

第六節 極東問題總委員會決議

二月二日
第三十回
總委員會
分科會決
議案報告

同二月二日午後極東總委員會第三十回會議ニ於テ東支鐵道分科委員會議長「ルート」氏ヨリ同分科會ニ於テハ本問題ニ關シ圓滿ナル解決ヲ見ルニ至ラス終ニ一箇ノ決議案及之ニ對スル支那以外ノ各國ノ留保案ヲ決定スルニ止マリシ次第ヲ報告セリ

支那全權
陳述

之ニ對シ支那全權顧氏ハ起テ右決議案ニ關シ大要次ノ如キ陳述ヲ試ミタリ

『東支鐵道問題ハ各國ノ關スル限リ千九百十九年ノ國際協定ニ其ノ端ヲ發スルモノナル處支那トシテハ(一)同協定カ東支鐵道ヲモ包含セル全西比利亞鐵道ノ經營監理ヲ目的トスルニ顧ミ之カ爲支那一鐵道ノミ特別ナル取扱ヲ受クルヤノ疑アルコト(二)該鐵道ハ歐羅巴ト太平洋トノ連鎖ヲ成スモノナルヲ以テ之ニ關スル協定ハ烏蘇里鐵道トノ連鎖ヲ確保スルモノナルコトヲ要スルコト(三)該鐵道全線ハ支那領土ヲ通過スルニ鑑ミ支那ノ領土主權ノ充分ニ尊重セラルルヲ要スルコトノ三點ヲ常ニ考慮セサルヲ得サリシ次第ナリ

各國側ノ留保ニ就テハ各國トシテハ斯カル希望ヲ闡明スルハ當然ノ權利ニ基クモノニシテ批評ノ限リニ非ス唯支那トシテハ該鐵道ノ法律上ノ地位ハ支那ト露國、支那ト鐵道會社及露亞銀行トノ間ノ協定並千九百二十年十月二日ノ支那政府ト露亞銀行トノ間ノ契約ニ明定セラルル所ニシテ而テ現ニ支那力行ヒツツアル鐵道監督ハ曾テ露國政府ノ行ヒツツアリシ範圍ヲ越エス而モ之單ニ露國ニ正當政府無キニ依ル一時的措置ニ過キス更ニ實際的方面ヨリ見ルトキハ該鐵道經營ニハ固ヨリ改善ヲ要スル點少カラサルモ右ハ特ニ露國ノ政情ヨリ來ルモノ多ク支那トシテハ出來得ル限リヲ盡シテ鐵道並從業員ノ保護ノ任ニ當リ以テ西比利亞ノ他ノ鐵道今尙不満足ナル狀態ニ在ルニ拘ハラス東支鐵道ノミハ依然トシテ經營セラレツツアル次第ナリ故ニ列國ハ今回ノ留保ヲ爲スニ當リ如上ノ事實ヲ充分考慮セラレムコトヲ希望ス』(註)

兩決議案
可決

次テ票決ノ結果前記第一決議案ハ全會一致ヲ以テ又第二決議案ハ支那ヲ除ク各國全部ノ贊成ヲ以テ可決セリ

第一決議案

Resolution Regarding the Chinese Eastern Railway Approved by all the Powers Including China.

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 its operation and use; a more careful selection of personnel, to secure efficiency of service and more economical use of funds, to prevent the waste of the property.

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

(右譯文)

支那國ヲ含ム諸國ニ依リ承認セラレタル東支鐵道ニ關スル決議

茲ニ左ノ如ク決議ス

東支鐵道ヲ其ノ利害關係者ノ爲ニ保全スルニ就テハ鐵道ニ對シ並其ノ運用及便用ニ從事スル職員ニ對シ一層ノ保護ヲ與フルコト業務ノ能率ヲ舉クル爲職員ノ選任ニ一層留意スルコト且ツ鐵道財産ノ浪費ヲ防ク爲資金ノ使用ヲ一層經濟的ナラシムルコトヲ要ス

本問題ハ適當ナル外交機關ヲ通シ速ニ處理セラルヘシ

第二決議案

Resolution regarding the Chinese Eastern Railway approved by all the powers other than China.

The powers other than China in agreeing to the resolution regarding the Chinese Eastern Railway reserve

a right to insist hereafter upon the responsibility of China of performance or non-performance of obligation towards the foreign stockholders, bond-holders 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 obligations which they deem to be in nature of trust resulting from the exercise of power by the Chinese Government over the possession and administration of the railroad.

(右譯文)

支那國以外ノ諸國ニ依リ承認セラレタル東支鐵道ニ關スル決議
支那國以外ノ諸國ハ東支鐵道ニ關スル決議ヲ協定スルニ當リ東支鐵道會社ノ株主社債券所有人及債權者タル外國人ニ對スル義務ノ履行又ハ不履行ニ關シテハ支那國之カ責任ヲ負フヘキコトヲ今後主張スルノ權利ヲ留保ス

二月四日
第六回
會議

前記諸國ハ右責任ヲ以テ該鐵道建設ノ基礎タル契約之ニ基ク支那ノ行爲並該鐵道ノ占有及管理ニ對スル支那國政府ノ權力行使ヨリ生スル義務(前記諸國ハ此ノ義務ヲ以テ信託ノ性質ヲ有スルモノト思惟ス)ニ由來スルモノト思惟ス

越エテ二月四日第六回總會議ニ於テ東支鐵道ニ關スル前記兩決議案ハ各國全權ノ正式承認ヲ得テ對支決議中ニ編入セラレタルカ之ト共ニ二月二日總委員會ニ於ケル前記支那全權顧氏ノ陳述ハ施氏ノ希望ニ依リ會議ノ議事録ニ載録スルコトニ決定セリ

(註)右支那委員陳述全文次ノ如シ

I rise to say a few words for the purpose of elucidating the views of the Chinese Delegation on this important question. As the Chinese Delegation views it, this Chinese Eastern Railway question, so far as the

other Powers are concerned, has arisen out of the Inter-Allied agreement of 1919 to which China is a party and to which five other Powers around the table are also parties.

