

319.138

G13h

九年一月

北滿鐵道讓渡交涉關係發表集

外務省情報部

東京都千代田區丸の内三ノ八神田驛六番四二室  
芳澤中國記念事業財團  
電話(28)四一〇八番



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北滿鐵道讓渡交涉關係發表集

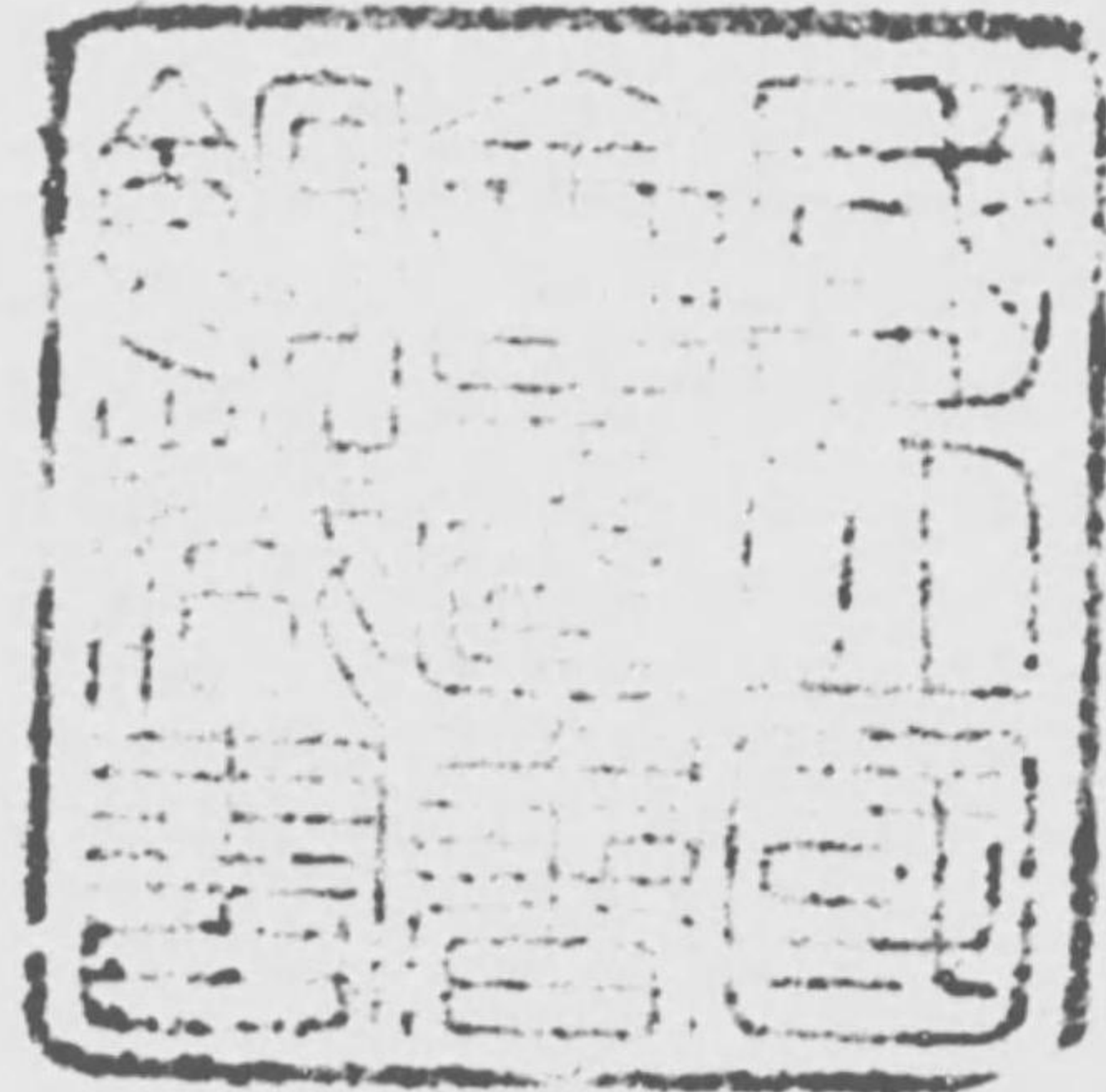
外務省情報部

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# 北滿鐵道讓渡交渉關係發表集

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## 北滿鐵道讓渡交渉關係發表集

### 一、第一回正式會議 (昭和八年六月二十六日)

#### (一) 内田外務大臣ノ挨拶

本日茲ニ「ソヴイェト」聯邦及滿洲國代表各位カ御會同ニ相成リ北滿鐵道ニ關スル根本的解決ヲ計ル目的ヲ以テ交渉ヲ開始セラレントスルニ當リ帝國政府ヲ代表致シマシテ兩國代表各位ニ對スル歓迎ノ意ヲ表シ併セテ一言御挨拶ヲ申述フルノ機會ヲ得マシタコトハ本大臣ノ甚タ欣幸ニ存スル所テアリマス

先般「ソヴイェト」聯邦政府ヨリ帝國政府ニ對シマシテ北滿鐵道ヲ日本國又ハ滿洲國ノ何レカニ賣却シタキ旨ノ提議カアリマシタノテ帝國政府ハ此ノ提議ニ對シ慎重ナル考慮ヲ加ヘマシタ結果同鐵道ニ付テハ帝國政府トシテモ深キ利害ヲ感スルハ勿論テアルカ本問題ハ之ト最緊密ナル關係ヲ有スル滿洲國ニ於テ處理スルコトカ適當テアルト認メマシテ滿洲國政府ト協議致シマシタ處同



國政府ニ於テハ其ノ承諾シ得ヘキ適當ノ條件カ具ハルニ於テハ之ヲ讓受ケ差支ナキ意向ヲ表示スルニ至リ其ノ結果本日ヲ以テ「ソ」聯邦及滿洲國代表間ニ茲ニ本件交渉ヲ開始スルコトトナリマシタ次第テアリマス他方帝國政府ト致シマシテハ滿洲國カ其ノ成立後日向淺ク「ソ」聯邦トノ正式外交關係モ設定セラレテ居ラナイコトテアリ又今次ノ北滿鐵道賣却ノ提議カ最初帝國政府ニ申入レラレタ等ノ事情カラ本件交渉ノ爲ニ仲介斡旋ノ勞ヲ執ルコトトナツタノテアリマスカ之ニ加ヘテ交渉カ帝國ノ首都タル東京ニ於テ開催セララルコトトナリマシタノハ平素「ソ」滿兩國ノ何レトモ緊密ノ國交關係ニ在ル當國政府ト致シマシテ深ク欣懷トスル次第テアリマス

願ルニ北滿鐵道ハ舊帝政露國カ支那國トノ協定ニ基イテ建設シタルモノテアリ其ノ當初ノ目的ハ別ト致シマスルモ爾後三十有餘年ノ久シキニ互ツテ歐亞交通聯絡ノ要衝タル役目ヲ勤メ來ツタモノテアリマス而シテ同鐵道經營ノ態様モ四圍ノ狀勢ノ變化ニ伴ヒ屢變革ヲ見タ次第テアリマスカ特ニ昨年滿洲國ノ成立以後ニ於キマシテハ同鐵道ノ「ソ」滿兩國ニ對スル經濟上ノ意義ニ於テ著シキ變化ヲ見タル一方同鐵道ニ關聯シテ動モスレハ重大ナル紛議カ生シ兩國關係ニ好マシカラヌ影響ヲ及ホサントスル狀勢ヲ呈スルニ至リマシタノテアリマス

又帝國政府ハ御承知ノ通滿洲トハ從來ヨリ政治的經濟的ニ重大ナル利害關係ヲ有シ特ニ滿洲國成立後ハ同國ト共同シテ國家ノ防衛ニ當ルコトトナリ其ノ關係一層緊密ヲ加フルニ至リマシタノテ北滿地方ニ於キマシテモ克ク其ノ平和的秩序カ維持セラレンコトヲ常ニ顧念致シテ居ル次第テアリマス

此ノ度「ソ」聯邦政府カ北滿鐵道ノ賣却ヲ提議セラレマシタノハ同政府ニ於テ前述ノ如キ極東ノ新事態ニ付テ十分ノ考察ヲ遂ケラレ同鐵道ノ賣却ニ依テ日滿兩國トノ平和關係ヲ一層増進セントスルノ深キ考慮ニ出テラレタル次第ト存スルモノテアリマスカ滿洲國ニ於テモ大局的見地ヨリ右提議ヲ應諾セラレ茲ニ豫定通本問題ノ交渉開始ヲ見ルニ至リマシタコトハ本大臣ノ深ク欣幸トスル所テアリマス

以上述ヘタル所ニ鑑ミマシテ本大臣ハ今次交渉ニ於テ兩國代表カ隔意ナキ意見ノ交換ヲ行ハルルト共ニ交渉ノ圓滿ナル進捗ヲ計ラレ極東平和ノ上ヨリ見タル此ノ大事業カ兩國代表ノ御努力ニ依リ速ニ達成セラレンコトヲ衷心ヨリ希望シテ止マヌ次第テアリマス

尙終リニ臨ミ帝國政府ト致シマシテハ本日本交渉ノ開始ニ依リマシテ茲ニ仲介斡旋ノ第一段階タル仕事カ終ツタノテアリマスカ今後交渉ノ進捗ニ伴レ更ニ必要ノ場合ニハ適當ナル方法ニヨリ何時ニテモ喜ンテ斡旋ノ任務ヲ盡サントスル用意アルコトヲ茲ニ附言致シテ置キマス



(Translation)

At this assembly to-day of the representatives of the Union of Soviet Socialist Republics and of Manchoukuo and on the eve of their embarking upon negotiations with the object of arriving at a fundamental settlement concerning the North Manchuria Railway, I am very glad, on behalf of the Japanese Government, to extend our hearty welcome to them and to have this opportunity of speaking a few words.

Some time ago the Soviet Government made a proposal to the Japanese Government expressing a desire to sell the North Manchuria Railway to either Japan or to Manchoukuo. This proposal has received careful consideration on the part of the Japanese Government. They of course have a deep interest in the Railway in question, but in their view it is more appropriate that the matter should be dealt with by Manchoukuo which has the closest interest in the Railway. Accordingly, the Japanese Government entered into consultation with the Manchoukuo Government on the matter. The latter indicated that they were prepared to take over the Railway, provided that such suitable terms were offered as should be acceptable to them. As a result, we have to-day the pleasure of seeing negotiations initiated between the representatives of the Soviet Union and of Manchoukuo.

Manchoukuo is still young, not much time having elapsed since its foundation, and the State has no formal diplomatic relations with the Soviet Union. And the present proposal for

the sale of the North Manchuria Railway was first made to the Japanese Government. In these circumstances, there has devolved upon the Japanese Government the intermediary rôle of offering their good offices in connexion with the present negotiations. Moreover, these will be conducted in Tokio, the Japanese Capital, and this fact is a matter of deep gratification to the Government of this country which is always in close and intimate relations with both the Soviet Union and Manchoukuo.

It may be recalled that the North Manchuria Railway was constructed by Tsarist Russia under an agreement with China. Apart from the purpose with which it was originally constructed, it has since served as an important link in European-Asiatic communications for over thirty years. In the interval, the mode of management of the Railway has undergone alterations from time to time as changes came over its environment. Especially since Manchoukuo was established last year, a marked metamorphosis has occurred in the economic significance attaching to the Railway in relation to the Soviet Union and to Manchoukuo, and, moreover, serious disputes have shown themselves apt to break out in connexion with the Railway, threatening to produce undesirable effects on the relations between the two countries.

As you are well aware, Japan has long continued to have a vital interest in Manchuria, politically and economically, and since the foundation of the State of Manchoukuo the mutual relations between Japan and Manchoukuo have in an especial degree become still closer, the



two countries undertaking in concert their national defence. Consequently the Japanese Government are always solicitous that in the region of North Manchuria peace and order should be perfectly preserved.

The proposal of the Soviet Government to sell the North Manchuria Railway, it appears to me, has been made with full appreciation of the new state of affairs in the Far East, to which I have just referred, and with the far-sighted purpose of furthering the promotion of peaceful relations with Japan and with Manchoukuo. Manchoukuo has accepted the proposal from a broad point of view, and it affords me great pleasure to see to-day the negotiations on this matter inaugurated according to plan. I earnestly hope that the representatives of the two countries will accelerate the harmonious progress of negotiations by a frank exchange of views, and that their able efforts will enable this task to be speedily accomplished—indeed, a great task in its bearings on the peace of the Far East.

In conclusion, allow me to add that with to-day's commencement of negotiations the first stage of the task of the Japanese Government in offering this intermediary good offices has come to an end, but that, as and whenever the development of the negotiations may show it to be necessary, they are prepared willingly to exercise their further good offices in an appropriate way at any moment.

## (二) 「ソヴェエト」聯邦代表ノ答辭

閣下余ハ「ソヴェエト」代表部ヲ代表シテ東支鐵道ニ關スル問題ノ根本的解決ニ付仲介斡旋ノ勞ヲ取ラレ東支賣却ニ關スル會議ヲ日本帝國ノ首都ニ開催センコトヲ提議セラレタル日本帝國政府ニ對シ謝意ヲ表ス「ソヴェエト」政府ハ不變ノ平和政策及各國トノ友好關係ヲ増進セントスル政策ヲ徹底的ニ遂行スルモノニシテ極東及全世界ニ於テ平和ノ重大ナル因子タル日本トノ友好關係ヲ今後益増進スルコトニ特ニ重キヲ置クモノナリ

此ノ政策ニ基キ「ソ」政府ハ滿洲事變ノ勃發當初ヨリ嚴正中立且絶對不干涉ノ政策ヲ維持シ日本ノ利益ヲ考量スルト共ニ相互條約上ノ義務ヲ嚴守シ且互ノ權益ヲ尊重スル基礎ノ上ニ自己ノ隣國トノ善隣關係ヲ保障セントスルノ用意アルコトノ幾多ノ證據ヲ與ヘタリ「ソ」政府ハ北滿ニ於ケル「ソ」聯邦ノ權益ヲ侵害セサルコトヲ約サレ滿洲ニ於ケル治安ノ維持ニ對シ關心ヲ表明セラレタル日本政府ト屢東支紛争解決ノ方法ヲ議セリ最近同鐵道カ「ソ」聯邦、日本及滿洲國間ノ紛争ノ禍根トナリ得ヘキコト又ナリタルコト並平和ニ反對ナル勢力カ之ヲ利用シテ「ソ」日及「ソ」滿關係ヲ惡化セシメント試ミツツアルコトヲ考量シ「ソヴェエト」政府ハ日本政府ニ對シ東支鐵



道賣却ノ方法ニ依リ東支鐵道問題ノ根本的解決ヲ爲ス爲交渉スルノ用意アルコトヲ通報セリ斯ノ如クシテ「ソヴイェト」提議ノ根本ヲ爲スモノハ日本トノ友好關係ヲ増進セントスル不變不撓ノ願望及平和ノ確保ニシテ是亦「ソ」聯邦ノ平和愛好ヲ表明スル事例ナリ日本外務大臣内田伯ノ演說中ニアル如ク東支鐵道ハ帝政政府ニ依リテ建設セラレタルモノニシテ帝政政府ハ此ノ鐵道ヲ他國領土ニ建設スルコトニ依リテ征服の帝國主義的目的ヲ達セムトセルモノナル處斯ノ如キ目的ハ「ソ」聯邦政府ノ有セサル所ニシテ又有シ得サルモノナリ十月革命ハ帝國主義的侵略ノ具トシテノ東支鐵道ノ意義ヲ滅却セルカ「ソ」政府ハ本鐵道ヲ純然タル商業企業ニ變シ同鐵道ノ建設セラレタル領土ノ所有者ニ對シ北京及奉天協定ニ依リ鐵道ノ共同管理及其ノ利益ノ分配ニ與ルノ權利ヲ與ヘタリ

然レ共「ソ」政府ハ專ラ「ソ」聯邦人民ノ勤勞的資金ニ依リテ建設セラレ且同聯邦ノ所有ニ屬スル本鐵道ニ關聯スル自己ノ物質上ノ利益ヲ擁護スルコトヲ從來自己ノ義務ト考ヘ來リ又現ニ考フルモノナリ

東支鐵道ハ日本外務大臣内田伯カ述ヘラレタル如ク重大ナル國際的意義ヲ有ス即チ同鐵道ハ現在ニ於テモ歐亞間ノ國際交通上甚タ重要ナル役割ヲ演スルモノニシテ北滿ト滿洲ノ南方地方及大洋

