

三九八

ルハ事態ヲ紛糾セシムルニ付單ニ該協定ハ「イグノア」スルコトトシ第二段ノ措置トシテ更ニ日米間ニ協議ヲ行フコト然ル可キ旨ヲ述ベタリ右御參考迄ニ申進ズ

本電接受時間御知ラセテ請フ(返スミ)

在欧各大使へ転電セリ

在欧米各公使へ転電セリ

65 11年1月27日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

第二回東支鉄道専門分科委員会ニ於テ東支
鉄道監督ニ関スル米國試案討議ノ件

別電

ワシントン會議全權内田外務大臣宛一月二十六
日着電報會議第四八七号
東支鉄道監督ニ関スル米國試案

會議第四八六号

一月二十日東支鉄道分科會第二回會議ヲ開キ議長及出席委員前同ト同議長先ツ各委員ニ配布シタル別電會議第四八七号東支鉄道監督ニ関スル米國試案ニ付各委員ノ意見ヲ聞ク支那委員ハ米國案ハ「トラスチーシップ」ノ文句アルモ一九一九年連合國監督協定中ニハ「トラスチーシップ」ノ

用語ヲ発見シ得ザルノミナラズ該協定ニ依レバ協定ノ効力ハ撤兵ト共ニ終了スルヲ以テ列國ハ果シテ「トラスチーシップ」ニ立ツヤ否ヤ疑アリト云フ茲ニ於テ「トラスチーシップ」ニ付委員會ニ議論湧ク仏國委員ハ一九一九年鐵道監督協定付屬書第五項ノ文句ヲ引キ本鐵道ノ監督ハ露國ノ利益ノ為ニ行フモノニシテ現存權利ハ損傷セラルコトナク旧權利者ニ返還セラルルモノナルニ付結局「トラスチーシップ」ニ立ツモノナリト述ベ米國委員モ亦頻ニ之ヲ支持ス次ニ支那委員ハ原案第三項ノ警察權ヲ列國組成委員會ニ委ヌルコトトナルガ右ハ現在該鐵道ガ支那警備ノ下ニアルコト該鐵道ハ支那ノ領土ヲ横斷スルコト支那ノ警察制度ニ関スル極東委員會ノ決議ノ趣旨ニ反スルコト並支那ガ該鐵道ノ警備ノ任ニ當リテ以來秩序改善シツアルコト等ノ理由ヲ述ベテ反對セルトコロ米國委員ハ米國側入手ノ報告ハ支那委員ノ言明ト全然異レリトテ鐵道沿線秩序紊亂ノ情況ヲ列示シ秩序維持上最モ有効ナル方法ハ警察官ヲ財政委員監督ノ下ニ立タシムルニ在リト答ヘ仏國及英國委員ハ米國同様同地方秩序紊亂ノ報告ニ接シ居レリトテ米國委員ニ贊成シ白國委員又之ヲ支持シ支那委員孤立ノ狀態ニ陥ル松平

ハ米國案ニ異議ナキ旨ヲ述ベ是ニ於テ議長ハ今朝「ヒューズ」ヨリ極東委員會ノ議事進捗セルガ故ニ至急本分科會ノ予備報告ヲナスベキ様督促アリタリト注意シ各委員ニ對シ右二案ヲ併合シテ一案トナシ總委員會ニ報告スルコトニ贊成スベキヤト問フ日英仏葡白蘭各委員贊成ノ意ヲ表ス各國委員ハ贊成ノ後原案中ノ用語ニ付三回ノ「オブザーベーション」ヲナシ支那委員ハ本委員ハ原案末段「トラスチーシップ」及警察權ニ對シテ留保シ度キ意向ヲ示ス依テ米國委員ニ於テ總委員會ニ對スル報告案ヲ起草シ各國委員ニ於テ同意スルニ於テハ直ニ之ヲ總委員會ニ提出スルコトヲ決議シ散會ス

在欧各大使へ転電セリ

在欧米各公使へ暗号ノ儘郵送セシメラレタシ

(別電)

ワシントン會議全權内田外務大臣宛一月二十六日着電報會議第四八七号

東支鉄道監督ニ関スル米國試案

會議第四八七号 別電

The three principal problems involved in the preservation and continual efficient operation of the

五 シベリア及び東支鉄道ニ関スル問題(二)

三九九

五 シベリア及び東支鐵道ニ関スル問題 (一一)

Chinese Eastern Railway are;

1. Finance.
2. Operation.
3. Police.

1. As to the first, it is to be observed that funds will be obtained from bankers and other outside sources only if suitable conditions are established for the economical operation of the railway and if the funds provided are to be expended under suitable supervision. But to provide such supervision a finance committee should be instituted at Harbin, to consist of one representative of each of the Powers here represented (so far as they might care to participate). This committee could replace the so-called Inter-allied Committee now established at Vladivostok and the so-called Technical Board at Harbin. It should exercise general financial control and be entrusted with the exercise of the trusteeship which was assumed in 1919 and which can not be discharged

committee, as this body would be responsible under the trusteeship for the preservation of the property of the railway and the maintenance of conditions suitable to unhampered operation.

Zenzen.

(右和訳文)

東支鐵道ノ維持及有効ナル繼續的運用ニ包含セラルル主要問題ハ次ノ三ナリ

- 一、財 政
- 二、運 用
- 三、警 察

一、第一ノ点ニ関シテ注意スヘキハ同鐵道ノ經濟的運用ニ関スル適當ナル条件設定セラレ且本項規定ノ資本力適當ナル監督ノ下ニ消費セラルル場合ニ於テノミ資本ハ銀行家其ノ他外部ノ財源ヨリ之ヲ仰クコトヲ得ヘキコト之ナリ但シ右監督ノ為ニ本會議參列國中参加ノ意アルモノノ代表者各一名ヨリ成ル一ノ財政委員会ヲ哈爾賓ニ設置スヘシ該委員会ハ現ニ浦塩斯德ニ在ル連合國國際委員会及哈爾賓ニ在ル技術部ニ代ルコトヲ得該委員会ハ一般の財

五 シベリア及び東支鐵道ニ関スル問題 (一一)

四〇〇

until the establishment of a recognized Russian Government.

2. Its operation, in order to disturb as little as possible the normal situation, this should be left in the hands of the Chinese Eastern Railway Company, the finance committee not to interfere with the technical operation of the railway, except so far as may be necessary to meet the conditions stated, in the first sentence of Paragraph 1.

