

# FOUR MONTHS OF WAR

**W**HEN the full history of the hostilities in China comes to be written due consideration will have to be paid to the warlike activities in North China arising out of the Loukiachao incident on July 7, but for the purposes of this volume it is intended solely to deal with the developments in and around Shanghai. It is apparent that from that date and during the Japanese advance into the north considerable tension existed all over China, and especially in the Treaty Ports. Throughout July that tension had been increasing, and when on July 24 a Japanese seaman was reported missing in Shanghai, it was at first believed that he had been kidnapped by Chinese, and as a result great excitement prevailed. Fortunately the man was found on July 27 near Chinkiang and on his own statement appears to have been a deserter.

## **Evacuations on the Yangtze**

That matters were developing along lines calculated to give rise to the gravest concern was evidenced when, on August 6, the Japanese Government ordered the evacuation of Japanese nationals in Hankow and the handing over of the Japanese Concession to the Chinese. That order was swiftly carried out the next day, while similar evacuations took place from other towns along the Yangtze and in the interior. The subsequent concentration of Japanese war vessels from the Upper Yangtze in and around Shanghai, after having assisted in the evacuations, proved to be another cause for grave apprehension.

By this time considerable uneasiness was already being displayed in Chapei and starting slowly at first a continual stream of refugees commenced to flow southwards across the Soochow Creek, many staying in the International Settlement and French Concession while others passed right through the foreign areas or boarded steamers for points along the coast.

## **The Incident at Hungjao Aerodrome**

The whole situation exploded on the evening of Monday, August 9, when Sub-Lieutenant Isao Ohyama and Seaman Yozo Saito of the Japanese Naval Landing Party were killed on Monument Road in the vicinity of the Hungjao Aerodrome as the result of an encounter in which a member of the Pao An Tui or Peace Preservation Corps was killed. The exodus from Chapei immediately swelled to enormous proportions, roads being blocked with hundreds of thousands of Chinese bringing away their belongings in any and every vehicle which could be secured. Investigations into the shooting affray of the Monday night were carried out, and on August 11 a Japanese Naval squadron arrived in Shanghai with reinforcements for the Naval Landing Party.

The following day at the request of the Japanese Consul General a meeting of the International Committee for the Enforcement of the Peace Agreement of 1932 was held at which the Japanese Consul-General, Mr. Okamoto and Mr. O. K. Yui, Mayor of the Municipality of Greater Shanghai, charged each other with violation of the Agree-

ment, and the meeting is reported to have ended with both parties giving mutual pledges that they would abstain from attacking each other. The Japanese claimed at that time that Shanghai was surrounded by 100,000 Chinese troops, of whom some 10,000 were within the area delimited by the 1932 Agreement.

It was that same day that two divisions of Chinese National troops, the 87th and the 88th, took up positions in the Chapei-Kiangwan area, while the Chinese threw a boom across the Whangpoo River, by sinking a number of steamers and junks from the boundary between the French Concession and Nantao to Pootung, thereby preventing Japanese war vessels from steaming up-stream beyond that point.

Fighting commenced on August 13, opening with an exchange of shots at various points in Chapei, especially in the vicinity of the Japanese Naval Landing Party's barracks. Both sides claimed that the other had started the shooting, and throughout the day and night machine-guns and artillery were brought into action. Hostilities had begun.

#### **Beginning of Hostilities—"Bloody Saturday"**

August 14, now known locally as "Bloody Saturday," opened as a dull day. The sky was heavy with low lying clouds, with the threat of rain in the air. The Bund was a mass of humanity, thousands of Chinese standing there gazing expectantly over the Whangpoo in which the Japanese cruiser, the Idzumo, lay tied up alongside the Japanese Consulate General, a short distance over the Garden Bridge. About 10.30 the Idzumo starting loosing off her anti-aircraft guns, for, to the onlookers, no apparent reason, when suddenly there came out of the low clouds three Chinese aeroplanes, obviously bent on wreaking destruction upon the cruiser. Three bombs were dropped

one of which destroyed a building near the Shanghai and Hongkew Wharf, while the others fell harmlessly into the Whangpoo. Other raids on Yangtszepoo were carried out during the morning, when considerable damage was done.

The afternoon was the witness of the ghastliest effects of air-bombing that has yet been experienced anywhere. Chinese aeroplanes raiding the Japanese war vessels and positions accidentally dropped bombs at the junctions of Nanking Road and the Bund, and Yu Ya-ching Road and Avenue Edward VII, reducing both localities to a shambles in which it subsequently transpired no fewer than 1,741 Chinese and foreigners lost their lives, and a very large, but not completely ascertained number were injured. Three British and four American residents were killed in these accidents which aroused considerable indignation and dismay. An attack was also made on H.M.S. Cumberland and U.S.S. Augusta, neither of them being hit.

The next day Japan retaliated in the air, carrying out raids on Nanking, Hangchow, Kwangteh (Anhwei) and Nanchang (Kiangsi).

It was on this day that the British authorities decided to evacuate British women and children to Hongkong, and in the course of the next few days a very large number left the port, Americans going to Manila, and substantial numbers of other nationals leaving the city.