ト連結スル重要ナル幹線トシテノ意義ヲ存ス

滿洲ニ於ケル最近ノ事件及現在ノ狀態ニ關聯シ該鐵道ノ惡化セル經濟狀態ハ滿洲今後ノ發展及經濟的振興ニ伴ヒ改善セラレヘキコト勿論ナリ前述ニ鑑ミ「ソヴイェト」代表部ハ貴我ノ友好關係ノ確保及今後ノ發展ノ爲重大ナル意義ヲ有スル問題ノ根本的且有效的解決ニ必要ナル慎重誠意ヲ以テ東支賣却ニ關スル交渉ニ入ルモノナリ

「ソ」政府宛三月十二日附「ノート」ニ於テ北京及奉天協定ヨリ生スル總テノ義務ヲ承認セル滿洲側カ今次會議カ圓滿ナル終決ヲ見ル爲同様ノ誠意アルコトヲ希望ス

吾人ハ本日開始セララル交渉カ日本政府ノ積極的且好意アル援助ニ依リ希望セラレタル結果ニ到達スルコトヲ望ムモノナリ



## (三) 滿洲國代表ノ答辭

今回日本政府ノ御幹旋ニ依リ本公使及大橋外交部次長カ滿洲國ヲ代表シテ蘇聯國代表者トノ間ニ北滿鐵路ニ於テ蘇聯邦ノ有スル權利讓受ケノ交渉ヲ開始スルコトヲ得ルニ至リマシタノハ私共ノ欣幸トスル所アリマス

惟フニ北滿鐵路ハ舊帝政露西亞ノ極東政策ノ遺物ニシテ今日ニ於テハ極メテ不自然ナル形態ニ於テ運行サレテキルノテアリマスカスノ如キ形ノ鐵道ノ吾カ國內ニ於テ存在スルコトハ兎角兩國間ニ各種ノ紛議ヲ醸生シ易キニ鑑ミ其ノ經濟的價值ハ微少テアツテモ條件サヘ適當ナラハ此ノ際右鐵道ニ於テ蘇聯ノ有スル權利ヲ讓受ケルコトニ異議無イノテアリマス

從テ今後雙方共胸襟ヲ披キ現實ノ事態ニ適切ナル條件ノ下ニ本件ヲ圓滿ニ解決シ以テ一ツニハ極東平和ニ貢獻シ二ツニハ日本政府ノ幹旋ヲ徒勞ニ終ラシメサル様心掛ケ度イト思ヒマス尙最後ニ本件ノ御幹旋ノ役ヲ引キ受ケラレ此處ニ吾等ヲ御引キ合セ下サツタ内田外務大臣ニ對シ深甚ノ謝意ヲ表スル次第アリマス

## 一、第二回正式會議「コンミュニケ」 (昭和八年六月二十八日)

蘇滿兩國代表者ハ本日午後三時半ヨリ外務次官官邸ニ集合シ議事進行方法ニ付協議セリ

一、交互ニ首席委員ヲ以テ司會セシムルコト

二、滿洲國側ハ書記長ニ杉原事務官ヲ其ノ補佐官ニ兪福譯官ヲ指名シ蘇聯邦側ハ書記長ニ「ヂエレズニヤコフ」大使館一等書記官ヲ指名シ其ノ補佐官ハ今後必要アル場合追加スルコト

三、用語トシテハ滿洲國側ハ日滿語ヲ使用シ蘇聯邦側ハ露西亞語ヲ使用ス

四、會議記錄ニハ決定事項、論議ノ要點及未決ノ儘次回ニ繰リ越スニ決シタル事項ヲ包含セシムルコトアルヘシ而シテ右記錄案ハ豫メ双方書記長間ニ於テ之ヲ作成シ且打合セ次回會議迄ニ各自自方代表部ニ報告シ其ノ承認ヲ得タル上書記長ニ於テ連署シ置クコト

五、第三回正式會議ハ七月三日午後三時半開會シ雙方ヨリ北鐵問題ニ付提議スルコト



### 三、第三回正式會議「コンミュニケ」 (昭和八年七月三日)

- 一、双方ハ「コンミュニケ」發表手續ニ關シ次ノ如ク決定セリ  
會議議事ニ關スル「コンミュニケ」ハ滿露日三語ヲ以テ作成シ「タス」通信ヲ除ク在日本内外新聞通信ニ對シテハ日本外務省情報部ヲ經由シテ發表スルコト而シテ右「コンミュニケ」ハ豫メ大橋及「カ」兩委員間ニ會議終了後直ニ其ノ要點ヲ打合セ夫夫之ニ對スル自方代表部ノ承認ヲ經タル上雙方書記長間ニ其ノ原文ヲ作成スルコト但シ本會議ニ正式ニ上程セラレヘキ凡ユル聲明書及文書ハ豫メ上程者側ヨリ他方ニ通告シタル上自方ノ裁量ニ依リ上程者側之ヲ發表スルコトヲ得但シ右發表方ニ就キテハ事前ニ相手方ト協議スルコト望マシキコト
- 二、雙方ヨリ北鐵問題ニ關スル提議及見解ヲ上程セリ右提議ニ關スル審議ハ次回會議ニ移スコトナレト而シテ次回會議ハ五日午後二時半開催ニ決ス

### 四、第三回正式會議ニ於ケル蘇聯邦側提案

(七月四日在東京蘇聯邦大使館發表)

滿洲國ニ依ル東支鐵道買收ノ基本的原則ニ關スル覺書

#### 第一、賣却ノ對象、東支鐵道ノ役割及意義

- (一) 北京及奉天協定ニ準據シ「ソヴィエト」政府ハ曩ニ屢奉天官憲ニ依リ不法且強制的ニ押收セラレタル財産ヲ含ム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「ソヴィエト」財産ニシテ東支鐵道ニ屬セス且出兵時代ニ同鐵道上ニ抑留セラレタルモノ又ハ協定ニヨル車輛交換未了ノ爲殘留セルモノハ勿論賣却ノ對象トナルコトナシ此等財産(本財産ノ詳細ナル目錄ハ特別委員會ニ於テ作成スヘキモノトス)ハ「ソヴィエト」政府ニ返還セラレヘキモノナリ
- 從テ買收セラレヘキモノハ左ノ通トス

- (イ) 千七百二十六「キロメートル」ニ達スル本線、二千五百四十四「キロメートル」九ニ達スル業務用砂礫運搬用及薪炭運搬用線路ヲ含ム總延長ノ鐵道並二千五百六十七「キロメートル」ニ達



- (ロ) スル電信線並電話及給水設備
- (ハ) 鐵道ニ屬スル機關車及貨車
- (ニ) 鐵道用及旅客用建築物、倉庫、住宅、事務所、兵營其ノ他ヨリ成ル總面積一、一九九、七六二平方「メートル」ニ達スル土木工事
- (ホ) 工場及倉庫、右ノ内ニハ哈爾濱中央工場、鐵道工場、電信附屬工場其ノ他アリ
- (ヘ) 發電所
- (ト) 哈爾濱電話局
- (チ) 哈爾濱ニ於テ設備セラレタル積換埠頭ヲ含ム蒸汽及非蒸汽船ヨリ成ル河船隊
- (リ) 鐵道所屬ノ地所
- (ヌ) 森林利權（「チヨル」、「ツアイリンヘ」、東部利權）
- (ル) 醫療及獸醫衛生施設
- (オ) 別莊及療養所
- (ワ) 農事企業、苗圃及温室
- (ヲ) 製材工場、「オルフ」油製造工場、糸屑淨化工場

- (カ) 清涼飲料水製造工場
- (ヨ) 洗毛工場
- (タ) 印刷所
- (レ) 哈爾濱ニ於ケル水道
- (ソ) 自動車庫
- (ツ) 學校及俱樂部建物
- (ネ) 其ノ他鐵道ノ凡ユル建築物施設及財產

(二) 斯ノ如クシテ一切ノ所屬財產ヲ含ム東支鐵道ハ現在北滿ノ産業上及經濟發展上重大ナル役割ヲ演シ且「ソ」聯邦ノ財産上及經濟上ノ利益ノ見地ヨリモ大ナル價值ヲ有スル強力ナル産業的結合體ヲ爲スモノナリ東支鐵道ノ賣却ニ依リ條約上「ソ」聯邦ニ尠カラサル利益ヲ與フル幾多經濟上ノ權利及特典ハ一部ハ清算シ一部ハ著シク價值ヲ減少セシムルモノナルコトヲ指摘セサルヲ得ス

例ヘハ右ニ屬スルモノトシテ鐵道ニ於ケル幾千ノ「ソヴィエト」勞働者及勤務者ノ義務的使用、或種ノ運賃率上ノ特典其ノ他ヲ舉クルコトヲ得ヘシ



(三) 東支鐵道ノ意義ヲ述フルニ當リ歐亞間國際交通上ノ頗ル重要ナル連環タル同鐵道ノ重大ナル國際的意義ヲ摘記セサルヲ得ス右東支鐵道個有ノ意義ハ同鐵道カ滿洲國ノ手中ニ歸スルコトニ依リ又最近同鐵道ノ正常ナル運行ヲ阻止シタル障害ヲ除去スルコトニ依リテ決シテ消滅スルモノニアラサルコト明白ナリ

尙東支鐵道ノ意義ハ資源ニ富ミ將來發展ノ望アル北滿地方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

右個有ノ意義ハ同鐵道カ滿洲國ノ有ニ歸シタル後ニ於テモ決シテ失フモノニアラサルコトハ今更之ヲ立證スルノ要ナカルヘシ

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ク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種ノ條件ニ依リテ惹起セラレタル鐵道財政狀態ノ一時的惡化ト同鐵道ノ實際ノ經濟狀態、意義及發展ノ可能性トヲ混同スヘキニアラス右ハ「ソ」支共同管理ノ始メヨリ一九三〇年度迄(同年度ヲ含ム)ニ至ル迄ニ擧ケタル東支鐵

道ノ營業收益ハ支出ヲ超過スルコト一億四千萬金留ニ達シ一年平均二千萬金留以上ナルノ一事ヲ擧クレハ足ルヘシ

滿洲ノ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一九三二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ノ事實ハ之ヲ特記スルノ要アリ

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擧ケ居ルニ比シ「ソヴェト」政府ニ左シタル收益ヲ擧ケサ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貨物及乗客ノ無料輸送其ノ他ニ要スル莫大ナル不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「ソヴェト」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不生産的支出ヲ負擔セシメサ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) 東支鐵道及其ノ附屬財產ノ買收價格ヲ決定スルニ當リテハ奉天協定第一條第二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會テ費サレタル實際ノ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

「ソ」政府ハ前記ニ基キ東支鐵道ノ建設及發達ノ爲費シタル實際ノ出費ヲ明カニスル「バランス」ノ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

(二) 鐵道建設ニ要シタル費用 未成工事ノ完了、輪轉材料ノ購入、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レハ四億千六百九十九萬九千七百七十六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ノ填補及經營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マス又右金額ハ「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」聯邦政府ニ支拂フヘキ多額ノ負債ヲ含ミ居ラス

以上ノ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フ限リ買收價格ヲ減額センコトヲ欲シ「ソヴィエト」政府ハ實際ニ行ハレタル出費四億千六百九十九萬九千七百七十六金留ノ代リニ前記東支鐵道ノ「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)ハ夫レ自體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増加セル同鐵道ノ各種財產ノ價格ヲ含マス

鐵道ハ周知ノ如ク廣大ナル地所ノ所有者ナリ

「ソヴィエト」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「ソヴィエト」政府ノ提議ニ基キ一九二五年地所區制整理ノ爲「ソ」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ノ召集ヲ回避シ鐵道ノ地所ヲ不法ニ部分的ニ橫領セリ

「ソ」政府ハ當然鐵道ノ爲殘サ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ノ詳細ナル計算ヲ爲スコトナク之等ノ財產總テヲ四千萬金留ト評價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總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=金貨一圓○四錢ノ割)



- (四) 前記ノ數字二億三千萬金留ヲ一九一七年日本政府カ東支鐵道南部線ノ小部分タル寬城子老少溝間一〇三杆ニ對シ舊帝政政府ニ支拂ハントセル金貨二千三百萬圓ニ比スル時東支鐵道ノ全買收線ニ右ノ評價ヲ適用スルトセハ金貨約三億八千萬圓即約三億七千萬金留ヲ得ヘシ然ルニ會テ交渉ノ行ハレタル東支ノ一部ハ何等顯著ナル人工的設備モ無ク又價值アル企業モ無ク更ニ東支全體トシテ有スル國際的及經濟的價值モ無カリシナリ
- 斯ノ如ク凡ユル點ヨリ見テ買收價格二億五千萬金留ハ極メテ穩當公正ト認メサルヘカラス
- (五) 東支鐵道ハ其ノ資産及負債全部ヲ以テ滿洲國ニ讓渡セララルモノニシテ東支鐵道ニ對スル何等ノ請求モ「ソ」政府ニ對シ今後提出スヘカラサルモノトス
- (六) 右買收價格ノ支拂ヲ容易ニシ且日本及滿洲トノ經濟關係ノ發達ヲ促進スル爲ニ「ソ」政府ハ前記買收價格ノ半額即年一億二千五百萬金留ヲ商品ニテ受領スルコトニ同意ス商品ニ依ル對「ソ」支拂ハ二ヶ年間四期ニ商品ヲ供給スルノ形式ヲ以テ行ハラルモノトス右商品供給ノ爲滿洲國ハ日本國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) 貨幣ニ依ル買收價額一億二千五百萬金留ニ付テハ其ノ四分ノ一ハ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國ノ債券ヲ以テ支拂ハラルモノニシテ右債券ハ年四分ノ利ヲ附シ三ヶ年ノ期間ニ償還セララルヘキモノトス

### 第三、「ソ」聯邦ノ經濟上ノ利益保障

「ソ」聯邦及滿洲國間ニ存在スル經濟關係ヲ保持シ且歐亞國際交通上ニ有スル東支ノ重大ナル役割ヲ保持スル爲東支賣却ニ關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ヘキモノトス

- (一) 「ソ」聯邦ノ爲東支ニ依ル「ソヴィエト」鐵道間ノ貨物及旅客ノ自由通過ヲ特典的條件ノ下ニ保障スルコト而シテ通過貨物及手荷物ハ凡ユル租税及公課ヲ免除セララルモノトス
- (二) 「ソヴィエト」鐵道ト東支間ノ直通連絡及浦潮行歐亞直通連絡ニ對スル東支ノ參加
- (三) 東支ノ引受クル貨物ノ一定數量ヲ「ウスリー」鐵道ノ爲ニ保持スルコト
- (四) 滿洲國側ハ東支ニ依リ輸入セララル「ソヴィエト」商品ニ對シ關稅及税金ノ關係ニ於テ最惠國待遇ヲ與フルコトヲ約ス

### 第四、東支鐵道ニ於ケル「ソ」聯邦勞働者及勤務者ノ利益保障

東支賣却ニ關スル一般協定ト同時ニ東支ニ於ケル「ソヴィエト」人民ノ權利利益ヲ保障スル特別



- 協定ヲ締結スルモノトス右協定ハ次ノ事項ヲ規定スルモノトス
- (一) 滿洲側ニ於テ鐵道ヲ所有シタル後「ソヴィエト」労働者ヲ自國人ヲ以テ換ヘントスルトキハ彼等ニ求職又ハ「ソ」聯邦歸國ノ可能ヲ與フル期間ヲ以テ少數ツツ漸次ニ行フモノトス  
「ソヴィエト」労働者及勤務者ノ更迭ハ滿洲側カ鐵道ヲ所有シタル後二年ヨリ尠カラサル期間ニ行ハルモノトス
  - (二) 「ソヴィエト」人民カ東支鐵道ノ區域ニ有スル動産不動産ニ對スル總テノ權利ヲ完全ニ保有ス
  - (三) 右財産ヲ清算シ且之ヲ具體財若シクハ貨幣ニテ搬出スル權利ヲ有ス
  - (四) 「ソ」聯邦ニ歸國スル労働者及勤務者ノ家族及財産ヲ其ノ選擇スル歸國地點迄輸送スル爲東支鐵道ノ勘定ニ於テ輸送上ノ便宜ヲ與フ
  - (五) 「ソヴィエト」人民カ退職シ又ハ解雇サルル場合東支鐵道ノ現存規定ニ基キ即時且完全ニ支拂ヲナスモノトス