3. The protection of the railway property and the maintenance of public order within the railway zone are of fundamental importance. Conditions in this regard are at present not satisfactory. It is necessary to provide a dependable and effective police force or gendarmerie. As the railway zone lies within Chinese territory, this could be made to consist, if China so desired, of Chinese; but it would be essential that the gendarmerie should be paid by and remain under the control of the finance

政管理ヲ行ヒ且千九百十九年中引受ケラレ且承認ヲ得タル露國政府ノ樹立迄解任セラルルコトナキ受託事務ノ執行ヲ委託セラルヘシ

二、同鐵道ノ運用ハ出来得ル限り常態ヲ紛更セサル為之ヲ東支鐵道会社ニ委任シ財政委員会ハ第一項冒頭ノ条件ヲ充スニ必要ナラサル限り該鐵道ノ技術的運用ニ一切干涉セサルモノトス

三、鐵道財産ノ保護及鐵道地帯内ニ於ケル公序ノ維持ハ根本的緊要事ナリコノ点ニ関スル狀勢ハ現在ニ於テ満足ナラス依ツテ信賴シ得ヘク且有効ナル警官隊又ハ憲兵隊ヲ配置スルノ要アリ而シテ鐵道地帯ハ支那領土内ニ在ルヲ以テ支那ノ希望アルニ於テハ右ハ支那人ヲ以テ之ヲ組織スルヲ妨ケス但シ財政委員会ハ其ノ受託權限ニ基キ鐵道財産ノ保存及円滑ナル運行ニ適當ナル狀態ノ維持ニ付キ責任ヲ有スルモノナルヲ以テ右憲兵隊ハ該委員会ヨリ其ノ給与ヲ受ケ且其ノ支配ニ属スルコトヲ要ス

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11年1月25日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

東支鐵道分科委員會議長ヨリ東支鐵道ノ監督

四〇一

ニ関スル報告案ヲ極東問題総委員会ニ提出ノ件

別電

ワシントン会議全権発内田外務大臣宛一月二十五日着電報会議第五〇七号

東支鉄道ノ監督ニ関スル報告案

付記

一月二十三日第二十四回極東問題総委員会ニ提出
サレタ東支鉄道専門家分科委員会決定報告

会議第五〇六号

(六五文書)

往電会議第四八六号ニ関シ

一月二十一日分科委員会議長ハ別電会議第五〇七号報告案ヲ各国委員ニ送付シ支那以外各委員ノ承認ヲ得タルカ支那委員ハ要領別電会議第五〇八号ノ如キ「オブザーベーション」及留保ヲ為セリ依テ議長ハ右報告ニ支那委員ノ「ステートメント」ヲ付シ総委員会ニ提出セリ
在欧州各大使、蘭、西各公使ヘ転電セリ
編註 報告全文ヲ本文書ノ付記トシテ収録セシタメ省略ス

(別電)

ワシントン会議全権発内田外務大臣宛一月二十五日着電報会議第五〇七号

東支鉄道ノ監督ニ関スル報告案

会議第五〇七号 別電

in the opinion of the committee, that as a temporary and exceptional measure, justified alike by existing conditions and the precedent of a Russian guard at this police or

在欧各大使ヘ転電セリ

在蘭西各公使ヘ郵送セリ

(付記)

一月二十三日第二十四回極東問題総委員会ニ提出サレタ東支鉄道専門家分科委員会決定報告

REPORT OF THE TECHNICAL SUB-COMMITTEE

ON THE CHINESE EASTERN RAILWAY.

The Chinese Eastern Railway being an indispensable factor in the economic development of Siberia, as well as Northern Manchuria, and constituting an essential link in a trans-continental railway system of international importance, the nations represented at this Conference are interested in its preservation, its efficient operation, and its maintenance as a free avenue of commerce, open to the citizens of all countries without favour or discrimination.

(六五文書)
往電第四八七号左ノ通修正ス

- (一) 冒頭 three principal problems ノ次 involved 以下 Chinese Eastern Railway 迄ヲ削ル
- (二) 第一項中 to provide such supervision 以下 powers here represented 迄ヲ左ノ通案更ス
- a suitable manner of providing such supervision, in the opinion of the committee, would be to establish at Harbin a finance committee, to consist of one representative each of the powers represented at the conference.
- (三) 第一項未段 until the establishment 以下 until the general recognition by the powers of a Russian government 以下ヲス
- (四) 第二項中 this should 以下 be left in the hands 以下 until 以下 in the opinion of the Committee 以下一旬ヲ加フ
- (五) 第三項初頭 conditions in this regard are at present not satisfactory 以下省ケ It is necessary to provide 以下 in order to assure these 以下加フ
- (六) 第三項中段 but it would be essential 以下 gendarmerie should be paid 以下一問ニ左ノ通挿入ス

The status of the Chinese Eastern Railway is determined by the contract concluded in 1896 between China and the Russo-Chinese (Russo-Asiatic) Bank and the contract concluded in 1898 between China and the Chinese Eastern Railway Company, and subsequent contracts between China and that company. The necessary funds for its construction were furnished by the Russian Government and it was built under the direction and supervision of that Government, acting through the Chinese Eastern Railway Company. The railway is in effect the property of the Russian Government. China has certain ultimate reversionary rights which are provided for in the original contract of 1896.

The absence of a recognized Russian Government since 1917 has made imperative for some time past certain measures providing for the preservation and continued operation of the railway. Early in 1919—as a consequence of assistance which had been

given to Russia, at her request, in the operation of the entire trans-Siberian system, including the Chinese Eastern Railway—certain Powers, which are represented at this Conference, undertook to continue this assistance upon definite terms. An agreement was concluded in January, 1919 between the United States and Japan, under the terms of which China, France, Great Britain and Italy subsequently co-operated. The fundamental purpose of the arrangement thus brought about was explicitly declared to be the temporary operation of the railways in question with a view to their ultimate return to those in interest without the impairing of any existing rights.

The trusteeship thus assumed continues in force. Changes which have intervened since 1919 render necessary readjustments in its mode of operation.

The three principal problems are:

1. Finance;

Powers of a Russian Government.

2. As to operation, in order to disturb as little as possible the normal situation, this should in the opinion of the Committee, be left in the hands of the Chinese Eastern Railway Company, the Finance Committee not to interfere with the technical operation of the railway, except so far as may be necessary to meet the conditions stated in the first sentence of paragraph 1.

