

Doc. 3334 Evid

Folder 14

(57)

## MEMORANDUM

On the basic principles of the purchase of the Chinese Eastern Railway by Manchoukuo (submitted by the Soviet delegation at the meeting on July 3, 1933)

I. The object of the sale. The role and importance of the Chinese Eastern Railway.

1. In conformity with the Feiping and Mukden Agreements the Soviet Government agrees to the purchase of the Chinese Eastern Railway by Manchoukuo with all its property including the property of the Railway which was captured by the Mukden authorities at different times unlawfully and through acts of violence.

However, the property of the Soviet Union which does not belong to the Chinese Eastern Railway and which was detained on the Railway during the intervention or which was left on the Railway as a result of the uncompleted stipulated exchange of cars naturally does not constitute the object of the sale. This property, the inventory of which should be made by a special commission should be returned to the Government of the U. S. S. R.

Thus the following is to be purchased.

a). The railway with the main line of 1726 kms long and with the total length of 2544,9 kms including auxiliary lines, ballast lines and fire wood supply lines; wire line of 2567 kms long; telephone system and water supply;

b). The rolling stock park of the railway;

c). Civilian installations consisting of buildings for the railway personnel and passengers, stores, apartment houses, offices, military barracks and so on with the total area of 1,199,762 square meters.

d). Workshops and round-house including the Main Harbin workshops, railway workshops, telegraph service workshops and so on.

e). Electric power stations;

f). The telephone exchange in Harbin;

g). The river flotilla consisting of steamers and non-steamers with the transit wharf in Harbin;

h). Land belonging to the Railway;

i). Forest concessions ("Chol", "Tsailinghne" and the Eastern Concession).

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**RETURN TO ROOM 361**

- j). Medical, sanitary and veterinary institutions
- k). Summer cottages and meteorological stations;
- l). Agronomic institutions, forest preserves and hothouses;
- m). Sawmill, drying oil factory and cotton waste mill;
- n). Soft drinks factory;
- o). Wool-carding mill;
- p). Printing shop; water supply system in Harbin.
- q). Motor vehicle park
- r). School and club buildings;
- s). Other buildings, installations and property of the railway.

2. Thus the Chinese Eastern Railway with its property is a powerful economic unit which even now plays a tremendous role in the economic life and development of North Manchuria and is of great value from the point of view of property and economic interests of the U. S. S. R. It should be noted that with the sale of the Chinese Eastern Railway certain economic rights and privileges of the U. S. S. R. which are of no small importance for the latter will be in part eliminated and in part will lose their value. This, for instance includes the obligatory use employment by the railway of many thousands of Soviet workers and employees, certain tariff advantages and so forth.

3. Speaking of the importance of the Chinese Eastern Railway one cannot but stress the great international importance of the Railway which constitutes a very important communication line between Europe and Asia. It is quite obvious that the Chinese Eastern Railway will not lose its importance after its transfer to Manchoukuo and after the removal of those obstacles which recently disrupted the normal functioning of the Railway.

The Chinese Eastern Railway is also of a great importance as a main communication line of Northern Manchuria which connects this rich area having a prospect of further development with Southern Manchuria and the Ocean. There is no need to prove that the railway will not lose this importance of it after its transfer to Manchoukuo.

On the contrary, this Railway under the restored conditions for the normal functioning will be of still more importance for the life of this area and its role and value will undoubtedly increase along with the economic rise of Manchuria.

4. There are no grounds to mix the temporary deterioration of the financial position of the railway which was created recently by specific conditions disrupting its normal functioning with its actual economic condition, its importance and the possibilities for further development. It is sufficient to note the fact that from the outset of the joint Soviet-Chinese management of the Chinese Eastern Railway up to 1930 inclusive the profits of the railway exceeded its expenditures by 140 million golden roubles, i. e. approximately by 20 million golden roubles annually.

Especially it should be noted that even in 1932 in the period of the world economic crisis which heavily affected all economic life of the Manchuria and under the extremely difficult conditions for the railway created by the above-mentioned reasons the profits of the railway still exceeded the exploitation ~~and~~ expenditures by 11 million golden roubles.

These figures very clearly demonstrate great economic power and stability of the railway. Insufficient profitability of the railway for the Soviet Government in comparison with the tremendous exploitation expenditures of the railway may be explained exclusively by the fact that up till now the railway has been put to considerable expense to maintain and give credits to the police, guard troops, government offices and to carry out gratuitous freight and passengers transportations free of charge.

The Soviet representatives in the Board of Directors constantly met with strong opposition of the Chinese side and now of the Manchurian side in the course of their attempts to eliminate or at least considerably cut down these expenditures which are not organically connected with this railway as a commercial enterprise. Manchoukuo after assuming the possession of the Chinese Eastern Railway will undoubtedly put an end to all imposed and unproductive expenditures and thus will considerably increase its actual profits.

## II. The purchasing price and the methods of payment.

1. In defining the purchasing price of the Chinese Eastern Railway and its property one should adhere to item 2, article 1 of the Mukden Agreement setting forth that the

contracting parties in the course of the purchase will define the real value of the Chinese Eastern Railway and state that the railway should be purchased at a fair price.

In conformity with this and taking into consideration the basic articles of the balance precisely establishing the real expenditures for the construction and development of the Chinese Eastern Railway the Soviet Government being guided at the same time by the principle of justice carefully considered all the circumstances enabling it to considerably cut down the purchasing price.

2. The sum total of expenditures for the construction of the railway for the completion of the work left undone for the acquisition of the rolling stock, loses in the course of the utilization of the capital for the construction and for the payment of interests in the course of the construction as well as expenditures in connection with improvement of the railway amounts to 411,691,976 golden roubles.

This sum does not include 178,579,610 golden roubles lent by the former Tsarist Government to the Chinese Eastern Railway to make up deficits and to maintain the railway during the first years of its existence. The great indebtedness of the railway to the Government of the U. S. S. R. due to the interests on the capital invested in the Chinese Eastern Railway and mentioned in the balance has likewise not been taken into consideration.

Moreover, taking into consideration some wear of the technical equipment and some changes in the economic importance of the Chinese Eastern Railway in connection with the construction of new railways and trying to cut down the purchasing price as much as possible the Soviet Government agree to reduce the purchasing price of the Chinese Eastern Railway in conformity with the above-mentioned articles of the balance to 210 million golden roubles instead of actual expenditures amounting to 411,691,967 golden roubles.

3. However, this sum (210 million golden roubles) does not include the cost of various property of the Chinese Eastern Railway which itself is of great economic importance and the original cost of which has considerably increased due to the development of the Chinese Eastern Railway.

It is common knowledge that the Railway is the owner of the large land property.

In conformity with the Peiping and Mukden agreements the Soviet Government agreed to transfer the land which the railway does not need to the Chinese authorities. In 1925 upon the proposal of the Soviet Government the joint Soviet-Chinese

commission for the delimitation of land was established. However, the Mukden authorities evaded convoking this commission preferring to unlawfully seize the land of the railway piecemeal.

Without going into the details in establishing the cost of this land which should undoubtedly be left in the possession of the railway as well as the cost of the rich forest concession of the Chinese Eastern Railway which also are of great importance the Soviet Government agree to estimate all this property of the railway as amounting only to 40 million golden roubles which is considerably below its actual cost.

In accordance with the above-mentioned, the total purchasing price of the Chinese Eastern Railway and of all its property is fixed 250 million golden roubles. (210 million golden roubles plus 40 million golden roubles, 1 golden rouble is equal to 1.04 golden yen.

4. The comparison of the above-mentioned sum of 250 million golden roubles with the sum of 23 million golden yen which the Japanese Government themselves were willing to pay to the former Russian Government in 1917 for the short section of the southern line of the Chinese Eastern Railway (Kuangchentze-Laochaokou) only of 103 kms long leads to the conclusion that in applying this estimation to the whole length of the Chinese Eastern Railway we would have the sum of approximately 380 million golden yen or about 370 million golden roubles.

However, the section of the Chinese Eastern Railway with regard to which the negotiations were conducted has no large artificial installations or valuable enterprises not to speak of the international and economic importance of the whole Chinese Eastern Railway.

Thus from all points of view the purchasing price of 250 million golden roubles should be recognized as quite moderate and fair.

5. The Chinese Eastern Railway is being transferred to Manchoukou with all its assets and liabilities which means that no claims can be put in future to the Soviet Government with regard to the Chinese Eastern Railway.

6. To facilitate the payment of this purchasing sum and to stimulate the development of economic relations of Japan and Manchuria the Soviet Government agree to receive one-half of the indicated purchasing price, i. e. 125 million golden roubles in goods. The goods furnished as part of the payment are to be supplied to the U. S. S. R. in four periods in the course of two years. For the payment of these supplies of goods Manchoukou will issue bonds guaranteed by the State Bank of Japan and accepted by the consortium of Japanese banks. As to the money,

part of the payment amounting to 125 million golden roubles one quarter of this sum is to be paid immediately in cash. The balance may be paid with the bonds of Manchoukou guaranteed by the Japanese government. These bonds are to be cancelled in the course of the three years on the basis of 4% annually.

### III. Protection of economic interests of the U. S. S. R.

To maintain the economic relations which exist between the U. S. S. R. and Manchoukou and to secure the important role of the Chinese Eastern Railway as an international communication line between Europe and Asia a special agreement should be signed simultaneously with the General Agreement on the sale of the Chinese Eastern Railway.

This agreement will provide for:

1. The preservation for the U. S. S. R. of free transit by the Chinese Eastern Railway of goods and passengers for Soviet railways with some privileges granted and with the exemption of transit goods and baggage from customs duties and all the taxes.

2. The through communication between the Soviet railways and the Chinese Eastern Railway and the participation of the Chinese Eastern Railway in the transit from Europe to Asia (to Vladivostok).

3. The preservation for the Ussuri Railway of certain amount of goods coming to the Chinese Eastern Railway

4. The obligation of the Manchurian side to treat the Soviet goods imported through the Chinese Eastern Railway on the basis of most favorable tariffs and customs duties.

### IV. Protection of the interests of the Soviet Workers and employees on the Chinese Eastern Railway.

Simultaneously with this agreement on the sale of the Chinese Eastern Railway a special agreement should be signed to protect the rights and interests of the Soviet citizens on the Chinese Eastern Railway. This agreement should set forth:

1. In case the Manchurian side having become the owner of the railway will express its intention to replace the Soviet workers and employees by its own citizens this replacement should be carried on gradually in small groups and in periods which will give them either an opportunity of finding a job on the spot or of returning to the U.S.S.R.

The replacement of the Soviet workers and employees should be carried out during the period of two years after

the assumption of the possession of the railway by the Manchurian side.

2. The preservation of all rights of the Soviet citizens on movable and immovable property located in the zone of the Chinese Eastern Railway.

3. The right to dispose of this property or to take it or its money equivalent out of Manchuria.

4. Paying by the railway the transportation expenses of the workers, employees and their families leaving for the U. S. S. R. (The expenses are to be paid up to the arrival of the personnel at the station of departure for the U. S. S. R.)

5. Upon leaving the job or in case of discharge the Soviet citizens should immediately receive all due pay in accordance with the existing regulations of the Chinese Eastern Railway.

The copy is made from the original document which is in the custody of the State Central Historical Archives in Moscow.

/S/ V. Istomin,  
Director of the State Central  
Historical Archives in Moscow.



C E R T I F I C A T E

November 14, 1947

I, Major N. A. Bazenko, Chief of the document room of the Soviet division of the I. P. S. hereby certify that a copy of the document to which this certificate is attached entitled:

Memorandum on the basic principles of the purchase of the Chinese Eastern Railway by Manchoukuo.

was received by me from the Director of the State Central Historical Archives in Moscow on October 15, 1947.