#### **Attacks on the Idzumo**

The Idzumo continued to attract the attention of the Chinese air-force, and on Monday, August 16, Chinese bombers renewed their attempt to damage the vessel, bombs falling on the wharf near the craft but doing her no damage. That night a fast motor vessel came down the river from the direction of Nantao, and arriving near the Japanese cruiser, swiftly turned, and launched a torpedo

✓over its stern in the direction of the Idzumo. The missile struck the N.Y.K. wharf, the flagship again escaping, while the motorboat reached The Bund, near Nanking Road ✓jetty, where eventually it sank. On this day the Chinese Ministry of Finance issued provisional regulations for the conservation of the country's finances, prohibiting depositors from withdrawing more than 5 per cent of their deposits with the banks up to a maximum of \$150 a week. Chinese banks remained closed, while foreign banks temporarily suspended business, making it very difficult for a time to secure money for the ordinary needs of the place. As an extra precaution against danger, the mains of the Shanghai gas company were emptied of gas, and the gasometers deflated. Lack of supplies for heating type metal in the linotype machines led to the reduction of local newspapers to mere skeletons, but as the days passed it was possible to enlarge them somewhat, though even up to the time of writing none of them had regained their customary number of pages.

Fears that the whole of the banking business of the city would be suspended were removed the next day, August 17, when the four Chinese Government banks and the foreign banks resumed business in temporary offices, but on a restricted scale. Meantime the Chinese forces were launching fierce attacks on the Japanese Naval Landing Party in Hongkew and Yangtszepoo, and at times penetrated deep into those areas, though the Japanese forces managed, on the whole, to maintain their positions.

#### Arrival of Welch Fusiliers—Curfew

The swiftness with which the British moved to increase the strength of their forces in Shanghai was such that so shortly after the outbreak of hostilities as August 17, a battalion of Welch Fusiliers arrived in Shanghai and went speedily to positions on the perimeter of the In-

ternational Settlement. The Shanghai Municipal Council declared curfew regulations in force, under which no one without a special pass was allowed on the streets between the hours of 10 p.m. and 5 a.m. under pain of being apprehended and detained in the various police stations. Later this was changed to 11.30 p.m. and 5 a.m.

August 18, saw the Chinese forces again penetrating Hongkew and Yangtszepoo, fighting with considerable *élan*, and entering the Settlement as far as Ward Road, where the huge Municipal Gaol, its staff and inmates had over a week of most terrifying experience. The arrival of a battalion of the Royal Ulster Rifles added strength to the British forces, while the knowledge, that other troops were being moved to Hongkong and might, if necessary, be brought to Shanghai, did much to alleviate the general anxiety which was being felt.

The fierceness of the Chinese attacks upon the Japanese positions were such, that on August 19, they succeeded in reaching the Wayside Wharf and Seward Road, but not in sufficient strength to establish themselves permanently, the Japanese apparently being hard pushed by the overwhelming numbers of the attackers. Meantime the Japanese airmen were attacking points far inland, the Chinese claiming to have inflicted casualties upon the raiders, though considerable difference existed between the estimates of either side as to the damage done and the machines brought down.

On August 20, a shell fell on the U.S.S. *Augusta*, ✓ killing one seaman and wounding 18 others.

#### Sincere's and Wing On's Bombed

Three days later another appalling tragedy from the air was to befall Shanghai. Around 1 p.m. two unidentif- ✓ied aerial bombs fell in the Settlement, one falling into the U.S. Naval Godown, in Szechuen Road, going right

through the building without exploding, and the other striking the Sincere Co's building at the junction of Nanking and Chekiang Roads, wrecking the fronts of Sincere's and Wing On's, opposite, and causing over 600 casualties.

Since the commencement of the "Incident" large numbers of Japanese transports, convoyed by naval vessels had arrived in the Yangtze, and several attempts which were made to land troops at Woosung and other points on the south bank of the Yangtze were successfully beaten off by the Chinese troops, who were surprising foreign observers by the determination of their resistance.

On August 23, however, the Japanese claimed that landings had been effected at several places in the Woosung area under the guns of the Japanese Navy, and it was estimated that a force of approximately 50,000 men had arrived around Shanghai under the command of General Iwane Matsui, a member of the Japanese Supreme War Council. From that time on the scheme of the Japanese commander was to effect the union of the various parties which had been landed with the troops operating in Hongkew and Yangtsepoo, for the purpose of presenting a common front to the Chinese forces. The resistance of the Chinese was such that this could not be accomplished for a considerable time.

#### **Shooting of the British Ambassador**

A sensation was created on August 26, when it became known that the motor-car in which Sir Hughe Knatchbull-Hugessen, British Ambassador to China, was travelling from Nanking to Shanghai, was machine-gunned by a Japanese aeroplane near Wusih. The Ambassador received a serious wound near the spine, from which he eventually recovered. A protest was lodged with the Japanese Government which took such action that the matter was

ultimately considered as satisfactorily closed, while the British Government granted Sir Hughe a solatium of £5,000.