### 五、第三回正式會議ニ於ケル滿洲國側提案

滿蘇間北滿鐵道(舊中東鐵路)ニ於ケル蘇聯權利讓渡條約要項

- 一、蘇聯國ハ滿洲國ニ對シ蘇聯國カ北滿鐵道及其ノ附帶事業ニ於テ有スル一切ノ權利ヲ讓渡スルコトヲ約シ滿洲國ハ蘇聯國ニ對シ右代價トシテ五千萬圓ヲ支拂フヘキコトヲ約ス  
代價金支拂ノ期限及態様(「モダリタイ」)ニ關シテハ別ニ詳細ナル規定ヲ設クルコト
- 二、本條約調印ノ日ヨリ一ヶ月以内ニ於テ滿蘇兩國政府ハ北鐵引繼委員ヲ任命シテ本條約調印ノ日ヨリ三ヶ月以内ニ北鐵及附帶事業並一切ノ所屬財産ノ引繼ヲ了スヘシ
- 三、蘇聯國政府ハ北鐵(舊中東鐵路)ノ一九一七年三月九日以前ニ生シタル一切ノ株主、社債權者及其ノ他ノ債權者ノ請求權ノ全部ニ對シ責任ヲ負フヘキコトヲ約ス  
蘇聯國政府ハ一九一七年三月九日以後本條約ノ效力發生ノ日迄ニ生シタル北鐵ノ第三者ニ對スル一切ノ債務及前記讓渡ニ關スル第三者ノ一切ノ要求ニ對シ責任ヲ負フコトヲ約ス
- 四、蘇聯政府ハ北鐵及附帶事業ノ引繼ト同時ニ舊中東鐵路會社ノ株券社債券及其ノ他ノ債權證書並北鐵(舊中東鐵路)及附帶事業ニ關スル一切ノ書類ヲ滿洲國ニ引渡スヘキコトヲ約ス



五、其ノ他譲渡ニ關スル詳細ノ事項ハ追テ隨時提示ス  
提案理由

本件ニ關シ滿洲國ハ曩ニ聲明シタル如ク妥當ナル條件ノ具備スルニ於テハ蘇聯カ北鐵ニ於テ有  
スル權利ヲ譲リ受クルコトニ異議無キモノナルモ其ノ代償額ハ一切ノ販引ヲ離レ眞面目ニ且政  
治的ニ評價決定スルヲ必要ト思考スルモノニシテ五千萬圓ヲ以テ之カ限度ト認ムルモノナリ  
抑現在ニ於ケル北鐵ハ經濟的ニ見ルモ其ノ價值極メテ微少ナルノミナラス將來滿洲國鐵道網ノ  
完成ト共ニ益ツノ價值ヲ減少スヘキコトハ何人モ首肯シ得ル所ナリ

今其ノ現有價值ヲ考察スルニ現狀ヲ以テシテハ收益ヲ擧ケサルノミナラス益缺損ヲ生スル事明  
カニシテ之關係當事者ノ等シク憂慮シ居ル所ナリ

此ノ點ヨリ見レハ北鐵ノ價值ハ殆ント云フニ足ラサルモノナリ

又現有財産ノ評價ヨリスレハ北鐵ノ「レール」ハ既ニ老朽ニシテ殆ント價值ナク更ニ軌幅ヲ  
「スタンダード、ゲージ」ニ改ムルニハ多額ノ經費ヲ要シ輪轉材料ハ露西亞特有ノ「ゲージ」ニ  
準據シテ造ラレアルノミナラス其ノ大部分ハ之亦老廢シテ其ノ價值少ク「ステーション」其ノ  
他ノ施設モ時代遅レニシテ使用價值無キヲ以テ殆ト評價ノ對照物トナラス

更ニ鐵道用地ニ至リテハ元々支那國ヨリ無償ニテ提供シタルモノ其ノ大部分ヲ占ム  
斯ク觀シ來レハ鐵道ノ現有財産ノ點ヨリ見タル其ノ價值ハ殆ト論スルニ足ラサル少額ト云フノ  
外無シ

更ニ滿洲國カ國內鐵道網ノ完成上北鐵ノ現ニ通過スルト同様ノ地域ニ鐵道ヲ敷設スル必要アリ  
ト假定シ之レト平行シ新線ヲ敷設セムトスルモ僅カニ一億三千萬圓内外ヲ以テ建設シ得ヘク而  
シテ之レヲ現在ノ北鐵ノ腐朽狀態ニ鑑ミ半額ノ價值ヲ保有スルモノトスレハ六千五百萬圓トナ  
リ更ニ右ニ對スル「ソ」側ノ權利カ其ノ半額トスルモ此ノ計算ヨリシテ滿洲國側ノ支拂フヘキ  
代償額ハ三千二百五十萬圓ヲ出テサルコトトナル

右三個ノ計算方法中蘇聯側ニ最有利ナル方法ヲ用フルモ滿洲國トシテ支拂フヘキ代償額ノ妥當  
ナル限度ハ前記ノ如ク三千二百五十萬圓ナル處滿洲國トシテハ北鐵ニ對シ第三者ノ有スル一切  
ノ債權ニ就イテハ須ク蘇聯ニ於テ責ヲ負フヘキモノナルコトヲ主張スルト共ニ之レニ據ツテ蘇  
滿關係ノ將來ヲ保證スル爲特ニ好意ヲ示ス意味ニ於テ政治的大局の見地ヨリ前掲ノ五千萬圓ヲ  
適當ノ方法ニヨリ支拂フコトニ異議無キ次第ナリ

右價額ハ滿洲國ノ財政ヨリ見テ可能ナル最大限度ナルコトハ御諒察ノコトト思考スルニ付「ソ」



側ニ於テモ此ノ我方ノ誠意アル提議ヲ應諾シ速ニ本件ノ圓滿ナル解決ヲ希望スル次第ナリ  
 本來斯カル帝政露西亞ノ侵略政策ノ遺物ノ如キハ「カラハン」宣言ノ趣旨ニモ鑑ミ蘇聯トシテ  
 無償ニテ放棄スルコト當然ト思考セララルモ少クモ本件交渉ハ滿蘇間延テハ日滿蘇三國間ノ紛  
 議發生ヲ防止スル意味ニ於テ提議セラレタルモノナルヲ以テ大局ヨリ見テ本鐵道カ經濟的ニ無  
 價値ニ近キモノナルニ鑑ミ値段ノ如キハ最早問題トナラサル次第ニシテ蘇聯側カ代價要求ノ理  
 由トシテ同鐵道カ蘇聯人民ノ資財ヲ以テ建設セラレタルモノナリト稱スルモ右ハ專ラ人民ノ資  
 財ヲ以テ侵略ヲ企圖セル舊政府ノ責任ニ歸スヘキ事柄ニシテ滿洲國ノ毫モ關知セサル所ナルヲ  
 以テ斯ノ如キ理由ヲ考慮ニ入ルルコトハ斷シテ同意シ得サル所ナリ

從テ代價額ヲ投下資本ニヨツテ評價スレハ莫大ナル數字ニ上ルヘキモ抑舊帝政露西亞カ北鐵ニ  
 對シ普通ノ鐵道企業ニ要スル費用以上ニ莫大ナル資本ヲ投下シタルハ軍事的其ノ他侵略主義的  
 立場ヨリ全然採算ヲ度外視シテ鐵道運輸其ノモノニ關係無キ不當ノ金額ヲ費消シタル爲ニシテ  
 當時ノ斯カル經濟乃至特殊ノ使命ノ如キハ鐵道其ノ物ノ價値ト何等關係無キモノナリ故ニ現在  
 ニ於テ且舊帝政時代ノ政治的並軍事的鐵道ニ投下セシ資本ヲ基礎トシテ北鐵ノ價値ヲ算定スル  
 カ如キハ我方ノ絕對ニ賛成シ得サル所ナルノミナラス右投下資本ニ對スル利益ハ既ニ過去三十

數年間ニ於ケル蘇側ノ利用ニヨリテ直接間接ニ十分取得シ得タリト云フヲ得ヘシ

(Translation)

I.) The U.S.S.R. agrees to transfer to Manchoukuo all the rights of the former in the North Manchuria Railway and the enterprises appurtenant thereto in return for which the latter undertakes to pay the sum 50,000,000 yen.

Special provisions will be formulated later concerning the modality of the reimbursement.

II.) Within one month from the date of the signature of the present treaty, the U.S.S.R. and Manchoukuo will appoint a Committee of Transfer of the North Manchuria Railway, and within three months from the date of the signature the transfer of the said Railway and of all the enterprises and properties appurtenant thereto will be completed.

III) The Government of the U.S.S.R. will be responsible for all the claims, originating prior to March 9, 1917, of all the shareholders, bondholders and other creditors, vis-à-vis the North Manchuria Railway (the former Chinese Eastern Railway).

The Government of the U.S.S.R. will be responsible for all the obligations to third parties incurred after March 9, 1917, and before the coming into effect of the present treaty. They



will also be responsible for all the claims of third parties in connection with the said transfer.

IV.) The Government of the U.S.S.R. agrees to transmit, simultaneously with the transfer of the Railway and its auxiliary enterprises, all the certificates of shares and bonds of, and other claims against, the former Chinese Eastern Railway together with all the documents and papers relating to the North Manchuria Railway (former Chinese Eastern Railway) and the enterprises appurtenant thereto.

V.) Details dealing with the transfer will be submitted on later occasion.

The Manchoukuo Government has already made clear that it has no objection to the purchase on reasonable conditions of the rights of the Soviet Union concerning the North Manchuria Railway. The Government has sought to evaluate the rights of the Soviet Union in all sincerity and from various angles without any idea of bargaining. It considers fifty million yen as the maximum price.

It is known to everyone that at the present time, the economic value of the North Manchuria Railway is extremely small and is destined to diminish further with the completion of the railway network of Manchoukuo now under construction.

At the present time, the railway is being separated not only without any profits but with actual losses, causing serious concern on the part of the authorities.

In evaluating the property possessed by the Railway, it is to be noted that rail track has already become antiquated and almost valueless and that it will require considerable expenditures in order to change it to the standard gauge. The most of rolling stocks, adapted to the gauge of the Russian railway are already so old that little value can be attached to them. Furthermore, station and other establishments are also so out of date and unfit for any use that they can hardly be made objects of evaluation.

As for the land used for the construction of the railway, it is to be noted that most of it was offered by the Chinese Government without compensation.

Viewed in this light, it must be said that the value of the railway in respect of its present property is but of a negligible amount.

If Manchoukuo should decide to lay a railway in the district traversed by the North Manchuria Railway and to undertake to construct a line parallel to the Railway, it would be possible to construct such a line at an estimated cost of some 130 million yen. In view of the deteriorated conditions of the North Manchuria Railway, its actual value at present should not amount to more than one half of the cost of the new line, or some 65 million yen. Granting that the Soviet Union is entitled to claim one half of this value as its share an obvious conclusion is that Manchoukuo should pay no more than 32,500,000 yen.

Even if we should take, of these three methods of evaluation, the one most favorable to



the Soviet Union, the maximum of the reasonable compensation which Manchoukuo should pay is 32,500,000 yen, while the Soviet Union should be responsible for all the claims of the third party in regard to the North Manchuria Railway. But at the same time, as an expression of good will the Government of Manchoukuo, acting under larger considerations of the future relations between the two countries is willing to pay the aforementioned sum of fifty million yen.

We believe that the Soviet Union is aware that this sum is the maximum which Manchoukuo can pay in her present financial conditions. It is our sincere hope that the Soviet Union will accept our proposal and co-operate for a speedy solution of this problem.

We are inclined to think that in view of the principles made clear in the so-called Karahan Declaration, the Soviet Union should abandon without any compensation all these rights which are but legacies of the imperialistic policy of the Czarist Russia. The present negotiation has been initiated for the purpose of preventing the occurrence of a dispute between Manchoukuo and the Soviet Union, and possibly between Japan, Manchoukuo and the Soviet Union, and in view of the fact that the railway is economically valueless the matter of compensation is really out of the question. The Soviet Union, in an effort to justify its demand of compensation, contends that the railway has been constructed with the savings of the Russian people, but this is the fact for which the former Russian régime should be held responsible. The Govern-

ment of Manchoukuo has nothing to do with it and is therefore obliged to reject the consideration of such an irrelevant fact at the present negotiation.

When evaluated on the basis of the invested capital, the compensation will amount to an enormous figure. The Czarist Russia was prompted to spend huge sums of money, far beyond the normal expenses involved in a railway enterprise, because of her military and political purposes. These circumstances or calculations have no relation to the present intrinsic value of the Railway. We are absolutely opposed to any proposal to evaluate the railway property on the basis of the capital invested by the Czarist Russia for aggressive purposes. Furthermore, it can be said that during these thirty years, ample rewards for the investment have been reaped either directly or indirectly by the Soviet Union through the use of the Railway.



## 六、第四回正式會議劈頭蘇聯邦側ノ朗讀

セル追加聲明 (滿方代表部ニテ譯出セルモノ)

(昭和八年七月五日)

蘇方代表部ハ唯今滿方ノ發表セル提議ニ依リ滿方カ此ノ自方ノ提議ヲ現存條約、協定及周知ノ事實ト相容レサル蘇聯ノ單獨的所有權否認ニ立脚セシメ居ルコトヲ知り驚愕スルコト甚シ

蘇方代表部ハ其ノ覺書カ東鐵ノ凡テノ根本問題ニ關スル蘇政府ノ見解ニ對スル完全ニシテ且爭フ可ラサル材料ニ基ク説明ヲ包含スル關係モアルヲ以テ現在ノ所ハ滿方提議ノ他ノ個所ノ審議ハ慎重ム可キモ本交渉ノ利益ノ爲並交渉ノ圓滿ナル進行ヲ保證セムカ爲ニ東鐵ニ對スル所有權問題ニ關シ次ノ聲明ヲナシ置クヲ必要ト認ムルモノナリ

東鐵カ蘇聯ニ屬スルモノナリトノ問題ハ之レニ對シ嘗テ何人モ疑問ヲ抱キタルコト無ク且凡ユル書類及條約ニヨリ認メラレタル爭フ可ラサル事實ナリ

北京及奉天兩協定カ俱ニ全然蘇聯人民ノ勤勞金銀ニ依リ建設セラレタル東鐵ハ蘇聯ノ所有物ナリト云フ爭フ可ラサル且論議ノ題目タリ得サル事實ニ立脚スルモノナルコトハ周知ノ所ナリ

蘇聯政府カ此等ノ條約ニ據リ自發的ニ支那ニ許與シタル幾多ノ特典ハ本鐵道ノ所有者トシテノ蘇聯ノ權利ニ毫モ抵觸スルモノニ非ス

北京協定第九條第二項ニハ「蘇聯政府ハ支那共和國政府カ支那資金ヲ以テ東鐵並之ニ屬スル一切ノ財產ヲ買戻スルコト及支那ニ對シ同鐵道ノ一切ノ株券及債券ヲ讓渡スルコトニ同意ス」トアリ

奉天協定第一條第二項ニ依レハ「蘇聯政府ハ支那カ本協定署名ノ日ヨリ東鐵ヲ買戻スルノ權利ヲ有ス」トアリ更ニ進ンテ鐵道ハ「支那ニ依リ人民資財ヲ以テ公正ナル價額ニテ買戻セララルコトヲ要ス」トアリ斯ノ如ク滿洲國カ「ソヴィエト」政府ニ對スル一九三二年三月十二日ノ自己ノ通牒ニ於テ其ノ義務的ナルコトヲ承認シ且其レヲ現在ノ協働及共管ノ基礎トスル北京及奉天協定カ反駁ノ餘地無キ迄ニ明白ニ蘇聯ノ東鐵所有者ナルコトヲ云謂シ居レルコトニ對シテハ毫モ疑問ノ餘地無ク且有リ得ヘカラサルナリ。

兎ニ角取リモ直サス之レカ故ニ奉天協定第一條第七及十二項並北京協定(譯者註、東鐵管理暫行協定ノ間違ヒナラム)第七條ハ決定權ヲ蘇聯ニ屬セシメタル東鐵財政問題決定手續ヲ規定シ居ル次第ナリ



「ワシントン」會議參加國ノ代表者ノ大多數ハ蘇聯トノ間ニ正常ナル關係ヲ缺キ居タルニモ不拘當時東鐵ノ蘇聯歸屬ノ争フ餘地無キコトヲ認メサルヲ得サリシコトヲ想起スルハ徒事ナラサルヘシ

一九二二年一月二十三日大太平洋及極東問題委員會ニ依リ提出セラレタル東鐵問題ニ關スル技術小委員會報告ヲ引證スレハ充分ナリ同報告ニハ會社（東鐵）ハ事實露西亞政府ノ所有物ニシテ支那ハ將來一八九六年ノ基本契約ニヨリ取極メラレタル若干ノ買戻權利ヲ有スト謂ヒ居レリ然ノミナラス「ワシントン」會議議事録ニ徴シテモ明カナルカ如ク日本代表松平氏ハ支那代表顏氏ニ對シ鐵道カ露西亞所有物ナルコトヲ極メテ明白ニ且絶對的ニ釋明シタルコトアリ