The original document is in the custody of the State Central Historical Archives in Moscow.

Major N. A. Bazenko,  
Chief of the document  
room of the Soviet  
division of the I.P.S.

Note of the Soviet Ambassador in Tokyo to the Foreign  
Minister, Mr. Hirota

On August 22, 1934 Comrade Yurenev, the Ambassador of the U.S.S.R. in Tokyo sent Mr. Hirota, the Foreign Minister the following note:

Mr. Minister,

On the 13th and 14th of August, Soviet citizens employed by the Chinese Eastern Railway were put under arrest on the Eastern branch of the Chinese Eastern Railway. They were mainly the top officials such as: Superintendent of the 3d Section, Traction Service, Superintendent of the 9th and 11th Railroad Sections, Superintendent of the 3d Section, Telegraph Service, Station Masters of the largest stations; Imyanpo, Hailin, Pogradichnaya, Madaoshi, several telegraph operators and so on.

On the 16th of August, 3 persons more were put under arrest, including the Chief of Freight Department, Exploitation Service who happened to be at that time at the Station Imyanpo and also the Station Master of the Taipinlin Station. Due to these arrests the Eastern Branch of the Chinese Eastern Railway was deprived of its top officials and the further activity of the line was greatly hampered, but in spite of all the obstacles put by the local authorities and in spite of the absence of proper guard the line is still functioning owing only to the heroic efforts of railway employees and first of all of the Soviet citizens.

In order to justify these unlawful and unwarranted arrests of the Soviet employees absurd charges are fabricated to the effect that they allegedly organized attacks on the Japanese military missions and attacks of the hunghutze on trains, arranged train accidents, committed plunders and murders and captured railway employees and members of their families.

These obviously groundless charges are officially supported by the Japanese War Ministry and the representative of the Foreign Office. Not being satisfied with the arrests of the employees of the Chinese Eastern Railway and absurd charges against them, the Japanese-Manchurian authorities made the same charges against official organs and representatives of the U.S.S.R. in Manchoukuo that is against the Soviet Consulate and the Consul himself at the Pogradichnaya Station as well as against the command of the Separate Red Banner Far Eastern Army.

The Soviet Government considers all these actions which coincided with the actual engineering of the breakdown by the Japanese-Manchurian party of Tokyo negotiation concerning the sale of the Chinese Eastern Railway as causing the disorganization of the activities of the railway as well as a gross violation of the stipulated rights of the U.S.S.R. to the Chinese Eastern Railway.

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RETURN TO ROOM 361 INT 626

The Soviet Government especially points out the fact, that the Japanese War Ministry in its official communique of August 17, dared to make such an unbounded assertion that "the orders to engineer accidents and attacks are issued by the Separate Red Banner Far Eastern Army" which according to the allegations of the Japanese War Ministry directs the activities of the bandit detachments acting on the Chinese Eastern Railway through some organ of the Soviet employees of the Chinese Eastern Railway which organ actually does not exist.

Along with all these assertions the War Ministry makes statements of aggressive nature directed against the U.S.S.R.

The Japanese Government cannot but realize that such statements of the Japanese War Ministry having lately become more frequent together with the above-stated actions in Manchoukuo bear witness to the sharpening of aggressive intentions of certain Japanese official circles.

The Soviet Government placing the responsibility for the above-mentioned actions on the Manchurian authorities as well as on the Japanese Government have authorized me, Mr. Minister, to lodge with you their protest.

The Government of the U.S.S.R. expect that the Japanese government will draw all appropriate conclusions.

Accept Mr. Minister, etc.

The copy is made from the original document which is in the custody of the State Central Historical Archives in Moscow.

Director of the State Central Historical  
Archives in Moscow  
(Istomin)

September 27, 1947

C E R T I F I C A T E

14 November 1947

I, Major N. A. Bazenko, Chief of the Document Room of the Soviet Division of the I.P.S. hereby certify that a copy of the document to which this certificate is attached entitled:

Note of the Soviet Ambassador in Tokyo to the Foreign Minister, Mr. Hirota, on August 22, 1934.

was received by me from the Director of the State Central Historical Archives in Moscow on October 15, 1947.

The original document is in the custody of the State Central Historical Archives in Moscow.

Major N. A. Bazenko,  
Chief of the Document Room  
of the Soviet Division of  
the I.P.S.

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Copy

The Gist of the Statement of M.M. Litvinov, People's Commissar for Foreign Affairs, made to Mr. Ota, Japanese Ambassador, on May 2, 1933.

On April 24 in his conversation with my deputy Comrade L. M. Karakhan, the Ambassador expressed his desire to improve Soviet-Japanese relations and asked comrade Karakhan by what means this aim could be attained and whether it should be accomplished by concluding some agreement of political nature. I would like to have a more detailed conversation with the ambassador on this subject and to answer his questions with utmost accuracy and frankness. This step is especially urgent in the light of the fact that the present moment seems to call for taking speedy measures to eliminate the impending danger of the deterioration of Soviet-Japanese relations.

On April 16 of this year comrade Karakhan made to the ambassador an official statement to be conveyed to Tokyo with regard to the extremely abnormal situation created by the Manchurian authorities on the Chinese Eastern Railway. The actions of these authorities which led to such a situation were described in detail by comrade Karakhan. Unfortunately no reply to that statement was received from the Japanese Government whereas the situation on the Chinese Eastern Railway is apt to be aggravated. In spite of the fact that the Soviet Government and their representatives in the Board of Directors of the Chinese Eastern Railway have proved beyond any doubt the absolute groundlessness of the claims and demands which had been put to the Soviet side by the Manchurian authorities, the latter keep on insisting on their demands, set even ultimatum dates for their fulfillment and are obviously threatening to take further unilateral measures prejudicial to the interests of the Soviet Union in violation of the Peiping Agreement and Mukden Agreement.

Such threats, to say nothing of their effectuation, may very seriously and for a long time aggravate our relations with the Manchurian authorities and Japan as well.

Having commenced the hostilities in Manchuria the Japanese Government repeatedly assured us that these hostilities did not constitute any danger to the interests of the Chinese Eastern Railway and to those of the Soviet Union. Thus the Japanese Government determined to be responsible to us for the consequences and results of their actions in Manchuria inasmuch as they are prejudicial to our interests. Even for this only reason the Japanese Government cannot relieve itself of the responsibility for possible actions contrary to the interests of the U.S.S.R. as a result of the present

RETURN TO ROOM 361

situation in Manchuria. However there is no need for me to discuss this matter in a more detailed manner and to be frank I would like to inform the Ambassador that we have received some authentic and quite reliable documents which show the role of Japanese officials and instigations of the Manchurian authorities to commit acts of violence against the U.S.S.R. which may lead to quite serious complications between the U.S.S.R. on the one hand and Manchukuo and Japan on the other. In particular according to these documents Mr. Morishima, the Japanese consul-general in Harbin, recommended such provocative measures as the arrests of top Soviet representatives on the Chinese Eastern Railway.

I therefore request that the Ambassador think over the possible consequences of such measures. The publication of these authentic documents would have shown to the whole world the role of the Japanese representatives in Manchuria and in the actions, taken by her. But we of course do not intend to publish them.

However, I am telling all this to the Ambassador not only for the purpose of complaining of the actions of the Manchurian authorities and representatives of the Japanese Government. I summoned the Ambassador mainly for the purpose of replying to the questions which he had put to comrade Karakhan and emphasizing my concurrence with some observations made by the Ambassador during that conversation. He for instance expressed the opinion that the Chinese Eastern Railway might become a source of misunderstanding between our countries, that the railway brings no profits to us and that the matter with regard to this railway requires the solution on political grounds. I fully understand that the railway due to the events which took place during the last year and a half may become and even became unprofitable, that under the present circumstances this railway is of a less interest to us than in the past, that in the present situation some forces and influences which contributed much to the deterioration of the Soviet-Japanese relations may actually make the Chinese Eastern Railway a source of friction between our country and Japan and that the matter should be radically settled. However, one cannot overlook the fact that the railway which has been built exclusively on the earnings of the peoples inhabiting the Soviet Union undeniably constitute the property of the Soviet Union, that even now it is of a great importance for the Soviet Union and therefore the Soviet Government cannot give up their rights to this railway. I hope the Japanese Government will not fail to understand this.

In what way can this problem be solved? How does the Ambassador understand the political solution of this matter as he put it? The Ambassador obviously meant the purchase of the Chinese Eastern Railway as he referred to the negotiations on this matter which took place between comrade Troyanovsky and Mr. Fujiwara. The Ambassador asked comrade Karakhan whether our attitude towards sale of the railway changed, since that time.

In this connection I think it is necessary to state that our attitude has not changed and that we are ready to enter into negotiations with Japan on the sale of the railway. Unfortunately the negotiations were discontinued and gave no result due to the fact that no reply had been received from Japan to the concrete proposals of Comrade Troyanovsky. I remind in this connection that comrade Troyanovsky told Mr. Fujiwara about a definite sum. If Japan considers it improper she should tell us about it and we perhaps shall take her arguments into consideration. If there are any difficulties in paying the purchasing price we are ready to discuss the possible privileges and time of payments as well as the transfer of a part of the property of the Chinese Eastern Railway as a part of payments.

We were ready to discuss some other methods of solving that question such as, for instance, the lease of the railway.

All these matters can be solved only through the negotiations and we propose that the Japanese Government enter into these negotiations. It goes without saying that immediate and radical measures should be taken to stop all unilateral actions on the Chinese Eastern Railway which are being taken by Manchukuo. We hope that apart from the negotiations the Japanese Government will take all possible measures to restore the normal relations on the Chinese Eastern Railway, to put an end to the practice of unilateral and unlawful actions of the Manchurian authorities, and to the unfounded claims containing ultimata and threats. I believe the possible consequences of this practice are obvious to the authorities in Tokyo.

I request that the above-said be conveyed by the Ambassador to his government and I request him to believe that my statement was dictated by the understanding of the seriousness of the situation created on the Chinese Eastern Railway and by our desire to maintain and consolidate our friendly relations with Japan. In the course of the past year and a half we gave sufficient proof of our sincerity and readiness to take into consideration the interests of Japan and we expect reciprocity on the part of the Japanese Government. At any

rate the reply from Tokyo to my proposals which I hope will not be long in coming will enable us to judge of this intentions of the Japanese Government as to our relations.

This copy is made from the original document which is kept in the custody of State Central Historical Archives in Moscow.

V. Istomin, Chief of State  
Central Historical Archives  
in Moscow

September 27, 1947



C E R T I F I C A T E

November 14, 1947

I, Major N. A. Bazenko, Chief of the document room of the Soviet division of the I.P.S. hereby certify that a copy of the document to which this certificate is attached entitled:

The gist of the statement of M. M. Litvinov, People's Commissar of Foreign Affairs made to Mr. Ota, Japanese Ambassador, on May 2, 1933.

was received by me from the Director of the State Central Historical Archives in Moscow on October 15, 1947.

The original document is in the custody of the State Central Historical Archives in Moscow.

Major N. A. Bazenko  
Chief of the document room  
of the Soviet division  
of the I.P.S.