The day before, August 26, Vice-Admiral Hasegawa, issued an order declaring the blockade of Chinese shipping along the China coast from Shanhaikuan to Swatow.

Fighting all the time was progressing in the Woosung area, the Japanese seeking to progress towards Lotien on the one side, and towards Yangtsepoo on the other. Day after day Japanese aeroplanes went into the interior on bombing expeditions, conflicting claims and denials leaving it even now uncertain as to the exact amount of damage inflicted and the loss of aeroplanes on either side. On one such raid, on August 28, Japanese planes flew over Nantao and bombed the Shanghai South Railway Station inflicting about 300 casualties—mainly on refugees who had gathered at the station awaiting transport to places south of Shanghai.

#### **The President Hoover Bombed at Woosung**

Chinese machines were equally busy, carrying out evening and night raids upon the Japanese positions and naval vessels in Shanghai, and providing civilian residents of Shanghai with no little excitement and considerable danger from the rain of anti-aircraft shrapnel with which the Japanese greeted the raiders. In one such raid during the late afternoon of August 30, the Dollar Liner, President Hoover, was bombed by a Chinese aeroplane at Woosung. Seven members of the crew were injured, one of them dying subsequently from his wounds. It was afterwards explained that the Chinese aviator had mistaken the President Hoover for a Japanese transport. The Chinese Government duly apologized and the matter was considered closed.

September 1, saw the first admission by the Japanese spokesman that troops had landed in the International

Settlement, the fighting up to that time having been carried on by Japanese marines. The situation at this time was that the Japanese had effected two landings on the south bank of the Yangtze and one on the Whangpoo, each concentration being hemmed in by the Chinese who thus prevented them from connecting with each other. Bitter fighting on all fronts went on during the early days of September, and, on the 6th, Chinese troops around Woosung and Paoshan were reported to have retired successfully, leaving, however, a battalion in Paoshan, which by that time was practically in Japanese hands. At the same time despite the Japanese bombardment of the Chinese positions at Kiangwan and the Civic Centre, the Chinese still held a portion of the Whangpoo's bank, preventing the Japanese in Yangtszepoo joining up with their forces at Woosung.

It was to effect this junction that the Japanese continued to hammer the Chinese positions for the next week, and when on September 11, the Japanese succeeded in capturing Yanghang, breaching the Chinese line, a situation was created which necessitated the withdrawal of the Chinese forces to a new line out of reach of fire from the Japanese war vessels. On September 13, therefore, the Japanese who had effected the necessary junction of their forces, were facing the Chinese who had taken up a line stretching from Chapei through Liuhang to Lotien and Liuho, their first pre-arranged defence line.

#### **The Battle for Lotien**

The first month of the hostilities thus came to an end with the Japanese firmly established north of Shanghai, and in a position to land reinforcements and munitions with comparative ease in preparation for the next big push against the Chinese positions which were very strongly held. Lotien, which had been the scene of fierce

fighting for the past three weeks, fell into Japanese hands on September 15, the village having been practically wiped out by fire. Nevertheless the struggle for this important point continued, and the following day the Chinese claimed its recapture. A ding-dong struggle continued, and, on September 18, it was reported that the Japanese had again secured possession. Indeed, this period was one of the busiest of the campaign up to that time, Pootung coming in for a very fair share of attention from Japanese artillery and aeroplanes on September 17.

Chinese aeroplanes which appeared to time their visitations over Shanghai in accordance with the state of the moon, staged their most imposing performance on September 18, when from shortly after 7 p.m. until 1.30 a.m. they carried out no fewer than six raids over the Yangtszepoo district doing considerable damage to Japanese positions, and property. The raids were met with heavy anti-aircraft fire from the Japanese war-ships and one of the raiders, said to have been a Curtis Hawk III, was reported to have been shot down. In the course of these raids anti-aircraft shrapnel fell in large quantities over the Settlement and Concession, killing three Chinese civilians and wounding about a dozen others. It is an astonishing fact, when it is remembered how badly Shanghai was overcrowded, and the large quantity of missiles which fell in the foreign areas, that from this cause the casualties were so light.

#### **Arrival of Italian Grenadiers and U.S. Marines**

Further reinforcements for the Foreign Defence Force arrived in Shanghai around this time, for on September 14, a battalion of the famous Italian Regiment, the Granatieri de Savoia, 800 strong reached Shanghai, while on September 19, the U.S. 6th Marines arrived in the U.S.T. Chaumont having made a record passage across the Pacific

from San Diego in less than 21 days, the way in which she was manoeuvred up to her moorings proving a remarkable example of really efficient seamanship. French reinforcements had also arrived, with the result that the strength manning the perimeter had been greatly increased.

Though there had already been raids on Nanking, some sensation was caused when it was learned on September 19 that Admiral Hasegawa had issued a warning to all foreign nationals in Nanking that after noon on September 21 the capital would be bombed, and advising them to seek places of safety, asking that foreign war vessels at Nanking should be moved further up river. To this warning the American, British and French Admirals replied rejecting it and stating that the Japanese would be held responsible for the killing or wounding of any of their nationals in the course of such raids. Probably due to the inclement weather conditions the threatened raid did not materialize on September 21, but the next day sixty-five Japanese planes raided Nanking, 50 in the morning and 15 in the afternoon, dropping between sixty and ninety bombs, doing considerable damage and causing a number of casualties.

