

在米國總領事ニシテ當時齊多方面視察中ノ者）ニ對シ右露支間ニ於ケル内議進行中ノ事實ヲ洩ラシタル上右様ノ次第ナルヲ以テ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露支間内議ノ進展ヲ俟チ其ノ決定セル所ニ付贊否ヲ決スル方然ルヘシトノ所見ヲ述ヘ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果シテ事實ナリトセハ甚タ不都合ナルニ付可然支那政府ノ注意ヲ喚起シ置ク様電訓セル旨ヲ内話シタリ

## 第二節 東支鐵道ノ地位ニ關スル論議

### (一) 米國側陳述

專門分科  
委員會  
陳述

右ノ結果東支鐵道專門分科委員會設置セラレタルカ各國委員次ノ如シ

米國	「ブール」氏
英國	「ラムブソン」氏
佛國	「カムメラ」氏
日本	松平氏
伊國	「バグリアノ」氏
白國	「デュ、ワルゼー」氏
蘭國	「デュ、カー、タンゼリノ」氏
葡國	「ヴァスコンセロス」氏
支那	嚴鶴齡氏

一月十九  
日第一回  
專門分科  
會

米國側陳  
述書

一月十九日午後專門分科會第一回會議ヲ汎米會館ニ開キ議長「ブール」氏ヨリ本委員會設立ニ至レル事情ヲ略述シタル後本委員會ハ極東問題總委員會ノ委託ニ依リ東支鐵道ノ財政並ニ其ノ管理ノ形式及效能ニ關スル問題ヲ審議シ之ヲ同總委員會ニ報告スルヲ目的トスルモノナルヲ告ケ且ツ東支鐵道問題詳細ノ討議ニ入ルニ先チ本委員會ノ審議ヲ容易ナラシムルカ爲メ同鐵道一般情勢ニ關シ陳述書ヲ作製セルモ之ニ依リ會議ヲ指導セントスル意思ナシトテ左記陳述書ヲ各委員ニ配布シタリ

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.

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 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.

(右譯文)

東支鐵道ハ西比利亞並北滿洲ノ經濟的發展ニ缺クヘカラサル要素ニシテ且ツ國際的ニ重要ナル大陸橫斷鐵道系ノ須要ナル連結環タルヲ以テ同鐵道ノ維持有效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

東清鐵道ノ事態ハ千八百九十六年支那ト露清(露亞)銀行トノ間ニ締結サレタル契約千八百九十八年支那ト東清鐵道會社トノ間ニ締結サレタル契約及其ノ後支那ト同會社トノ間ニ締結サレタル諸契約ニ依リ定マリ同鐵道ノ建設ニ必要ナル資金ハ露國政府之ヲ供給シ且ツ同政府ハ東清鐵道會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千八百九十六年ノ原契約ノ規定ニ依リ或ル終局的回收權ヲ有ス  
千九百十七年以來露國ニ列國ノ承認セル政府ノ存在セサリシコトハ過去若干年月間同鐵道ノ維持及運行繼續ノ爲何等カノ手段ヲ講スルヲ緊要ナラシメタリ千九百十九年初頭本會議ニ參加スル數國ハ曩ニ露國ノ依頼ニヨリ東支鐵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與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千九百十九年一月日米間ニ一協約ヲ締結シ次テ支、佛、英、伊ノ諸國ハ其ノ條件ノ下ニ協力スルコトナレリ斯クノ如クニシテ締結セラレタル該協定ノ根本目的カ前記諸鐵道ノ一時的運行ニアリテ結局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ハ既ニ明確ニ宣言セラレタル所ナリ

