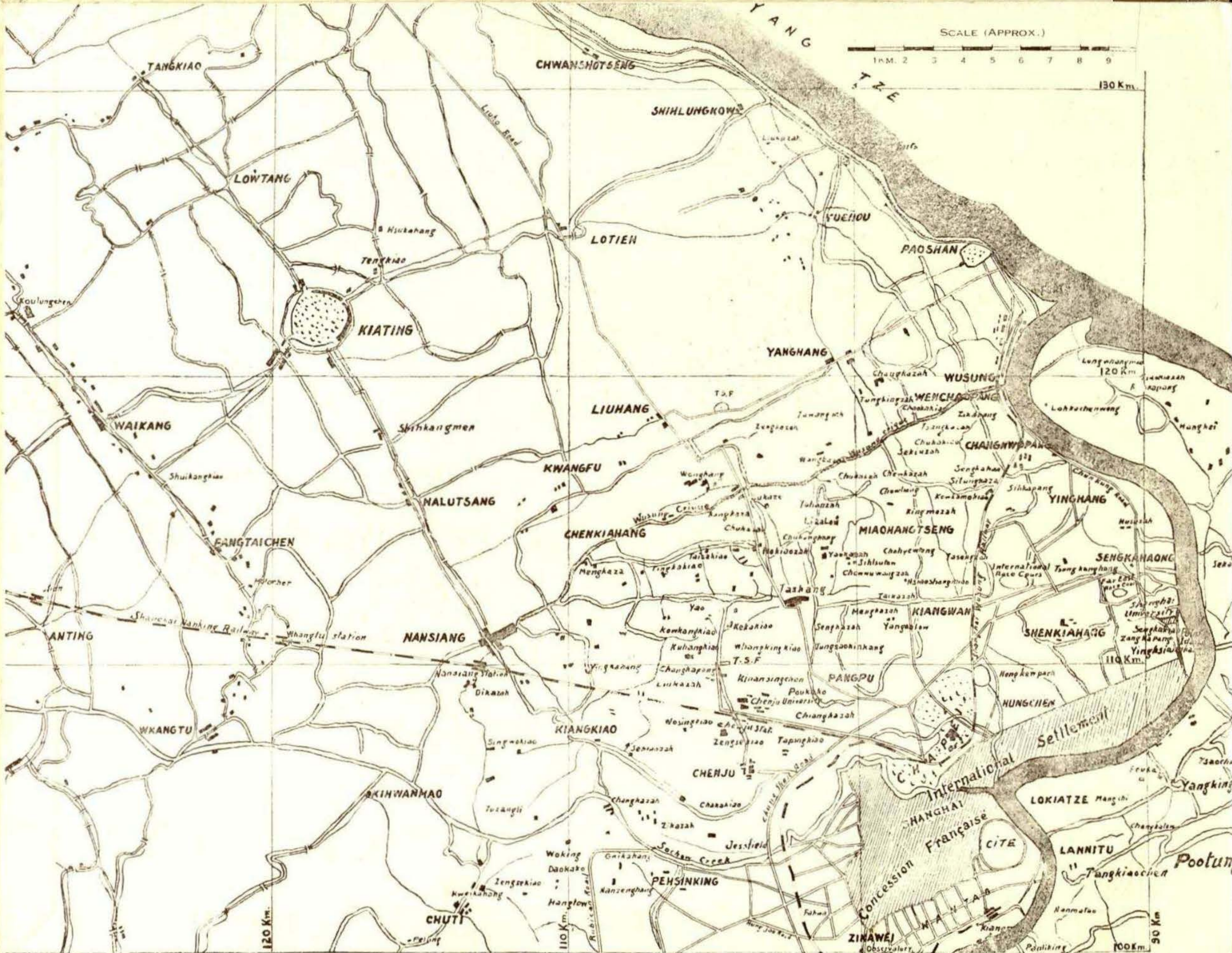
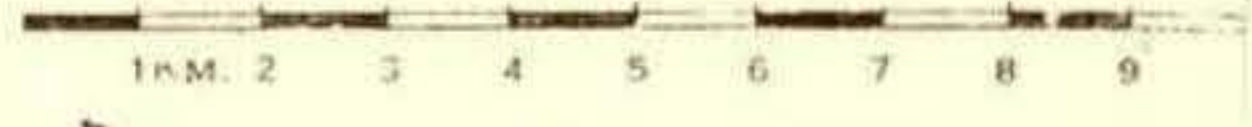


*Four
Months
of War*



SCALE (APPROX.)