3. The protection of the railway property and the maintenance of public order within the railway zone are of fundamental importance. In order to assure these, it is necessary to provide a dependable and effective police force or gendarme. As the railway zone lies within Chinese territory, this could be made to consist, if China so desired, of Chinese; but it would be essential, in the opinion of the Committee, that—as a temporary and exceptional measure, justified alike by existing conditions and the precedent

2. Operation;
3. Police.

1. As to the first, it is to be observed that funds will be obtainable from bankers and other outside sources only if suitable conditions are established for the economical operation of the railway and if the funds provided are to be expended under adequate supervision. A suitable manner of providing such supervision, in the opinion of the Committee, would be to establish at Harbin a Finance Committee, to consist of one representative each of the Powers represented at the Conference (so far as they might care to participate). This Committee would replace the so-called Interallied Committee now established at Vladivostok and the so-called Technical Board at Harbin. It should exercise general financial control and be entrusted with the exercise of the trusteeship which was assumed in 1919 and which cannot be discharged until the general recognition by the

of a Russian guard—this police or gendarme should be paid by and remain under the control of the Finance Committee, as this body would be responsible under the trusteeship for the preservation of the property of the railway and the maintenance of conditions suitable to unhampered operation.

OBSERVATIONS AND RESERVATIONS MADE
BY DR. HAWKLING YEN, CHINESE
REPRESENTATIVE ON THE SUB-
COMMITTEE ON THE CHINESE
EASTERN RAILWAY.

In view of the great importance attached by the Chinese Government to the Chinese Eastern Railway and in view of some points in the Report in which he regretted that he was unable to concur, the Chinese Representative on this Sub-Committee was constrained, with the permission of the Chairman of the Sub-Committee, to make a few observations and reservations.

四 シベリア及東支鐵道ニ関スル問題 (11)

The construction of this Railway by the Russians was obviously for a strategic purpose and therefore political in nature. The very fact that this line runs through the Chinese territory gives to China additional interest peculiar to that country alone. For its construction the Chinese Government paid the sum of 5,000,000 kuping taels to the Russo-Chinese Bank, and the Railway Company was to pay the Chinese Government a sum of 5,000,000 kuping taels upon the completion of the Railway, which still remains unpaid.

The recent political disorder in Russia necessitated the conclusion of an agreement by which the Chinese Government for the time being undertook to assume the responsibilities on behalf of Russia, respecting the Railway in the similar manner as the Chinese Government has done with respect to the Russian Concessions in Tientsin and Hankow. It should be understood that in doing so China did

of putting Chinese police or gendarme under a mixed committee as proposed to be set up, as the police or gendarme is a state force. In this connection, it may also be pointed out that the precedent of a Russian guard has no legal ground as it was expressly stipulated in the Agreement of 1896 that it was the Chinese Government which was to take measures to assure the safety of the Railway and of the persons in its service. Under such circumstances, the Chinese Representative had to make reservations with respect to these two measures.

However, in making these remarks, the Chinese Representative does not wish to be understood that he is not aware of the fact there is room for improvement with respect to this Railway. He is of the opinion that the Chinese Government will welcome friendly assistance of foreign Powers and may be prepared to discuss matters regarding the technical and financial aspects of the Railway in so far as

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not intend to seek any undue advantage out of the present situation in Russia but rather to exercise the rights of a sovereign state within whose territory the Railway runs and also because of the deep interest in which she is involved.

It may also be observed that the Agreement made in 1919 among Six Powers referred to in the Report was expressly stated to be a temporary arrangement and was to come to an end when the foreign military forces were withdrawn from Siberia.

Of the three measures proposed in the Report, the Chinese Representative found it very difficult to agree to the measures 1 and 3. With respect to measure 1, in view of the existing administrative organization and operation, he felt that it would be very difficult for China to agree to the general financial control and the exercise of trusteeship as stated in the Report, and with respect to measure 3, he doubted the propriety, not to say the advisability,

not inconsistent with the recognition of its political rights.

Washington, D. C.

January 21, 1922.

(右和訳文)

東支鐵道ニ関スル専門分科委員會報告

東支鐵道ハ西比利亞並北滿州ノ經濟的發展ニ欠クヘカラサル要素ニシテ且ツ國際的ニ重大ナル大陸橫斷鐵道系ノ須要ナル連絡環タルヲ以テ同鐵道ノ維持有効ナル運行及總テノ國民ニ對シ特惠若ハ差別無ク開放サレタル自由商路トシテ之ヲ保持セムコトハ本會議參加諸國ノ利害ヲ感スル所ナリ東清鐵道ノ事態ハ一八九六年支那ト露清(露亞)銀行トノ間ニ締結サレタル契約一八九八年支那ト東清鐵道会社トノ間ニ締結サレタル契約及其ノ後支那トノ間ニ締結サレタル諸契約ニ依リ定メラレタリ同鐵道ノ建設ニ必要ナル資金ハ露國政府ヨリ供給セラレ同政府ハ東清鐵道会社ヲ介シテ之カ建設ヲ指揮監督セリ同鐵道ハ實際上露國政府ノ財産ナリ支那ハ一八九六年ノ最初ノ契約ノ規定ニ依リ或ル終局的復帰權ヲ有ス

五 シベリア及び東支鉄道ニ関スル問題(二)

一九一七年以来露国ニ列国ノ承認セル政府ノ存在セザリシコトハ過去若干年間同鉄道ノ維持及運行ノ継続ノ為何等カノ手段ヲ講スルヲ緊要ナラシメタリ一九一九年初頭本會議ニ参加スル数國ハ曩ニ露國ノ依頼ニヨリ東支鉄道ヲ含ム全西比利亞橫貫鐵道系運行ニ對シ同國ニ援助ヲ与ヘタル結果トシテ的確ノ條件ノ下ニ右援助ヲ繼續スヘキコトヲ約セリ

一九一九年一月日米間ニ一協約ヲ締結シ次テ支、仏、英、伊ノ諸國ハ右條件ノ下ニ協力スルコトナレリ然レテ出ル來セル協定ノ根本目的ハ前記諸鐵道ノ一時の運行ニアリテ結局ハ既存諸權利ヲ毀損スルコトナクシテ之ヲ利害關係者ニ返還スルニ在ルコト明確ニ宣明セラレタリ右受託任務ハ今尚有効ニ繼續スルモ一九一九年以来發生セル事態ノ變化ハ其ノ運用方法ヲ更メテ調査スルヲ必要ナラシム

三個ノ主要問題左ノ如シ

一、財政

二、運行

三、警察

第一ノ問題ニ関シ茲ニ説示ノ要アルハ同鐵道ノ經濟的運行

クハ憲兵ハ現在ノ事情及露國守備隊ノ先例ニ鑑ミ是認セラハヘキ一時の例外的措置トシテ財政委員會ヨリ其ノ給与ヲ支弁シ且ツ該委員會ノ支配ニ屬スルコトヲ要ス何トナレハ該委員會ハ其ノ委任管理任務ニ基キ鐵道財産ノ保存並障礙ナキ運行ヲ可能ナラシムル狀態ノ維持ニ責任アルヲ以テナリ