東支賣却ニ關スル會議召集ニ關シ「ソヴィエト」政府及日本政府間ニ行ハレタル交渉ニ言及セムカ吾人ハ當事者雙方ニハ蘇聯カ東鐵ノ所有者ナリト云フコトニ對シ疑問ナク且有リ得ヘカラサリシコトニ對スル更ニ新タナル争フ可ラサル證據ヲ獲ル次第ナリ然ラスンハ滿洲國ニ對スル東鐵賣却即チ蘇聯所屬鐵道ノ滿洲國ニヨル買戻ニ關スル問題ノ如キハ起リ得サリシナラム

兎ニ角大田氏ハ五月二十九日附外務人民委員「リトヴィーノフ」氏ノ聲明ニ對シ「ソコリニコフ」ニ通告セル回答中ニ於テ「兎ニ角該問題解決ノ一方法タル買戻ニ關シテハ先ツ交渉ノ當事者ヲ決

定スルヲ要シ之カ目的ヲ以テ東鐵ニ對シ最重大ナル利害關係ヲ有スル滿洲國トノ間ニ意見ノ交換ヲ遂ケタル處其ノ結果滿洲國側トシテハ若シ自方ノ受諾シ得ヘキ適當ナル條件ニ關スル協定ニシテ遂ケラレムカ之ヲ買戻スルノ意圖ヲ有スルコト明カトナレリ依テ蘇聯政府トシテハ滿洲國政府ニ對シ申シ出テラルヘク尤モ帝國政府ハ該交渉ノ圓滿ナル進行ノ爲ニ最大限ノ誠意ヲ以テ仲介斡旋ノ勞ヲ取ルノ用意アリト聲明セリ

六月三日外務人民委員代理「ソコリニコフ」氏ハ在莫斯科日本大使大田氏ニ對シ「ソ」政府ノ回答ヲ交付セルカ其ノ内ニ於テ「ソ」政府ハ日本政府カ東鐵賣却ニ關スル蘇滿間交渉ニ對シ仲介斡旋ヲ引受クルノ用意アルコト及滿洲國政府ハ此ノ交渉ニ入ルノ用意アルコトヲ披瀝セル旨ノ五月二十九日附日本政府公文ヲ日本大使大田氏ヲ通シ接受セルコトヲ確認セリ「ソ」政府ハ滿洲國カ交渉開始ノ用意アリト日本政府ノ通告ヲ了知シタル上日本政府ノ提議ヲ受諾シ且交渉委員ヲ任命スルニ同意ナル旨ヲ通告シタル次第ナリ

蘇滿間ニ於ケル同交渉並滿洲國政府カ日本政府ヲ通シ與ヘタル蘇聯政府ノ東鐵賣却交渉開始ニ關スル用意ノ結果本會議ハ召集セラレタルナリ

交渉ノ目的ニ就テハ内田伯爵ハ會議開會ニ際シ爲セル自己ノ演說中ニ於テ充分明白ニ之ヲ述ヘタ



リ部チ同氏ハ自分ハ東京ニ於テ東鐵賣却交渉ノ開カレタルニ際シ大ナル満足ヲ感スルモノナル旨ヲ聲明セリ

上記ニ依リ東鐵ハ蘇聯ニ屬スルモノナリト云フ問題ノ如キハ自明ニシテ且論議ノ餘地無キモノナルコト竝東鐵賣却交渉ナルモノハ自己ニ屬スル鐵道ヲ賣却スルノ用意アル正當ナル所有者及條約ニ據リ自己ニ許與セラレタル正當ナル同財產取得且所有權ヲ有スル買手アリトノ當然且唯一ノ建前ニ因リ行ハレ得ルモノナルコトハ明カナリ

此ノ争フ可ラサル事態ヲ論議ノ題目タラシメントスル凡ユル企圖ハ交渉ヲ空虚ナラシメ且成功ノ凡ユル可能性ヲ奪ハムトスル努力ナリト看做サレサルヲ得サルヘシ蘇方代表部ハ既ニ會議開催當日「ソ」政府ハ専ラ蘇聯人民ノ勤勞ニヨル金錢ヲ以テ建設セラレ從テ其ノ所有物タル本鐵道ニ關聯アル自己ノ財産上ノ利益ヲ留保スルヲ自己ノ義務ナリト認メ來リ且認メ居ルモノナルコトヲ聲明セリ

吾人ノ本日上程セル東鐵賣却提議ニヨリ明カナルカ如ク蘇聯ノ争フ可ラサル條約上ノ權利ヲ擁護スヘキ自己ノ義務ノ意識ニ滿ツル蘇方代表部ハ東鐵問題ニ對シテハ極東ニ於ケル平和事業強化ノ爲ニ東鐵問題ノ根本的ニシテ且友誼的ナル解決ニ資セムトノ誠意アル希望ヲ以テ實務的ニ臨ミタ

#### ル次第ナリ

蘇方代表部ハ滿方トシテモ右ト同様ノ慎重サ及誠意ヲ以テ此ノ重要問題ニ臨ミ且現存條約及協定ノ遵守竝東鐵賣却問題ノ友誼的且公正ナル調節ノ望マシク且必要ナリトノ理解ノ下ニ交渉ヲ行フヘク努ムルナラムコトヲ期待スルモノナリ

蘇方代表部ハ仲介及最大限ノ援助供與ノ勞ヲ引受クル用意アルコトヲ披表セル日本政府トシテハ本會議召集ノ基礎トナリ且其ノ基礎ノ下ニ於テノミ期待スルカ如キ結果ヲ齎シ得ヘキ彼ノ争フ餘地無キ建前ニ因リ交渉ノ行ハルル様萬事ヲ盡サレムコトヲ信スルモノナリ



## 七、第四回正式會議ニ於ケル蘇聯側提議ニ

## 對スル滿洲國側反駁要項 (昭和八年七月五日)

今回北鐵問題ニ關スル蘇聯國ノ提議ヲ見ルニソノ立論ノ前提トシテ北鐵並其ノ一切ノ財產カ全部蘇聯ノ完全ナル單獨所有ニ屬スルコトヲ豫想シ居ル處本件ニ對シテハ蘇聯及其ノ他ノ國カ如何ナル意向ヲ有スルニ拘ハラス滿洲國ノ斷シテ同意シ難キ所ナリ

抑北鐵及其ノ財產カ蘇聯ノ所有ニ屬スルト云フカ如キ文句ハ北鐵ニ關スル如何ナル條約文中ニモ見當ラス更ニ一八九六年清國政府ト露亞銀行トノ間ニ締結セラレタル東清鐵道建設及經營ニ關スル條約並右ニ關聯スル各種文獻ヲ查スルモ當時清國政府ハ露亞銀行ニ對シ五百萬庫平銀ヲ支出シ以テソノ組合員タルノ資格ヲ獲取シ東支鐵道ノ建設ニ當リテハ官有地ヲ無償ニテ提供シ建設ニ用スル材料ノ關稅ヲ免除シタル外想像シ得ル一切ノ便宜ヲ供與シ且東清鐵道會社ノ督辦ハ清國人ニシテ東清鐵道會社ノ印章ハ清國政府ヨリ交附セララル建前トナリ居リ鐵道建設ニ必要ナル流動資金ヲ供給シタルノ所以ヲ以テノミ之ヲ露國ノ單獨所有物ナリト主張スルハ斷シテ首肯シ難キ所ナルノミナラス

一九一七年蘇聯邦ノ成立スルヤ一切ノ密約ヲ廢棄シ(東鐵建設ノ基礎タル日本ニ敵對ノ爲ノ密約ヲモ含ム)露西亞ノ資本家、地主及將軍等ノ利益ノ爲ニ結ハレタル一切ノ契約放棄方ヲ宣言シ更ニ一九一九年六月二十五日及一九二〇年九月二十七日ノ兩度ニ亘ル所謂「カラハン」宣言ニ依リ北鐵並「ツアー」政府ノ奪取セル一切ノ權利ヲ無償ニテ支那國ニ返還スヘキ旨ヲ聲明シ第二回目ノ宣言ニ於テ北鐵利用手續ニ關スル特別條約ノ締結ニ同意スル旨ヲ聲明セリ從テ假リニ右宣言以前ノ北鐵カ露西亞ノ所有物ナリトスルモ少クトモ右宣言以後ニ於テハ露國ハ其ノ所有權ヲ支那ノ利益ノ爲ニ放棄シタルモノト見ルヲ至當トスヘシ

一九二四年ノ露支並奉露兩協定ハ右「カラハン」宣言ヲ基礎トシテ支那側ヨリ蘇側ニ北鐵ノ共同經營權ヲ與ヘタルモノト云フヲ得ヘク右條約文中ニ北鐵ハ露國ノ資本ヲ以テ建設サレタルモノ云云トアルハ唯鐵道建設ニ必要ナル流動資金カ露國ヨリ供給サレタル事ヲ示スニ過キス同條約中ニ「支那カ東鐵ヲ買収云云」トアルハ東鐵ニ於テ蘇聯ノ有スル權利ヲ買収スルノ意義ナルコト明白ニシテ之ヲ根據ニ北鐵カ蘇聯ノ所有ニ屬スルモノナルカ如ク主張スルカ如キハ全ク理由ナキコトナリ

一步ヲ讓リ之ヲ「ソ」聯ノ單獨所有物ナリト云フカ如キ議論ノ立チ得ルモノト假定スルモ露支及



奉露兩協定ニ依リ蘇聯及支那（現在ノ滿洲國）ハ相互平等ノ立場ニテ共同管理ヲナシ其ノ利益ハ之ヲ折半シ而モ今後三十年以内ニハ無償ニテ全部滿洲國ノ手ニ入ルコトトナリ居ル現狀ニ顧ミ斯ノ如キ所有權ハ名アリテ實無ク斯ノ如キ所有權ヲ根據トシテ北鐵ノ價格全額ヲ要求スルカ如キハ斷シテ我方ノ容認シ難キ所ナリ

滿洲國トシテハ北鐵ノ所有權ヲ主張スルカ故ニ北鐵ニ於ケル「ソ」聯ノ權利放棄ニ對スル代價トシテ支拂フヘキ額ハ全額ノ三分一限度ヲ以テ妥當ト思考スルモ本件ノ如キ兩者ノ意見一致セサル點アル實狀ニ鑑ミ寬大ニ見積リテ全價額ノ半額ヲ以テ「ソ」聯ノ權益ナリト看做ス次第ナリ  
 次ニ「ソ」聯政府ハ代價額算定ノ上ニ於テ帝政露西亞ノ投下セル資金ヲ基礎トシ居ル處「ソ」聯政府ノ從來ノ態度タル自己ノ都合ニヨリ露支及奉露協定ヲ勝手ニ蹂躪シテ北鐵ノ單獨的經營ヲ敢行シ若クハ露支協定ニ規定セル「カ」宣言ノ趣旨ニ依リ細目ヲ協定スル委員會ノ組織方ヲ拒否シ若クハ今回露支及奉露協定ニ違反シ滿洲國側ニ一言ノ相談モナク日本國ニ北鐵權利ノ讓渡方ヲ提議シ又自己ノ都合ニ依リテハ奉露協定ノ規定ヲ援用シテ代價額ヲ過當ニ見積ラムトスルカ如キ變通自在ナル態度ニハ斷シテ承服シ難キ所ナリ

「ソ」聯側ハ右算定ノ理由トシテ露國人民ノ資源ヲ費消シタル事實ヲ持チ出シタルモ右ハ舊帝政露西亞カ極東侵略ノ攻具タル北鐵ニ對シ採算ヲ度外視シ純然タル軍事的、政略的の見地ヨリ莫大ノ經費ヲ濫費シタル結果ニシテ右ノ如キ經費ニ對スル責任ヲ滿洲國ヲシテ負ハシメントスルカ如キハ常識アルモノノ理解スルコト能ハサル所ナリ露國人民ノ負擔ニ於テ建造セラレタル理由ヲ以テ斯ノ如キ莫大ナル代價額ヲ要求スルトセハ「ソ」聯カ「ロマノフ」及「ケレンスキ」紙幣ノ廢棄ニ依リ我滿洲國人民ニ與ヘタル數億留ノ損害ヲ如何ニ處置スル所存ナリヤ又革命以後「ソ」聯國內ニ居住セル多數滿洲國民ノ私有財産ノ沒收ニヨリ滿洲國人民ニ負ハシメタル損害ヲ如何ニ處理スル意向ナリヤ更ニ我同盟國タル日本ニ對スル未拂債務數億圓ヲ如何ニ處置スル所存ナリヤ若シ人民ノ蒙リタル損害ト北鐵建設ニヨリ露國人民ノ蒙リタル損害トヲ相殺スレハ前者ノ損害ノ遙ニ莫大ナルヲ知り得ヘク從テ人民ノ損害云云ヲ基礎トシテ算定セハ北鐵ノ如キハ無償ニテ直ニ放棄スヘキ論理上ノ歸結ニ到達スル次第ナリ

更ニ蘇聯カ今日金ノ價值ノ異常ニ昂騰シ主要各國何レモ金本位制ヲ停止シ交換ノ媒介タル機能ヲ發揮シ得サル際ニ於テ算定ノ基礎トシテ想像的ナル金留ヲ使用セシ點モ同意シ得ス購買力ノ點ヨリ見レハ今日ノ紙幣圓ト往時ノ金留トハ大體同一ト看做シ總テノ計算ハ圓ヲ以テスルヲ正當ト認ム一體建築物ノ賣買ノ如キハ其ノ現狀ニ於ケル價值ニ基キテ爲サルヘキモノニシテ右ニ對スル投



下資本ノ如キモノヲ基礎トシ得ルモノニアラス露支及奉露協定中ニ左様ノ規定アルハ事實上支那ノ回收ヲ禁止シタル規定ニシテ斯様ノ規定ヲ基礎トシテ本件ノ商議ヲ行フカ如キハ斷シテ不可ナリ

右諸點ニ就キテハ「ソ」聯側ノ深甚ナル反省ヲ促サルルヲ得サル次第ナルカ今「ソ」聯提出ノ覺書中ノ細目ニ就キ檢討スルモ事實ニ相異セル點頗ル多ク之ヲ略記セハ左ノ如シ

一、「ソ」聯ハ奉天官憲ニ依リ不法且暴力的ニ奪取サレタル同鐵道ノ財産ヲ含メテ之ヲ滿洲國ニ賣却スル云云トアルモ右奪取サレタル財産トハ何ヲ指スヤ?