130 Km.

TANGKIAO

CHWANSHOTSANG

SHIHLUNGKOW

LOWTANG

LOTIEN

YUEHOU

PAOSHAN

KIATING

YANGHANG

WUSUNG

WAIKANG

LIUHANG

WENCHANG

NALUTSANG

KWANGFU

CHANGWEIPANG

FANGTAICHEN

CHENKIAHANG

MIAOHANGTSENG

YINGHANG

ANTING

NANSIANG

KIANGWAN

SENGKHAONG

WKANGTU

KIANGKIAO

PANGPU

SHENKIAHANG

KIHWANMAO

CHENJU

HUNGKIEN

PEHSINKING

CHANGHAI

LOKIATZE

CHUTI

ZINAWEI

LANNITU

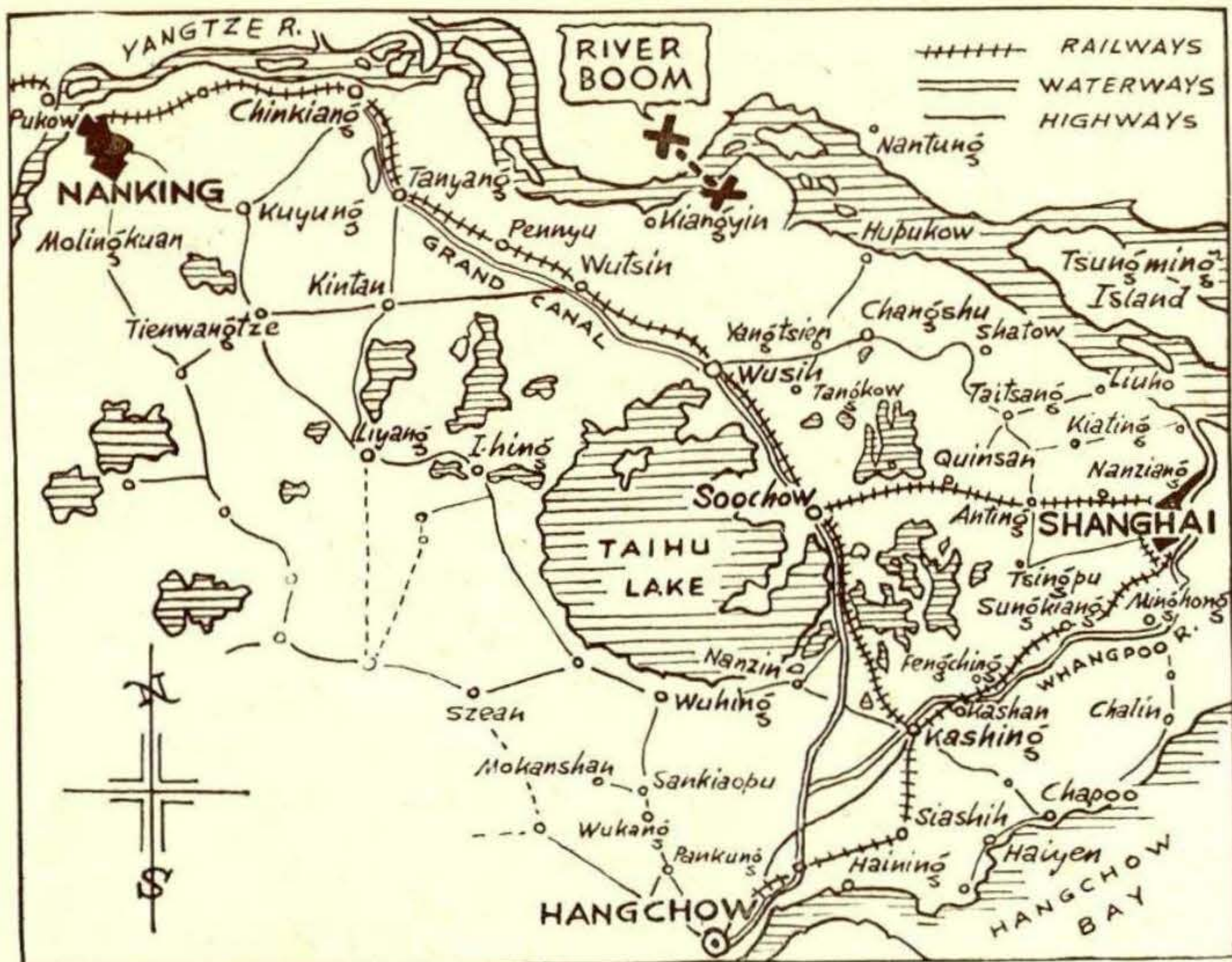
Pootung

120 Km.

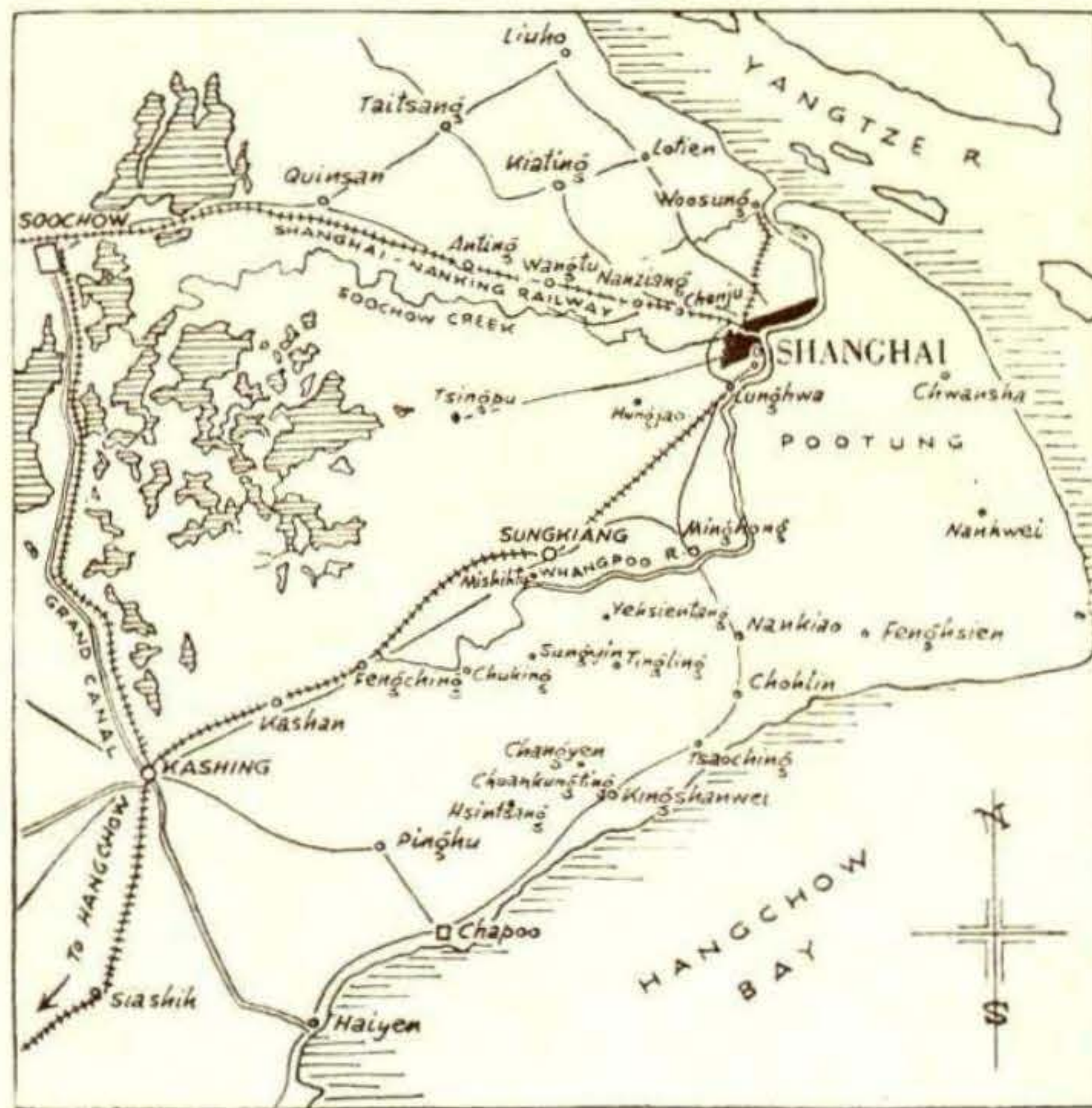
110 Km.

90 Km.

100 Km.



Scale: 1 inch = 32 miles approx.



Scale: 1 inch = 20 miles approx.

FOUR MONTHS OF WAR



Armistice Day, Shanghai, 1937

Four Months of War

A pen and picture record of the hostilities between Japan and China in and around Shanghai,
from August 9th till December 20th, 1937, from the press of the

"NORTH-CHINA DAILY NEWS"



Printed and published by the North-China Daily News & Herald Limited, Shanghai

ALL RIGHTS RESERVED

CONTENTS

Narrative of the Hostilities	-	-	-	-	-	Pages 5 to 18
Photographs, Sketches and Cartoons	-	-	-	-	-	Pages 19 to 144
Maps	-	-	-	-	-	Inside Covers



FOUR MONTHS OF WAR

WHEN 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 unidentified 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 Yangtszepoo, 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 Yangtszepoo 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 Liuhan 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 manœuvred 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

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 *débaclé*, 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