INTERNATIONAL PROSECUTION SECTION

Doc. No. 3334

(Date) Dec 16

ANALYSIS OF DOCUMENTARY EVIDENCE

DESCRIPTION OF ATTACHED DOCUMENT

Title and Nature: Transaction of Purchase of Chinese Eastern RR  
and official documents pertaining thereto

Date: 1933-4

Original ( ) Copy (✓) Language: Eng

Has it been translated? Yes ( ) No ( )

LOCATION OF ORIGINAL

State Central Historical Archives, Moscow

SOURCE OF ORIGINAL:

Same as above

PERSONS IMPLICATED:

TOGO, Shigenori ARAKI Sadao  
HIROTA, Koki TAGAKI, Seishiro

CRIMES TO WHICH DOCUMENT APPLICABLE:

Conspiracy against USSR

SUMMARY OF RELEVANT POINTS

Includes the following items:

Memorandum on the Basic Principles of the purchase of the Chinese Eastern RR

A. A report of the Director of the Chinese Eastern RR to the Board of Directors of the RR dated August 7, 1934

B. The Statement made by KARAKHAN to the Japanese Ambassador OTA on April 16, 1933

C. A letter of the Chief of the Consulate General of the U.S.S.R. in Harbin of August 21, 1934 No. 011/27 addressed to the special agent of the Foreign Ministry in North Manchuria and a list of 38 Soviet citizens arrested by the police authorities from the 13th to the 21st of August 1934.

D. A letter of the Chief of the Consulate General of the U.S.S.R. in Harbin No. 011/31 dated September 5, 1934 addressed to the Special Agent of the Ministry of Foreign Affairs in North Manchuria with an additional list of the Soviet citizens arrested as of September 4, 1934.

Analyst: J. Hayt

Doc. No. 3334

Doc. No. 3334 - Page 2 - SUMMARY Cont'd

3334-E - Note from the Soviet Ambassador in Tokyo to the Foreign Minister Mr. Hirota on 22 August 1934.

3334-F - A letter of the Consul-General of the USSR in Harbin addressed to the Acting Special Commissioner of the Ministry of Foreign Affairs in North Manchuria dated 19 April 1934 with a list of fifty Soviet citizens kept in custody as of 14 April 1934.

3334-G - The protest of the Consulate-General of the USSR in Harbin against unlawful arrests of Soviet citizens in Manchukuo and against the acts of violence they were subjected to.

3334-H - A letter of the Chief of the Consulate-General of the USSR in Harbin No. 011/29 dated 28 August 1934 addressed to the special agent of the Ministry of Foreign Affairs in North Manchuria, with a list of 22 Soviet citizens placed under arrest by the police authorities from the 22nd up to the 27th of August 1934.

3334-I - Aide-memoire dated 29 September 1934. Subject: Arrested Soviet Nationals--with a list of 170 arrested Soviet nationals registered by the USSR Consulate General in Harbin as of 29 September 1934.

3334-J - Gist of the statement of M.M. Litvinov, People's Commissar of Foreign Affairs made to Mr. Ota, Japanese Ambassador, on 2 May 1933.

3334-K - A covering letter of the Chief of the Consulate General of the USSR in Harbin No. 011/30 dated 4 September 1934 addressed to Mr. Shimamura, Deputy Special Agent of the Ministry of Foreign Affairs in North Manchuria and two certificates of medical examination of Soviet citizens, Grigoryev and Golovina.

Analyst: JAMES HOYT

Doc. No. 3334  
Page 2

magazines and newspapers. It was in order to facilitate the practice of such a strict seclusion treatment, that I advised Mr. SHIRATORI to remove to a seaside cottage at Hayama although that involved <sup>much</sup> inconvenience to the physician in charge. My last visit down to Hayama was on the 13th of August 1941. Mr. SHIRATORI at that date could hardly be regarded as "completely cured", but I decided to discontinue my visits in the thought that so long as my advice was strictly followed by the patient and his family, expert help could now be safely dispensed with barring an unexpected change or relapse. Before quitting, I did not fail to renew my advice to him and his family <sup>to</sup> use special care to concentrate all their efforts on recuperation for at least half to one year, refraining from all official work or political activities, and having as little as possible to do with the outside world generally. I emphasized the particular importance of guarding against a relapse which was apt to occur in a case like his within one half to one year of apparent recovery. I learned from his family that my counsel was being faithfully acted upon by the patient.

For the rest, I find in my diary an entry to the effect that I had a message from a friend of Mr. SHIRATORI's that about the 23rd of December 1941, after a visit to the Grand Shrine at Ise, Mr. SHIRATORI had a slight relapse and was again suffering from lack of sleep.

I have, however, no recollection of having been asked to examine <sup>his</sup> condition about that time or afterwards.

This 22nd day of December 1946, at my house, No. 304, 4-Chōme,

3234

E. Note ~~for~~ the Soviet Ambassador in Tokyo to the Foreign Minister Mr. Hirota on August 22, 1934

F. A letter of the Consul-General of the U.S.S.R. in Harbin addressed to the Acting Special Commissioner of the Ministry of Foreign Affairs in North Manchuria dated April 19, 1934 with a list of fifty Soviet citizens kept in custody as of April 14, 1934

G. The protest of the Consulate-General of the U.S.S.R. in Harbin against unlawful arrests of Soviet citizen in Manchoukuo and against the acts of violence they were subjected to.

H. A letter of the Chief of the Consulate-General of the U.S.S.R. in Harbin No. 011/29 dated August 28, 1934 addressed to the Special Agent of the Ministry of Foreign Affairs in North Manchuria, with a list of 22 Soviet citizens placed under arrest by the police authorities from the 22nd up to the 27th of August 1934.

I. Aide-memoire dated September 29, 1934  
Subject: Arrested Soviet Nationals --with a list of 170 arrested Soviet nationals registered by the U.S.S.R. Consulate General in Harbin as of September 29, 1934

J. Gist of the statement of M.M. Litvinov, People's Commissar of Foreign Affairs made to Mr. OTA, Japanese Ambassador, on May 2, 1933

K. A Covering letter of the Chief of the Consulate-General of the U.S.S.R. in Harbin No. 011/30 dated September 4, 1934 addressed to Mr. SHIMAMURA, Deputy Special Agent of the Ministry of Foreign Affairs in North Manchuria and two certificates of medical examination of Soviet citizens GRIGORYEV and GOLOVINA. ~~attached to the~~

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Doc. 3334-B

寫  
一九三三年四月十六日「カラハン」ヨリ大田日本  
大使ニ對シテナシタル申出

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一 日支紛争ガ丁度發生シテ日本軍ガ滿洲領域ニ進  
入シテ以來、日本政府ハ在「モスタワ」日本大  
使殿ヲ繞テ、又直接在東京ソ聯大使ニ對シテ、  
ソ側ノ就中東支鐵道ニ於ケル權益ニ對シテハ損  
害ヲ與フルコトナカルベキ旨竝日本軍モ在滿日  
本官吏モ東支鐵道ニ於ケルソ側ノ權益ニ對シテ  
損害ヲ加ヘザルベキ旨ノ嚴命ヲ受ケ居ル旨一再  
ナラズ保證ヲ與ヘテ居ルノデアアル。斯種ノ言商  
ハ專變ノ發初ニ於テノミナラズコレ等專變ノア  
リタル間最近ニ至ル迄行ハレテ居タノデアリ、  
コレニヨリテ見レバ、日本政府ハソ側ノ權益ヲ  
侵害スルコト總テニ對シテコレガ責任ヲ採ツテ  
居ルコトハ明白デアアル。  
ソ聯政府ハコレ等日本政府ノ保證ヲ受ケテ多少  
安心シテ居ツタ、殊ニ專變ノ發初ニ於テハ總テ  
ソ側權益ニ損害ヲ與ヘ得ルヤワナコトハ避ケル  
希望ヲ日本官憲ガ持ツテ居タコトガ本當ニ認め  
ラレタノデアツタ。東支鐵道附近ニ於ケル軍事  
行動ニ關聯シテ重大ナル損害ガ同鐵道ニ加ヘラ

レタ幾多ノ場合ニ於テ、ソ聯政府ハ右損害ニ對シ日本側ノ注意ヲ喚起シタコトガアツタケレドモ、然シカ、ル損害ハ戰爭狀態ノ故ヲ以テ説明サレ得ルモノデアアルカラ右ニ對シテハ特ニ不安ヲ持ツコトナクシテコレニ接スルノ態度デアツタノデアアル。

ニ最近數ヶ月ニ於ケル滿洲國官憲、在滿洲國日本人顧問及直接地方日本官憲ノ行動ハ東支鐵道上ニ緊迫ナル事ヲ發生シテ居ル、コノ事ハ、既ニ正常ナル運行ガ害サレテ居ル本鐵道ノ狀態ニツイテノミナラズ、コレ等ノ行動ガ鐵道ノ狀態ヲ尖鋭化スルノ任務ヲ持ツテ居リ、中ニハ個々ノ問題ニツキ紛争ガ人爲的方方法ヲ以テサレテ居ルノデソ聯政府ノ強キ不安ヲ惹起シテ居ルノデアアル。

三ソ聯政府ガ日本政府ノ注意ヲ喚起スル主ナル事實ハ次ノ如キモノデアアル。

(イ) 一九三二年七月七日滿洲官憲ハ東支鐵道ノ實物積移用埠頭ヲ奪取シタ。右奪取ハ七月八日日本政府ニ通報シタル如ク滿洲國ノ職ニ在ル日本臣民ノ直接指導ノ下ニ行ハレタノデアツタ。コノ問題ハ前記ノ人々ノ罪ニヨリ現在迄調整セラレズシテ居リ、コレニヨリテソ側ノ利益ニ重大ナル損害ガ加ヘラレテ居ル。

加之本問題急速調整上援助ヲ與フベキ旨ノ日本外務省ノ約束ニモ不拘本年四月十一日日本側軍人ハ積替棧橋ノ事務所ヲ占居シ、ソノ建物ノ上ニ日本國旗ヲ掲揚シ、ソシテ日本側番兵ヲ附シタ。從來滿洲國官憲ガ不均合ナル行動ヲ行ツタ場合ニハコレガ調停ニ日本政府ガ乗り出シテ居タモノデアツタガ、今日デハ交渉ノ目的物デアツタシ又今尙ソウデアル所ノモノヲ日本官憲自身ガ奪取セント決心シテ居ルノデアアル。コレ等ノ公然前記日本政府ノ保證ヲ破ル行動ニ對シテソ聯政府ハ抗議セザルヲ得ナイノデアアル。

3

(ロ) ソ聯政府ハ日本政府ノ願ヒニ從ツテ東支鐵道ニ依リテ日本軍隊ノ輸送ヲ行フコトニ同意ノ與ヘタ。ソ聯政府竝東支鐵道ガ右輸送ニ對シテ專ラ純商業的輸送ノ見地ヨリ之ヲ今日迄見テ來タシ又今日左様ニ見テ居リ、右輸送ニ對シテハ何レ料金ノ支拂アルベキモノトナシテ居ルコトハ茲ニ證明スル迄モナイコトデアアル。然ル處、本問題ニ關シテ東支鐵道ト日本軍憲ノ間ニ行ノレツツアル交渉ハ常習的ニ遷延セラレテ既ニ莫大ナル借金トナリ居リ、右ハ滿洲ニ於ケル軍事變ノ結果生ジタル商業的輸