假リニ右ハ松花江ニ於ケル北鐵所屬ノ汽船及八區埠頭、哈爾濱ニ於ケル電話局、若クハ鐵道附屬地ヲ指スモノトシテ討究スルニ松花江ノ汽船、八區埠頭ハ北鐵ノ莫大ナル經費ニヨリ建設セラレタル浦湖「エゲルセリド」埠頭ヲ「ソ」聯カ勝手ニ沒收シタル暴舉ニ對スル奉天官憲ノ報復的手段ニシテ而モ右兩者ヲ比較セハ「エゲルセリド」埠頭ノ價值遙ニ汽船及八區埠頭ノ價值ヲ凌駕スル事實ニ鑑ミ奉天官憲ハ斷シテ不法ニ且暴力的ニ奪取シタルモノニ非ス哈爾濱電話局ノ如キハ鐵道營業ト何等關係ナキ支那ノ主權ヲ侵犯セル機關ニシテ之ヲ奉天官憲カ接收スルコト亦當然ノ次第ナリ附屬地ニ就キテモ奉露協定ハ明白ニ鐵道ニ必要ナル土地ヲ除ク一切ノ土地ヲ

支那ノ行政權下ニ還附スル旨ヲ規定シ居リ今日問題トスヘキニ非ス

二、北鐵ニ屬セスシテ干渉當時同鐵道上ニ抑留サレタル「ソ」聯ノ財産又ハ車輛ノ交換カ未完了ナルカ爲ニ北鐵上ニ殘サレタル「ソ」聯ノ財産トハ目下問題トナリ居ル機關車及貨車ノ事ナラシカ右機關車及貨車ノ所屬問題ハ別トシテ之ヲ一應北鐵ニ返還シ現狀ヲ回復シタル後慎重ニ其ノ所屬ヲ決定スヘキカ當然ニシテ本件ハ既ニ原地ニ於テ事務當局者間ニ於テ論議中ナレハ本會議ニ於テ之ニ觸ルルコトハ避ケタシ

三、「ソ」聯ノ覺書中ニ列記セル各種財産中哈爾濱電話局若クハ松花江汽船及八區埠頭ノ如キモノヲ包括シ居ル處右ハ既ニ支那カ其ノ主權ニ基キ正當ニ接收シ之ヲ相續セル滿洲國ノ財産トシテ運用サレ居リ斯様ノモノヲ財産目錄中ニ包含スル理由ナシ尙覺書中ノ財産其ノ他同時ニ滿洲國ニ引渡サルヘキ北鐵ノ有スル一切ノ附帶事業並財産ハ既ニ三十年ノ久シキニ亘リ廢棄ノ儘放置サレ今後大修繕ヲ加ヘテ此等ヲシテ本來ノ機能ヲ發揮セシムル爲ニハ新タニ建設スルト同様ノ費用ヲ要シ旁右カ今日ニ於テ北滿ノ産業及經濟發展上絶大ナル役割ヲ演シ居レリト「ソ」聯側ノ見解ニハ斷然同意シ得サル所ナリ

四、「ソ」聯ハ北鐵カ歐亞間ノ國際交通上重要ナルコトヲ指摘シ居ルモ國際旅客ノ通路タル事實



トソノ經濟的價值トハ全然別個ノ問題ニシテ滿洲國カ北鐵ノ權益ヲ回收シテ收益ナキ國際交通路ノ維持ニ當ルハ事口有難迷惑ト云フノ外ナク況ンヤ右事實ヲ根據トシテ代價額ノ増加ヲ主張スルカ如キハ全然不可ナリ

猶北鐵カ南北兩滿洲及海洋トヲ連絡スル主要幹線タル意義ヲ主張シ居ラルルモ目下急速ニ進行シツツアル滿洲國鐵道工事ノ完成ト共ニ右ノ如キ意義ハ消滅シツツアリ

五、「ソ」聯側ハ北鐵ノ財政狀態カ頗ル良好ニシテ一九二四年「ソ」支共管以來一九三〇年迄ノ營業收益ハ支出ヲ超過スルコト一億四千萬金留以上即チ年平均二千萬金留ナリト指摘シ居ル處當方ニ於テ北鐵統計年報ニヨリ調査セル所ニヨレハ右七ケ年ノ年平均收益ハ僅ニ七百五十萬金留ニ過キス「ソ」聯側ノ計算カ如何ナル根據ニ基キ斯様ニ多額ナル數字ヲ持出サレタルヤ不明ナルモ恐ラク右ハ護路軍運送費ヲ勝手ナル方法ニヨリ算出シテ之ヲ貸方ニ記入シタルト支那側特別區諸機關ニ對スル補助金ヲ純益トシテ計算シタル結果ナルヘシト想像ス果シテ然ラハ北鐵警備ノ爲存在スル護路軍ノ輸送費ヲ要求スルカ如キハ不當ニシテ從テ之ヲ貸方ニ記入スルハ不可ナリ又滿洲側諸機關ニ對スル補助費ハ北鐵カ一切ノ税金及課金ノ納付ヲ免除サレ居ルカ爲ニシテ北鐵ヨリソノ存留ノ爲ニ補助ヲ爲スハ當然ニシテ從テ右支出ハ正當ナルモノトシテ借方

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ニ計算スルコト然ルヘク旁「ソ」聯側ノ記載スル純益額ハ何等根據ナキモノナリ

更ニ滿洲事件發生以後ニ於テモ良好ナル營業成績ヲ收メ居レリト主張シ一九三二年ニ於テ一千一百萬留ノ收益超過ヲ來セリト主張スルモ右ハ北滿治安維持並北鐵警備ノ爲活動セル軍隊ノ輸送費ヲ獨斷的ニ高く見積リタル結果左様ノ途方モ無キ數字ヲ致セル所以ニシテ右ノ如キ輸送費ヲ除ケハ幾分ノ缺損ヲ招ク恐レアルコトハ「ソ」聯側ノ熟知セル所ナルヘシ現ニ本年四月下旬北鐵問題ニ關シ「リトヴィノフ」外務人民委員カ大田日本大使ニ提出シタル「メモランダム」中ニモ「本鐵道ハ最近一年半ノ事業ノ爲收支相償ハサルニ至リ得ヘク現ニ至リシコト」ヲ率直ニ言明シ居ルニ不拘「ソ」聯側委員カ斯様ノ出鱈目ノ數字ヲ持チ出スハ全く理解ニ苦シムル所ナリ

之ヲ要スルニ北鐵ノ滿洲國ニ對スル經濟的價值ハ極メテ微小ニシテ斯ノ如キモノニ對シ「ソ」聯ノ要求スルカ如キ價額ノ代價ヲ支拂フコトハ絕對ニ不可能ナリ

滿洲國トシテ支拂ヒ得ル代價額ノ限度ハ三日ノ本會議ニ於テ主張セシ五千萬圓ニシテ右代價額ノ算定方法ハ何處迄モ北鐵ノ現在ニ於ケル建設費ヲ基準トシテ其ノ現有價值ヲ算定スルヲ合理



的ト爲シ右基礎ニヨリ最寛大ニ算定シ附帶事業其ノ他ノ一切ノ北鐵財産ヲ含メ五千萬圓ト算定スルコトハ極メテ妥當ニシテ金錢問題ヨリモ寧ロ日、滿、「ソ」間紛議ノ根源ヲ絶ツコトヲ以テ本件提議ノ最大理由ナリトセハ「ソ」聯側ハ速ニ滿洲側ノ提議ヲ受諾スヘキナリ「ソ」聯側ノ北鐵附帶財産ヲ四千萬金留ト見積リ居ル處我方ノ計算ニ依レハ九百五十萬金留内外ニシテ「ソ」聯側ノ取分ヲ半額トセハ約四百七十五萬金留内外トナリ右ハ我方ノ提議セル五千萬圓中ニ包含セラレ居ル次第ナリ

六、「ソ」聯ハ北鐵カ全部滿洲國ノ手ニ歸シタル場合北鐵ニ對スル第三者ノ要求ハ滿洲國ニ於テ引受クヘキモノナルコトヲ主張シ居ル處「ソ」聯ハ既ニ露支及奉露兩協定ニ於テ一九一七年以前ノ北鐵ニ對スル一切ノ債權ニ就キ責任ヲ負フ可キ旨約束シ居リ一九一七年以後ニ於ケル第三者ノ要求モ當方ノ調査ニ依レハ全部「ソ」聯ノ責任ニ歸スヘキモノト思考スルカ故ニ北鐵ニ於ケル權利讓渡後ニ於テハ右要求ニ對スル責任ハ當然「ソ」聯ニ於テ負擔スヘキモノニシテ「ソ」聯ノ提議ニハ應諾シ難シ尤モ將來研究ノ結果滿洲國ニ於テ當然負擔スヘキコト條理上當然ナルカ如キ要求アル場合ニ於テハ此ノ限リニ非ス

七、支拂方法ニ就テハ本件代償額決定以後ニ於テ協定ヲ遂クルコト適當ナルモ「ソ」聯ノ提議セル物資及公債證書ニテ年賦ニテ支拂フ趣旨ニハ同意ナリ

八、「ソ」聯側ハ北鐵權利讓渡問題ニ關聯シ滿洲國ト各種ノ特別協定ノ締結方ヲ希望シ居レル處右「ソ」側ノ希望中苟モ滿洲國ノ主權ニ對スル制限ト認メラルルカ如キモノニハ斷シテ應諾シ難シ但シ國際交通ノ圓滑ヲ期スルカ爲對等國間ニ於テ普通取極メラルカ如キ取極メニハ應諾スルニ異議無シ猶北鐵ニ働キ居ル「ソ」聯籍従業員ニ對シテハ人道的常識ノ許ス範圍ニ於テ之ヲ待遇スルコトニ異議ナク此ノ種細目ニ就テハ北鐵權利讓渡ニ關スル大綱ニ付意見ノ一致ヲ見タル上特別委員會其ノ他ノ方法ニヨリ決定スルニ異議無シ

之ヲ要スルニ蘇聯ノ本件提議ハ全體トシテ不合理ニ滿チ假リニ「ソ」聯ノ主張スルカ如キ投下資本ニ基キ之ヲ計算スルトスルモ蘇聯ノ言フカ如キ四億一千餘萬留ト云フカ如キ數字ハ承認スルヲ得ス我方ノ調査ニ依レハ右「ソ」聯ノ算出セル數字中ニハ建設資本ノ原價償却費、支拂利子ノ如キ奉露協定第一條ニ規定セル實際ニ要シタル費用ト認メ難キモノ其ノ他不當ナル費目ヲ含ミ居リ我方ノ見ル實際ニ要シタル資金ハ二億二千六百九十九萬八千五百八留六哥ナリ

而シテ奉露協定ノ規定ニ從ヘハ今後三十年以内ニ北鐵ニ關スル一切ノ權利カ滿洲國ニ無償ニテ移轉セラレヘキニ鑑ミ現實ノ價額ヲ最寛大ニ見積リテ之ノ二分ノ一トナシ更ニ滿洲國カ其ノ半



分ノ持分ヲ持テ居ルトセハ滿洲國ノ支拂フヘキ正當ナル最高ノ代償額ハ前記金額ノ四分ノ一即チ五千六百七十二萬七千二百七十七圓十五哥ナリト云ハサルヘカラス然レトモ滿洲國ハ右ノ如キ計算方法ニ承服シ難ク何處迄モ其ノ現有價值ニ依リ之ヲ評價センコトヲ主張ス其ノ方法トシテ先ツ現在北鐵千七百二十六「キロ」ヲ今日建設スルトシテ其ノ一「キロ」建設費ヲ八萬圓ト見積レハ總額一億三千八百萬圓トナリ現在ノ北鐵ノ状態ニ鑑ミ右ヨリ減價額五割ト假定シ是ヲ差引ケハ現在ノ北鐵ノ總價值六千九百萬圓トナリ「ソ」聯國ノ持分ヲ其ノ半額トスレハ滿洲國ノ支拂フヘキ代償額ハ三千四百五十萬圓内外ナリ之ニ附帶財産ノ「ソ」聯持分ニ當ル金額ヲ加ヘ且政治的ニ考慮シ幾分増額シテ五千萬圓ナル數字ハ極メテ妥當ナルモノトシテ滿洲國ノ強硬ニ主張セントスル所ナリ

(Translation)

The proposal of the U.S.S.R. regarding the North Manchuria Railway is based upon the assumption that the said railway and all its properties are owned by the Soviet Union. It is absolutely impossible for Manchoukuo to agree to such an assumption no matter what views may be entertained on this question by the Government of the Soviet Union or any other

government.

In no treaty can there be found a passage that may be interpreted as confirming the ownership of the U.S.S.R. of the North Manchuria Railway and its properties. According to the treaty and all other available documents relating to the construction and operation of the Chinese Eastern Railway the Chinese Government, upon payment of 5,000,000 silver taels to the Russo-Asiatic Bank, acquired the qualification to become a partner in the enterprise. Moreover, for the construction of the railway China offered government-owned lands free of charge, exempted customs duties on the construction material and accorded every imaginable facility. It was also provided that president of the Chinese Eastern Railway should be a Chinese and the seal of the railway company be supplied by the Chinese Government. In the face of these facts, the claim of the Soviet Union to the sole ownership of the railway upon the ground that Russia provided the funds for its construction can scarcely be valid.

Upon the establishment of the Soviet Union in 1917 it was publicly declared that all the Russian secret treaties with other Powers (including the Sino-Russian secret treaty, directed against Japan and leading ultimately to the construction of the Chinese Eastern Railway) were to be cancelled forthwith. Later the so-called "Kharaian declarations" of June 25, 1919, and of September 27, 1920 announced that the Soviet Union would restore without compensation to China all the rights and privileges that had been forcibly acquired by the Czarist



Government. In the second declaration above the Government of U.S.S.R. undertook to conclude a special treaty regarding the mode of the uses to be made by Russia of the Chinese Eastern Railway. Thus, even supposing that the Railway had been a Russian property prior to those declarations, it is proper to conclude that following those declarations the Soviet Union abandoned in favour of China its proprietary rights to the railway.

The Sino-Russian Convention and the Mukden Agreement of 1924 are to be regarded as instruments whereby China granted to the Soviet Union the right to a joint management of the Chinese Eastern Railway. The phrase in those treaties—"The Chinese Eastern Railway constructed with Russian capital"—merely indicates the origin of the funds for the construction, while another phrase—"the purchase of the Chinese Eastern by China"—in the same instruments means, it is plain, the purchase by China of the rights of Soviet Union in the Railway.

It is therefore absurd to claim the ownership to the railway simply on the strength of these casual wordings in the treaties.

Even admitting for the sake of argument the validity of the Soviet's contention, the actual fact that at present the North Manchuria Railway is being operated under the joint management of the Soviet Union and Manchoukuo (successor to China) in accordance with the stipulations of the Sino-Russian Convention of 1924 and the Mukden Agreement, and its profits are

being equally divided between the two countries, the sole ownership by the U.S.S.R. can be nothing but nominal. Furthermore, the railway is, according to treaty, to revert without compensation to Manchoukuo within 30 years or so. In these circumstances, the demand of the Soviet Union on the basis of such dubious rights for the entire value of the North Manchuria Railway is wholly inacceptable.

Manchoukuo, because she claims for herself the ownership of the North Manchuria Railway, considers it reasonable to pay of one-third of the total value as compensation for the abandonment by the Soviet Union of the latter's rights in the railway. However, with a view to composing the conflicting views on the two sides, it has been brought to set the liberal figure of one-half of the total value as the price.

In fixing the amount of compensation the Government of the U.S.S.R. starts upon the capital invested by the Czarist Government as the basis. In this connection it should be recalled that the Soviet Government has the habit to act only to suit its convenience. Once it ventured upon the sole management of the North Manchuria Railway utterly ignoring the Sino-Russian Convention and the Mukden Conventions. Then, it refused to organize a joint committee provided for in the Kharshah declarations in order to confer upon the details of the joint operation. More recently, it proposed the sale of the North Manchuria Railway without at all consulting the Government of Manchoukuo, and in violation of the Sino-



Russian Convention and the Mukden Agreement. Now it seeks to set up an excessive sum for compensation on the strength of the very convention of Mukden. Such is the unprincipled attitude of the Soviet Union. The Soviet Union estimates the value of the North Eastern Railway on the basis of the money and material of the Russian people expended for its construction. But no one with common sense will see how Manchoukuo should be made to shoulder the responsibility for the vast sum of money so prodigally spent by the Czarist Government for the construction of the Chinese Eastern Railway as an engine of its aggression on the Far East. If for the reason that the burden of the cost of the railway construction had been borne by the Russian people, the Soviet Government can properly claim such a huge sum as compensation, what is it going to do with the losses amounting to billions of roubles that were suffered by the Manchurian people as a consequence of the nullification by the Soviet Government of the paper notes issued under the Romanoff and the Kerensky regimes? What is it going to do with the damages done to the many Manchurians residing in Russia through the confiscations of private properties following the Revolutions? Again, what is it going to do with the 300,000,000 yen of unpaid debts that Russia owes to ally, Japan? The losses suffered by the Manchurian people are, if computed, certain to exceed by far the losses to the Russian people through the construction of the North Manchuria Railway. A logical conclusion along such a line of calculation would be that the Soviet Union should be happy

to give up the North Manchuria Railway without compensation as part payment of her vast indebtedness.

Manchoukuo does not approve the employment by the Soviet Union of the imaginary gold rouble as basis of evaluation in view of the fact that to-day the value of gold is excessively appreciated, and the principal countries of the world have abandoned the gold standard. From the standpoint of the purchasing power it is considered proper to put the current paper yen at par with the erstwhile gold rouble, and to use yen as the basis of calculation.

Again Manchoukuo cannot accept, in conducting negotiations on the transfer of buildings, the principle that their values are to be fixed on the basis of the capital invested in their constructions. That in the Sino-Russian Convention and the Mukden Agreement this principle is embodied is merely due to the fact that it is meant thereby to prohibit practically the purchase of buildings by China.

As a matter of fact the prices of buildings should be fixed in accordance with their values as they actually stand.

The serious considerations of the Soviet Government are invited on these points above.

1) The proposal of the Soviet Union refers to the sale of the railway properties including those which were unlawfully confiscated by force by the Mukden authorities, but it is not clear what is meant by the unlawfully confiscated properties.