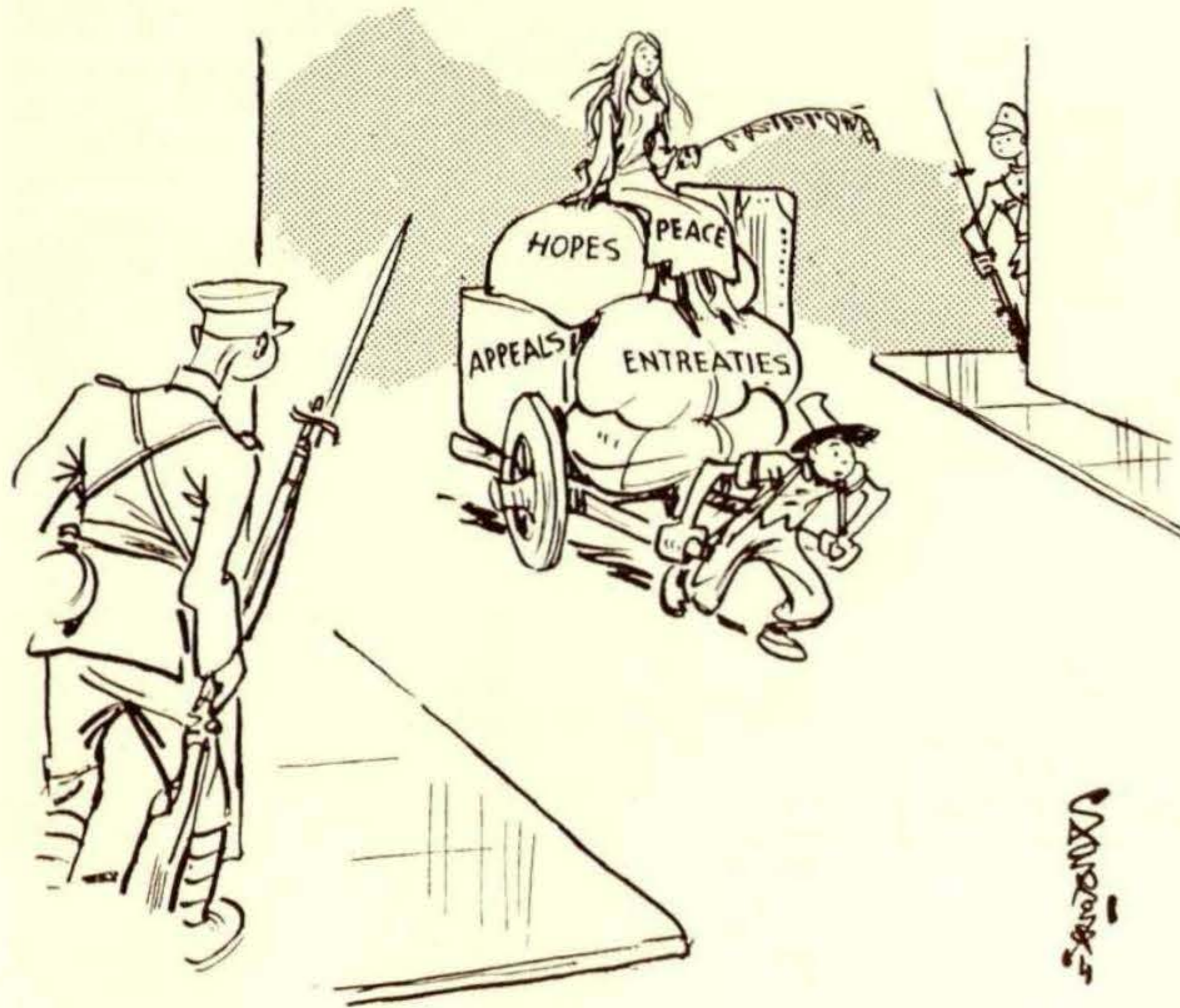
On Sunday, December 12, while bitter fighting was still proceeding as the Japanese slowly forced their way into Nanking, a Japanese attack by machine-gun fire was made upon H.M.S. Ladybird and the steamer Suiwo, in which one naval rating was killed and Flag Captain G. E. M. O'Donnell was wounded. On 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.

*Four Months
of War*

ILLUSTRATIONS



By S. AP. AJOU

IS SHE ALSO EVACUATING?



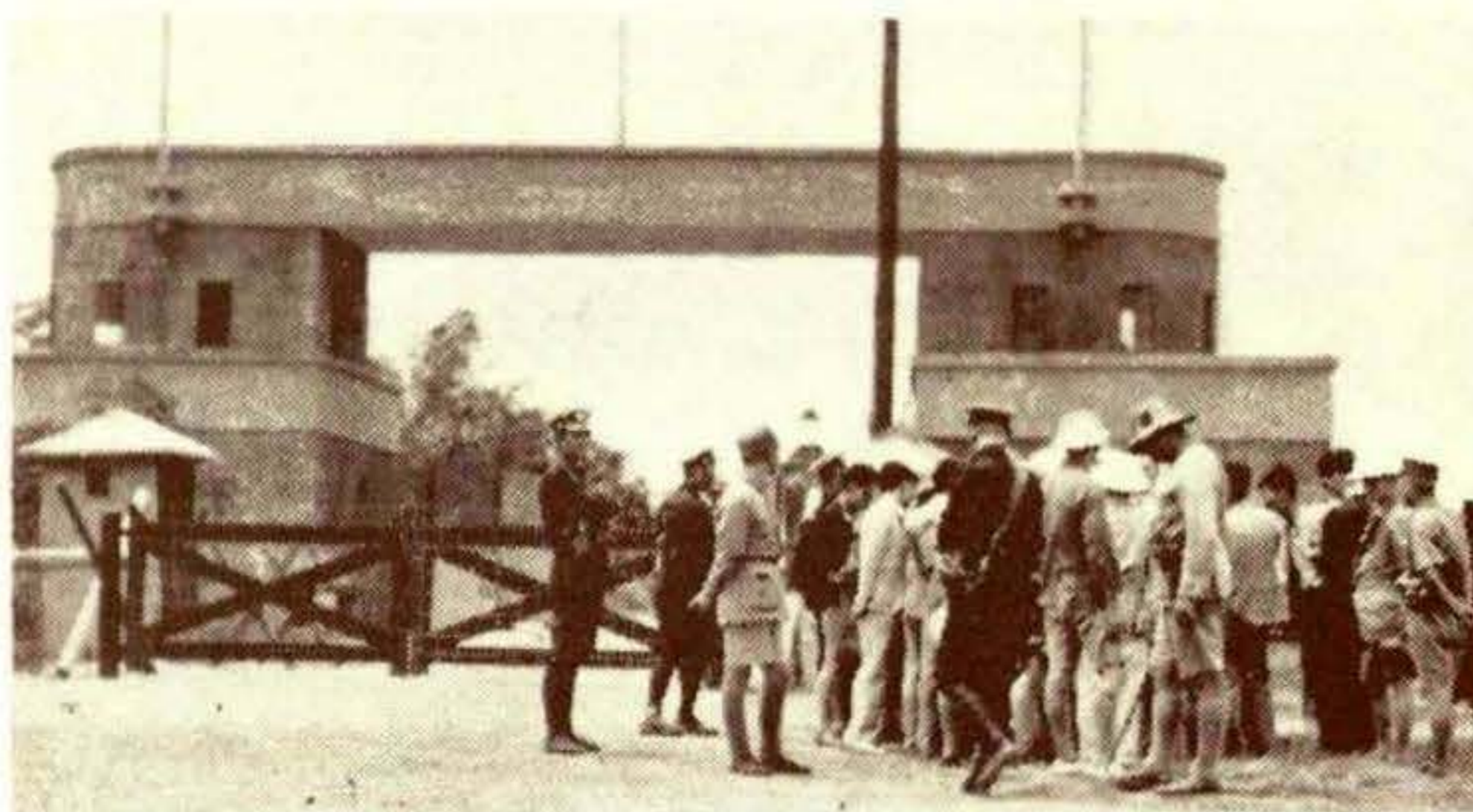
Seaman First Class Yozo Saito, one of the victims killed in the Monument Road incident.