送ノ烈シキ減少ノタメ唯サヘ苦シミツツアル  
鐵道ノ財政狀態ヲ更ニ惡化シテ居ルノデアアル。  
(ハ) 滿洲ニ於ケル最近ノ事變、即チ滿洲國ノ日系

官吏ノ直接ノ要求ニヨリ及ソノ參加ノ下ニ  
察官憲ガ東支鐵道ノ正常ナル作業ヲ破壞シ並  
ソ側利益ニ重大ナル損害ヲ與フルコトヲ直接  
目的トスル一連ノ強制的行動ヲ行フニ至ルヤ  
右ハ特ニソ聯政府ノ大ナル不安ヲ惹起シテ居  
ルノデアアル。コレ等ノ行動ハ東支鐵道トソ聯  
各鐵道間ノ交通ヲ不可能ナラシムル目的ヲ以  
テ轉輻器ニ曲釘ヲ打込ムコトニヨリ東支鐵道  
ト「ザバイカル」鐵道間ノ線路ヲ分離スル、  
即チ歐亞直通連絡ノタメ困難ヲ生ゼシムルト  
ユウ形ニ於テ現ハレ、又ソ側ニ屬スル通過貨  
物ヲ奪取シ、依テ以テ東支鐵道ニ依ルソ側ノ  
通過權ヲ亂暴ニ侵害スルトユウ形ニ於テ現ハ  
レタノデアアル。

(ニ) 列車及鐵道ノ設備ニ對スル強盜ノ定期的襲撃、  
害心ヲ持ツ列車顛覆、襲撃、強盜行爲、殺人、東支  
鐵道勤務ノソ聯人ニ對スル拉致ノ結果東支鐵  
道ノ東部線ハ現時全然ソノ組織ヲ破壞セラレ  
テ居ル。日本政府ハ東支鐵道東部線ニヨリ日  
本軍隊ノ輸送ヲ許可センコトヲ願出ツルト同

時ニソ聯政府ニ對シ日本政府ハ秩序ヲ回復スルコトヲソノ目的トシ、ソシテ秩序ヲ維持スル義務ヲ負フト保證言明シタ。然ルニ秩序及安全ノ見地ヨリ見テ鐵道ニ於ケル事態ハソノ最悪ノ時代ニ於テスラ現時ノ如キ而ク困難ナコトハナカツタノデアル。

(ホ) 滿洲國官憲及在滿日本官憲ハ最近ソ聯領域内ニ存スル機關車及車輛ノ問題ヲ全然人爲的ニ造リ上げ且コレヲ吹キ上げタ、彼等ハ右兩問題ニツキソ側官憲ガ有ユル非難ノ外ニ在ルコトヲ知ラヌ筈ハナイカラデアル。話題トナツテ居ル機關車ハソ聯政府ニ屬シテ居リ決シテ東支鐵道ノ所有物デハナカツタノデアル。ソ聯ノ所有物デアル所ノ東支鐵道モ滿洲國モ、況ンヤ日本側モコレ等機關車ニ關シテ何等カノ請求權ヲ有シ得ナイノデアル。車輛ニツイテハ東支鐵道トソ側鐵道トノ間ニ常ニ車輛ノ交換ガ行ハレテ居ツテ一定以ノ東支鐵道車輛ガソ聯領域内ニ在リ、又同様ノ數ノ、否一層多數ノ車輛、現在二千輛ヲ超ユルソ聯鐵道ノ車輛ガ、東支鐵道ノ上ニ存在シ居ルトユワコトハ、敢テ驚クニ足ラヌコトデアル。若シソ側ヨリ東支鐵道ヘノ車輛返還ガ時トシテ遊

Doc. 3334-B

6

延シタトスルモ、右ハ支那軍隊ト日滿軍間ノ  
軍事行動ノ結果東支鐵道ヲ東西兩端ヨリ數多  
ノ月ニ亘リ閉鎖シタコトカラ發生シタコトデ  
アル。

(ヘ)ソ聯人民ノ集團的拘禁、コレ等人民ノ中或ル  
者ハ一年以上裁判ナク未聞ノ困難ナル状態ノ  
下ニ拘禁セラレテ居リソシテ日本憲兵及滿洲  
國ノ職ニ在ル日本臣民ノ直接參加ノ下ニ行ハ  
ルル苛責及拷問ニ附セラレテ居ルノデアアル。  
四コレ等總テノ事實ハ、未ダソ側利益侵害ノ全部  
ヲ含ムモノデハナイケレドモ、コレニヨリソ聯  
政府トシテハ日本政府ニ對シソノ與ヘタソ側利  
益ニハ損害ヲ加ヘザルベシトスル保證聲明ニツ  
イテ注意ヲ喚起スルト共ニソヴィエト聯邦ノ福  
益ヲ有ユル侵害ヨリ眞ニ守リ得ル效果的ナ措置  
ヲ採ラルル様主張セザルヲ望ナイモノデアアル。

右  
相  
違  
ナ  
シ。

中央國立歴史記録部長「イストミン」(署名)

(官印)

一九四七年九月二十七日

Doc. 3334-B.

證 明 書

余、樞東國際軍事裁判所ソ聯檢察部記録室長陸軍少佐「エヌ、ア、バゼンコ」ハ茲ニ一九三三年四月十六日「カラハン」ガ大田日本大使ニ對シテナシタル言明」ト名ヅケラレタル書類ノ別添寫ハ余ガ一九四七年十月十五日在「モスクワ」市中央國立歴史記録部長ヨリ受領シタルモノナルコトヲ證明スル。

右書類原本ハ在「モスクワ」市中央國立歴史記録部ニ保管中デアル。

ソ聯檢察部記録室長

（陸軍少佐「バゼンコ」）

「バゼンコ」（署名）

Cert.

一九四七年十一月十四日

Doc. 3934-E

Ex. 3650

rejected

寫

在東京ソ聯全權代表發

廣田外務大臣宛 書信

一九三四年八月二十二日在東京ソヴィエト聯邦  
全權代表「カー・カー・ユレーネフ」ハ外務大  
臣廣田氏宛左記書信ヲ送附シタ。

大臣 殿

八月十三日十四日東支鐵道東部線ニ於テ十九名  
ノソヴィエト人民タル東支鐵道從業員、主トシ  
テ同鐵道ノ指導的勤務員即チ、運輸部第三區長  
線路部第九區及第十一區長、電信部第三區長、  
主要驛「イミヤンボル」(一面坡)「ハイリン」  
(海林)、「ボグラエチナヤ」、「マダオシ」  
ノ驛長、電信手數名其他ガ拘禁セラレタ。八月  
十六日更ニ三名拘禁セラレ、内ニハ「イミヤン  
ボル」驛ニ在リシ東支鐵道營業部貨物課長及  
「タイピンリン」驛長ガ入ツテ居ル。  
コレ等拘禁ハ事實上東支鐵道東部線ヲシテソノ  
指導的人材ヲ失ハシメ其後ノ鐵道運行ヲ非常ニ

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RETURN TO ROOM 361

困難ナラシメタガ、右運行ハ現地官憲ノ加ヘタ  
有ユル困難ニモ拘ハラズ、又適當ナル警備ガナ  
カツタケレ共、單ニ鐵道從業員ノ、ソシテ先ツ  
以テソヴイエト人民ノ、英雄的努力ノオ蔭ヲ續  
行セラレテ居タ。  
コレ等ノ不法ニシテ理由ナキノ聯人從業員拘禁  
ヲ辯明センガタメコレ等ノ者ガ、日本陸軍特務  
機關ニ對スル襲撃ヤ、列車ニ對スル匪賊ノ襲撃  
ヲ組織シタトカ、列車ノ顛覆ヲ圖ツタトカ、強  
盜及殺人ヲ行ツタトカ鐵道從業員及ソノ家族ノ  
者共ヲ人質ニシテ拉致シタトカ云々トテ無稽ノ  
罪ヲ虚構シテ居ル。  
コレ等ノ全然根據ナキ罪歸セハ日本陸軍省並外  
務省代表者ニヨリテ公然ト支持セラレテ居ルノ  
デアル。日滿官憲ハ東支鐵道勤務員ヲ拘禁スル  
ダケデナク、又彼等ニ對スル拘禁ニツキ無稽ノ  
罪ヲ歸スルダケデハナク、更ニ公式機關及在滿  
ソ側代表者、即チ在「ボグラニチヤナヤ」驛ソ  
聯領事館及領事ソノ人ニ對スル並特別赤旗板東  
軍司令部ニ對シテ右ト同様ノ罪歸セラナシテ居  
ル。總テノコレ等ノ行動ハ、日滿側ガナシタル

東支鐵道賣却東京交渉ノ事實的決裂ト同ジ時デ  
 アルノデソ聯政府ハ之ヲ目シテ右ハ鐵道ノ作業  
 ヲ壞亂セントスルモノデアリ又東支鐵道ニ對ス  
 ルソ側ノ條約上ノ權利ニ對スル亂暴ナル侵害デ  
 アルトナスモノデアル。  
 ソ聯政府ハ日本陸軍省ガソノ八月十七日附公式  
 「コンミュニケ」ニ於テ「特別赤旗極東軍ニヨ  
 リテ顛覆及襲撃ノ實行ニ關スル命令ガ發セラ  
 ルト言フ極東軍ガ實際ニハ存在シテ居ラナイ東支  
 鐵道ソ聯人従業員ノ何カノ機關ヲ擧テ東支鐵道  
 ニ於ケル匪賊部隊ノ指導ヲ行ツテ居ルカノ前代  
 末聞ノ斷言ヲナシテ居ルコトニ對シ特ニコレヲ  
 指摘スルモノデアル。陸軍省ハコレ等ノ斷言ト  
 同時ニ對ソ侵略的性質ノ言明ヲナシテ居ルノデ  
 アル。最近ニ於テ顛覆ニ行ハレタル日本陸軍省  
 ノ前記ノ如キ行動ハ滿洲ニ於ケル既述活動ト相  
 俟テ日本側ノ或ル公ケノ方面ノ侵略的意圖ガ尖  
 銳化シテ居ルコトヲ證スルモノト日本政府ハ了  
 解セザルヲ得ナイノデアル。  
 ソ聯政府ハ前述ノ行動ニ對シ滿洲官憲ト相竝ン  
 テ日本政府モ責任ヲ負フベキモノト思考シ貴大

Doc. 3334-E

臣ニ伺ヒ抗議ヲ申出ツベキ旨本代表ニ委任シテ來  
タノデアアル。ソヴィエト聯邦政府ハ日本政府ガ總  
テノ妥當ナル結末ヲ採ラルベキコトヲ期待スルモ  
ノデアアル。

本代表ハ貴大臣ニ對シ云々……  
本寫ハ在モスクワ市中央國立歴史記録部ニ保管中  
ナル原本文書ニヨリ作成シタモノデアアル。

在モスクワ市中央國立歴史記録部長

(ウエー・イストミン)

ウエー・イストミン

(署名)

一九四七年九月二十七日

(官印)



Cert

Doc 3394-E

證 明 書

余、板東國際軍事裁判所ソ連檢察部記録室長陸軍少佐「エヌ、ア、バゼンコ」ハ茲ニ「在東京ソ連邦全權代表發廣田外務大臣宛一九三四年八月二十二日附書信」ト名附ケラレタル書類ノ別添寫ハ、余ガ一九四七年十月十五日在「モスクワ」市中央國立歴史記録部長ヨリ受領シタルモノナルコトヲ證明スル。

書類ノ原本ハ在「モスクワ」市中央國立歴史記録部ニ保管中デアル。

ソ連檢察部記録室長（「バゼンコ」少佐）

「バゼンコ」（署名）

一九四七年十月廿四日

Statement made by Karakhan to the Japanese Ambassador Ota  
on 16 April 1933.

1. From the very beginning of the Sino-Japanese Incident and the moment the Japanese Army entered the territory of Manchuria the Japanese government directly through the Soviet Ambassador in Tokyo and through their Ambassador in Moscow repeatedly made assurances to the effect that the rights and interests of the U.S.S.R. and in particular those to the Chinese Eastern Railway would not be prejudiced, and that the Japanese command as well as the Japanese officials in Manchuria were given strict instructions not to permit the rights and interests of the U.S.S.R. on the Chinese Eastern Railway to be violated. The statements of that kind were made not only at the very beginning of events but throughout those events up to the present time which shows that the Japanese government took the responsibility for every action which could violate the rights and interests of the U.S.S.R.