#### The Fighting in Chapei and Kiangwan

During all this time though fighting on the Shanghai front was still proceeding, it was not of the same intensity as previously, the Japanese being engaged in consolidating their newly-won positions and bringing up more reinforcements and supplies from Japan to Shanghai. By September 25, it was estimated that the Japanese forces here had been reinforced by approximately 50,000 men, and the lull may have been attributable to the preparations for a push which the Japanese official spokesman is reported to have said would come soon and would be like a flood "sweeping everything before it." Air-raiding was the chief feature of

Japanese activity, but on September 28, several days of the intensest fighting opened. On that day the Japanese launched furious drives in Chapei, Kiangwan and Lotien, and the stubborn resistance of the Chinese held them up. The next day heavy fighting raged all the distance from Chapei to Lotien, where despite Japanese artillery and air bombardment the Chinese clung desperately to their positions, some of the most deadly fighting taking place in the vicinity of Shanghai North Railway Station, Paoshan Road and Jukong Road, while Japanese ships fiercely shelled Pootung.

And so, day after day, the struggle was waged with varying fortunes, the line not being materially changed either way until October 3, when the Chinese, having withdrawn their troops west of the Lotien-Liuhong highway, launched a strong counter-attack against the Japanese in an endeavour to displace them from the motor road. Two days later, Shanghai heard the heaviest bombardment it had experienced since the opening of hostilities.

It was so heavy that the sounds reverberated throughout Shanghai, shaking the buildings because of the heavy explosions.

#### Crossing of Wentsaopang Creek

It was about this time that the Japanese commenced a movement designed to bring them across the Wentsaopang Creek, in an attempt to squeeze out the Chapei salient by striking towards Tazang. Here, again, the Chinese offered a very stern resistance and it was not until after some days very severe fighting that the Japanese managed to establish themselves south of the creek. October 7 was marked by extensive artillery action, the Chinese shelling Chapei, while Japanese bombardment of Pootung during the night brought forth retaliatory action by the Chinese on the peninsula. The next day matters quietened

down, probably due to the rain, though in the evening the Japanese again subjected Pootung to a heavy shelling.

For three days the rains held up the forces on both sides and it was not until October 11, that the Chinese were able to launch a counter-offensive in the Lotien sector, apparently for the purpose of relieving the pressure which was being applied in the drive towards Tazang, which was still progressing remarkably slowly. And so, on October 13, the local hostilities entered upon their third month, with the Japanese having made comparatively little headway against the positions which the Chinese had taken up about a month before. Some comment has been made about the slowness of Japanese action during the past month, but to the fact that the country was waterlogged by unusual rains for this time of the year, must be added the very apparent determination of the Japanese to engage in no manœuvre for which they were not thoroughly prepared.

#### **Bombs fall in Markham Road and Vicinity**

October 14, saw another of those air tragedies to which Shanghai was becoming accustomed. Japanese aeroplanes bombing Markham Road junction let fall six bombs, four of which fell into Soochow Creek, the other two landing on Markham Road, on the Settlement side of the Creek. The explosion of a bomb threw a trolley car right across the thoroughfare, killing ten Chinese and wounding 13 others.

That evening more than twenty persons were killed and fifty injured by the hail of anti-aircraft shrapnel which descended upon the foreign areas, missiles falling thickly in practically every district, no fewer than seven shells falling in the Central district, most of which exploded and caused harm.

Meantime desultory fighting continued and by October 15, it was apparent that the Japanese push had not accomplished what was expected of it and that the Chinese defence had succeeded in maintaining their lines practically intact.

With the commencement of the third month of hostilities, the general Japanese scheme was to be fully perceived. It followed the lines of the operations in 1932, and was primarily designed to force the Chinese to withdraw from Chapei, where their right flank was protected by the boundaries of the International Settlement. Should the Japanese succeed in driving a wedge into the strongly held Chinese lines towards Tazang and Nanziang, the Chinese in the Chapei salient would either have to retire or run the risk of being surrounded. Thus, while bombing around Shanghai and far into the interior continued, chief interest began to be centred around the development of the Japanese plan of campaign.

The Chinese appear to have fully realized the problem with which they were faced, and continued to offer the sternest resistance to the Japanese in their attempts to establish themselves south of Wentsaopang Creek, the first move in a south-westerly drive towards Tazang and Nanziang. The position was very strongly held, but, by October 16, the Japanese had secured a hold south of the creek, and despite Chinese activities managed to increase it until the fighting of October 18 heralded the coming of the long expected offensive designed to cut out Chapei. On that day there was a general strafing all along the line, from Chapei to Liuho and over in Pootung, while south of the Wentsaopang Creek, which by now had become famous, the severest of the fighting during the whole of the hostilities was in progress.