It may be taken that these properties include the vessels and piers of the North Manchuria Railway on the Sungarri, the telegraph office at Harbin, and the railway zone. But the vessels and the piers above referred to were confiscated by the Mukden authorities as a measure of reprisal for the illegal confiscation by the Soviet authorities of the Egelsheld Pier at Valdivostock which had been constructed by the North Manchuria Railway at an enormous cost. In view of the fact that the value of the latter far exceeds that of the former, it cannot be said that the measures taken by the Mukden authorities were unlawful and confiscatory. The telegraph office at Harbin itself had nothing to do with the railway administration, and it is only natural that the Mukden authorities expropriated this establishment of which the operation by the Soviet Union was clearly in violation of the sovereignty of China. As for the railway zone, since the Mukden Agreement stipulates that all land excepting the land necessary for the railway should be restored to the Chinese administration, there can be no question in this regards.

2) The Soviet proposal then refers to the property of the Soviet Union still remaining on the North Manchuria Railway because of the fact that the property or rolling stocks not belonging to the Railway were detained on this line at the time of the intervention by the Mukden authorities and that they were not yet fully restored to proper owners. It seems that this refers to the locomotives and wagons which have become of late a subject of controversy.

Apart from the question of the ownership of these locomotives and wagons, it cannot be gainsaid that the proper measure to be taken in this connection should be first to return these materials to the North Manchuria Railway, thus restoring the status quo ante, and then to proceed to the solution of the question of ownership. Besides, this matter has been taken up between the authorities of the two countries on the spot, and it is desirable that this question should not be raised during the present negotiations.

3) Among the properties enumerated in the Soviet Memorandum are found such as the telegraph office at Harbin, vessels and piers on the Sungarri. These have already been justly expropriated by China in accordance with her sovereign rights and are being administered as property of Manchoukuo which has succeeded China. Therefore, there is no reason why they should be included among the items of the Soviet properties. Furthermore, the properties enumerated in the memorandum as well as the enterprises and properties appurtenant to the North Manchuria Railway which are to be transferred to Manchoukuo simultaneously with the Railway have been utterly neglected for the last thirty years, with the result that considerable expenses will have to be borne in order to restore them to their normal conditions—expenses which will be almost sufficient to construct them anew. Under these circumstances, it is impossible to agree to the contention of the Soviet Union that they are playing an important part in the industrial and economic development of North Manchuria.



4) The Soviet Union points out the important position which the Railway occupies in the transportation system between Europe and Asia. But it must be remembered that the economic value of the Railway is not dependent upon the fact that it constitutes an international route of passengers. As for Manchoukuo, she cannot but feel burdensome to keep open this international passage without any material profits. Certainly, there is no ground to increase the price of the Railway on the strength of the above fact.

The Soviet Union further stresses upon the significance of the fact that the Railway constitutes the principal line connecting North and South Manchuria and the sea. But this significance will disappear with the rapidly approaching completion of the railway network of Manchoukuo.

5) The Soviet Union maintains that the financial condition of the North Manchuria Railway is extremely satisfactory, and that from the beginning of the Sino-Soviet joint management of the Railway from 1924 to 1930, the income exceeded the expenses by some 140 million gold roubles or an average net income of 2 million gold roubles a year. However, according to our investigation on the basis of the annual statistical report of the North Manchuria Railway, the average annual net income during these seven years is no more than 7.5 million. While it is not certain how the Soviet Union have arrived at such figure it is probable that in these figures the expenses involved in the transportation of railway

guards have been calculated unduly and regarded as profit, and that subsidies given to various institutions in the Special District have been considered as net profits. If such is the case, it must be said that it is unreasonable to demand the reimbursement for the expenses for the transportation of railway guards and therefore, it is unjustifiable to consider them as profits. Furthermore, since the North Manchuria Railway is exempt from taxes and other dues, it is only natural that it should pay subsidies to various institutions of Manchoukuo. Therefore, these expenses are of such nature as to be regarded as liabilities. Under these circumstances, it is evident that the amount of the net income given by the Soviet Union is baseless.

Furthermore, the contention that the Railway has been operated with fair profit after the outbreak of the Manchurian affair realizing a net profit of 1,100 million roubles in 1932 is quite untenable and the offer of such fantastically high figures is due to the over-estimation of the charge of transportation of the armies operating for the purpose of maintaining order in the northern parts of Manchuria and defending the safety of the Railway. The Soviet Union must be well aware that the Railway is likely to suffer some loss if the above charge of transportation is deducted from its income. In view of the fact that the Soviet foreign commissar Monsieur Litvinoff frankly stated in the memorandum addressed to Ambassador Ohta, toward the end of April this year, that "the Railway may possibly have to face, and actually has faced, deficit owing to the Manchurian affair which has now lasted over a year and a half", it is beyond our comprehension that the Soviet representatives should have named these un-



reasonable figures.

In short, the economic value of the Railway for Manchoukuo is extremely small, and it is absolutely impossible to pay an extravagant price for it.

The utmost price Manchoukuo will pay in compensation is 50,000,000 yen as stated at the main Conference of July 3rd.

The amount of reimbursement must be estimated on the basis of the present cost of construction of the Railway, and the proposed sum of 50,000,000 yen which covers all the Railway properties with its entire auxiliary enterprises is very just and proper, as it is rather generously computed. As the chief reason of the Soviet proposal of the Railway transfer is to eliminate the causes of friction between Japan, Manchoukuo and the Soviet, the Soviet Republic should instantly accept the offer of Manchoukuo. Whereas the Soviet Union estimates the value of the properties attached to the Railway at 40,000,000 gold roubles, it only amounts to some 9,500,000 gold roubles according to our calculation, and, granting the Soviet half of it as her share, it is merely about 4,750,000 gold roubles, which is included in our offer of 50,000,000 yen.

6) The Soviet Union maintains that after taking over of the Railway by Manchoukuo, all the claims of third parties against the Railway must be settled by the latter. However, the Soviet Union has pledged herself responsible, by the Russo-Chinese Convention, and the

Mukden Agreement, for all the claims of third parties, originating prior to 1917, against the Railway. Moreover, in our opinion, those claims of third parties originating after 1917 should, by their nature, properly be settled by the Soviet Union. Therefore, we maintain that after the transfer of the Russian rights in the Railway to Manchoukuo, these claims should justly be met by the Soviet, although we shall not refuse to consider such claims as might seem by future investigation to be more reasonably settled by us.

7. As for the modality, it seems proper to reach some special agreement after the amount of reimbursement has been agreed upon. We, however, accept in principle the proposal of the Soviet Union of payment by yearly installment in goods and by bond.

8. The Soviet Union is desirous of concluding various special agreements with Manchoukuo regarding the transfer of the rights in the Railway. Manchoukuo, being desirous of facilitating the international communication, is ready to enter into agreements ordinarily concluded between the countries of equal status except those which may in any way injure her sovereignty. Manchoukuo has no objection, to extending as far as possible hospitable treatment to the Soviet employees of the Railway, and will endeavor to find some suitable solution by establishing a special Committee or through other means after the parties will have reached agreement over the more important questions of the transfer of the rights in the Railway.

In short, the Soviet proposal on the whole is quite unreasonable, and the high figure of



410,000,000 roubles, even if computed on the basis of capital investment as proposed by the Soviet Union, is inadmissible. According to our investigation the Soviet's computation includes many improper items. The real capital involved is ascertained to be 226,908,508.6 roubles.

In view of the fact the Railway is to revert without compensation to Manchoukuo within 30 years, the actual value of the Railway at present should not amount at most to more than half of the above figure. Deducting from it Manchoukuo's one half share, the amount due to the Soviet Union will be one quarter of the same figure, viz., 56,727,127.15 roubles.

However, Manchoukuo, which is absolutely opposed to the above method of computation, insists on the evaluation according to the actual value possessed by the Railway. Supposing that the Railway, 1726 kilometres long, were to be built to-day, at the cost of 80,000 yen per kilometre, the total construction cost would be 138,000,000 yen. Taking into consideration the depreciation which may be set at 50%, the actual present value may be fixed at 67,000,000 yen. The Soviet Union being entitled to only one half of that amount, the sum to be paid by Manchoukuo will be about 34,500,000 yen. Adding thereto the value of the Soviet's share in the Railway properties, we offer 50,000,000 yen as a very proper and generous figure.

## 八、第四回正式會議ニ於ケル蘇聯邦代表部ノ聲明

(昭和八年七月五日)

「ソヴェエト」代表部ハ滿洲國代表部ノ聲明ヲ聽取シテ(聲明ノ正文ハコノ會合ノ席上テハ傳達サレナカッタ)右ノ聲明書ノ中ニハ「ソヴェエト」政府ニ對スル一連ノ許シ難キ非難攻撃カ含マレテ居ルコトヲ認メタ此等ノ非難攻撃ハ諸事實ヲ歪曲シ滿洲國ニ對シテモ將又我我ノ審議ノ對象ニ對シテモ何等ノ關係ハナイ諸問題ヲ論争ニ捲込ムコトヲ土臺トシテナサレタモノテアル

「ソヴェエト」代表部ハ諸問題ノ友好的且誠意アル審議ニ對シテ何ノ役ニモ立たナイトコロノ此ノ事實ヲ「ソヴェエト」政府ノ平和愛好精神ノ誤レル解釋ニヨルモノトテ指摘スル

「ソヴェエト」代表部ハ本會議ニ關係ナキ此等ノ問題ニ付テハ如何ナル論争ヲモナシ得ナイト認メ且正確ナル事實ト有效ナル諸條約ノ尊重遵守ニ基イテ「ソヴェエト」代表部ノ爲シタル諸提議ニ從テ眞面目ナ事務交渉ヲナス用意ヲ從前通持ツテ居ルコトヲ確認スルモノテアル

滿洲國代表部ノ聲明正文ヲ入手シタ上テ「ソヴェエト」代表部ハ誠意ト眞劍サヲ持ツテ將來モ東支鐵道賣却問題ノ公正ニシテ友好的審議ニ努力セントスルモノテアル



### 九、第四回正式會議ニ於ケル滿洲國側聲明

(昭和八年七月五日)

今日滿洲國代表部ニ於テ發表シタル聲明書ハ絕對事實ニ基キテ發表シタルモノチアツテ事實ニ根據ナシトイフ事ハ「ソ」聯側ノ全然誤解ナリ

滿洲側ハ常ニ卒直ニシテ誠意アル聲明ヲ爲ス次第テアツテ今後モ其ノ精神ニ基キテ會議ヲ進行セントスルモノチアリマス今後ノ希望トシテモ此ノ問題ヲ短イ時間ノ間ニ完全ニ解決スルカ爲ニハ雙方ノ誠意アル而シテ公正ナル進行方ヲ希望スル次第テアリマス

### 一〇、第四回正式會議「コンミニユニケ」(昭和八年七月五日)

第四回會議ニ於テハ雙方ノ發表セル追加聲明ヲ聽取シ各代表部ニ於テ右聲明ノ正文ヲ知悉ノ上次回會議ノ日時ヲ協定スルコトニ決定セリ



一一、第五回正式會議ニ於ケル蘇聯邦側ノ

聲明ニ對スル滿洲國側ノ反駁 (昭和八年七月十四日)

- 一、蘇聯側ハ自己ニ都合ヨキ假定ニ基キ長ト意見ヲ述ヘラレタル處右ニ對シテハ滿洲國ニ於テモ研究ノ上次回ノ會議ニ於テ反駁ヲ加フルノ權利ヲ留保シタシ
- 二、只此ノ際一言シ置キタキハ蘇聯側ハ反駁文中ニ於テ滿洲國側カ蘇聯側ノ採用セル建設費ヲ代價額算定ノ基礎ト爲スコトニ同意セルカ如キ文句ヲ用ヒラレタレ共七月五日ノ滿洲側聲明中ニ蘇聯側ノ計算方法ニ言及セシハ假リニ蘇聯側ノ計算方法ニ據ルトスルモ蘇聯側ノ掲ケタル數字カ誤認ナル旨ヲ參考ノ爲ニ指摘シタルニ止リ斷シテ右ニ依リ蘇聯側ノ計算方法ヲ認メタルモノニ非ス

滿洲側トシテハ何處迄モ北鐵ノ現有價值ニ基キ代價額算定ノ基礎トスルコトヲ主張スルモノナリ  
 從テ右基礎ニ依リ算出揭示セル五千萬圓ノ代價額ハ極メテ正當ナルモノトシテ讓歩シ難キ所ナリ

三、蘇聯側ハ反駁文中ニ奉天官憲カ北鐵ノ財産ヲ不當ニ占取セルカ如キ文句ヲ用ヒ居ル處奉天官憲ノ行爲ハ支那ノ主權ニ基キ相當ノ根據ニ依リテ行ヒタル所ニシテ掠奪ニ非ス若シ是ヲ掠奪ナリト云ハハ蘇聯官憲カ其ノ國內ニ於テ外國人ノ財産ヲ國有化シ若クハ高率ナル課税ニ依リ放棄ノ止ム無キニ至ラシメタル行爲ヲ如何ニ説明スルヤ

四、蘇聯側ハ今日ノ反駁文中ニ於テ頻リニ北鐵ノ價值ノ莫大ナルコトヲ高調シ居ル處果シテ然ラハ何故ニ今回北鐵ニ於テ有スル自己ノ權利ヲ讓渡セントスルヤ惟フニ滿蘇兩國ハ社會制度ヲ異ニシスノ如キ兩國カ現在ノ如キ不自然ナル狀態ニテ滿洲國內ニ於テ北鐵ヲ經營スルハ舊支那政權ニ於テスラ種種ノ紛議ヲ來シ今日舊時代ヨリ全然面目ヲ改メタル滿洲國政權ノ下ニ於テハ益紛議ヲ増スヘキヲ憂ヘタルト且北鐵カ最早今後ニ於テハ蘇聯ニ對シ何等經濟的・政治的・利益ヲ齎ラササルヘキコトヲ考慮シタル結果ナリト思考ス且北鐵ハ舊露西亞帝國ノ侵略ノ工具ニシテ蘇聯ノ理想トハ遠キモノナルニ鑑ミ蘇聯側ハ此ノ際大局ヨリ見テ正當ナル滿洲國側提議ヲ受諾シテ本件ノ急速ナル解決ニ努力セラレンコトヲ希望ス

最後ニ蘇聯側ハ今日ノ反駁文中ニ於テ北鐵ニ對スル所有權ノ主張ヲ今尙繼續セラレ居ルカ滿洲國トシテハ斯様ナル主張ニハ斷シテ同意シ難キコトヲ茲ニ言明シ置ク次第ナリ



(Translation)

1. The Soviet Delegation argued most copiously upon premises chosen for its own convenience. The Manchoukuo Delegation desires to reserve for next occasion its comments upon the Soviet statement after having made a careful study of it.
2. A word, however, should be said as to the apparent mistake on the part of the Soviet Delegation in stating as though Manchoukuo were prepared to agree to adopt as the basis for fixing the transfer-price the figures for the cost of the Railway construction as submitted by the Soviet Government. In our statement of July fifth, we were only referring to the manner of evaluation as proposed by the Soviet Union, simply in order to point out the gross miscalculation of the Soviet Government. We have never accepted the method of evaluation as proposed by the Soviet Union. Manchoukuo must insist upon fixing the price on the basis of the actual value possessed by the Railway at present. Accordingly, we cannot recede from our position that ¥50,000,000 which has been set up upon that basis, is a fair price.
3. It is asserted by the Soviet Delegation to the effect as if the Mukden authorities had improperly seized the property of the N.M.R. As a matter of fact, the action of the Mukden authorities was not without substantial justification, being entirely within the sovereign right of China. What they did was not an act of robbery. If it had been so, what should the act of the Soviet authorities be called who nationalized the property of the aliens within their terri-

ories or taxed it so high as to force them to abandon it? The Soviet Delegation dwelt speciously upon the great value of the N.M.R. If the Railway was really of such a high value, why does the Soviet Government desire to sell its right in the Railway? There must be two reasons: first that in view of the past troubles that had arisen even under the old Chinese regime in connection with the operation of the Railway, the Soviet Government is afraid of greater complications under the Government of Manchoukuo; and secondly that the N.M.R. can no longer bring any economic or political benefits to the Soviet Union. Now, in consideration of the fact the Railway which was once used by the Czarist Russia as a tool for imperialistic invasion, is least compatible with the ideal of the Soviet Republic, it is sincerely hoped that the Soviet Republic will, acting upon a broader view-point, accept the just offer of Manchoukuo and thus bring about a speedy settlement.

Lastly, Manchoukuo wishes to make it quite clear that she can never admit the persistent contention of the Soviet Republic, repeated today in the latter's statement, regarding the Soviet ownership of the Railway.