The Soviet Government having accepted the assurances of the Japanese government became somewhat less worried, so much the more due to the fact that at the outset of the events the local Japanese authorities showed some desire to avoid anything which could be prejudicial to the rights and interests of the U.S.S.R. In many cases when serious damage was caused to the Chinese Eastern Railway in connection with the military actions conducted in the railway zone, the Soviet Government, though calling Japan's attention to this fact was ready to take it without much alarm insofar as such damage could have been explained by the war situation.

2. Actions taken by the Manchoukuo authorities, by the Japanese councillors in Manchoukuo and directly by the local Japanese authorities within last months created a very grave situation on the Chinese Eastern Railway and made the Soviet Government anxious not only about the condition of the railway, the normal functions of which were disturbed, but also because these actions aimed at the aggravation of conditions on the railway including artificial provocation of incidents in connection with certain problems.

3. Basic facts to which the Soviet Government calls the attention of the Japanese Government are as follows:

a) On the 7th of July 1932 the Manchurian authorities captured a transit wharf of the Chinese Eastern Railway. According to the information sent by us on the 8th of July to the Japanese government that seizure was directed by the Japanese nationals employed by Manchoukuo. This problem has not been settled up till now due to the fault of the above-mentioned persons and heavy damage was caused to the interests of the U.S.S.R. thereby.

Moreover, in spite of the promise given by the Japanese Ministry of Foreign Affairs to be instrumental in the speedy settlement of the issue, the Japanese military officials occupied the office of the transit wharf on the 11th of April, hoisted the Japanese flag on the roof of the building and mounted Japanese guards. If up till now the authorities of Manchoukuo have been committing an unlawful act and the Japanese government took part in the settlement of the issue arising out of it, now the Japanese authorities themselves decided to capture [that] which has been and still is the subject of the negotiations.

The Soviet Government cannot but make protest against these actions which obviously violate the above-mentioned assurances of the Japanese Government.

b) The Soviet Government permitted the transportation of the Japanese forces by the Chinese Eastern Railway at the request of the Japanese Government. It is needless to prove that the Soviet Government and the Chinese Eastern Railway have regarded and regard these transportations from a purely commercial point of view and believe that they should be duly paid for.

Meanwhile the negotiations with regard to this matters conducted between the Chinese Eastern Railway and the Japanese military authorities are systematically protracted and there is already a great indebtedness which aggravates the financial position of the railway suffering already from great reduction of commercial transportation which was a result of the military operations conducted in Manchuria.

c) The Soviet Government is especially anxious about the last events which took place in Manchuria in the course of which the police authorities committed several acts of violence for the express purpose of disrupting the normal functions of the Chinese Eastern Railway and of causing heavy damage to the interests of the U.S.S.R. These acts were committed at the direct demand of the Japanese officials of Manchoukuo and with their participation. These actions resulted in the disjunction of tracks between the Chinese Eastern Railway and the Zabaikal Railway by way of driving spikes into railway points in order to hamper the European-Asiatic means of communication which would disrupt communications between the Chinese Eastern Railway and Soviet railways; these actions resulted also in the seizure of transit goods belonging to the U.S.S.R. which meant gross violation of the rights of the Soviet Union to the transit at the Chinese Eastern Railway.

d) The Eastern branch of the Chinese Eastern Railway is at present completely disorganized as a result of systematic attacks of robbers on trains and railway constructions, engineering deliberate railway accidents, attacks, lootings, murders and kidnapping of Soviet citizens employed by the Chinese Eastern Railway. Asking for permission to transport the

the Japanese troops to the Eastern branch of the Chinese Eastern Railway, the Japanese Government assured the Soviet Government that their aim was to restore peace and to maintain it. Meanwhile, from the point of view of order and security the situation on the railway in the worse time was never so grave as it is at present.

e) The authorities of Manchoukuo and the Japanese authorities in Manchuria absolutely artificially raised and lately highlighted the issue with regard to the engines and cars on the Soviet territory, because they could not but know that the Soviet authorities are above any reproach as to these two problems.

The engines in question belong to the Soviet Government and they never were in the possession of the Chinese Eastern Railway, which is the U.S.S.R. property, nor Manchoukuo, to say nothing of the Japanese, have right to make any claim as to these engines. As to the cars, the Chinese Eastern Railway and the Soviet railways always exchanged cars and there is no wonder that certain number of the cars of the Chinese Eastern Railway are on the Soviet territory because the same number or even more -- at present over 2000 cars belonging to the Soviet railways are exploited by the Chinese Eastern Railway.

When the return of cars from the Soviet territory to the Chinese Eastern Railway was sometime delayed, it happened as a result of military actions going on between Chinese units and Japanese-Manchurian army which during many months stopped the traffic on the Chinese Eastern Railway from both Eastern and Western ends.

f) Mass arrests of Soviet citizens, many of whom are kept more than a year without being tried under extremely difficult conditions and are subjected to tortures inflicted directly by the Japanese gendarmes and the Japanese nationals employed by Manchoukuo.

4. All the above-stated facts which do not exhaust all the cases of the violation of interests of the U.S.S.R. make the Soviet Government remind the Japanese Government of their assurances made to the effect that the interests of the Soviet Union would not be prejudiced and to insist on taking effective measures that can actually protect the rights and interests of the Soviet Union from any infringements and violation.

The above copy is correct.

September 27, 1947

Director of the State Central Historical  
Archives in Moscow  
(Istomin)

C E R T I F I C A T E

November 14, 1947

I, Major N. A. Bazenko, Chief of the Document Room of the Soviet Division of the I.P.S. hereby certify that a copy of the document to which this certificate is attached entitled:

The Statement made by Karakhan to the Japanese Ambassador Ota on 16 April 1935

was received by me from the Director of the State Central Historical Archives in Moscow on October 15, 1947.

The original document is in the custody of the State Central Historical Archives in Moscow.

Major N. A. Bazenko,  
Chief of the Document Room  
of the Soviet Division  
of the I.P.S.

29 Sept 1934

## AIDE MEMOIRE

Subject: Arrested Soviet Nationals.

With reference to arrested Soviet nationals the present state of affairs may be described as follows:

1. The total number of arrested Soviet nationals registered as of September 29 amounts to 170 persons whose detailed list is attached hereto.

Systematic arrests are going on and the number of those arrested has reached the highest figure in the last few years. During the last two weeks alone 36 people were arrested.

2. Despite a number of representations filed with the authorities the Consulate-General has not been advised heretofore as to the whereabouts of those arrested, what specific charges have been preferred against them or what police, legal or administrative authorities hold them in their custody.

3. The Consulate-General has repeatedly insisted that both a representative of the Consulate-General and relatives be allowed to see the arrested persons; which representations, however, have proven futile.

4. In spite of repeated assurances made by the authorities of a speedy completion of the investigation, the latter has been dragging on over a lengthy period of time and the condition of innocent Soviet citizens remains extremely difficult.

5. The prison conditions of those arrested are characterized by the following facts:

- a. The arrested Soviet nationals are kept together with criminal offenders;
- b. The cells are extremely crowded and filthy;
- c. The arrested persons are being underfed;
- d. They are being denied the opportunity of getting fresh air;
- e. There is no proper medical care;
- f. There is no opportunity of regularly using the bath-house.
- g. No opportunity of seeing the relatives is provided.

6. Beatings, mistreatment and tortures of those arrested are still going on.

The Consulate-General has in its possession abundant and indisputable evidence in support of the above statements.

In particular, the Consulate-General has submitted to the authorities several medical certificates and has shown to representatives of local authorities blood-stained clothes of those arrested which characterizes only in a certain degree the materials which the Consulate-General has at its disposal with regard to this matter.

The utmost gravity of this problem necessitates an urgent and positive solution in the light of the representations which have been lodged with the authorities by this Consulate both verbally and in writing.

Appendix: A list of arrested Soviet citizens registered by the Consulate-General as of 29 September this year.

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LIST

of

ARRESTED SOVIET NATIONALS REGISTERED BY THE U.S.S.R. CONSULATE-GENERAL IN HARBIN, as of 29/ 9/ 1934

No.	Name and Initials	Position and place of employment	Date of Arrest
1.	Kisly, V. N.	<u>Clerk</u> , Commercial Agency of the Chinese Eastern Railway, Sechintsy.	20/3/34
2.	Stephancev, P.M.	<u>Ticket-clerk</u> , Yaomeng Station	23/3
3.	Stephanceva, A.N.	<u>Librarian</u> , Railroad Library	28/3
4.	Laushkin, G.M.	<u>Labourer</u> , Pogranichnaya Station	21/4
5.	Prishletsov, N.A.	<u>Labourer</u> , Pogranichnaya reundhouse	21/4
6.	Krivenkov, A.I.	<u>Locksmith</u> , Pogranichnaya Station	24/6
7.	Kasak, V.A.	<u>Labourer</u> , 2d Railroad Sector Pogranichnaya	24/6

No.	Name and Initials	Position and place of employment	Date of Arrest
8.	Kazakov, E.A.	<u>Labourer</u> , 2d Railroad Sector, Pogradichnaya.	24/6
9.	Fedorov	<u>Messenger</u> , 2nd Railroad Sector, Hailar	3/7
10.	Goorsky, S.M.	<u>Foreman</u> , Echo St.	8/7
11.	Bespalko, A.L.	<u>Housewife</u> , Echo St.	16/7
12.	Bespalko, E.L.	<u>Housewife</u> , Echo St.	16/7
13.	Koorskaya	<u>Foreman's wife</u> , Echo St.	18/7
14.	Koclikova, A.M.	<u>Foreman's wife</u> , Echo Station	18/7
15.	Dubinin, S.A.	<u>Watchman</u> , Recreation Center, Echo Station.	18/7
16.	Ryk, N.F.	<u>Assistant Engineer</u> , Pogradichnaya roundhouse	22/7
17.	Sholom, A.M.	<u>1st Assistant Station Master</u> , Harbin	25/7
18.	Ananyin, A.V.	<u>Engineer</u> , Pogradichnaya Station	25/7
19.	Sobolevsky, V.V.	<u>Water-tower operator</u> , Pogradichnaya Station	27/7
20.	Mihailov	<u>Director</u> , Experimental Station Echo Station	28/7
21.	Krushilin, I.P.	<u>Assistant Station Master</u> , Madaoshi	29/7
22.	Vernik, Nadezhda	<u>Bridge Guard's daughter</u> , School girl, Echo Station	2/8
23.	Oleynik, P.F.	<u>Assistant, Station Master</u> , Imyanpo Station	7/8
24.	Bozhko, A.P.	<u>Pensionary of the Chinese Eastern R.R.</u> , Handachetze	10/8
25.	Senezhko, V.S.	<u>Employee</u> , Traction Service, Handachetze Station	12/8
26.	Nykolayev, A.P.	<u>Superintendent of 9th Sector</u> , Traction Service, Handachetze Station.	13/8