東支鐵道専門分科委員會ニ於ケル支那委員ノ所見及留保
東支鐵道ハ支那政府カ甚タ重ヲ置ク所ナルニ顧ミ並ニ専門分科委員會ノ報告中ニハ不幸ニシテ同意シ能ハサル点アルニ顧ミ本専門委員會ニ於ケル支那代表者ハ茲ニ議長ノ許可ヲ得テ聊カ所見ヲ開陳シ留保ヲ為スノ必要ヲ感ス

露國カ本鐵道ヲ建設シタルハ明ニ戰略上ノ目的ニ出ツルモノニシテ從テ政治的性質ヲ有ス本線ハ支那ノ領域ヲ通過スルカ故ニ支那ハ之ニ對シ特殊ノ利害關係ヲ有ス支那政府ハ鐵道建設ノ為ニ露西亞銀行ニ對シ五百万庫平兩ヲ支払ヒ本鐵道竣工ノ上ハ同鐵道会社ハ支那政府ニ對シ五百万庫平兩ヲ支払フヘキ筈ナルモ右ハ現ニ未払ナリ最近露國政變ニ依リ支那政府ハ一ノ協約ヲ締結シ之ニ依リテ支那政府ハ天津及漢口ニ於ケル露國コンセッションニ關シテ為セルト同様

五 シベリア及び東支鐵道ニ關スル問題(二)

四〇八

ニ對シ適當ナル條件確定セラレ且ツ供給セラレタル資金カ適當ナル場合ニ於テノミ資金ノ供給ヲ銀行其ノ他外部ヨリ仰クヲ得ヘキコト之ナリ而シテ本委員會ノ意見ニ依レハ右監督實施ノ適當ナル方法ハ本會議參加國代表者各一名ヨリ成ル財政委員會ヲ哈爾濱ニ設置スルニ在リ右委員會ハ現ニ浦塩ニ設置セラレ居ル所謂連合國委員會並哈爾濱ニ於ケル所謂技術委員會ニ代ハラシムルヲ妨ケス同委員ハ一般的財政管理ヲ為シ且ツ一九一九年開始セラレ承認セラレタル露國政府樹立迄解任セララルコトヲ得サル委任管理ノ行使ヲ委託セラルヘキモノトス

第二 本委員會ノ意見ニ依レハ鐵道ノ運行ハ出來得ル限り常態ヲ紛更セサル為之ヲ東支鐵道会社ニ委ネ置キ財政委員會ハ第一項冒頭ノ條件ヲ滿タス為必要アル外鐵道ノ技術的運行ニ一切干涉セサルヘキモノトス

第三 鐵道財産ノ保護並鐵道地帯内ノ秩序維持ハ根本的緊要事タリ右確保ノ為ニハ信頼シ得ヘキ有効ナル警察隊又ハ憲兵隊ノ設置ヲ必要トス右鐵道地帯ハ支那領土内ニ在ルヲ以テ支那ニ於テ希望スルニ於テハ右ハ支那人ヲ以テ組織スルコトヲ妨ケス然レトモ本委員會ノ意見ニ依レハ右警察若

本鐵道ニ關シ露國ニ代リテ責任ヲ引受クルノ已ムナキニ至リタルモ右ハ露國現狀ニ乘シ不當ノ利益ヲ貪ラントスルモノニ非ス唯支那ハ鐵道ノ通過スル地域ノ主權國ニシテ之ニ對シ重大ナル利害ヲ有スルヲ以テ其ノ權利ヲ行使セントスルニ過キス尚報告案中ニ掲ケタル一九一九年ノ六國間ノ協約ハ暫定協定ニシテ外國軍隊ノ西比利亞撤兵ト共ニ終了スヘキモノナリ

報告案中第一及第三項ハ支那委員ニ於テハ同意スルコト困難ナリ右ニ就キ第一項ニ關シテハ同鐵道ノ管理組織及運行ノ現狀ニ鑑ミ支那ハ一般的財政管理及委任管理ノ行使ニ同意スルコト甚タ困難ナリ又其第三項ニ關シテハ警察若クハ憲兵ハ國家ノ強制ナルカ故ニ之ヲ混合委員ノ監督ノ下ニ置クノ妥當ナルヤヲ疑フ茲ニ付言スヘキハ一八九六年ノ協約中ニハ支那カ鐵道及従業員ノ安全ヲ保障スル手段ヲ執ルヘキコトヲ明記セルカ故ニ露國守備兵ノ先例ハ何等法律上ノ根拠ヲ有スルモノニ非ス如上ノ事情ニ依リ支那委員ハ右二項ニ對シ留保セサルヲ得然レトモ余地アルコトヲ認ムルヲ以テ外國ノ友好的援助ヲ歡迎シ支那ノ政權ノ承認ト兩立スル限リハ何時ニテモ本鐵道ニ關スル技術及財政ニ關スル

四〇九

五 シベリア及び東支鉄道ニ関スル問題(二)

該事項ノ討議ヲ為スヲ辞セス

67 11年2月5日(着) ワシントン會議全權ヨリ
内田外務大臣宛(電報)

第一回東支鉄道分科委員会ニ於ケル東支鉄道

問題討議ノ件

付記一 一月三十一日東支及ビウスリー鉄道ニ関スル中
國側提出ノ決議案

二 同日東支鉄道ニ関スル仏國側提出ノ決議案

會議第五九五号

東支鉄道分科會第一回(一月三十一日)

(三二文書)

出席者往電第五一四号第二項ノ通議長「ルート」往電第五

(六六文書)

○七号東支鉄道分科委員会報告中ノ支那側ノ留保ニ付各委

員ノ意見ヲ聞ク支那委員右留保ノ理由ヲ説明シタル後支那
ノ主權ヲ毀損セザル程度ニ於テ該鐵道ノ狀態改善及利益保
護ノ為ニ各國ノ共同援助ヲ歡迎スト述べ尙右報告ニ基ツキ

テ一案ヲ作製セリトテ東支及烏蘇里鐵道ニ関スル決議案ヲ
朗読シ烏蘇里ヲ加ヘタル理由ヲ説明ス次ニ議長ハ仏國ノ提
案ヲ朗読シ右ハ東支鐵道投資者保護ノ見地ヨリ立案セラレ
タルモノニシテ内容ハ殆ンド支那案ト近似ス而シテ当面ノ
問題ハ如何ニ右兩案ヲ折衷スルカニ在リ尙本問題ヲ決定ス