Sub-Lieut. Isao Ohyama, another victim of the incident.

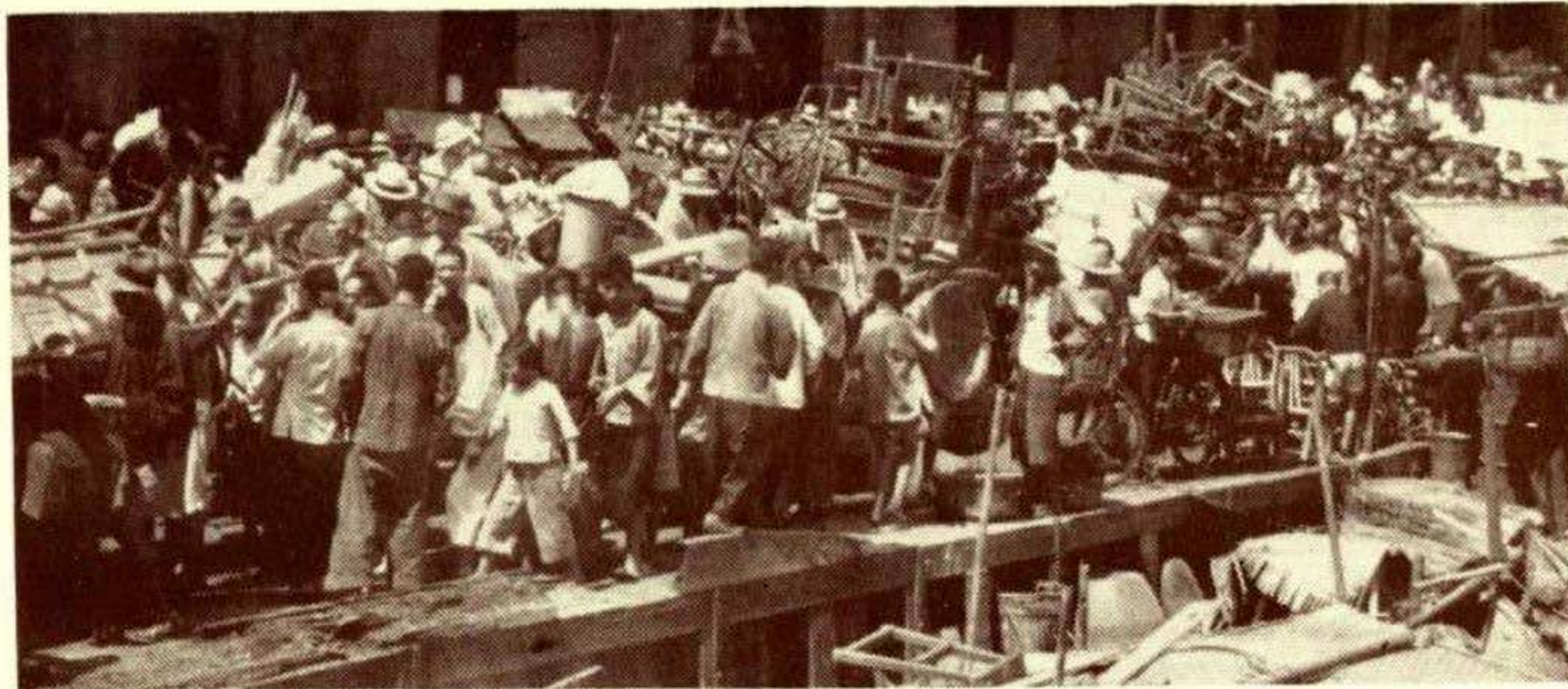


The spot on Monument Road, Shanghai, where the shooting occurred on Monday, August 9, 1937.



The official investigation party on Hungjao Road, near Monument Road, consisting of Japanese and Shanghai Municipal Police officials. This incident took place on an outlying Settlement Road and precipitated Shanghai into a state of tension unknown since the 1932 Sino-Japanese war.

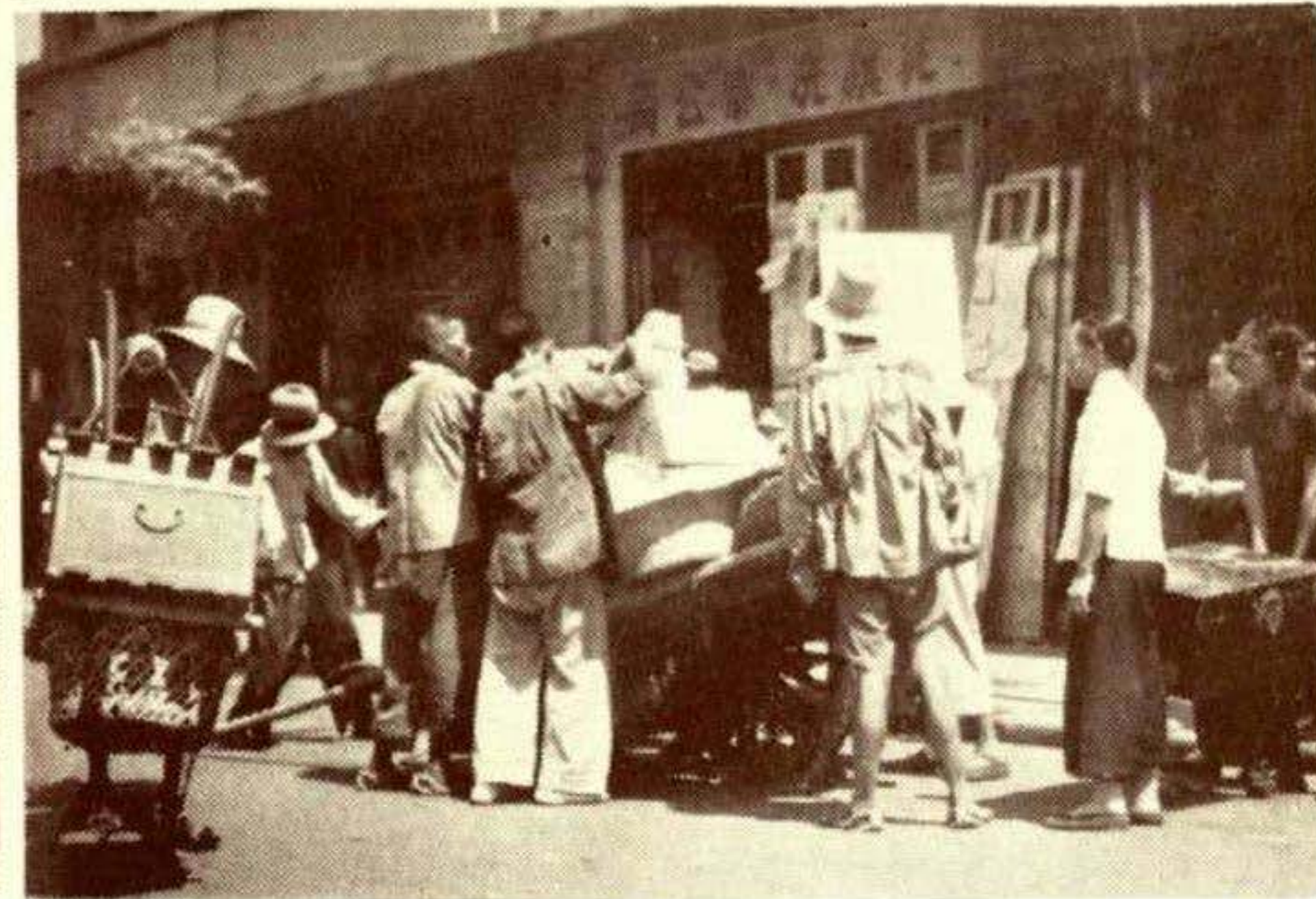




A graphic illustration of the enormous crowds of refugees which poured out of the northern Chinese areas following the Monument Road incident a few days before. The picture shows one section of the crowd on the south side of Soochow Creek, near Markham Road bridge, struggling along with their household effects trying to locate suitable sites for their temporary homes.