There are several considerations guiding the Chinese Delegation in dealing with this question. In the first place, as the Inter-Allied agreement provides for supervision over the operation of the whole Trans-Siberian system, including the Chinese Eastern Railway, the Delegation feels that perhaps it might give rise to misgivings in China if this one particular railway should be singled out for separate treatment. In the second place, the chief value of the Chinese Eastern Railway lays in the fact that it constitutes a link in the communication between Europe on the one side and the Pacific Ocean on the other, and therefore any arrangement concerning the Chinese Eastern Railway will be of limited value if that arrangement does not include the Trans-Siberian Railway which connects with Europe and the Ussuri Railway which assures its access to the sea.

In the third place, this railroad runs through Chinese territory in its entirety and the sovereign rights of China must be safeguarded.

I will not enter into the origin and the nature of the railway company, or into the relations between the railway company on the one side and the Chinese Government on the other. These points are clearly set forth in the various agreements which China made with Russia and also with the Russo-Chinese Bank, which controls owns all the stock in the railway company.

On the basis of those three considerations, namely that the Chinese Eastern Railway can not be singled out for separate treatment under the Inter-Allied Agreement of 1919; that any arrangement will be of little

value so far as the Chinese Eastern Railway is concerned, unless the same arrangement applies to the Ussuri Railway, which assures the exit to the sea; and, that no arrangement shall be made which will be inconsistent with the right of China as a territorial sovereign whose vital interests are involved. On the basis of those three considerations, the representative of the Chinese Delegation first on the expert Committee and later I myself on the Sub-Committee, tried to collaborate with the other members of the Committees, with a view to finding a practical working arrangement, and at one stage of our labors, I was encouraged to think that they had almost reached an arrangement. Mr. Kammerer and I was appointed by the Chairman of the Sub-Committee to work out a working basis and succeeded in producing a draft which had subsequently been laid before the Sub-Committee; but it was found that certain modifications in the opinion of other Delegations were necessary, which modifications, in the view of the Chinese Delegation, can not be reconciled with those considerations which I have stated; and in view of those complicated difficulties the Sub-Committee arrived at the conclusion which has been laid before this Committee by Senator Root.

In the second resolution, the Powers other than China proposes to make a reservation of their rights to insist hereafter on the responsibility of China for the performance or non-performance of the obligations, etc., and that in doing so the Powers are, of course, perfectly within their rights, and it is not for him to make any comment. I wish merely to make a few observations on the view of China concerning her relations with the railway. In the first place, as regards the legal positions of the railway, that is, of course, expressly defined in the agreements between China and Russia and between China and the Russo-Asiatic Bank, and later with the railway company, and whatever changes have taken place in the internal organization of the railway

has been effected by due process, reference having sometimes been made to the most recent contract (October 2, 1920) entered into between the Chinese Government and the Russo-Asiatic Bank. I know it is not the desire of the Committee, nor is it his own desire, to discuss the question of the contract, but I merely refer to that as a matter of information, pointing out that the said contract with the bank was entered into by the Chinese Government after it had satisfied itself that the Bank represented all the stock-holders and all of the shares, which fact has been certified through the French Government.

As regards the extent of the trust which China has assumed, that trust can only apply to the functions which formerly were exercised by the Russian Government under the agreement with China, and which are now exercised by China as a provisional measure, because of the absence of a recognized Russian Government for the time being. To that extent, of course, China assumes, so to speak, the responsibility of the Russian Government in its relation with the railroad company.

Speaking of the practical situation, of course, there is room for improvement, undoubtedly, on the Chinese Eastern Railway, as there is room for improvement, I suppose, on every railway in the world; but I think that the difficulties that beset the Chinese Government have been very great, the political revolution in Russia, with its consequent disorganization, having injected problems which were not expected at all, in this railway area, Russian workmen having time and again gone on strike, and the Red and White forces having struggled for control of the line. I think it unnecessary to go into details further than to recall to the minds of my Colleague on the Committee the extraordinary steps taken in 1920 by General Horvath as Director General of this railway, to declare himself supreme director in this railway area, investing himself, according to his pro-

clamation, with governmental powers. In every instance so far, if the testimony of the foreign press can be trusted the Chinese authorities have handled the critical situation to the best of their ability, and so far have relieved the communities in the railway area of anxiety and of apprehension. The Chinese Government in accordance with the terms of the original contract with the Russian Government, has been providing protection for the railway and for the persons in its service to the very best of its ability, and if it has been found, in the opinion of some of the Powers, that the protection has not been adequate, the inadequacy really has been due more to the difficulties which are consequence upon the political disorganization in Russia, than to any lack of determination of the part of China fully to discharge her obligation. In fact, thanks to the protection thus given, the Chinese Eastern Railway is still in operation while some of the other railways in the Trans-Siberian system are in very unsatisfactory condition. Therefore, I desire to express the hope that the Committee in considering this second resolution, be good enough to bear in mind the observations which I was permitted to make at this time.

昭和五十一年三月二十二日 印刷
昭和五十一年三月三十一日 発行

日本外交文書
ワシントン会議極東問題
(大正期第三十二冊)
不許複製

Documents on
Japanese Foreign Policy.

The Washington Conference:
The Far East

外務省 編纂
外務省 発行

印刷所 株式会社丸井工文社
東京都千代田区神田神保町一ノ三四