四一〇

ルニ先ダチ此機會ニ於テ將來支那ト他國トノ間ニ生ズル虞
アル誤解ヲ避クル為或留保ヲナサント欲スト云ヒ尙進ンデ
自分ノ私見ナリトテ大要東支鐵道ハ一八九六年支那政府ト
露清銀行トノ間ノ約定ニ基ツキテ支那ノ領土内ニ建設セラ
レタルモノニシテ会社ノ印章ハ支那政府ヨリ下付セラレタ
ルモノナルガ故ニ支那会社(Chinese Corporation)ニシテ
株式會社(Stock Corporation)トシテ成立セリ現條約ニ
依レバ支那政府ハ会社ニ對シ鐵道ノ運行及鐵道敷地ノ行政
ニ関シ完全且絶對ナル權利ヲ与ヘタルト同時ニ支那政府自
ラ鐵道及其業務ニ服スル人員ノ安全ヲ保証スベキコトヲ約
シ此点ハ一九〇二年露支協約ニ依リテ確認セラレタリ次ニ
一九一九年連合國協定ニ依リ東支及烏蘇里鐵道ハ連合國委
員ノ管理ニ委ネラレタルガ該協定ノ効力未ダ喪失セザル一
九二〇年十月ニ至リ支那政府ハ露亞銀行ト協定ヲ結ベリ
右協定ニ依レハ支那ハ其主權ニ基キ其ノ領土内ニ在ル鐵道
ヲ占有(take possession)スル權能有リト自認スルモノノ
如シ然レド一八九六年ノ條約ハ既ニ履行セラレ東支鐵道會
社設立セラルル以上露亞銀行ヲ相手トスル一九二〇年ノ露
支協定ニ依リテ現條約ノ効力ニ何等ノ變更ヲ与フル能ハス

右協定ニ依リ支那ハ重役ヲ任命シ鐵道ニ對スル管理權ヲ掌

握スルコトニ依リ鐵道ヲ株主ノ手ヨリ取去リタルカ同時ニ
其ノ行為ノ結果ヨリ生スル義務ヲ免カルルヲ得ス換言スレ
ハ支那ハ該鐵道ニ對シ恰モ「トラスティ」ノ責任ヲ自ラ取
リタルモノナルカ故ニ外國ノ株主債權者等ニ對シ義務ヲ負
フニ到レリ故ニ列國ハ今後右義務ノ履行又ハ不履行ニ對ス
ル支那ノ責任ヲ問フノ權利ヲ留保セサル可カラストノ意味
ヲ述ヘタリ依テ埴原ハ該鐵道會社カ支那會社ナリトセハ右
鐵道財産モ亦支那ノ財産ナリト自然推論セラレ得ルカ如シ
日本全權ハ右ノ如キ前提ノ下ニ本議事ヲ進ムル權能ヲ有セ
ス本會ハ條約ノ解釈又ハ該鐵道會社ノ法律上ノ地位如何ヲ
決定ス可キ權限ヲ有セス唯現實ノ事態ニ鑑ミ該鐵道ノ保護
經營運行ニ関シ適當ナル方法如何ヲ議セムトスルモノナリ
ト思考スト述フレハ議長ハ支那會社ナリト云フハ何等所有
權トハ關係無シ鐵道ハ株主及債權者ノ財産ナルモ會社ハ支
那ノ主權ニ服從ストノ意味ナリトテ大体埴原ノ所說ニ理由
アル旨ヲ答フ仏國委員ハ日本委員ト同様ノ留保ヲ為スヘシ
ト前提シテ右鐵道會社ハ露西亞ノ法人ナリト議長ノ說ニ
反對ス結局議長ノ指名ニ依リ仏支兩國委員ニ於テ妥協案ヲ

作成シ次回ニ報告スルコトニ決定シ散會ス

在歐洲各大使ニ転電シ蘭、西ニ郵報セリ

(付記一)

一月三十一日東支及ビウスリー鐵道ニ関スル中國側提出ノ決
議案

DRAFT RESOLUTION CONCERNING THE

CHINESE EASTERN RAILWAY AND

USSURI RAILWAY.

Whereas the Chinese Eastern and Trans-Siberian
Railways are indispensable factors in the economic
development of Siberia and Northern Manchuria and
their preservation, their efficient operation and their
maintenance as a free avenue of commerce, open
to the citizens of all countries, are a matter of general
interest;

Whereas an agreement in harmony with the fore-
going considerations was concluded in January, 1919,
between several of the Powers represented at this
Conference, to wit: the United States of America and

四 シベリヤ及び東支鉄道ニ関スル問題 (11)

Japan, under the terms of which agreement China, France, Great Britain and Italy subsequently co-operated, for the temporary operation of the said Railways with a view to their ultimate return to those interested without impairing any of the existing rights;

Whereas the said agreement provided, among other things, for the creation of a Technical Board consisting of railway experts of the nations then having military forces in Siberia, for the purpose of administering technical and economic management of the said railways; and

Whereas it appears advisable to amend the terms of the said agreement in so far as relates to the functions of the said Technical Board, to the end that the fundamental purpose of the said agreement may be better subserved;

It is agreed between the Powers attending the present Conference:

provide an adequate, modern trained and equipped police force of gendarmerie, it being understood that the said force shall be paid by the said Railway in such manner as the Board of Management, with the advice of the Technical Board, may decide.

(中略11)

一 四三十一日東京條約ニ關スル問題提出ノ決議案

Whereas the Chinese Eastern Railroad is an indispensable factor in the economic development of Siberia and northern Manchuria and constitutes an essential link in a transcontinental railway system of international importance, and whereas its preservation, efficient operation and maintenance as a free avenue of commerce, open to citizens of all countries, are a matter of general interest.

Whereas an agreement in harmony with the foregoing considerations was concluded in January 1919 between several of the Powers represented at this Conference, to wit: the United States of America

四 111

1. That the Technical Board shall replace the Inter-Allied Committee and take over the duty of supervising the operation of the Chinese Eastern and the Ussuri Railways, heretofore performed by the said Committee.

2. That the Technical Board shall be authorized to advise and assist the President and Board of Management of the Chinese Eastern Railway and of the Ussuri Railway, respectively, in the matter of borrowing from bankers and other outside sources on fair and equitable terms and of supervising the expenditure of such loan funds.

3. That the Chinese Government, in accordance with Article 5 of the Agreement of September, 8, 1896, concluded with the Russo-Chinese Bank for the construction of the Chinese Eastern Railway, will continue to assure the safety of the railway and of the persons in its service against any attack, and for the more effective execution of this purpose, will

and Japan, under the terms of which agreement China, France, Great Britain and Italy subsequently cooperated for the temporary operation of the said railways, with a view to their ultimate return to those in interest without impairing any of the existing rights;

Whereas the said agreement provides among other things for the creation of a technical board constituted of representatives of the nations then having military forces in Siberia for the purpose of maintaining the operation of the railways and assisting in their technical and economic management; and

Whereas it appears advisable to amend the terms of said agreement, in order to meet the changed conditions and so that the fundamental purposes of the said agreement may be better subserved.