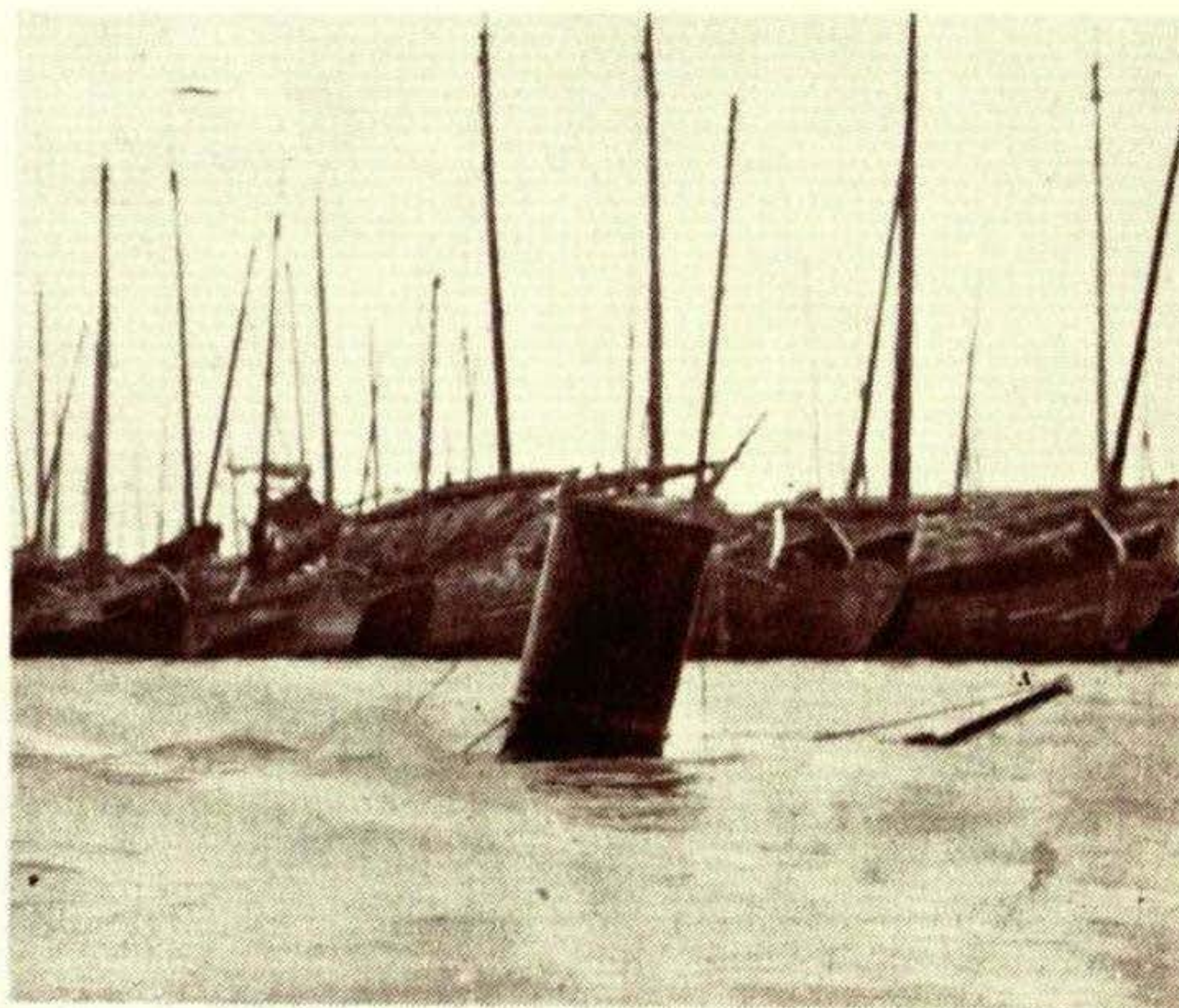
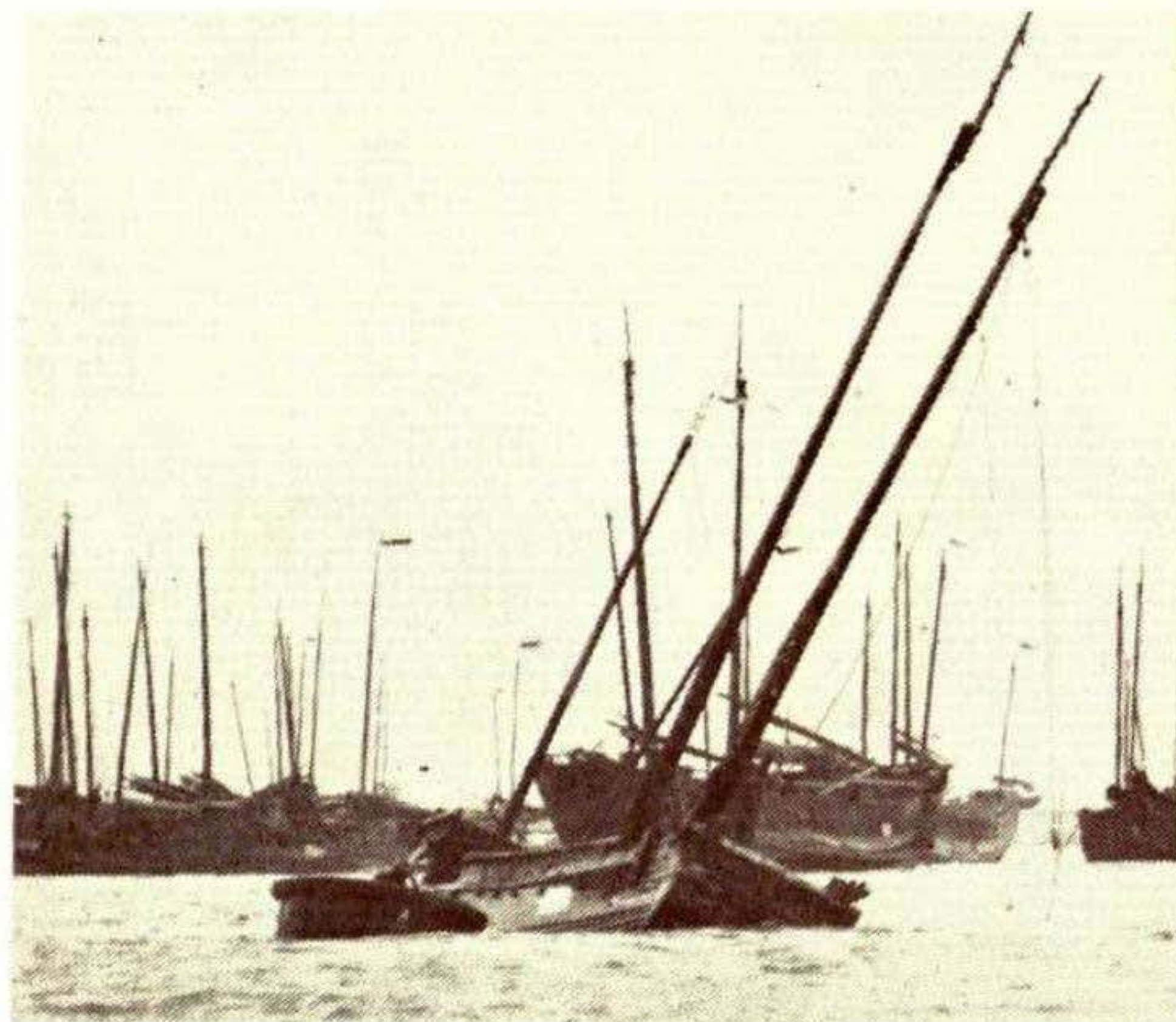