### The Drive on Nanziang and Tazang

By the next day, October 19, it was apparent that a full drive from Wentsaopang on Tazang and Nanziang was in progress; gradually the Japanese were working in behind the Chapei salient, which was continually bombed, during the course of which the east wing of the Shanghai North Railway Station, which up to that time had been having a charmed life, was hit and a fire started in three of the upper floors.

During the following twenty-four hours while fighting was carried on with unremitting relentlessness, the day was featured by no fewer than eight air-raids over Shanghai, during which the fact that the Japanese anti-aircraft batteries did not open fire caused much comment. That was apparently due to the fact that the Chinese aeroplanes approached Yangtsepoo over Pootung and away from the Idzumo.

October 21, was recognized as the critical day in this stage of the campaign. The Japanese were increasing the severity of their drive on Tazang, slowly progressing despite the stubbornness with which the Chinese were contesting every foot of the way, and by the evening the Japanese troops had reached to within a mile of Tazang to the north-west. Meantime on this day and the next, October 22, the Chinese had been developing a counter-offensive in the Kwangfu sector designed, if successful, to offset the progress which the Japanese had been making in the last few days. Claims and counter-claims of successes by both sides were made and denied by the respective spokesmen, but the allegation by the Japanese that at the end of the day they were holding the key positions for the next move seemed later to have been amply justified. Bombing was still a feature of the day and injuries were again caused in the Settlement when, what later proved to be a small petrol tank from a Japanese

aeroplane, which fell in Sinza Road, near Myburgh Road, inflicting burns on between 40 or 50 people.

The weather during this time was none too good, and on October 23, a position seems to have been reached in which while the Chinese claimed to have captured Kwangfu and the Japanese were within a very short distance of Tazang. The Japanese spokesman is reported to have stated that plans for a general attack were nearing completion, and would be commenced when weather permitted. It was apparent the next morning that it had actually commenced.

### Machine-gunning of Fusiliers in Keswick Road

Sunday, October 24, saw one of the first tragedies in which a British service man lost his life. Japanese aeroplanes were busy over the Hungjao area, while just within the perimeter manned by the British forces, a number of civilian riders were enjoying the pleasant Sunday afternoon on their mounts, when suddenly a Japanese aeroplane dived to within a hundred feet of the ground and commenced firing on them with a machine-gun. The riders hurriedly dismounted and sought safety in an adjacent ditch. Rifleman McGowan, of the Royal Ulster Fusiliers, stationed in Post Q on Keswick Road assisted one rider to take refuge in the sandbagged redoubt and, while he was outside, was shot in another of the dives which the aeroplane made. He died very shortly afterwards. The British soldiers manning the post opened fire on the aeroplane, which made off, and later in the day the Japanese expressed regrets for the occurrence. Developments north of Shanghai showed that the Japanese were busy closing in behind the Chapei salient, the neck to which was being slowly closed.

The next morning, October 25, showed that the Japanese had obtained a foothold in the village of Tazang,



and were also progressing towards Nanziang. It was reported that Chinese reinforcements to the extent of 15,000 men had been sent into the Chapei salient, while the Japanese maintained a fierce harassing of the Hungjao area through which Chinese troops were moving up to the line.

On the 26th, Tazang fell, the Japanese outflanking the Chinese position with a rapid encircling movement. That night a huge fire was burning in the vicinity of Shanghai North Station and the impression formed later that evening was that, if Chapei was not yet being evacuated, such a move was imminent. Indeed, the very latest reports, before the "North-China Daily News" went to press, were to the effect that it had already begun.

#### **The Burning of Chapei**

The next morning it was clear that those reports were correct, for shortly after daybreak fires on the northern horizon suggested that the Chinese had been covering their retreat by firing buildings as they went. October 27, saw Chapei transformed into a blazing inferno. From the small number of fires visible shortly after sunrise the conflagration spread with such rapidity than in a comparatively few hours the whole of the Shanghai northern sky was one mass of heavy smoke, rising lazily into the crystal clear air betokening the huge destruction which was being wrought below.

#### **Chinese Retreat to South of Soochow Creek**

For seventy-five days the Chinese armies had offered the stoutest resistance to the Japanese, with a fortitude which even Japanese commentators praised, and which aroused the greatest admiration from onlookers. With the fall of Tazang, the Japanese had thrown their full strength into the offensive, and brought about such an attack that mere

flesh and blood could not be expected to do more than the Chinese did. Throughout the night of Tuesday, October 27, large masses of Chinese troops were moving in the Hungjao and Rubicon areas, creating an impression that the Chinese were putting new troops into the line and withdrawing the others, a move apparently designed to mislead the Japanese aviators who, through the night, were watching things by means of flares dropped over the districts involved. That the Chinese withdrew from Chapei under full control is witnessed by the speed and orderliness with which they did it, leaving only a few scattered units to fight rearguard actions, and seeking to thwart Japanese pursuit by firing everything as they went. The Japanese pursuit through Chapei seems consequently to have been well behind the Chinese retreat, though the swiftness with which the Japanese reached the Soochow Creek west of Chapei suggests that they had met with little opposition in that area.