No.	Name and Initials	Position and place of employment	Date of Arrest
27.	Zlotnikoff, S.G.	<u>Inspector</u> , Telegraph Service Handachetze Station	13/8
28.	Kollody, K.I.	<u>Superintendent of 11th RR Sector</u> Pogranichnaya Station	13/8
29.	Pyatikh, M.G.	<u>Station Master</u> , Imyanpo Station	13/8
30.	Faul, V.Y.	<u>Station Master</u> , Madaoshi Station	13/8
31.	Krayev, A.S.	<u>Station Master</u> , Hailar Station	13/8
32.	Kudienko, A.M.	<u>Superintendent of 3d Sector</u> , Telegraph Service, Handachetze St	<del>13/8</del>
33.	Yurenko, G.T.	<u>Telegraph Operator</u> , Pogranichnaya Station	13/8
34.	Kirikov, N.I.	<u>Telephone Operator</u> , Imyanpo St.	13/8
35.	Panochkin, N.D.	<u>Foreman</u> , Telegraph Service, Handachetze Station	13/8
36.	Milgooy, I.A.	<u>Acting Chief</u> , Telegraph Operator Mulin Station	13/8
37.	Lebedev, V.I.	<u>Acting Secretary</u> , Track Service Mulin Station	13/8
38.	Nazarchuk, I.Y.	<u>Telegraph Operator</u> , Pogranichnaya Station	13/8
39.	Pionzin, A.	<u>Weigher</u> , Imyanpo Station	13/8
40.	Silvestrov, A.I.	<u>Ass't Station Manager</u> Pogranichnaya Station	13/8
41.	Kalmykov, N.A.	<u>Station Master</u> , Pogranichnaya St.	13/8
42.	Fedchenko, A.S.	<u>Railroad Technician</u> , Daimagow St.	13/8
43.	Kovalsky	<u>Repair worker</u> , Daimagow Station	13/8
44.	Ovchinnikov, I.I.	<u>Railroad Guard</u> , Hailin Station	13/8
45.	Sokolov	<u>Cashier</u> , Commercial Agency Sochintze Station.	16/8
46.	Michailov, I.D.	<u>Station Master</u> , Taipinlin	16/8
47.	Ostanin	<u>Director Freight Section</u> , Exploi- tation Service, Harbin	16/8

No.	Name and Initials	Position and Place of employment	Date of Arrest
48.	Ferelygina, E.F.	<u>Ass't Clerk</u> , Inspection Committee Chinese Eastern R.R. Harbin	20/8
49.	Ferelygin, A.F.	<u>Building Custodian</u> , Land Section, CERW (1) Harbin	20/8
50.	Bondarenko, A.S.	<u>Attendant</u> , 2d School, Harbin	20/8
51.	Kalashnik, M.N.	<u>Housewife</u> , Harbin	20/8
52.	Clushkov, A.S.	<u>Bookkeeper</u> , 4th Section, DNP, Harbin	20/8
53.	Iobanok, V.	<u>Laboratory Secretary</u> , Polytechnic Institute, Harbin.	20/8
54.	Belyaev, L.	<u>Clerk</u> , Traction Service, Harbin	20/8
55.	Yayushev, G.I.	<u>Chief Building Custodian</u> City Section, R.R. Service, Harbin	20/8
56.	Melnikov, V.F.	<u>Calculator</u> , 9th Sub-section, City section of the R.R., Harbin	21/8
57.	Pestova, S.V.	<u>Clerk</u> , Harbin roundhouse	21/8
58.	Putchkov, I.E.	<u>Clerk</u> , Commercial Agency, Harbin	21/8
59.	Mordvinova, V.S.	<u>Clerk</u> , Pension Section, Harbin	21/8
60.	Ezhev, V.G.	<u>Clerk</u> , Commercial Section, Harbin	21/8
61.	Vench, I.K.	<u>Bookkeeper</u> , Maintenance and Supply Service, Harbin.	21/8
62.	Vovk, I.P.	<u>Clerk</u> , Gen. Affairs Bureau, Harbin	21/8
63.	Plctnikov, B.A.	<u>Secretary</u> , Maintenance and Supply Service, Harbin	22/8
64.	Golovina, M.N.	<u>Clerk</u> , Maintenance and Supply Service, Harbin	22/8
65.	Krasnologinov	<u>Scaler</u> , Commercial Agency, Schintze Station	22/8
66.	Sikorskaya, G.	<u>Typist</u> , Control Center, Harbin	23/8
67.	Shylga, G.G.	<u>Car Inspector</u> , Pogranichnaya St.	23/8
68.	Cherny, B.V.	<u>Ass't Station Master</u> , Pogranichnaya	23/8

(1) T.N. Chinese Eastern Railway.

No.	Name and Initials	Position and Place of Employment	Date of Arrest
69.	Gvozdev, G.A.	<u>Switchman</u> , Mulin Station	23/8
70.	Domashevsky, D.A.	<u>Labourer</u> , Mulin roundhouse	23/8
71.	Mamysheva, E.V.	<u>Foreman's wife</u> , Madaoshi St.	23/8
72.	Lihotseevsky, N.I.	<u>Clerk 3d Sector</u> , Traction Service, Pogradichnaya Station	23/8
73.	Vetlugina, P.	<u>Messenger</u> , "Export kheleb", Harbin	23/8
74.	Grigoryev, K.A.	<u>Attendant</u> , Technical School, Harbin	23/8
75.	Chistyakov, A.A.	<u>Ass't Director</u> , Handachetze roundhouse	24/8
76.	Sukhova, E.K.	<u>Employee</u> of "Soviet Oil Export" Harbin.	24/8
77.	Lifshitz, I.M.	<u>Laboratory Ass't</u> , Central Hospital Harbin.	24/8
78.	Perelygin, F.I.	<u>Joiner</u> , Central Mechanical Workshop, Harbin	28/8
79.	Martynchik, I.A.	<u>Administrative Manager</u> Technical School, Harbin	25/8
80.	Zolotukhin, N.E.	<u>Bookkeeper</u> , Power Plant of Mechanical workshops, Harbin	25/8
81.	Lobachev, Y.I.	<u>Building Custodian</u> , 9th Sector, Harbin.	25/8
82.	Strakhev, I.D.	<u>Sector Chief</u> , Handachetze	25/8
83.	Evtropov, N.A.	<u>Bookkeeper</u> , Forest Concession, C.E.R., Shitowhetze St.	25/8
84.	Snezhko, S.S.	<u>Conductor</u> , Handachetze Station	25/8
85.	Strotskaya-Petruncova, M.I.	<u>Assistant Surgeon's wife</u> Pogradichnaya	25/8
86.	Iaromnova-Sherbakova, A.G.	<u>Guard-Messenger</u> , Traction Service Pogradichnaya	25/8
87.	Zhigimont, P.I.	<u>Conductor</u> , Pogradichnaya Station	25/8
88.	Mamyshev, T.M.	<u>Foreman</u> , Madaoshi Station.	27/8
89.	Knapik, S.I.	<u>Railroad Foreman</u> , Daimagow	27/8

No.	Name and Initials	Position and Place of Employment	Date of Arrest
90.	Kolchev, V.A.	<u>Station Master</u> , Daimagow	27/8
91.	Koozminikh, N.N.	<u>Chief Brakeman</u> , Inyanpo Station	27/8
92.	Nosenko, V.F.	<u>Locksmith</u> , Pogranichnaya Roundhouse	27/8
93.	Batykov, I.N.	<u>Reofer</u> , Pogranichnaya roundhouse	27/8
94.	Zherebtsov, D.V.	<u>Locksmith's apprentice</u> , Pogranichnaya Station	29/8
95.	Gershkov, S.I.	<u>Acting car inspector</u> , Pogranichnaya Pogranichnaya roundhouse	29/8
96.	Perelygina, L.	<u>Probationer</u> , Harbin Dispensary	3/9
97.	Osadehuk, A.N.	<u>Railroad Technician</u> , 10th R.R. Sector, Madaashi Station.	4/9
98.	Konovalenko, K.A.	<u>Typist</u> , Polytechnic School, Harbin	5/9
99.	Shablinsky, A.I.	<u>Station Master</u> , Manchuria St.	7/9
100.	Sardak, N.I.	<u>Clerk</u> , Imuanpo Station	10/9
101.	Kolotilo; Innokenty	<u>Foreman</u> , Flag Station Otto	10/9
102.	Kolotilo, Kirill	<u>Repair Worker</u> , flag station Otto	10/9
103.	Kolotilo, Ilya	<u>Dependent</u> , not employed at the RR	10/9
104.	Reut	<u>Switchman's son</u> , Gaclintze St.	10/9
105.	Polletayev, Ivan	<u>Resident</u> of Harbin, flag St. Otto	10/9
106.	Rasny, N.I.	<u>Foreman</u> , 10th R.R. Sector, Mulin St.	10/9
107.	Vakhrushev, I.Y.	<u>Fuel Distributor</u> , Pogranichnaya warehouse	10/9
108.	Shtrifun, N.M.	<u>Repair Worker</u> , Pogranichnaya St.	10/9
109.	Falashov, M.I.	<u>Acting Superintendent</u> of R.R. Section, Pogranichnaya St.	11/9
110.	Los, M.S.	<u>Clerk</u> , 3d Sector, Traction Service Pogranichnaya Station.	11/9
111.	Polonsky, A.I.	<u>Clerk</u> , 12th R.R. Section, Pogranichnaya Station.	11/9
112.	Shilyugin, N.M.	<u>Dispatcher</u> , Pogranichnaya St.	11/9

No.	Name and Initials	Position and Place of Employment	Date of Arrest
113.	Overchuk, K.E.	<u>Baggage deliverer</u> , Harbin	11/9
114.	Demin, A.N.	<u>Baggage deliverer</u> , Harbin	11/9
115.	Igumentsev, I.D.	<u>Chief conductor</u> , Harbin	11/9
116.	Pustyl'nikov, I.I.	<u>Assistant conductor</u> , Harbin	11/9
117.	Olkhevsky, A.I.	<u>Conductor</u> , Harbin	11/9
118.	Zamuruyev, M.I.	<u>Assistant Engineer</u> , Harbin	11/9
119.	Vaziyev-Drissov, N.K.	<u>Conductor</u> , Harbin	11/9
120.	Gorokhov, K.D.	<u>Conductor</u> , Harbin	11/9
121.	Reut, I.Y.	<u>Conductor</u> , Harbin	11/9
122.	Voytenko, A.A.	<u>Clerk</u> , Information Desk, Pogranichnaya St.	11/9
123.	Kozlovsky, Y.I.	<u>Resident of Pogranichnaya</u> , Pogranichnaya St.	11/9
124.	Vekoolin	<u>Resident of Pogranichnaya</u> , Pogranichnaya St.	11/9
125.	Voytenko, A.A.	<u>Clerk</u> , Commercial Agency, Yaomeng St.	11/9
126.	Shekalov, A.V.	<u>Foreman</u> , Mitantzen	11/9
127.	Chelyubeyev, E.A.	<u>Labourer</u> , 9th Section, Flag Station Otto	12/9
128.	Chikalov, A.V.	<u>Foreman</u> , Echo Station	12/9
129.	Starukhin, E.V.	<u>Chief Telegraph Operator</u> , Yaomeng	12/9
130.	Grover, F.A.	<u>Locksmith</u> , Hailin roundhouse, Handachetze St.	13/9
131.	Volsky, N.Y.	<u>Lower Plant operator</u> , Hailin, Handachetze St.	13/9
132.	Ahitnev, I.S.	Watchman, Imyanpo Station, Ass't Station Master's Office.	13/9
133.	Kalmykov, S.V.	<u>Railroad technician</u> , Maersheng	13/9
134.	Dashkovsky, V.G.	<u>Watertower operator</u> , Madaoshi	14/9
<del>135.</del>	<del>Dogtor, K.G.</del>	<del><u>Clerk</u>, 10th R.R. Sector, Hailin</del>	<del>14/9</del>