斯クノ如クニシテ引受ケラレタル受託任務ハ今尙有效ニ繼續スルモ千九百十九年以來發生セル事態ノ變化ハ其ノ運用方法ニ必要ナル調節ヲ加フルヲ要セシムルニ至レリ

## (二) 米國委員陳述ニ關スル討議

支那委員  
反對陳述

右ニ對シ佛國委員及英國委員ハ直ニ之ヲ是認シタリ然ルニ支那委員ハ『若シ千八百九十六年ノ原契約ヲ通覽セハ支那カ同鐵道建設ノ爲メ五百萬庫平兩ヲ出資シタルハ明亮ナリ同契約ノ規定ニ依レハ建設工事終了後該出資額ハ速カニ返却セラレヘキモノナルモ支那ハ未タ其ノ返還ニ接セス而シテ共同管理協定ハ當時ノ軍事上必要ニ基キタルモノニシテ該協定ニ依レハ軍隊撤退セハ該協定ニ依リ設置セラレタル國際委員會亦撤裁セラルヘキモノトス且ツ又千九百十九年ノ聯合國間ノ協定カ一時的ノモノナルニ鑑ミ Trusteeship ト云フハ妥當ナラス且ツ又同鐵道ハ支那領土ヲ經由シ且ツ支那國ト露清鐵道トノ間

日佛委員  
辯駁

ノ契約ニ依リ敷設セラレタルモノナルヲ以テ之ヲ露國政府ノ財産ト云フハ正シカラス』ト述ヘタリ依ツテ松平委員ハ之ニ對シ支那委員ハ東支鐵道カ露國ノ財産タルコトニ反對スルモ進ンテ支那ノ財産タルコトヲ主張スルモノニ非サルヘシト追及シタルニ支那委員ハ逡巡シテ之ニ答フル所無カリシカ佛國委員モ支那カ同鐵道ヲ以テ自國ノ財産タルコトヲ主張スルニ非ストセハ其ノ國際的地位ニハ何等變更無キ譯合ナリト述ヘ更ニ支那ノ同鐵道ニ支出セル五百萬庫平兩ハ原契約ニモ規定シアル通其ノ建設ニ投資セルモノニ非スシテ銀行資本ノ一部ヲ成セルモノナルヲ以テ右ハ鐵道ノ所有權ト何等關係ヲ有スルモノニ非ス從テ同鐵道ハ露國ノ財産ナリト説キ支那委員ノ主張ニ反對セリ次テ松平委員ハ一九一九年ノ國際管理協定ノ精神カ露國ノ利益ノ爲西比利亞及東支鐵道ヲ監督スルニ在リタルハ明白ナル事實ニシテ實際上今日迄關係國ハ右ノ精神ヲ以テ監督ヲ實行シ來リタルカ故ニ佛國委員ノ所言ニ相違ナシト述ヘ英米其ノ他ノ委員モ右日佛兩國委員ノ所說ヲ首肯セリ然ルニ支那委員ハ佛國委員ノ見解ハ東支鐵道條約ヲ誤解セルニ出ツルモノニシテ右條約ノ全文ヲ通覽セハ前記支那支出金額ハ全部鐵道建設ニ使用セラレタルコト明亮ナリト主張シテ前說ヲ固執セリ茲ニ於テ議長ハ支那委員ノ主張ニ從ヘハ右條約全文ニ互リテ討議スルニ非サレハ東支鐵道ノ地位ヲ決定シ得サル次第ナルカ若シ然リトセハ本委員會ハ支那鐵道所有權ノ根本問題ニ付意見ノ一致ヲ見サリシコトヲ總委員會ニ報告スルヲ要スルモノト信ス余ハ支那委員ノ意思ハ支那國カ

支那委員  
讓歩

東支鐵道ニ特殊利益アルコトヲ明ニセントスルニ在リト思考ス』ト述ヘ松平委員ハ『千九百十九年ノ聯合國間ノ協定ノ用字及精神カ露支兩國ノ利益ヲ保持スヘキハ極メテ明白ナリ』ト述ヘ議長ハ更ニ支那委員ニ對シ『余ノ陳述書ヲ討議ノ基礎ト爲スコトニ同意スルヤ否ヤ』ト問ヒタリ於是支那委員ハ『假ニ之ニ同意スヘシ』ト答ヘ同日ノ會議ヲ終レリ