The Chinese withdrawal was so well carried out that only a comparatively few defenders of the Chapei salient were left behind, including the "Lone Battalion," which, having taken refuge in a godown on North Thibet Road, just north of the bridge across the Soochow Creek, announced their intention of making a stand until the last man had fallen.

October 28, brought a strange quiet to a city which had passed through such stirring times as Shanghai had during the past few days. Pootung was shelled during the day, and the Chinese staged several air-raids at night. A tragic picture was presented in the areas to the west of Shanghai where hordes of refugees flocked across the Soochow Creek, seeking refuge either within the defence perimeter or passing on further southward into the countryside to escape from the advancing Japanese. British, American and Italian soldiers at their various

posts did all they could to assist the fugitives, actually going out and helping some of them cross the railway bridge at Jessfield.

#### **Shells fall in Western District and Jessfield**

The following day brought further tragedy to the British section of Shanghai's international defence force. In the course of the intensive artillery bombardment with which the Japanese were pounding the Chinese positions, a large number of shells went wide of their objectives and fell in many districts in the western area between the boundaries of the Settlement and the railway line, doing damage between spots as far apart as the I.S.S. Building at the top of Avenue Joffre and the entrance to Jessfield Park, a distance of approximately  $2\frac{1}{2}$  miles. One shell fell in a café at the entrance to Jessfield Park where its explosion resulted in the death of Rifleman James O'Toole, of the Ulster Rifles, and three Chinese. Riflemen J. Mallon and W. C. Howard were also killed by a shell which burst near an advanced outpost near Jessfield Station, while Mrs. A. J. Hughes, living in Great Western Road, had a narrow escape when a shell penetrated the house. Damage was also done to the big apartment building at the end of Avenue Joffre.

In the meantime the "Lone Battalion" holding out in the godown of the Continental Bank, in Chapei, had been besought to lay down their arms, enter the International Settlement and be interned, but they insisted that without orders from the high command they could not do so, and expressed their intention of fighting to the last man. Overnight, the largest Chinese National flag available in Shanghai had been smuggled in to them by a Chinese Girl Scout, and, when the sun rose, it stood out prominently in the bright autumnal air. The godown's garrison continued their bitter fight

with the Japanese forces which enveloped them on three sides.

On October 30, the Japanese were blamed for the shells which had fallen in the western area within the defence perimeter, and it was revealed that the total casualties therefrom amounted to eighteen. During the day, Pootung was again bombarded by Japanese naval craft and aeroplanes, while the forces in Chapei prepared for a final onslaught on the "Lone Battalion."

This commenced at dusk the same evening, and observers on the housetops in the vicinity and from the stations south of the Creek saw the commencement of the last act in this striking drama. The Japanese opened fire with machine-guns and artillery seeking to make it impossible to hold on.

During the early morning on October 31, in the course of the shelling of the godown, a stream of projectiles fell into the Central District and the Whangpoo, endangering valuable office properties in that area and exposing the U.S.S. *Augusta* to risk, one projectile hitting the water about twenty feet from the vessel. It was estimated that over twenty missiles, consisting of 75mm. shells, weighing 14lb. each, fell within the Central District and in the Whangpoo.

#### **"Lone Battalion" Retreat to Settlement**

About 2 a.m. the fighting around the godown suddenly ceased, and after a short wait coloured lights on the godown roof and the enthusiastic shouts of "Banzai" announced that the Continental Bank's godown had fallen into Japanese hands. The "Lone Battalion" on receiving instructions to evacuate the premises did so reluctantly, and under machine-gun fire fled with their arms and wounded across the Thibet Road Bridge, where they were disarmed and taken into the Settlement, where they

have since been interned. They numbered about 500 with wounded.

In the meantime, the struggle for the crossing of Soochow Creek, had been in progress for about three days during which time the Japanese do not appear to have made much headway in this direction. Nevertheless, three days' vigorous bombardment of Chinese positions south of the Creek, began, culminating in the creation of a smoke screen behind which the Japanese succeeded in throwing a pontoon bridge across the Creek and establishing themselves on the southern bank, Japanese planes heavily bombing the Chinese positions throughout the area.

It was on November 1 that General Matsui declared that the fighting around Shanghai would come to an end within ten days, a statement which, at the time was received with some scepticism, but which in the event proved to be quite correct. Nevertheless, the Chinese despite the severe hammering they were receiving persisted in their strenuous resistance of the Japanese, and though they could not check the advance south of the Creek they undoubtedly slowed it up.

#### **Japanese cross Soochow Creek and push South**

The Loyal Regiment was put into the sector formerly held by the Ulster Rifles, who had sustained so many casualties of late and who were taken out for a rest. Fighting was severe near the Rubicon Village, where the Japanese attempt to cross the Creek was for the time being defeated, but by the next day it was reported that the Japanese had succeeded in crossing in several places in strength, while at the same time it was said that the Chinese in Nantao were preparing to withdraw to Sungkiang.

By November 3, it was realized that should the Japanese advance around the foreign areas, as apparently they in-

tended in their scheme to drive the Chinese out, the question of caring for the refugees in the locality would prove exceptionally difficult. On that day, therefore, discussions started between the Japanese authorities, the Chinese, and Father Jacquinet, s.j., initiated by the latter for the purpose of securing the setting aside of an area in the Chinese city which would be neutralized for the purpose of housing the hundreds of thousands of refugees who could not be admitted into the foreign areas.

