

EXHIBIT No. 3252

(7)

(Translation)

Statement to Japanese Correspondents on the Meaning
to Soviet-Japanese Relations of the Initialling of
the Agreement on the Chinese Eastern Railway on
March 14, 1935.

(Taken from Mr. Litvinov's "Foreign Policy of the
Soviet Union", published by the State Publishing
Institute, Moscow, 1937.)

You ask me to make a remark of evaluation of the initialling of the Agreement on the Chinese Eastern Railway which has just taken place, and to express my opinion on the possible influence of this event on the fate on other problems which interest Japan, for instance, the Fishery Convention and demilitarization of border zones.

It seems to me that there cannot be different opinions on the point that the Agreement on the Chinese Eastern Railway must be regarded as a solution of one of the most complicated Far Eastern problems, and at the same time as the greatest positive event in the development of Soviet-Japanese relations.

The Soviet Government testified over ten years ago to its readiness to dispose of the Chinese Eastern Railway, entitling China by the Peking Treaty, 1924, to purchase the Railway before the time-limit, and beginning concrete negotiations on cession of the Railway to the former de facto regime of Manchuria, but the Soviet Government was unable to come to the conviction, under the changes since 1931, that the Chinese Eastern Railway cannot but become an inevitable source of conflicts between the Soviet Union and Japan, and disturb its policy of maintaining peace with all its neighbors. It did not take time for facts to show the correctness of this supposition, and as a matter of fact, from the first months of the appearance of a new regime in Manchuria there began a series of conflicts between this regime and the Soviet

section of the Railway Administration, the conflicts which, in spite of all our love of peace, threatened to bring very serious consequences to all sides concerned. That is why I declared on May 2, 1933, to Mr. Ota, the Japanese Ambassador in Moscow, in the name of my Government, our readiness to begin negotiations without delay on the sale of the Chinese Eastern Railway to Manchoukuo. It seems to me that this proposal was one of the clearest manifestations of the Soviet Government's love of peace, and has been received as such by the whole world, not excluding Japan.

Looking upon the sale of the Chinese Eastern Railway as one of the sources for strengthening peace in the Far East, the Soviet Government has shown in the commenced negotiations utmost good will and concession, departing, after all, a considerable degree from the position it at first took. On the other hand, tribute must be paid to the Japanese Manchoukuoan side, which gradually has come to meet our concession.

The negotiations continued about two years, which shows the great difficulties we have had, and we have to attribute their conquest to the efforts on both sides to negotiate and attain the results already noted. In overcoming these difficulties, Mr. Hirota, Japanese Minister for Foreign Affairs, who has taken active part in all the stages of the negotiations, has rendered no small service. Mr. Hirota's residence in the Soviet Union in the capacity of Ambassador has no doubt helped establish mutual understanding between Soviet and Japanese participants in the negotiation.

C E R T I F I C A T E

Statement of Source and Authenticity

I, HAYASHI, Kaoru, Chief of the Archives Section,
Japanese Foreign Office, hereby certify that the document
hereto attached in Russian consisting of 2 pages and entitled
"STATEMENT TO JAPANESE CORRESPONDENTS ON THE MEANING TO
SOVIET JAPANESE RELATIONS OF THE INITIALLING OF THE AGREEMENT
ON THE CHINESE EASTERN RAILWAY ON MARCH 14, 1935." is an
exact and true extract from the book entitled "FOREIGN
POLICY OF THE SOVIET UNION (pp. 374 and 375)" by Litvinov
and is in the custody of the Japanese Foreign Office.

Certified at Tokyo,
on this 17th day of January, 1947.

/S/ K. Hayashi
Signature of Official

Witness: /S/ Nagaharu Odo