It is agreed between the Powers attending the present Conference:

五 シベリア及び東支鉄道ニ関スル問題 (11)

1. That the Technical Board shall henceforth be considered as replacing the bodies formed in 1919 and shall be entrusted with carrying out the purposes set forth in the introductory paragraphs of this resolution.

2. That the Technical Board shall advise and assist the President and the Board of Management of the Chinese Eastern Railway in the matter of borrowing from bankers and outside sources on fair and equitable terms and shall supervise the expenditure of such loan funds.

In so far as the technical operation of the railroad is concerned, the Committee will not interfere with such operation, which is to be left in the hands of the Chinese Eastern Railroad Company, except so far as may be necessary to meet the conditions set in the first sentence of this paragraph.

3. That the Chinese Government, in accordance with article 5 of the agreement of September 8, 1896,

四 一四

with the Russo-Chinese Bank for the construction of the Chinese Eastern Railway, will continue to assure the safety of the Railway and the persons in its service against any attack, and for the more effective execution of this purpose will provide an adequate, modern, trained and equipped police force of gendarmerie, it being understood that, in the future, as soon as an agreement with the Technical Board shall be reached for the borrowing of the necessary funds, the said force shall be paid by the said Railway in such manner as the Board of Management, with advise of the Technical Board, may decide.

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68 11年2月5日 (着) ワシントン会議全権ヨリ  
内田外務大臣宛 (電報)

第二回及び第三回東支鉄道分科委員会ニ於テ  
東支鉄道問題ニ関スル決議案討議ノ件

別電一 ワシントン会議全権内田外務大臣宛二月五日  
着電報會議第五九七号  
東支鉄道管理ニ関スル中仏妥協案  
二 ワシントン会議全権内田外務大臣宛二月五日

着電報會議第五九八号

東支鉄道ノ管理ニ関スル決議案

三 ワシントン会議全権内田外務大臣宛二月六日

着電報會議第五九九号

東支鉄道ノ管理決議ニ対スルルート提案ノ留  
保案

(四一七九文書参照)  
會議第五九六号

二月一日東支鉄道分科委員会第二回 出席者前回ニ同ジ  
仏国委員ハ要領別電第五九七号仏支妥協案ニ付簡單ニ説明  
シ支那委員ハ烏蘇里線編入ノ必要ナル理由ヲ述ベタルニ英  
国委員ヨリ同線ニ付修正說出デ二三問答アリ次ニ埴原ノ発  
議ニヨリ一九一九年ノ協定締約国以外ノ国ノ本協定ニ対ス  
ル關係ニ付討議ヲ生ジタルガ議長ハ本協定中ニ於テ本協定  
ハ本会ニ参加スル旧協定締約国間ニ締結セラルベキ旨ヲ明  
記スベシト云ヒ英国委員ハ旧締約国以外ノ国ハ右協定ヲ  
「テーク、ノート」スルコトトセバ可ナリト付言ス更ニ議  
長ハ埴原ノ問ヒニ対シテ本協定案中ニアル「テクニカルボ  
ード」ハ旧来ノ「テクニカルボード」ヲ廃止スルノ意味ニ  
非ラズト答フ右協定案ニ付委員間ニ議論噴出シ決定困難ト  
ナリタルヲ以テ議長ノ發議ニ依リ更ニ日支仏委員等ニ下打

五 シベリア及び東支鉄道ニ関スル問題 (12)

合セラ為シ其ノ結果ヲ次回ニ報告スルコトトシ結局何等纏  
ル所ナクシテ散会ス

二月二日東支鉄道分科会第三回 出席者前回ニ同ジ

會議前日本案ヲ基礎トシ埴原ハ支仏委員ト内相談ノ結果一  
ノ妥協案ヲ作製シ之ヲ會議ニ提出シ其ノ相談ノ結果ヲ報告  
ス議長ハ本討議ノ主眼ハ一鉄道ノ保護ニ鉄道ノ有効ナル運  
行ニ必要ナル財政ノ援助ヲ講ズルニ在ルガ右妥協案ハ「ス  
チープリンス」排斥ノ結果ヲ来ス外現在以上ニ如何ナル改良  
ヲモ齎ストコロ無キガ如シ「ス」氏ノ才能及功績ハ何人モ  
認識スルトコロナルガ彼ハ到底必要ノ権限ヲ与ヘラレザル  
地位ニ留任スルヲ肯セサルベシト述ブ

埴原ハ日本ハ先ノ専門家分科委員会報告文ナラバ其ノ儘承  
認シ得可カリシニ其後他ノ承認シ難キ提案ガ議題トナリタ  
ル為メ已ムヲ得ズ右ノ如キ妥協案ヲ案出シタルモノナルガ  
若シ右専門家委員報告ガ再議セラルルナラバ今日ニ於テモ  
尚日本全権ハ右全部ヲ承認スルニ吝ナラズト述べ議長ハ右  
専門家分科委員会ノ報告ヲ基礎トシテ討議スベキカト諮レ  
バ支那委員之ニ反対シ議論紛糾到底纏マル見込ミ無カリシ  
ニ依リ議長ハ本会ニ於テ意見ノ一致ヲ見ルコト困難ナル可

四 一五

五 シベリア及び東支鉄道ニ関スル問題(二)

キヲ以テ寧ロ之ヲ普通外交手段ノ交渉ニ移ス可キカト諮リタルニ仏国委員ハ極東委員会ニ於ケル関税及外国軍隊ノ撤退等ノ例ヲ引キテ支那以外ノ諸国ニ於テ其一致スル点例ヘバ「トラスティシップ」及鉄道地帯保障ニ付決議ヲ為スコキ旨ヲ提議シ支那委員之ニ反対ス茲ニ於テ議長ノ發案ニ基キ二三字句ノ修正アリタル後別電第五九八号ノ如キ決議案ヲ通過シ打切リトセリ次ニ「ルート」ハ別電第五九九号ノ如キ留保案ヲ提案シ埴原ハ右留保後段ノ意味ニ付質問ス議長ハ之ニ対シ支那政府ガ露亜銀行ト締結シタル一九二〇年ノ協定ニ依レバ同政府ハ其ノ主權ノ發動ニ基クモノナリトシテ自ラ進デ該鉄道ノ管理行為ヲ敢テセルモノナリ從テ之ヨリ生ズル義務ノ履行又ハ不履行ヨリ生ズル一切ノ責任ヲ引受ケザル可ラズ又利害關係列国ハ右責任ヲ問フノ權利ヲ留保スルノ要アリ本案ハ此ノ意味ニ依リテ作成セラレタルモノナリト説明シ支那以外一同右留保案ニ賛成シタルヲ以テ右兩案ハ總委員會ニ報告ス可キコトニ決定シテ散会ス尚二日埴原ハ公然トナク「ルート」ニ面会シ東支鉄道問題ガ日本ノ利害ニ重大ノ影響アル所以ヲ述べ日本ノ立場ニ累ヲ及ボサザル様本件討議ノ際配慮方ヲ希望シタルニ同氏ハ