Another view of the immense crowds of panic-stricken refugees from the Hongkew districts, north of the creek.



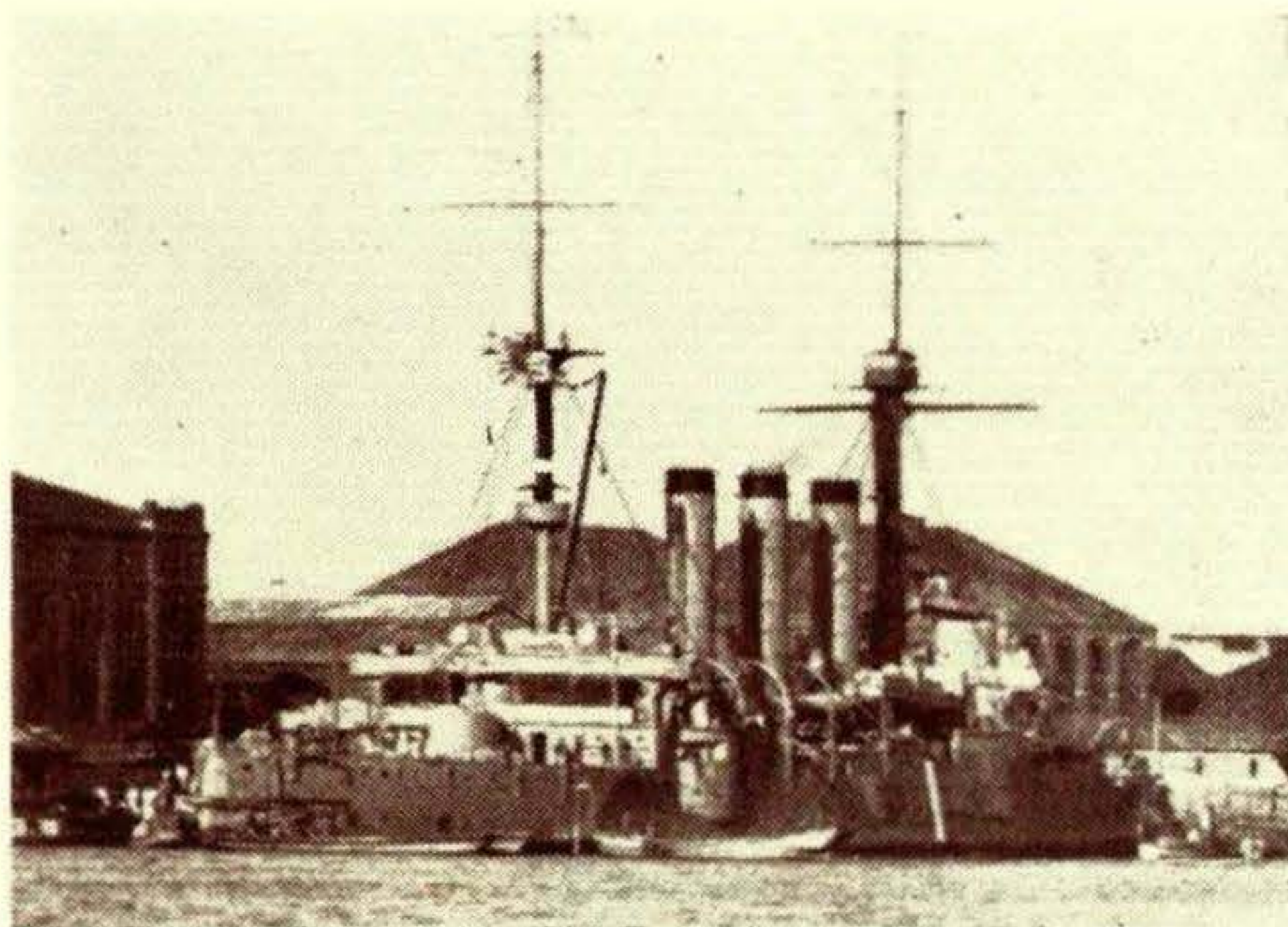
How some refugees evacuated their belongings during the first few days after war clouds had gathered over Shanghai.

The first defensive measure taken by the Chinese authorities was to sacrifice merchant ships to construct a boom across the Whangpoo River, stretching from the Nantao Bund to a point on the Pootung foreshore directly opposite. The sacrifice was made in order to protect the Kiangnan Arsenal and the Naval Dockyards near Lung-hwa, a few miles upriver from the Bund. The boom also served to cut off communications from creeks flowing into the Whangpoo river to the open sea, and also as a definite line of demarcation between the opposing forces.



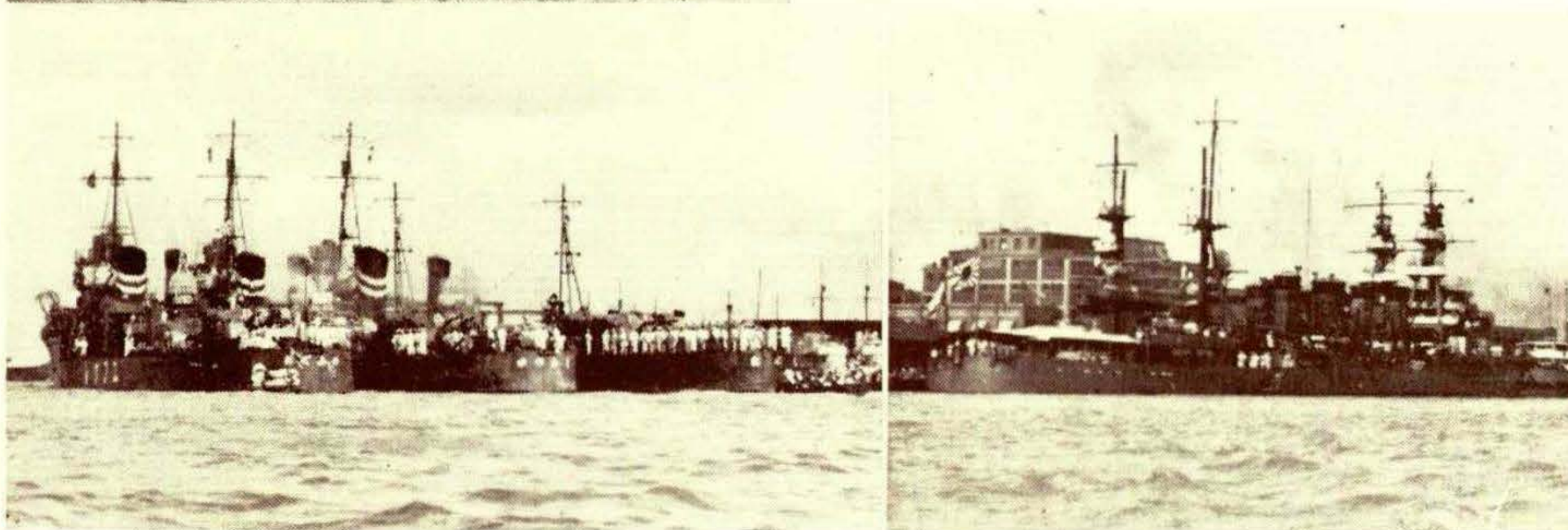
The picture above shows the ss. Foo Shing submerged, with only her funnel showing.