Bitter fighting through the day and night of November 4, during which the western areas were again subjected to a cruel grueling resulted in the Japanese ultimately linking up the forces which had been flung across the Creek, and presenting a united front against the Chinese positions some two kilometres south of the Creek. It was stated that while foreign property in the Hungjao area had been damaged it was not so extensive as it was originally feared, and that many of the residences were comparatively undamaged.

#### **Jacquinet Zone established for Refugees**

On November 5, it was announced that Father Jacquinet's negotiations for the establishment of a neutral zone had met with success and that the boundaries of such an area had been fixed; but the sensation of the day were the developments on the Pootung peninsula. Ever since the commencement of hostilities it was commonly wondered why the Japanese had taken no serious action for the elimination of the Chinese forces entrenched in that area, who while they could inflict no real damage upon the Japanese in Yangtsepoo and Hongkew were, nevertheless, a source of annoyance and inconvenience. But the pincers were now to be brought into play for the purpose of squeezing out the Chinese forces from that portion around Shanghai which they still held—The Pootung Peninsula.

After artillery preparation, the Japanese landed troops at Kingsankwei, about 25 kilometres north of Chapoo, which for years the Chinese had declared to be a fortified area. It was the prelude to further activities in this territory. On November 6, the Japanese Navy laid a heavy barrage along the north coast of Hangchow Bay, under cover of which further Japanese landings took place, until by nightfall it was estimated that 5,000 men had been thrown into the peninsula and were rapidly forcing their way inland. The Chinese appear to have been caught while relieving troops in that area, the Japanese timing their landing for the moment when the Chinese troops were both moving in and out. Instead of the creeks impeding the Japanese advance as had been the case in the Kiangwan and Woosung areas, they actually proved of assistance to the Japanese invasion, which moved rapidly inland, while severe fighting in the Hungjao area gave the Chinese there no respite.

The next day it was reported that the Japanese in Pootung had succeeded in reaching the ferry across the Whangpoo where it crosses the Shanghai-Hangchow Road in their drive towards Sungkiang, which they reached the following day, November 8. Preparation of the refugee area, thereafter to be known as the Jacquinet Zone, in honour of the man whose efforts had brought it into being, was practically completed, and not a moment too early, for it had by this time become apparent that, despite the fine morale of the Chinese troops west and south of Shanghai, their defences south of Soochow Creek were crumbling and it was only a question of a short time before another withdrawal south and westward would become necessary. In this connection it has to be remembered that at no time did Chinese withdrawal represent anything in the nature of a débacle, for they were in every case orderly and at no time assumed the complexion of a rout.

#### **Chinese Retreat to Siccawei, Nantao and Concession**

At dawn, on November 9, the Japanese forces were to be seen from the defence perimeter slowly crossing the Soochow Creek by means of the Jessfield railway bridge. The Chinese withdrawal southward and westward from the Hungjao area was in full swing. Thousands of refugees streamed for the foreign areas or southwards ahead of the advancing Japanese troops, while as the Japanese advanced around the western edge of the International Settlement, and entered the country south of the French Concession, hundreds of Chinese soldiers, throwing their arms into the Siccawei Creek, bolted across the bridges to the French Concession and were interned. Thousands of refugees, unable to gain entrance into the foreign areas, sought refuge in the Jacquinet zone, where they were able to remain in complete safety.

The Chinese forces, however, did not evacuate Nantao, and the demand that they should surrender by 1 p.m. on November 10, met with no response. Accordingly at that hour a Japanese aeroplane passed over Nantao and dropped a warning bomb. This also produced no effect and for the rest of the day Nantao was subjected to a severe bombardment by naval vessels, from a battery in the west and from the air, starting a number of fires, which at no time approached the conflagrations in Chapei from the point of view of immensity.

At dusk, Japanese gunboats approached the Whangpoo boom, and during the night kept up a brisk fire on the Chinese positions along the Nantao Bund. Simultaneously Japanese troops, numbering about 18,000, marching along the Chungshan Road sought to take the defenders of Nantao in the rear, while tanks also moved up to their assistance.

### Chinese Evacuate Nantao

It was very soon apparent that the position of the defenders in Nantao would speedily be rendered untenable and it was not surprising that at 7 p.m., on November 11, the Chinese Headquarters gave orders for the evacuation of Nantao. The place had been subjected to an intensive bombardment for nearly two days and the defences were crumbling. During the day, Mr. Pembroke Stephens, special correspondent for the "Daily Telegraph," was fatally shot through the head. That night the Japanese investment of Shanghai was completed, and the plan of campaign changed from the liberation of this area from the Chinese, into a drive westward and southwards, with Nanking, the capital, as the ultimate objective.

By November 12, Nantao had been completely occupied by the Japanese and their columns west of Shanghai were rapidly advancing on Quinsan, where it was believed the Chinese would make a stand. Two days later the Japanese troops landed at Liuho and continued chasing the retreating Chinese westward, November 15, seeing the capture of Quinsan.