シメ技術部ハ前項ニ掲クル事態ニ適応スル為必要ナル場合ニアラサル限鉄道ノ技術的運用ニ干渉セサルヘシ  
三、支那政府ハ一八九六年九月八日東支鐵道会社條約ノ規定ニ從ヒ總テノ攻撃ニ対シ該鐵道従業員ノ安全ヲ保障スヘク之カ為現代式ニ訓練セラレタル警察官若ハ憲兵ヲ配置ス而シテ資金借入ニ関シ技術部トノ協議整ヒタル時ハ右警察官若ハ憲兵ノ費用ハ該鐵道之ヲ支弁ス

(別電二)

ワシントン會議全權發内田外務大臣宛二月五日着電報會議第五九八号

東支鐵道ノ管理ニ関スル決議案

會議第五九八号 別電

Report that the sub-committee on the Chinese Eastern Railway is unable to report any new agreement which in their opinion would be useful.

Resolved that the preservation of the Chinese Eastern Railway for those in interest requires that better protection be given to the railway and the persons engaged in this operation and use; a more careful selection of personnel, to secure efficiency

五 シベリア及び東支鐵道ニ関スル問題(一)

四一六

克ク其ノ意ヲ諒シ日本ノ正当利益ニ反スル様ニ討議ハ進行セシメザル様努ム可キニ付安心ス可シト答ヘタリ在歐各大使ヘ転電シ蘭、西ヘ暗号ノ儘郵送セリ

(別電一)

ワシントン會議全權發内田外務大臣宛二月五日着電報會議第五九七号

東支鐵道管理ニ関スル中仏妥協案

會議第五九七号 別電

東支鐵道管理案

東支及西比利亞鐵道ニ関シテハ一九一九年一月連合國間ニ協定成立シ技術部ヲ創設セルカ其ノ後變化セル事態ニ適応セムカ為ニハ右關係事項ヲ變更スルノ必要有ルニ依リ本會議ニ參列スル諸國ハ左ノ協定ヲ為ス

一、技術部ハ一九一九年ニ構成セラレタル諸機關(Bodies)ニ代ルモノト看做サレ本決議案前文ニ掲クル目的ヲ遂行スル任務ヲ付託セラルヘシ

二、技術部ハ銀行其ノ他ヨリ公平ナル条件ヲ以テ資金ヲ借入ルコトニ関シ東支及烏蘇里鐵道ノ各社長及役員會ヲ輔佐(advice and assist)シ且右借入資金ノ使用ヲ監督スヘシ鐵道ノ技術的運用ハ東支鐵道会社ヲシテ之ヲ司ラ

of service, and a more economical use of funds to prevent waste of the property.

That the subject should immediately be dealt with through the proper Diplomatic channels.

Zenzen.

(右和訳文)

東支鐵道分科委員會ハ其ノ有益ト思料スル何等新ナル取極ヲ報告スル能ハザル旨茲ニ報告ス

依テ左ノ通決議ス

東支鐵道ヲ其ノ利害關係者ノ為メニ保存センカ為ニハ鐵道及其ノ運用及使用ニ從事スル職員ニ一層ノ保護ヲ与ヘ業務ノ能率ヲ挙クル為職員ノ選任ニ一層留意シ鐵道財産ノ消耗ヲ防ク為資金ノ使用ヲ一層經濟的ナラシムルヲ要ス本問題ハ適當ナル外交機關ヲ通シテ速ニ処理セラルヘシ

(別電三)

ワシントン會議全權發内田外務大臣宛二月六日着電報會議第五九九号

東支鐵道ノ管理決議ニ対スルルート提案ノ留保案

會議第五九九号 別電

五 シベリア及び東支鉄道ニ関スル問題 (11)

The powers other than China, in agreeing to the resolution regarding the Chinese Eastern Railway, reserve the right to insist hereafter upon the responsibility of China for performance or non-performance of the obligations towards the foreign stockholders, bondholders and creditors of the Chinese Eastern Railway Company which the powers deem to result from the contracts under which the railroad was built and the action of China thereunder and the obligations which they deem to be in the nature of a trust resulting from the exercise of power by the Chinese Government over the possession and administration of the railroad.

Zenzen.

(右和訳文)

支那ヲ除ク諸國ハ東支鉄道ニ関スル右決議ニ合意スルト同時ニ東支鐵道会社ノ外国人株式所持人仕債券所持人及債権者ニ対スル義務ノ履行及不履行ニ対シ支那ニ於テ責任ヲ負フヘキコトヲ主張スルノ權利ヲ留保ス

前記諸國ハ右責任ヲ以テ該鐵道建設ノ基礎タル契約及之ニ基ク支那ノ行為並ニ該鐵道ノ保有及管理ノ為支那政府ノ權力ヲ行使スルヨリ生スル義務(前記諸國ハ此ノ義務ハ信託ノ性質ヲ有スルモノト思惟ス)ノ結果ナリト思惟ス

69 11年2月27日(着) 在中國小幡公使ヨリ  
内田外務大臣宛(電報)

東支鐵道問題ニツキ米國公使ノ对中国政府勸

告ニ関スル件

第一〇七号 (二月二十七日北京發)

貴電第一一二号ニ関シテハ去ル二十四日英國公使ト面会ノ節先方ヨリ其ノ話アリ同公使ノ謂フ所ニ依レハ米國公使ハ華盛頓會議ノ提案ニ基キ支那政府ニ勸告方本國政府ノ訓令ニ接シ(脱)趣ニテ同公使ヨリ共同勸告方勸告アリタルモ當時自分ニ於テハ本國政府ヨリ未タ何等ノ訓令ニ接シ居ラス將又右ノ如キ勸告ヲ為ス場合ニハ日仏兩公使モ参加スルヲ至当トスル旨指摘シタルモ當時米國公使ハ馬尼刺ヘ出發前取急キ居リ公使等ト協議ヲ為スノ暇ナキニ付单独ニテ申入ヲ為ストノコトナリシヲ以テ英國公使ハ単ニ Moral support ヲ与フルノ意味ニテ外交部ヘ同道シ米國公使ヨリ