## 一一一、第五回正式會議「コンミユニケ」

(昭和八年七月十四日)

第五回會議ニ於テハ雙方提議ノ審議續行セラレ次同會議ニ關スル日時ハ雙方書記長間ニ於テ決定スルコトトセリ

## 一二三、第六回會議ニ於ケル蘇聯邦代表部ノ聲明

(昭和八年八月四日)

「ソヴィエト」代表部ハ滿洲國代表部ノ名ニ於テ丁氏ニ依リ爲サレタル通告ヲ聽取シテ曩ニ「ソヴィエト」代表部ノ通達シタル覺書及其ノ他ノ文書中ニ於テ北滿鐵道賣却ニ關スル交渉ト關係アル一切ノ問題ニ對スル「ソヴィエト」側ノ見解カ餘蘊ナク且事務的ニ表示セラレアルコトヲ聲明ス同時ニ「ソヴィエト」代表部ハ丁氏ニ依リ爲サレタル聲明ヲ研究シタル上會議ニ直接ノ關係アル諸點ニ付テ回答スルノ權利ヲ留保ス但會議ニ關係無キ問題又ハ現行協定及一般周知ノ事實ニ基キ全ク争ナキ問題ニ關スル如何ナル討論ニ對シテモ依然トシテ反對スルモノナリ交渉ノ迅速且成功的進捗ニ努メツツ「ソヴィエト」代表部ハ交渉ノ成功ヲ保障スヘキ誠意ト希望ヲ披瀝シタリ殊ニ「ソヴィエト」側ハ其ノ表示シタル價格ノ全ク妥當ニシテ且十分根據アルモノナルニモ拘ラス之ヲ五千萬金留丈減額スルノ用意アルコトヲ表明シタリ「ソヴィエト」代表部ハ直ニ北滿鐵道賣却ト關係アル諸問題ノ眞剣且事務的ナル審議ニ移ランコトヲ提議スルト共ニ滿洲國代表部ニ於テ現行條約ヲ尊重及遵守シ且相互ノ利益並本交渉ノ重大意義ヲ考量シテ會議ヲ成功セシメン爲同様ノ誠意



ト用意ヲ示サレンコトヲ期待スルモノナリ

#### 一四、第六回正式會議ニ於ケル滿洲國

##### 代表部ノ反駁聲明 (昭和八年八月四日)

蘇方代表部ノ聲明ニ依レハ蘇方ハ北鐵カ蘇聯人民ノ勤勞資財ニ依リ建設サレタル理由ヲ以テ今尙北鐵ニ對スル單獨的所有權ヲ主張シ居ル處果シテ然ラハ蘇方ハ滿洲國カ前回ノ聲明ニ於テ指摘シタルカ如ク支那(滿洲國)カ北鐵建設當時土地ヲ無償ニテ提供シ凡ユル課金ヲ免除シ露清銀行ニ對シ組合費ヲ支出シタル等ノ莫大ナル犧牲ヲ如何ニ處置セントスルカ又蘇聯領内ニ於テ沒收ノ厄ニ會ヘル多數滿人ノ勤勞資財並北鐵建設及經營ニ際シ露人ノ鞭ノ下ニ苦役シテ獲得セル留紙幣カ蘇聯ノ行動ニ依リ無價值トナリタル爲ノ滿人勞働者ノ損害ヲ如何ニ處置スルヤ然レトモ本件ニ關シテハ滿方代表部モ蘇方代表部ト同様此ノ際深ク論議スルノ必要ヲ認メス過去ニ於テモ其ノ必要ヲ認メサリシモ蘇方代表部カ其ノ提議ノ基礎ヲ北鐵カ蘇聯人民ノ勤勞資財ニ依リ建設サレタル理由ヲ以テ北鐵ニ對スル單獨所有權ノ主張ニ置ク以上滿方代表部ニ於テモ如斯誤マレル見解ニ對シテハ飽ク迄抗爭セサルヲ得サル次第ニシテ滿方代表部ハ茲ニ重ネテ同鐵道カ蘇聯ニ屬スルコトヲ



明白ニ證據立ツルカ如キ文書若クハ正確ナル事實全ク無キノミナラス之レト反對ニ右鐵道ハ滿洲國ノ所有ニ屬スルモノナルコトヲ示ス確實ナル證據アルコトヲ特ニ繰返シ主張スルモノナリ  
 仍チ一九一九及一九二〇兩年度ノ「カラハン」宣言ニ依リ蘇聯政府ハ明カニ北鐵道舊帝政露西亞ノ侵略政策ニ依リ獲取セル一切ノ權益ヲ放棄シタルモノニシテ右放棄ハ之レニ對スル相手方ノ受諾アリタルト否トニ拘ハラス一方的宣言ニ依リ完全ニ效力ヲ發シタルモノト看ルヲ當然トス只當時支那ト協議ヲ必要トスル事項トシテ殘サレタル問題ハ其ノ放棄ノ手段方法等事務的問題ノミナリトス此ノ事務的問題未解決ノ故ヲ以テ宣言ニ其ノ效力ナシト論スルカ如キコトアランカ國際平和ノ基礎タル國際的信義ハ得テ望ムヘカラサルヘシ從ツテ北鐵ニ關シテハ一九二四年ノ露支及奉露兩協定ニ於テ支那側ヨリ蘇聯側ニ對シ其ノ經營ニ參加スルノ權利ヲ與ヘタルニ過キサレコトハ條理ノ上ヨリモ將又蘇聯ノ建國ノ精神ニ見ルモ極メテ明白ニシテ且世間周知ノ事實ナルコトハ最早論議ノ餘地無キ所ナリ

一、次ニ蘇方ハ今モ尙北鐵價格計算ノ基礎ヲ自己ニ都合良キ露支及奉露協定ノ規定ニ求メムトシテ一九三二年三月十二日附滿洲國ノ對外通牒ヲ引用シテ滿洲國ニ右協定ヲ遵守スルノ義務アルカ如ク主張シ居ル處露支及奉露協定ナルモノハ七月五日滿方代表部聲明ニ依リ明カナルカ如ク

蘇聯自ラ一方的ニ屢此等兩協定ヲ根本的ニ無視若クハ破壞シ舊奉天官憲スラ是カ無効ヲ聲明シ事態ヲ「カラハン」宣言當時ニ遡ラシメント企圖シタルモ無力ノ爲實行シ得ザリシ經緯アリ然ルニ今日蘇方カ此等ノ事實ニ目ヲ蔽ヒ北鐵評價上自己ニ都合ヨキ理由ノミヲ以テ滿洲國ニ對シ是カ遵守ヲ迫ルカ如キハ餘リニ不合理ニシテ滿方トシテハ此ノ際明カニ右兩協定ノ條項中苟クモ滿洲國ノ主權ニ牴觸スル點、純然タル商業的機關トシテノ北鐵ヘ「ステータス」ト相容レサル點並滿洲國ノ現狀ニ適セサル點若クハ條理上不合理ナル點ハ絕對之ヲ承認スルコト能ハサルコト即チ滿洲國ハ一商業機關タル北鐵及其ノ従業員ニ對シ正常ナル主權發動ノ自由ヲ有スルコトヲ茲ニ聲明ス

而シテ北鐵ノ價值算定ノ基礎ハ滿方代表部ノ既ニ再三主張セル通其ノ現有價值ニ依リ更ニ進ンテハ其ノ將來ノ利廻ヲモ加味シテ之ヲ決定スルコト條理上及商習慣上當然ニシテ滿方代表部ハ茲ニ明白ニ北鐵ノ價格算定ノ基礎ヲ奉露協定第一條第一項ニ求メントスル蘇方ノ申出ヲ拒絕ス

二、蘇方代表部ハ滿方代表部カ假リニ蘇聯代表部ノ採用セル計算方法ニヨルトスルモ尙其ノ揭示セル數字ハ不正確ナリトシテ指摘セル數字ノ根據ヲ示スヘク滿方ニ要求シ居ル處滿方代表部ト



シテハ滿方ノ提示セル數字ニ對スル根據ヲ示ス以前ニ於テ蘇方代表部カ滿方ノ提出セル以前ニ提示セル數字ニ對シ北鐵滿方當局ノ承認セル公式ノ文書及資料ニ基ク詳細ニシテ正確ナル根據ヲ示サムコトヲ要求ス尙滿方ノ提示セル數字ナルモノハ唯參考ノ爲ニ掲記セルニ止マリテ何等滿方代表部ニ於テ蘇方代表部ノ計算方法ヲ承認シタル意味ニ非ス且今後ト雖モ斷シテ斯様ノモノヲ承認スルコト無カルヘキコトヲ重ネテ聲明ス

三、蘇方代表部ハ北鐵ノ附屬財産ニ對スル滿方評價ノ基礎提示方ヲモ要求シ居ル處滿方代表部ハ右ニ關シテモ先ツ蘇方代表部カ同財産ヲ四千萬金留ト評價シタル權威アル基礎ヲ提示セムコトヲ希望ス蘇聯代表部ハ北鐵所屬ノ各種財産中ニ舊鐵道附屬地トシテ知ラルル土地迄ヲ包含セシメムト希望シ居ル模様ナル處露支及奉露兩協定(露支協定第九條第一項、奉露協定第一條第一項參照)ニ於テハ土地ニ關スル事項ハ支那國官憲ニヨリ處理セラルヘキ旨明白ニ規定サレ唯鐵道ニ必要ナル土地ノミハ其ノ内ヨリ除外サレ居ル處右鐵道ニ必要ナル土地トハ路線及停車場用地等鐵道經營上缺ク可ラサル土地ヲ意味シ當然鐵道建設費ノ一部トシテ北鐵自體ノ評價格中ニ一括包含サルヘキモノナリ從テ鐵道ニ必要ナル土地以外ノ土地ニ關シ奉天官憲ノ取レル處置ハ單ニ該規定ヲ勵行セシニ過キスシテ何等不當ナルモノニ非ス故ニ之ヲ別ニ附屬財産トシテ再度

評價ス可ラサルハ議論ノ餘地無キ迄ニ明白ナル所ナリ又松花江河船隊及電話局ハ前回ノ會議ニ於テ滿方代表部ノ聲明シ置キタル通奉天官憲カ正當ナル主權ノ發動ニ依リ前者ハ蘇聯官權ノ強力ニ依ル不法ナル「エゲルシエリド」埠頭略取ニ對スル報復手段トシテ又後者ハ支那ノ主權ヲ蔑視シテ不法ニ設立セラレタルモノトシテ之ヲ接收シ滿洲國カ正當ニ相續シタルモノニシテ今更斯ノ如キ物件ヲモ鐵道ノ附帶財産中ニ加ヘムトスル蘇方ノ企圖ノ全然無益ナルコトヲ斷言シ置クヘシ

「エゲルシエリド」埠頭ハ明カニ北鐵ヨリ經費ヲ支出シテ建設セラレタル北鐵ノ財産ナルコトハ何人モ否定シ得サル事實ニシテ一九二四年ノ露支及奉露協定調印ノ以前タルト以後ヲ問ハス蘇聯官憲カ之ヲ勝手ニ略取シ且商務代辦所ノ外國銀行預金迄モ奪取シタルハ正當ナル行爲ト認ムルコト能ハス

電話局ハ若シソレカ鐵道運行上ニ必要ナル電話通信業務ノミヲ行フモノナルニ於テハ之ハ當然鐵道自體ノ評價格中ニ含マルヘキ項目ナルカ問題ノ哈爾濱電話局ノ如キハ鐵道其ノモノニハ關係無ク一般公衆用ニ充テラレタル普通ノ電話局ナリ故ニ北鐵カスノ如キモノヲ設立及經營スルコトカ明カニ支那ノ主權ヲ無視スル行爲ニシテ奉天官憲カスノ如キ電話局ヲ接收スルコトハ當



然ナリ

若シ鐵道附屬地若クハ電話局迄鐵道ニ關係アルモノトシテ主張スル蘇聯側ノ論法ヲ正當ナリトセムカ途ニハ北滿ニ存在スル一切ノ資源及土地ハ全部北鐵ニ關係アリトシテ之ヲ管理スル權利カ北鐵ノ手ニ存スルトノ論法モ立チ得ヘク旁滿方ハ蘇方ノ本件ニ關スル主張ヲ承認スルヲ得ス

四、蘇方代表部ハ頻リニ北鐵ノ今後ニ於ケル機能及價值ノ大ナルコトニ就キ強調シ居ルモ周知ノ通滿洲國政府ハ支那(今日ノ滿洲國)ノ利益ヲ無視シテ凡テ露西亞本位ニテ設立セラレタル北鐵ノ存在ノミニテハ北滿地方ノ開發ヲ遂クルコト困難ナルコトヲ痛感シ之トハ別個ニ新タナル鐵道計畫ヲ樹テ既ニ其ノ重大ナル部分ハ完成シ若クハ將ニ完成セムトシ居リ從テ滿洲國ニ於テ北鐵ノ經營權ヲ完全ニ回收スルモ此ノ際右鐵道計畫ヲ變更スルコト能ハス旁今日トナリテハ北鐵ノ滿洲國ニ對スル意義及價值ハ極メテ微少ニシテ決シテ蘇聯代表部ノ主張スルカ如キ大ナルモノニ非ス假リニ北鐵カ滿方ニ對シ相當ノ價值アリトスルモ蘇方ニ取り最早價值尠キコトハ「リトヴィーノフ」人民委員長モ其ノ大田大使ニ對スル覺書中ニ於テ明カニ承認シ居ル所ニシテ蘇方カ自己ニ價值尠キ權利ヲ讓渡スルニ二億五千萬留ト云フカ如キ法外ナル代價ヲ要求スル

カ如キハ蘇方代表ニ果シテ本交渉ヲ圓滿ニ進捗セントスルノ誠意アルヤヲ疑ハサルヲ得ヌ又蘇聯代表部ハ北鐵カ國際交通上ノ一部分ヲ占ムルノ故ヲ以テ該鐵道ノ價格大ナリト稱シ居ル處交渉上重大ナル使命ヲ有スル鐵道必スシモ其ノ經濟的價值大ナルニ非ス鐵道ノ使命ト其ノ經濟的價值トハ全然別問題ニシテ之ヲ混同スルノ誤リナルコトハ七月五日ノ聲明ニ於テモ指摘シ置キタル所ナリ

北鐵ニ關シ近來發生シツツアル各種ノ事件ハ皆北鐵ニ於ケル蘇聯當局ノ國家建設ノ理想ト對外發展トノ思想的矛盾並右矛盾ヲ覆ハントスル無理ナル專橫的行爲ニ基因スルモノニシテ此ノ狀態ハ北鐵カ現狀ニ置カルル限り今後益其ノ度ヲ加ヘコソスレ決シテ止ムヘキモノニアラサルヘシ萬一右ノ如キ事件ノ發生止ムトスルモ滿洲國北鐵網ノ完成ト共ニ北鐵ノ收益ハ益減少スヘク將來一、二年ヲ出テスシテ北鐵ノ營業收支ハ相償ハサルニ至ルヘシトハ一般ニ憂慮サレ居ル所ニシテ假リニ蘇聯代表部ノ指摘シ居ルカ如ク北滿特別區內滿洲國行政機關ニ對スル補助金ノ交附ヲ將來停止スルトスルモ之ニヨリ多額ノ收益ヲ擧クルコトノ不可能ナルハ明白ナリ蘇方代表部ハ護路軍等ニ對スル北鐵運賃免除ノ不合理ナルコトヲ主張シ居ルモ蘇聯政府トシテ



既ニ北鐵カ滿洲國ノ主權ニ服スル商業機關タルノ「ステータス」ヲ認ムル以上北鐵ニ對シ完全ナル國家主權ヲ行ヒ得ル滿洲國トシテ護路軍等ノ如キ鐵道其ノモノノ警備ニ缺ク可ラサル軍隊及軍需品ノ輸送ニ對シテハ當然其ノ賃金免除ヲ命令シ得ル地位ニアリ又北鐵トシテモ商業機關タル以上右賃金免除ヲ承諾スヘキ義務ヲ有スルコトハ條理上及一般慣習上爭フ餘地無シ蘇方代表部ハ又北鐵ハ特別區内ノ行政機關ニ對シ經費ヲ支出スル義務ナシト云フモ滿方代表部ハ七月五日ノ其ノ聲明中ニ指摘セルカ如ク北鐵カ商業機關トナリタルニモ不拘何等ノ税金ヲ納入シ居ラサル以上其ノ通過スル地方ニ存在スル行政機關ニ對シ經濟上相當ノ奉仕ヲ爲スコトハ極メテ當然ノコトナリ若シ蘇方ニ於テ北鐵カ右奉仕ヲ爲ス義務ナシト云ヘハ滿洲國トシテハ當然北鐵收益ニ對シ相當ノ課稅ヲナスコトニヨリ北鐵通過地ノ行政機關ノ機能ノ維持方ヲ考慮セサル可ラサル次第ナルコトヲ茲ニ聲明ス