A sea-going junk, another vessel sunk in the Whangpoo to prevent hostile craft from proceeding upriver.



(Left) H.I.J.M.S. Idzumo, Japanese cruiser and flagship of Vice-Admiral Kiyoshi Hasegawa, Commander-in-Chief of the Japanese Third Fleet. This ship bore a charmed life throughout the hostilities, despite several attempts to sink her. The Idzumo was built in England in 1898 for the Imperial Japanese Navy. In 1904-5 she participated in the Russo-Japanese War, and since then she has been relegated to service in the China Seas. A glance at her shows a type of cruiser now obsolete.

(Below) Two views of a Japanese fleet of 20 destroyers and light cruisers. These vessels were rushed to Shanghai on short notice, arriving on August 11, two days after the incident on Monument Road. Other vessels were reported at Woosung, at the junction of the Whangpoo and Yangtze Rivers.





(Left) Wreckage strewn along the north side of Nanking Road, following the accidental release of two aerial bombs from Chinese bombers. The appalling damage is graphically illustrated in this page.

(Bottom Left) More damage on Nanking Road, with the shells of two motor-cars, one completely gutted by fire, while a policeman steps over the debris to look for the injured.

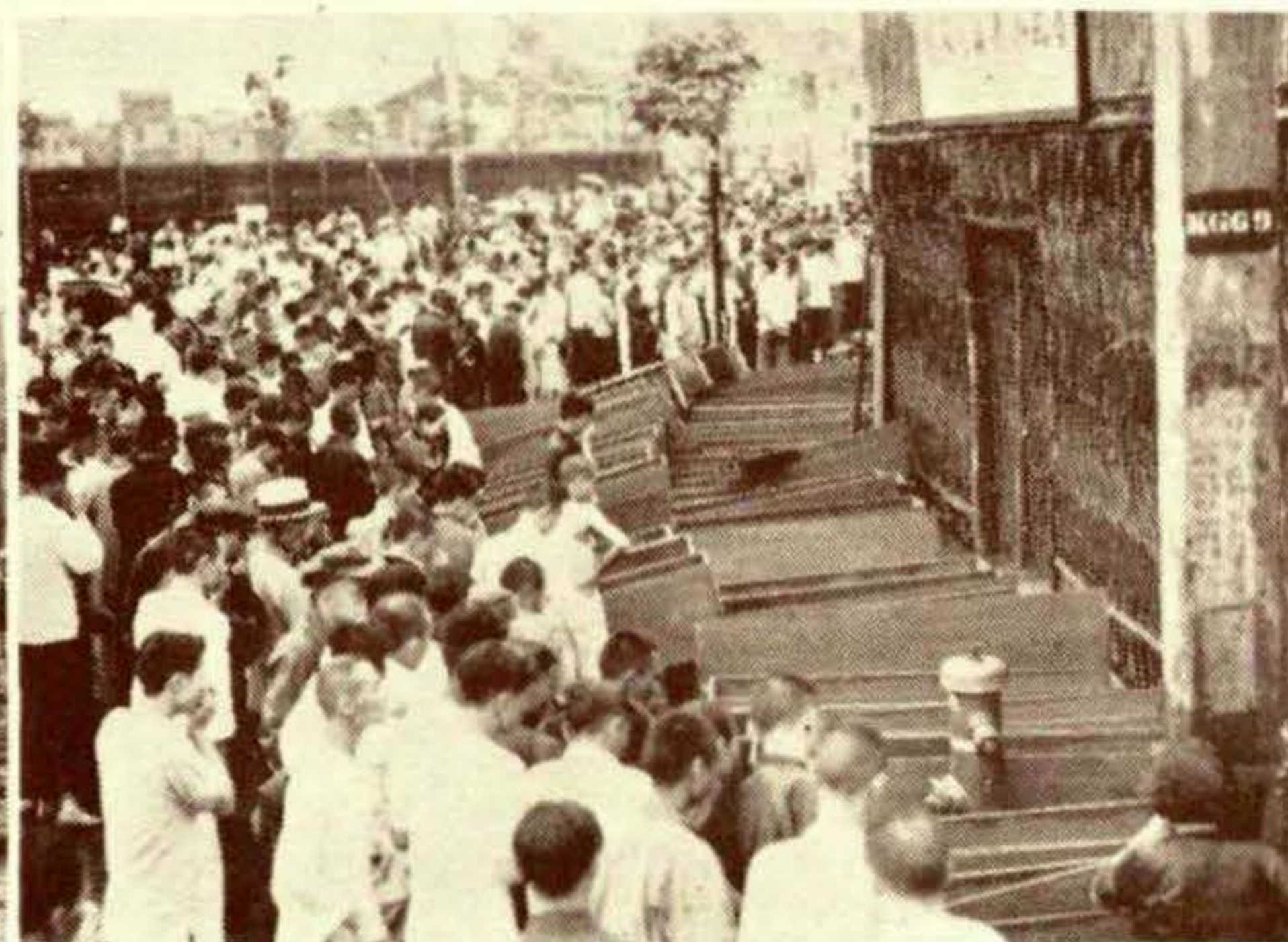
(Below) The south side of Nanking Road, showing the body of a Chinese boy, victim of a horrible mistake. He was one of more than 100 killed and injured.



(Right) The Great World Amusement Resort at the corner of Avenue Edouard VII and Yu Ya Ching Road, was the scene of another accidental bombing by Chinese aeroplanes, on August 14, 1937.

(Bottom Right) A portion of the huge number of coffins containing victims of the disaster, with frantic Chinese looking for the bodies of their families and friends.