度シ

本電參考ノ為メ英仏ヘ転電アリ度シ

本電在支公使宛転電

71 11年3月5日(着) 在米國幣原大使ヨリ  
内田外務大臣宛(電報)

東支鐵道問題ニ関シ米國公使ノ中国政府ニ申

入ノ事情回報ノ件

第八七号

(七〇文書)

貴電第八一号ニ関シ國務省露西亜部長ニ付質サシメタル処東支鐵道ニ関シ支那政府ニ対シ何等正式申入ヲ為ス場合ニハ米國ハ他ノ關係國殊ニ日本ト前以テ協議スベキハ勿論ニシテ右ニ就テハ松平局長ト打合せノ次第モアリ同局長帰朝後直チニ在京米國大使館トノ間ニ協議セラルベキ順序トナリ居レル趣ナリ尚ホ駐支米國公使ノ支那政府ヘノ申入ヲ為シタル事情ニ付同部長ノ語ル所ニ依レバ先頃國務省ハ当地ニ於テ施肇基顧維鈞兩氏ニ対シ東支鐵道ニ関スル華府會議決議ニ依レバ本件ハ外交的常軌ニ依リ処理セラルコトト為リ居ル処之ニ先ンジ若シ支那側ニ於テ自ラ進ンデ適當ノ措置ヲ取ラバ極メテ好都合ナルベシトノ趣旨ヲ非公式ニ勸

外交總長ニ対シ簡單ニ在支鐵道改善ノ絶対必要ナル所以ト鐵路巡警ヲ國際技術委員會ノ管理ニ歸スルノ至当ナルトヲ開陳シタリ之ニ対シ外交總長ハ交通部其他ノ關係方面ト協議ノ上ナラテハ何等要領アル回答ヲ述ヘ難シト云ヒ例ニ依リ不得要領ナル挨拶ヲ為シタル趣ナリ尚ホ英國公使ハ本件ニ関シテハ外交部ヨリ何等カ回答アル筈ニ付其上ノ処置ハ御互ニ協議ノ上進行シタシト云ヘリ

70 11年3月2日(發) 内田外務大臣ヨリ  
在米國幣原大使宛(電報)

東支鐵道問題ニ関スル米國政府ノ在中国同國

公使ニ対スル訓令入手方ノ件

第八一号

(六九文書)

在支公使發本大臣宛第一〇七号ニ関シ東支鐵道問題ハ華府會議ニ於テ結局今後外交手段ニ依リ決スルコトトナリタル次第ナル処(全權來電第五九七、五九八、五九九号)(六八文書)本問題ニ関シ北京外交団代表者ヨリ支那政府ニ対シ何等申入ルル場合ニハ在支日本代表者モ当然之カ協議ニ預ルヘキモノト思考スルニ付小幡公使來電中米國政府ノ「シヤマン」公使ニ対スル訓令ノ内容可然國務省ヨリ御入手ノ上電報アリ

五 シベリア及ビ東支鉄道ニ関スル問題(二)

告シタル事アリ其際在支米国公使へ右ノ次第ヲ通報スルト共ニ北京ニ於テモ極メテ非公式ニ同様ノ趣旨ヲ申シ入レシメタル耳ニテ右ノ如キ勧告ガ効果アリト思考シ居ラザルモ兎モ角支那政府ガ此際自ラ進ンデ幾分ナリトモ事態ヲ改善

四二〇

セン事ハ極メテ望マシキニ依リ一応其旨ヲ申入レシメタル次第ナリト

英仏大使へ転電セリ

事項六 山東ニ関スル日中直接交渉

1 10年8月20日(着)

在米国幣原大使ヨリ  
内田外務大臣宛(電報)

ヤップ問題、山東問題等ニツキ米国國務長官  
ト会谈ノ件

第五三六号

八月十八日國務長官ト会见ス

(一)先ヅ「ヤップ」問題ニ関スル我最後ノ提案ニ就キ米国政府ノ意向ヲ質シタルニ同官ハ一応本案ノ講究ヲ遂ゲタリト答ヘ当日ハ一般外交官接見日ニ当リ待合ノ来客多カリシヲ以テ更ニ明日夕刻ヲ期シ討議スルコトトセリ

(二)次ニ本使ハ山東問題ニ言及シタル処同官ハ会議ノ進行ヲ容易ナラシメムガ為本件並「ヤップ」問題共ニ成ルベク會議開会前ニ解決ヲ了スルハ極メテ得策ナリト認ムル旨ヲ述べ山東問題ニ就テハ米国政府ニ於テ支那政府ニ対シ直接交渉ヲ勧告スルニ当リ予メ其勧告ガ効ヲ奏スベキ大體ノ成算アルコトヲ要ス之ガ為ニハ自分ハ日本ガ如何ナル条件ニ依リ本問題解決ノ歩ヲ進メラレムトスルカノ概

六 山東ニ関スル日中直接交渉

念ヲ有スルコト肝要ナリ蓋シ本問題ガ当国上院トノ關係

ニ於テ一昨年以来一種ノ複雑ナル成行ヲ生ズルニ至リタルハ遺憾乍ラ一ノ現実ナル事実トシテ認ムルノ他ナク此際米国政府ニ於テ日本ノ提出セラレムトスル解決条件ニ就キ何等ノ信念モナク漫然日支直接交渉ヲ勧告スル時ハ或ハ当国上院及世論ノ反对ヲ受ケ却テ時局ニ一層ノ紛糾ヲ加フルノ虞ナシトセズ譬ヘバ日本政治家ハ山東省ニ於テ曩ニ独逸ノ有シタル經濟的利權ノミヲ日本ニ留保スベキ旨屢次声明セラレタルモ所謂經濟的利權トハ具體的ニ如何ナルモノヲ指スヤ未ダ明ナラザルトコロアリ其解釈次第ニ依リテハ列國ノ利害ニ影響ヲ及ボスモノトシテ又又物議ヲ醸スコトナキヲ保シ難シ自分ハ固ヨリ此等ノ事項ニ就キ不当ニ干渉ヲ試ミムトスルモノニアラズト雖今少シク右解決条件ニ関スル日本ノ具體的意向ヲ諒悉スルコトハ本件支那ニ対スル勧告ガ成功ノ望有ルヤ否ヤヲ予測スルニ必要ニシテ之ニ就キ予メ本使ト意見ヲ交換セムコトヲ望ムト述ベタリ