### Chungking announced as New Capital

With the rapid Japanese advance towards Nanking, the Chinese Government prepared to evacuate, and on November 20, Chungking was announced as the new capital of China, the Government evacuating Nanking the following day and the staffs of the various foreign embassies preparing to remove to Hankow.

On November 22, the Japanese captured the town of Wusih to the north of Tai Lake and, driving westward from Kashing, moved round the south of the same lake, indicating that they were following a new line in the advance on Nanking.

### Communications taken over by Japanese

Shanghai was startled on November 26, when the Japanese carried out their oft-proclaimed intention of taking over the Post Office, the Radio service, and the Chinese Telegraphs, while at the same time they appointed Japanese appraisers to operate for the Customs of the International Settlement and the French Concession.

By November 27, the Japanese movement towards Nanking was well under way and, despite obstinate fighting by the Chinese, could not be gainsaid.

On November 29, the local Chinese Telegraph Offices closed because the Chinese staff refused to work, and so far as this means of communication with the interior of China was concerned Shanghai had been cut off. On the same day the Japanese claimed the capture of Kiangyin, though it was subsequently shown that while the town had fallen the fortifications were able to hold out for some days more.

### "Victory March" of Japanese in Shanghai

In the meantime considerable anxiety had been expressed in Shanghai over the announcement by the Japanese military authorities that they intended to stage a Victory March through the streets of the International Settlement, and on December 3, despite earnest representations made to the contrary, 6,000 Japanese troops paraded the Settlement. For the most part Chinese were kept off the streets, but as the column proceeded down Nanking Road an Oriental, whose nationality has not yet been definitely announced (it being claimed respectively that he was Chinese by the Japanese, and Korean by the Chinese), threw a hand-grenade which, fortunately, did comparatively little injury. He was immediately shot and killed by a Chinese member of the Municipal Police Force. Following the incident, which for a time disrupted the

parade, the Japanese occupied a fair portion of the Central District, but by the next morning had left it.

It had also been reported that on December 4, the Japanese contemplated marching troops along the two Bunds for the purpose of conveying them to Nantao. On that day, however, a convoy of Japanese army lorries traversed the Bund of the International Settlement, but was stopped at the French boundary by French Police and after considerable negotiations an arrangement was made whereby the lorries were allowed to proceed, but under the escort of the French authorities.

It was announced also on that day that the Japanese troops were within 60 kilometres of Nanking. The following day the British vessels Tuckwo and Tatung, in the Yangtze, were bombed by Japanese aeroplanes, but fortunately there were no casualties.

By December 6, the Japanese were within sight of Nanking walls and it was confidently announced that capture could be expected within the next five days.

It appeared on December 7, that the much-heralded last stand before the capital was not taking place. For on that day Nanking's last defences were pierced and the Purple Mountain, which afforded artillery command of the capital, was occupied by the Japanese. Foreigners resident in Nanking were advised to leave, but while many of them did so, a small body of 18 remained within the capital until it eventually fell.

General Matsui, commanding the Japanese forces, served an ultimatum on the Chinese commanding officer in Nanking on December 9, demanding surrender of the capital before noon the next day. This was ignored and, following the expiry of the ultimatum, the Japanese stormed the Kwanghua Gate, in which, after bitter fighting, the Japanese secured a foothold which, despite furious Chinese counter-attacks during the night, they managed to hold until the next morning.

#### Attacks on British and American Vessels

On Sunday, December 12, while bitter fighting was still proceeding as the Japanese slowly forced their way into Nanking, a Japanese attack by machine-gun fire was made upon H.M.S. Ladybird and the steamer Suiwo, in which one naval rating was killed and Flag Captain G. E. M. O'Donnell was wounded. On board the steamer Suiwo there were Mr. H. I. Prideaux-Brune, H.M. Consul at Nanking, and Lt.-Col. W. A. Lovat-Fraser, military attaché. Later in the day, however, British vessels assembled at Hsiasanshan, for the purpose of safety, were bombed by Japanese aeroplanes, H.M.S.S. Scarab and Cricket opening fire upon the attackers. On this day the United States gun-boat Panay was also attacked by Japanese aeroplanes and sunk by the bombing, while subsequently it was alleged that Japanese surface craft had also machine-gunned the sinking vessel. On board the Panay at the time were a number of foreigners, including Sandro Sandri, special correspondent of "Stampa," a well-known Italian newspaper. He, together with Charles L. Ensminger, storekeeper on the Panay, and Captain C. H. Carlson, commander of the Socony vessel Mei An, were killed, while a number of others were wounded.

The incidents of this day aroused a storm of indignation both in Great Britain and the United States, and though the Japanese Government anticipated matters by offering full apology, indemnification, and the punishment of those responsible for the incidents, both the British and American Governments addressed protests to Tokyo considerably firmer in tone than any which had preceded.

On December 13, the Japanese claimed the capture of Nanking, thereby fulfilling their boast made very much earlier in the hostilities that they would occupy the capital of the Republic of China before the advent of Christmas.



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MACABRE