No.	Name and Initials	Position and Place of Employment	Date of Arrest
135.	Degtev, K.G.	<u>Clerk</u> , 10th R.R. Sector, Mulin	14/9
136.	Kurashev, G.S.	<u>Director</u> , Meteorological St.	15/9
137.	Tarasenko, F.I.	<u>Weigher</u> , Mutantzen	15/9
138.	Ryazantsev, G.A.	<u>Station master</u> , Mutantzen	15/9
139.	Gindin	<u>School teacher</u> , Handachetze St.	15/9
140.	Tyatayev	<u>School teacher</u> , Handachetze St.	15/9
141.	Laishev, Z.A.	<u>Train lubricator</u> , Pogranichnaya St.	15/9
142.	Pototsky, V.S.	<u>Station Master</u> , Yablonya St.	16/9
143.	Inileyev, K.A.	<u>Acting Conductor</u> , Pogranichnaya St.	16/9
144.	Konovalov, F.M.	<u>Clerk</u> , Exploitation Dept. Harbin	17/9
145.	Grover, N.A.	<u>Acting Station Master</u> , Hailin St.	18/9
146.	Domashevsky, F.A.	<u>Acting Director Commercial Agency</u> , Chief Accountant Pogranichnaya Station	18/9
147.	Loskutov, M.F.	<u>Foreman</u> , loading party, Pogranichnaya St.	18/9
148.	Iatserin, T.E.	<u>Resident of Imyanpo</u> , Imyanpo St.	20/9
149.	Borovak, I.V.	<u>Insurance Agent</u> , Imyanpo St.	20/9
150.	Klestov, S.G.	<u>Commissioner of Trade Mission</u> Imyanpo Station	20/9
151.	Dzgoev, N.I.	<u>Labourer</u> , Manchuria Station	20/9
152.	Shmerko, I.V.	<u>Water-tower operator</u> , Silinghe St.	21/9
153.	Chinyaev, V.I.	<u>Acting Assistant Engineer</u> , Pogranichnaya Station	21/9
154.	Zharichev	<u>Flag Station-master</u> , Sochintze St.	21/9
155.	Maxyul, A.V.	<u>Stove Heater</u> , Hailar School	22/9
156.	Krivutsa, G.E.	<u>Probationer</u> , Hailar Soviet School	22/9
157.	Borisenko, N.F.	<u>Resident</u> of Hailar	22/9
158.	Konovalov, G.I.	<u>Pensionary of C.E.R.W.</u> , Pogranichnaya Station.	23/9

No.	Name and Initials	Position and Place of Employment	Date of Arrest
159.	Gulyaev, M.P.	<u>Pensionary of C.E.R.W., Pogranichnaya St.</u>	23/9
160.	Gorshkova, E.I.	<u>Ass't Engineer's wife, Pogranichnaya St.</u>	23/9
161.	Kulikov	<u>Foreman, Echo Flag Station</u>	23/9
162.	Asanov	<u>R.R. Technician, 1 sub-section, 10th RR Section, Echo Flag Station.</u>	24/9
163.	Matvichuk	<u>Ass't engineer, Mulin Station</u>	24/9
164.	Kazachikhin	<u>R.R. technician, 4th Sub-section 12th R.R. Section, Tailachao Station</u>	28/9
165.	Parfiryev	<u>Foreman, 4th Sub-section, 12th R.R. Section, Tailachao Station.</u>	28/9
166.	Pakhomenko	<u>Watchman of a Maintenance Supply Service, Warehouse, Ando Station.</u>	28/9
167.	Shepovalov	<u>Acting foreman, Telegraph Office, Ando, St.</u>	28/9
168.	Skoropad	<u>Station Master, Mulin Station</u>	28/9
169.	Ievlev, S.A.	<u>Ass't Station Master, Sochintze St.</u>	29/9

The above is a copy of the original document which is in custody of the State Central Historical Archives in the City of Moscow.

Director of the State Central Historical Archives  
in the City of Moscow.

(Signed) V. Istomin

September 27, 1947

C E R T I F I C A T E

November 14, 1947

I, Major N. A. Bazenko, Chief of the document room of the Soviet division of the I.P.S. hereby certify that a copy of the document to which this certificate is attached entitled:

Aide-memoire dated September 29, 1934

Subject: arrested Soviet nationals.

with a list of 170 arrested Soviet nationals registered by the U.S.S.R. Consulate-General in Harbin as of September 29, 1934.

was received by me from the Director of the State Central Historical Archives in Moscow on October 15, 1947.

The original document is in the custody of the State Central Historical Archives in Moscow.

Major N. A. Bazenko,  
Chief of the document room  
of the Soviet division  
of the I.P.S.



3651

寫

一、滿洲國ニ依ル東支鐵道買收ノ基本的原則ニ関スル覚書

（一九三三年七月三日ノ會議ニ於テソ側代表ノ提スルモノ）

第一、賣却ノ対象、東支鐵道ノ没割及意義

（一）北京及奉天協定ニ準據シソライエト政府ハ曩ニ屢奉天官憲ニ依リ不法且強制的ニ押收セシタル財産ヲ含む一切ノ所屬財産ト共ニ東支鐵道ヲ滿洲國ニ於テ買收スルコトニ同意ス

然レ共各種ソライエト財産ニシテ東支鐵道ニ屬ス且去兵時代ニ同鐵道上ニ抑留セシタルモノ又ハ協定ニヨリ車輛交換未了ノ為殘留セルモノハ勿論賣却ノ対象トシコトシ此等財産（本財産ノ詳細志目録ハ特別委員會ニ於テ作成ス（キモノトス）ハソライエト政府ニ返還セル（キモノナリ）從テ買收タル（キモノハ尤ニ通トス

（二）千七百二十六キロメートルニ達ス本線、二千五百四十四キロメートルニ九ニ達スノ業務用砂礫運搬用及新炭運搬用線路ヲ含む總延長、鐵道竝ニ千五百六十七キロメートルニ達スル電信線、電話及給水設備

（三）鐵道ニ屬ス機關車及化便車

（四）鐵道用ノ旅亭、用建築物、倉庫、車庫、事務所、兵舎

其ノ他ヨリ細シ面積一、九百七十六平方メートルニ達スル工

木工車 RETURN TO ROOM 361

（五）工場及倉庫、右ノ内ニ哈爾濱、賓州中央工場、鐵道工場

電信附屬工場其地アリ

(木) 發電所

(ハ) 哈爾濱電話局

(ト) 哈爾濱ニ於テ設備セラルル積換埠頭ヲ含ム蒸気及非蒸気船ヲ成ル河船隊

(チ) 鐵道所屬地所

(リ) 森林利権(ツルヒ、ツアインヘ、東部利権)

(ロ) 医療及獸医衛生施設

(ハ) 別荘及療養所

(ニ) 農事企業、苗圃及温室

(ヒ) 製材工場、オリコ油製造工場、糸屑淨化工場

(フ) 清涼飲料水製造工場

(ク) 洗毛工場

(ケ) 印刷所

(コ) 哈爾濱ニ於ケル水道

(カ) 自動車庫

(キ) 學校及俱樂部建物

(ク) 其地鐵道、凡ク建築物施設及財産

(二) 斯ルヤク一切所屬財産ヲ含ム東支鐵道ハ現在北滿、産業上及經濟發展上重大ニ役割ヲ演シ且ツソレ聯邦、財産上及經濟上利益見地ヲモテ其價値ヲ有ル強カナル産業的結合体ヲ為ス、ナリ東支鐵道ノ賣却ニ依リ條約上ソレ聯邦ニ對シテ利益ヲ与ル幾多經濟上權利及特典ニ一部ハ清算ニ一部ハ著ク價値ヲ減クセシムルモノトナリ

指摘セラル得ス

例ハ右ニ属スモノトシテ鐵道ニ於テ幾ノノ、ソレ止シテ分働者及勤務者ノ義務的使用或權ノ運賃率上特典其他ヲ舉グルコトヲ得ヘシ

(三) 東支鐵道ノ意義ヲ述ズル者ヨリ改亞間國際交通上ノ願心重キニ連環同鐵道ノ重大ニ國際的意義ヲ摘記セラル得ス右東支鐵道固有ノ意義ハ同鐵道ノ滿洲國ノ中ニ歸スルニ依リ又最近同鐵道ノ正常ニ運行ヲ阻止ス名障害ヲ除クニ依リテ決シテ消滅スルモノトササルコト明白ナリ

尚東支鐵道ノ意義ハ資源ニ富ミ將來發展シタル北滿也オト滿洲南部及大洋トヲ結合スル北滿ノ幹線トシテモ重大ナル意義ヲ有ス

右固有ノ意義ハ同鐵道カ滿洲國ノ有ニ歸レル後於テモ決シテ失フモノニアラサルコトハ今更之ヲ立証セルノ要ナカルヘシ

否却テ本鐵道ニシテ正常且障害ナキ運行ノ條件ニ置カルル場合ニハ本地方ノ生活上ニ層大ナル意義ヲ有スルニ至ルヘシ其ノ役割及價值ハ滿洲ノ經濟的發展ト共ニ増大スヘキハ疑ナキ所ナリ

(四) 最近發生シタル鐵道ノ正常ナル運行ヲ阻止スル特殊ノ條件ニ依リテ若シキル鐵道財政狀態ノ時局悪化ト同鐵道ノ實際ノ經濟狀態ノ意義及發展ノ可能性トヲ混同スヘキニアラス右ハソレ支共同管理ノ

始メヨリ一九三〇年度迄(同年度ヲ含ム)ニ至ル迄ニ舉テケタ  
ル東支鐵道ノ營業收益ハ支出ヲ超過スルコト一億四十  
萬金留ニ達シ一年平均二千萬金留以上ナルノ事ヲ  
舉テケルハ足ルヘシ

滿洲 全産業ニ重大ナル影響ヲ與ヘタル世界經  
濟恐慌並上述ノ如キ特種ノ原因ニ依リ惹起セラレタ  
ル困難ナル條件ノ下ニ在リタル一九三三年ニ於テスラ猶  
且鐵道ノ營業收益ハ支出ヲ超過スルコト千百萬  
金留ニ達セルヲ莫ハ之ヲ特記スルノ要セアリ

此等ノ材料ハ鐵道ノ大ナル經濟力及堅實性ヲ充分  
立證スルモノナリ鐵道カ莫大ナル營業收益ヲ舉  
ケ居ルニ比シソノヴェイトノ政府ニ在シタル收益ヲ舉  
ルコトハ鐵道カ今日迄警察護路軍及政府機關  
ノ維持及之ニ對スル貸付並此物及乗客ノ無料輸  
送其他ニ要スル莫大ナル生産的經費ヲ負擔  
セサルヲ得サリシコトニ專ラ原因ス鐵道ノソノヴェイト側

理事ハ商事企業トシテノ鐵道ニトリ全ク關係ナキ  
此等支出ヲ除去シ又ハ少クトモ之ヲ著シク減少セントスル  
自己ノ試ニ對シ絶エス支那側及今日ニテハ滿洲國側  
ヨリノ強キ反對ニ遭遇セリ

東支鐵道カ滿洲國ノ所有ニ歸シタル後ハ同國ハ勿  
論同鐵道ニ強要シタル生産的支出ヲ負擔セシ  
メタルニ至ルヘク之ニ依リ鐵道ノ實際ノ收益ハ著シク  
増加スルニ至ルヘシ