五、蘇方代表部ハ七月十四日ニ於テ爲セル其ノ聲明中再ヒ寬城子、老少溝間ノ區域ニ關シ嘗テ日露兩國政府間ニ行ハレタル賣買交渉ニ言及シ居ルモ滿方トシテハ當時日本政府カ右鐵道ニ對シ幾何ノ價額ヲ提供セントセシカラ承知セサル處假リニ日本政府ニ於テ蘇聯代表部ノ指摘スルカ如キ買收價額ニ同意セリトスルモ右ハ恐ラク當時滿鐵ヘノ收貨政策ノ見地若クハ其ノ他ノ特殊

ノ理由ニ依リ不當ニ高キ金額ヲモ承諾セルモノナルヘク從テ事態一變セル今日斯ノ如キ陳腐ノ事例ヲ持出シ北鐵ノ評價ヲ引上ケムトスル蘇方代表部ノ凡ユル努力ハ全然無益ナリ

六、蘇方代表部ハ鐵道並軌條及附帶企業カ見事ナル狀態ニ保持サレ居ルカ如ク言明シ居ルモ軌條ニシテモ停車場若クハ橋梁ニシテモ既ニ老朽セルコトハ等シク認ムル否定ス可ラサル事實ニシテ滿洲國カ實際ニ之ヲ使用スル場合全部之カ取替ヲ行フコト必要ニシテ是カ爲莫大ナル經費ヲ要スヘキコトハ公平ナル第三者ノ意見ノ一致スル所ナリ

斯ノ如ク北鐵自體カ今ヤ其ノ重大ナル價值ヲ喪失シ又其ノ附屬財產ノ如キハ全部損失無クシテハ經營ヲ繼續シ難キモノノミナルコトノ議論ノ餘地ナキ迄ニ明白ナル事實ニ鑑ミ滿方代表部ハ蘇方ノ提示セル北鐵並其ノ附帶財產ニ對スル評價額ノ如キハ絕對ニ承服シ難ク依テ滿方代表部トシテハ何處迄モ北鐵カ第三者ニ對シテ現ニ有スル凡テノ債務ヲ蘇聯政府ニ於テ引受クルノ條件ノ下ニ提示セル五千萬圓ノ代價額ニテ北鐵並同財產一切ニ於ケル蘇聯ノ權利ヲ滿洲國ノ引受クルコトニ異議無キコトヲ再度茲ニ指摘スルト共ニ之以上ノ金額ヲ支拂フコトハ北鐵ノ現有價值並滿洲國財政ノ絕對許ササルモノナルコトヲ蘇方ニ於テ諒察ノ上速ニ之ニ應諾シ以テ極東ニ於ケル國際政局ノ安定上意義アル本交渉ヲシテ首尾良キ結果ニ到達セシムヘク努力セラレムコ



(Translation)

The Government of the U.S.S.R. claim, according to the statement of the Soviet Delegation, the sole ownership of the North Manchuria Railway on the ground that the railway was constructed with the money and material obtained by the labor of the Russian people. It may be asked then what the Soviet Union proposes to do with the vast sacrifices made by China in various directions, in providing lands for the railway free of charge, in exempting provisions and construction material from all taxes and levies, or in paying for a partnership in the Russo-Chinese Bank. Again, what is to be done with the damages done to countless Manchurians in the territory of the Soviet Union, whose money and property have been confiscated or with the enormous amount of losses of the Manchurians whose paper roubles, earned during the construction of the railway and its operation under the Czarist regime, have been rendered valueless through the action of the Soviet Government? The Manchoukuo Delegation do not feel any more than the Soviet Delegation the need of entering into dispute on such points. In fact, we never considered it necessary to bring up these matters. It is only because that the proposal of the Soviet Delegation is based upon the claim to the sole ownership of the N.M.R.

by the Soviet Union and the matter of the Russian money and material is cited in support of that claim, that we are constrained to refute their erroneous views. The Manchoukuo Delegation declare hereby once more that there is to be found neither fact nor document capable of sustaining the Soviet contention concerning the ownership of the N.M.R. whereas there exists irrefutable evidence showing that the railway belongs to the state of Manchoukuo.

By the successive "Karahau declarations" of 1919 and 1920, it was made clear that the Government of the U.S.S.R. abandoned the N.M.R. as well as all the rights and interests acquired by the former Russian Imperial government. The above relinquishment is naturally to be considered to have taken effect through the unilateral declaration without being confirmed by the other party. As a matter of fact, the only questions that remained to be settled between the Soviet Union and China were those pertaining to the manner of relinquishment and other technical matters involved therein. To contend that declarations were invalidated merely because of the non-settlement of these technical questions, is a gross violation of the elementary principle of international morality. It is evident on the face of logic as also in the light of the spirit of the Russian Revolution that by the Sino-Russian Convention and the Mukden Agreement of 1924 China conceded to the Soviet Union nothing more than a right to participate in the administration of the N.M.R. This is a point which is universally known and on which there is no room for further argument.



1. In the appraisal of the N.M.R. the Soviet Delegation are ever trying to find a basis in the Sino-Russian Convention and the Mukden Agreement, which are suited to its convenience. They contend, by citing the Declaration issued by Manchoukuo to foreign Powers, as though the latter were obligated to adhere to those instruments.

As was made clear in the statement of the Manchoukuo Delegation made public under date of July 5, the Convention and Agreement above have been frequently ignored, or torn to pieces, unilaterally by the Soviet Union herself, while the erstwhile Mukden authorities on their part sought, though without success, to revert to the N.M.R. to the status under the Karahan Declarations. It is by far too unreasonable on the part of the Soviet Union to lay wilfully aside these facts of history and to insist that Manchoukuo observe the oft-discarded instruments because that will be to the Soviet interest when it comes to the evaluation of the N.M.R. It should be definitely stated here that Manchoukuo cannot acquiesce to all such points in those instruments as run counter to her sovereignty, as are incompatible with the status of the N.M.R. as a purely commercial enterprise, or unadapted to the present actual conditions of Manchoukuo, or any other points that do not stand to reason, and also that Manchoukuo has the liberty to exercise quite properly her sovereign rights with regard to the N.M.R. as a purely commercial organ, and to its employées.

As for the basis of evaluation of the N.M.R., it is simply a matter of reason as well as of commercial usage that the actual value of the railway at present should be taken, as has been proposed by us again, and the price be determined accordingly and with due considerations of the future profits. The Manchoukuo delegation reject, therefore, the Soviet proposal of finding the basis for the appraisal of the N.M.R. in Article I—Paragraph 1—of the Sino-Russian Convention.

2. The Manchoukuo Delegation have been requested by the Soviet Delegation to indicate the sources for the figure, which we have once quoted in order to indicate the inaccuracy of the one submitted by the Soviet Delegation according to their own formula of evaluation. We would rather ask the Soviet Delegation to show us first the precise and detailed grounds in the official documents and data, recognized by the Manchurian Authorities of the N.M.R., for the figure which they had submitted as the price of the railway prior to the submission of any figure by the Manchoukuo Delegation. It should be once more declared that the figure in question was submitted by the Manchoukuo Delegation solely for the sake of argument. Manchoukuo has never accepted, nor will ever hereafter accept, the formula of appraisal proposed by the Soviet Delegation.

3. The Soviet Delegation have also requested that we give our basis for the appraisal of the auxiliary property of the N.M.R. Again we should like to ask them that they show us an authoritative basis on which they have arrived at the figure of 40,000,000 roubles in esti-



making the value of the said property. It seems that the Soviet Delegation desire the inclusion of the lands formerly attached to the railway in the auxiliary property of the N.M.R. However, in the Sino-Russian Convention and the Mukden Agreement (Vzd. Sino-Russian Convention, Art. IX, P. 1, & Mukden Agreement, Art. 1, P. I) it is explicitly provided that matters relating to lands are to be taken charge of by China. Exceptions are made only of those lands necessary for the railway, which cover lands used for the tracks, stations, etc., indispensable for the operation of the railway, and which would naturally be included in the appraisal of the railway itself. Such action as was taken by the former Mukden authorities upon the lands outside the category was, therefore, not illegal, but meant merely the carrying out of the above mentioned stipulation. It is obvious, then, that to take those lands back as part of the auxiliary property to be appraised is wholly impermissible. Nor the Sungari River fleet and the telephone offices can, as has already been pointed out by the Manchoukuo Delegation, be included in the auxiliary property, both having had been taken over by the Mukden authorities acting upon the sovereign rights, the former in retaliation of the illegal and forceful seizure by the Soviet authorities of the Egelsheld Pier, and the latter as an establishment set up in disregard of China's sovereignty. The attempt on the part of the Soviet Delegation to include them in the N.M.R. auxiliary property is therefore absolutely futile.

It is a fact beyond dispute that the Egelsheld Pier was constructed with funds provided

by the N.M.R., and is a property of the railway. The high-handed action of the Soviet Authorities in seizing the property and in confiscating the deposit of the Commercial Agency in a foreign bank, cannot, no matter whether it occurred before, or after, the Sino-Russian Convention and the Mukden Agreement of 1924, ever be justified.

As for the telephone offices, they would be proper items for inclusion in the appraisal of the N.M.R., if their services were confined to the communications in connection with the operations of the railway, but the offices in question such as that of Harbin has nothing to do with the railway, but is an ordinary telephone office serving the general public. The establishment and operation by the N.M.R. of telephone offices of such nature, being in violation of China's sovereignty, the Mukden Authorities, in taking them over, were acting entirely within their rights.

If the Soviet contention with regard to the lands attached to railway and telephone offices were to be admitted, it might be argued, as a logical conclusion, that practically every piece of land and property in North Manchuria, being in one way or another connected with the N.M.R., should fall under the control of the railway. Manchoukuo cannot accept the claims of the Soviet Union in these matters.

4. The Soviet Delegation are constantly emphasizing the future possibilities and increases in value of the N.M.R.. However, as is widely known, the government of Manchoukuo, realiz-



ing the difficulties of opening up the North Manchuria region by relying upon the N.M.R. alone, which was constructed all for the sake of Russia and with little regard for the interest of China (Manchoukuo at present), has planned a new and independent railway system, of which the more important parts have been, or are about to be, completed. Since this programme of railway construction, cannot be altered even if the right of the N.M.R. operation is fully recovered, both the significance and the value of the N.M.R. to Manchoukuo are exceedingly small—certainly less by far than that they are alleged to be by the Soviet Delegation. Even assuming that the railway is of a ponderable value to Manchoukuo, it has been admitted by Mr. Litvinoff, People's Commissar for Foreign Affairs, in a memorandum addressed to Ambassador Ohta that the railway has become to be of little value to the Soviet Union. One cannot but doubt if the government of Soviet Union are, in setting an extravagant price of 250,000,000 roubles on the rights in a railway little valued by themselves, really sincere in their desire for a smooth progress of the present negotiations. It is maintained by the Soviet Delegation that the N.M.R. is of a great value for the reason that it constitutes part of an international communication system. Because a railway plays an important rôle in communication, it does not necessarily follow that it is an economically valuable one. As was pointed out in our statement of July 5, the mission and the economic value of a railway are entirely unrelated subjects that should not be confused.

The fundamental cause of various incident that have occurred frequently of late in connection with the N.M.R. may be traced to the fact that there is a conflict between the revolutionary ideal of the Soviet authorities and their programme of external expansion and that arbitrary and unwarranted measures are resorted to in order to cover up that conflict. As long as the N.M.R. is left in the present circumstance difficulties will continue to multiply rather than decrease. Indeed, it is generally feared that even if the recurrence of untoward incidents should be checked, the completion of the Manchoukuo railway system will cause further dwindling of the profits of the N.M.R. and that in a year or two the railway will find it impossible to balance income with expenditures. It is obvious that the stoppage, referred to by the Soviet Delegation, of the N.M.R. subsidies to the administrative organs in the Special Administrative District of North Manchuria would not, even if realized, relieve the situation to any substantial degree.

The Soviet Delegation hold that the exemption of transportation fees extended to the railway guards is unjust. Since the status of the N.M.R. as a commercial institution under the jurisdiction of Manchoukuo is recognized by the Soviet Union, it is obvious that Manchoukuo is fully entitled to order the exemption of fees on the transportation of troops and military provisions that are indispensable to the protection of the railway, as it is both logical and customary that the N.M.R. should consent to such exemption.

It is also argued by the Soviet Delegation that the N.M.R. has not the obligation to pay for the expenses of the administrative organs within the Special Administrative District. We



have already in our statement of July 5 pointed out that it is perfectly fair that the N.M.R. should render financial aid to the administrative organs within the region in which it is operated in view of the fact that it pays no taxes despite its conversion into a purely commercial enterprise. If it should be insisted that the N.M.R. has not the obligation to extend such service, Manchoukuo would be compelled, it may be declared at this juncture, to consider the other means of maintaining the administrative organs in the region traversed by the N.M.R.—namely the collection of proper taxes on the profits of the railway.

5. Reference is made by the Soviet Delegation in their statement of July 14 to the negotiations between Japan and Russia that were once conducted on the sale of the section of the railway between Kuanchengtsun and Laoshakou. We do not know what price was offered by Japan on that occasion. If she had consented to purchase the railway at a price such as is quoted by the Soviet Delegation, we are inclined to suppose that Japan was then willing to pay an unduly high price by reason of her policy of attracting traffic to the South Manchuria Railway, or for some other special considerations. At any rate, today and in the entirely changed circumstance such an obsolete illustration will not serve to boost the value of the N.M.R.

6. The statement of the Soviet Delegation makes it appear as though the N.M.R. roads and tracks and all the auxiliary property, were in a splendid condition. On the contrary it

is a universally acknowledged fact that the tracks, bridges, stations, and all have fallen into a state of delapidation, and impartial observers are agreed on the opinion that before the property could be made of a real use to Manchoukuo vast sums of money would have to be expended on the necessary repairs.

Viewed in the light of these undeniable facts that the N.M.R. per se had lost the greater part of its value, and none of its auxiliary property can be maintained save at a loss, the appraisals of the railway and of its auxiliary property, as submitted by the Soviet Delegation, are absolutely unacceptable. The Manchoukuo delegation reiterate their stand that Manchoukuo is willing to purchase the rights of the Soviet Union in the N.M.R. and its auxiliary property at the price of 50,000,000 Yen and on the condition that all the existing obligations of the N.M.R. to third parties are to be born by the government of the U.S.S.R. The payment of a higher price is impossible from the standpoint of the Manchoukuo's financial capacity as well as from that of the present intrinsic value of the N.M.R. itself. It is earnestly hoped that the Soviet Delegation will, upon a thorough appreciation of the facts and circumstances stated above, and through the acceptance of the terms proposed by Manchoukuo, make possible a successful conclusion of the present negotiations, which have a significant bearing upon the stabilization of the international situation in the Far East.



### 一五、第六回正式會議「コンミユニケ」

第六回會議ニ於テハ雙方代表部ノ提案審議繼續セラレ且會議ニ關聯アル一切ノ問題ノ審議ノ爲ニ會議ノ中間ニ於テ各代表部專任ノ委員ノ中間會商ヲ開クヘク而シテ右審議ノ結果ハ之ヲ雙方代表部ニ報告シ其ノ裁決ヲ經タル後會議ニ於テ正式ニ決定スルコトヲ決定セリ

### 一六、第六回正式會議後大橋滿洲國代表ノ聲明

本日北滿鐵道會議ニ於テ蘇側代表ヨリ

蘇聯邦ニ於テハ北鐵ニ關スル權利讓渡價格ヲ二億五千萬金「ルーブル」ヨリ二億金「ルーブル」迄引下クル旨曩ニ非公式ニ申出置キタルカ茲ニ之ヲ正式ニ聲明スル旨及滿洲國側ニテモ之ニ應シ値上ケアリ度旨述ヘタリ

之ニ對シ滿洲國側ハ

右申出ハ滿洲國側トシテハ初耳ニシテ曩ニ非公式ニ申出云云ハ滿洲國側ニナサレタルモノニ非ススノ如キ筋違ヒナル提議ハ受付クルヲ得ス

又滿洲國側ノ申出タル五千萬圓ハ相當以上ノ價格ニシテ増額ハ絶對ニ考慮ノ余地ナシ



第六回五左衛門

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