第二 買收價格及支拂方法

一 東支鐵道及其附屬財産ノ買收價格ヲ決定スルニ當  
リテハ奉天協定ニ條オニ項ニ準據スヘキモノナリ同項ハ  
買收ニ當リ兩締約國ハ東支鐵道ニ付曾テ費カレタル  
實際費用幾何ナルヤヲ議定シ且公平ナル價格  
ヲ以テ之ヲ買收スヘキコトヲ規定セリ

二 政府ハ前記ニ基キ東支鐵道ノ建設及充達  
爲費シタル實際ノ去費ヲ明カニスルハラシム、主要項目  
ニ立脚スルト共ニ公正ノ原則ニ基キ買收價格ヲ著シク減  
額スルコトヲ可能ナラシムル凡ユル事態ヲ慎重ニ考量セリ

三 鐵道建設ニ要シタル費用 未成工事ノ完了、輪轉  
材料購入、建設資本ノ調達、利子ノ支拂、建設期  
間中ニ於ケル償還ニ要シタル費用並一九三二年迄(含ム)

鐵道改善ノ爲ニ要シタル費用ヲ累計スルハ四億千百  
六十九萬九千七百七十六金留トナル 右額ハ帝國政府カ  
東支鐵道存在ノ初年ニ於ケル缺損、填補及經營者支持  
ノ爲貸與シタル一億七千八百五十七萬九千六百十八金留ヲ  
含メ又右金額ハバランスニ現ハレ居ル東支鐵道ニ投資

セラレタル資本ニ對スル累積セル 利子トシテソノ聯邦政府ニ支  
拂フヘキ額、負債ヲ含ミ居リス

以上、外東支鐵道ノ技術上ノ設備カ多少老朽セルコ  
ト及新鐵道建設ニ伴ヒ同鐵道ノ經濟的意義カ  
多少變更セル點ヲ考量シ且能ク限リ買收價格ヲ減  
額センコトヲ欲シソゾゴエト政府ハ實際ニ行ハレタル去費

四億千五百二十九万九千九百七十六金留代リ前記東支  
鐵道ノバランス要項ニ依ル價格ヲ二億千萬金留迄減  
額スルコトニ同意ス

(三)

但シ右額(二億千萬金留)ハ夫レ自体ニ於テ大ナル經濟  
上ノ意義ヲ有シ且東支鐵道ノ發達ト共ニ最初ノ價值ヲ增  
加セル同鐵道ノ各種財產ノ價格ヲ合マス  
鐵道ノ周知ノ如ク大ナル地所ノ所有存ナリ  
ソノ「グワイエ」政府ハ北京及奉天協定ニ依リ鐵道ニ不  
要ナル地所ヲ支那官憲ノ管理ニ移スコトニ同意セリソ  
「グワイエ」政府提議ニ基キ一九二五年地所ヲ整理  
為、ソレ支委員會設置セラレタルコトアリシカ奉天官憲  
本委員會ヲ召集ヲ回避シ鐵道地所ヲ不法ニ部分的ニ橫  
領セリ

ソレ政府ハ当然鐵道ノ為殘ナル可キ地所並多大ノ價值ヲ  
有スル東支ノ森林利權ノ價格詳細ナル計算ヲ為スコト  
ナリ之等ノ財產總テ四千萬金留ト評価スルコトニ同  
意ス之實際ノ價格ヨリ遙ニ少額ナリ

前述セル所ニ基キ東支及其ノ所屬財產全部ノ買收  
総價額ハ二億千萬金留「プラス」四千萬金留即二億五  
千萬金留トス(一金留ハ金貨一円〇四毫ノ割)

(四)

前記ノ數字ニ億五千萬金留ヲ一九二七年日本政府力  
東支鐵道南部線ノ小部ハ先寛城子老少溝間一  
ニ料ニ対シ旧帝政府ニ支拂ハントセル金貨二千三  
百萬円ニ比スル時東支鐵道ノ全買收線ニ右ノ評価  
ヲ適用スルトセハ金貨約二億八千萬円即約三億七千

万金留ヲ得ヘシ

然ルニ曾テ交渉ノ行ハレタル東支ノ一部ハ何等顯著ナル人的設備モ無ク又價值アル企業モ無ク更ニ東支全件トシテ有ル国際的及経済的價值モ無カリナリ

斯ノ如ク凡ソ點ヨリ見テ買收價格ニ億五千万金留ハ極メテ穩妥公正ト認ムサルヘカラス

(五) 東支 鐵道ハ其ノ資産及負債全部ヲ以テ滿洲国ニ讓渡セラルモノニテ東支 鐵道ニ對ス何等ノ請求モソレ政府對シ今後提出スヘカサルモノトス

(六) 右買收價格ノ支拂ヲ容易シ且日本及滿洲トノ經濟關係ノ發達ヲ促進スル爲ニソレ政府ヨリ記買收價格ノ半額即年一億二千五百万金留ヲ商品ニテ受領スルコトニ同意ス商品ニ依ル對シ支拂ハニヶ年向四期ニ商品ヲ供給スル形式ヲ以テ行ハルモノトス 右商品供給ノ厚滿洲国ハ日本国立銀行ノ保障スル債券又ハ日本銀行團ノ「アクセプト」スル債券ヲ交付スルモノトス

(七) 債權中ニ依ル買收價額一億二千五百万金留ニ行テハ其ノ四分ノ一直ニ現金ニテ支拂ヒ其ノ他ノ部分ハ日本政府ノ保障スル滿洲国ノ債券ヲ以テ支拂ハルモノニテ左ノ債券ハ年四分ノ利ヲ附ニテ年ノ期間ニ償還セラルヘキモノトス

才ニソレ聯邦ノ經濟上ノ利益保障

ソレ聯邦及滿洲国間ニ存在スル經濟關係ヲ保持シ且改亞國際交通上ニ有ル東支ノ重大ナル役割ヲ厚

ヲ保持

東支賣却ニ関スル一般協定ト同時ニ次ノ事項ヲ規定スル特別協定ヲ締結スキモトス

(一) ソ連邦、与東支ニ依ル「ソグエト」鉄道間ノ貨物及旅客、自由通過ヲ特典的條件トシテ保障スルコト而シテ通過貨物及手荷物ハ凡ソ租税及公課ヲ免除セラルモトス

(二) 「ソグエト」鉄道ト東支間ノ直通連絡及浦潮行政更直通連絡ニ対スル東支ノ参加

(三) 東支ノ引受ル貨物ノ一定数量ヲウケスル「ソグエト」鉄道ノ為保持スルコト

(四) 滿洲国側ハ東支ニ依リ輸入セラル「ソグエト」商品ニ對シテ関税及税金ノ関係ニ於テ最惠國待遇ヲ与フルコトヲ約ス

又、東支 鉄道ニ於ケル「ソ連邦」労働者及勤務者ノ利益保障

東支賣却ニ関シ一般協定ト同時ニ東支ニ於ケル「ソグエト」人民ノ權利利益ヲ保障スル特別協定ヲ締結スルモトス又協定ハ次ノ事項ヲ規定スルモトス

(一) 滿洲側ニ於テ鉄道ヲ所有シタル後「ソグエト」労働者ヲ自国人ヲ以テ換シトスルトキハ彼等ニ求職又ハ「ソ連邦」帰国ノ一ヲ能フ能ク期間ヲ以テ少数ヲ漸次ニ行フモトス

「ソグエト」労働者及勤務者ノ更夫ハ滿洲カ鉄道ヲ所有シタル後ニ年ヨリ數カラシム期間ニ行ハルモトス

(二) 「ソグエト」人民カ東支 鉄道ニ在域ニ有ル不動産不働産ニ對シテ總テノ權利ヲ完全ニ保有ス

(三) 右財産ヲ清算シ且之ヲ具作財若シハ貨幣ヲ擲去ス權利ヲ有ス



- (四) ソノ聯邦ニ帰国ス勞働者及勤務者ノ家族及財産ヲ其ノ選 択スル 帰国地ニ輸送スル 爲 東支 鉄道ノ 敷 設ニ於テ 輸送スル 便宜ヲ与フ
- (五) ソノソノ人民ノ長 職ニ又ハ 解雇サルル 場合 東支 鉄道ノ 現 存 規 定ニ 基キ 即 時 且 完 全ニ 支 拂ヲ スモトス

本寫ハ在「モスクワ」ニ中央国立歴史記録部ニ保  
管中ナル書類原本ニヨリテ作シタルモノナリ  
在「モスクワ」市中央国立歴史記録部長

(ウエ、イストリン)

(官印)

(署名)

一九四七年九月二十七日

証 明 書

余、極東國際軍事裁判所、ソ聯檢察部記録室長  
 陸軍少佐「エヌアバセンコ」ハ茲ニ「滿洲國ニ依ル東支鉄  
 道買収、基本的原則」ニ関スル覚書（一九三三年七月二  
 日、會議ニ於テソ側代表提出セルモノ）ニ題サレル書  
 類別添寫ハ余ガ一九四一年十月十五日在「モスクワ」  
 市中央國立歴史記録部長ヨリ受領シタルモノナル  
 コトヲ証明スル。

本書類、原本ハ在「モスクワ」市中央國立歴史記録  
 部ニ保存中デアリ。

ソ聯檢察部記録室長（陸軍少佐「バセンコ」）

「バセンコ」(署名)

I. P. S. FILE UNIT

DATE: 22 Jan 1968

I. P. S. Evidentiary Document Number 3334-A, F, C, H, K, D, I, G.  
has been received in the Office of the Clerk of the Court.

Signature: *W. H. Hain*  
For Clerk of Court

CHARGE OUT CLIP

DATE: 16 Dec 1947

EVIDENTIARY I.C. NO. 3334

TRIAL BRIEF \_\_\_\_\_

EXHIBIT DOC. NO. \_\_\_\_\_

BACKGROUND DOC. NO. \_\_\_\_\_

FILE NO. \_\_\_\_\_

PRESTTRANS \_\_\_\_\_

U.S.S.F.S. \_\_\_\_\_

DEFENSE DOC. NO. \_\_\_\_\_

Signature LJ Petros

Room # 258

INTERNATIONAL PROSECUTION SECTION

Doc. No. 3334

17 Dec 1947

ANALYSIS OF DOCUMENTARY EVIDENCE

DESCRIPTION OF ATTACHED DOCUMENT

Title and Nature: Transaction of Purchase of Chinese Eastern Railway and Official Documents Pertaining Thereto

Date: 1933-34 Original ( ) Copy (x) Language: English

Has it been translated? Yes ( ) No ( )

LOCATION OF ORIGINAL

State Central Historical Archives, Moscow

SOURCE OF ORIGINAL: Same as above

PERSONS IMPLICATED: TOGO, Shigenori; ARAKI, Sadao; HIROTA, Koki; ITAGAKI, Seishiro

CRIMES TO WHICH DOCUMENT APPLICABLE: Conspiracy against USSR

SUMMARY OF RELEVANT POINTS

Includes the following items:

Memorandum on the Basic Principles of the purchase of the Chinese Eastern Railway

3334-A - A report of the Director of the Chinese Eastern Railway to the Board of Directors of the railway dated 7 August 1934.

3334-B - The statement made by Karakhan to the Japanese Ambassador Ota on 16 April 1933.

3334-C - A letter of the Chief of the Consulate General of the USSR in Harbin of 21 August 1934, No. 011/27 addressed to the special agent of the Foreign Ministry in North Manchuria and a list of 38 Soviet citizens arrested by the police authorities from the 13th to the 21st of August 1934.

3334-D - A letter of the Chief of the Consulate General of the USSR in Harbin No. 011/31 dated 5 September 1934 addressed to the special agent of the Ministry of Foreign Affairs in North Manchuria with an additional list of the Soviet citizens arrested as of 4 September 1934.

Doc. No. 3334

Page 1

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