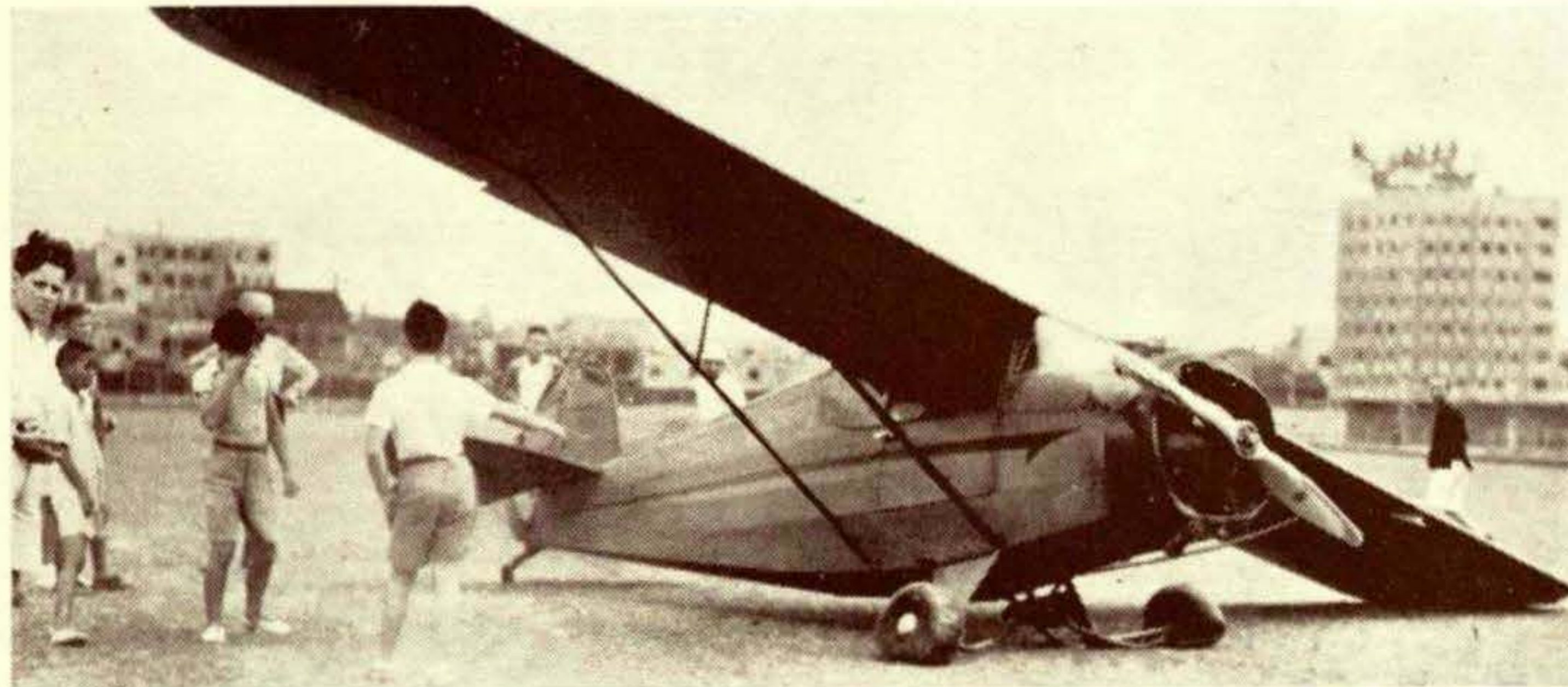
(Below) The Shanghai Fire Brigade busy washing the streets of blood and debris after the disaster, when 1,300 were killed and injured, including a number of foreigners.





DANSE
MACABRE

Mr. Leslie A. Lewis' monoplane, which crashed on the polo ground at the Shanghai Race Course on August 13. It was the last to leave Lunghwa Aerodrome after a general exodus of all aircraft on China's commercial air lines. He was accompanied by Mr. R. B. Fedoseyeff, his mechanic; neither were injured.

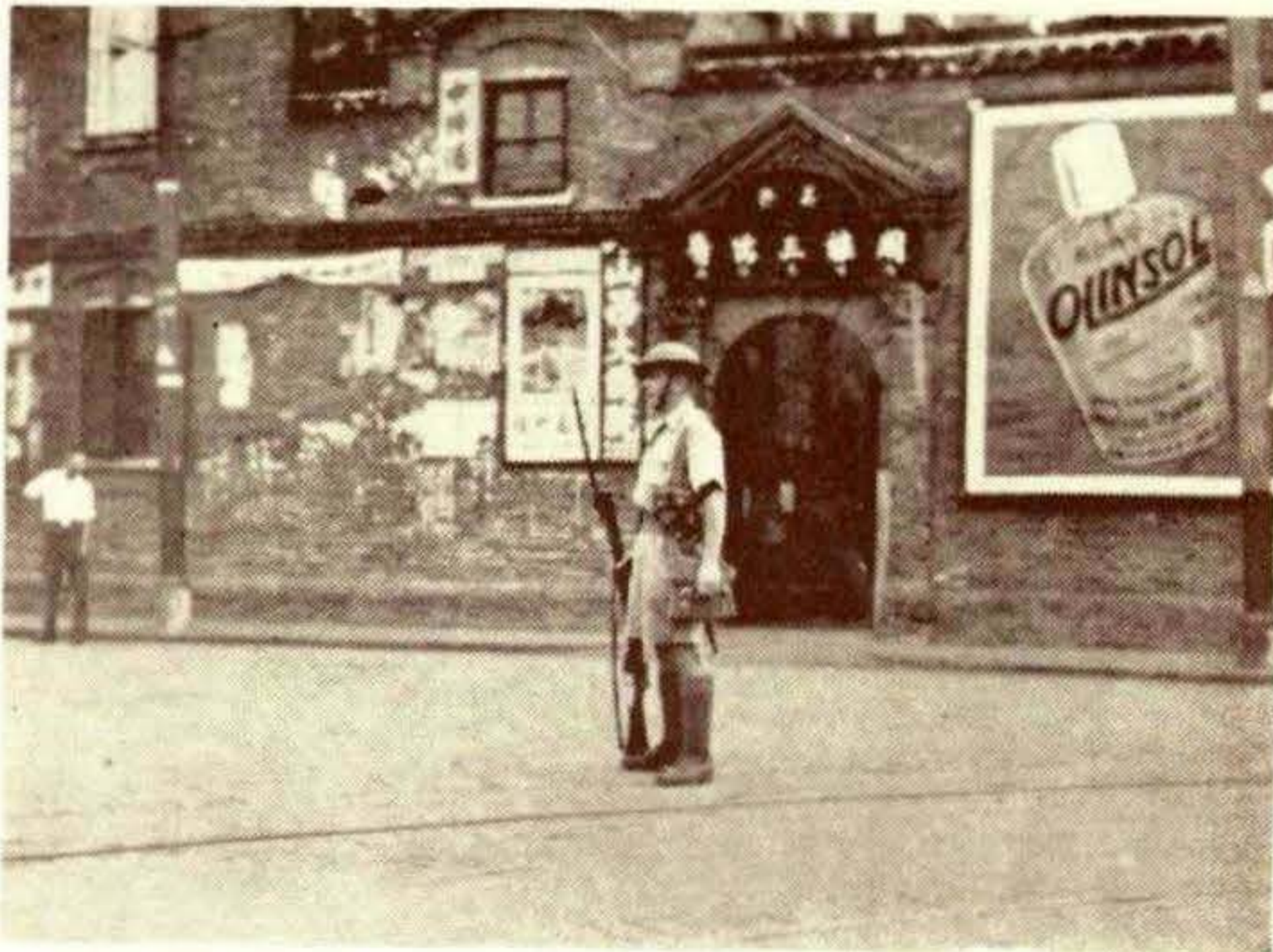
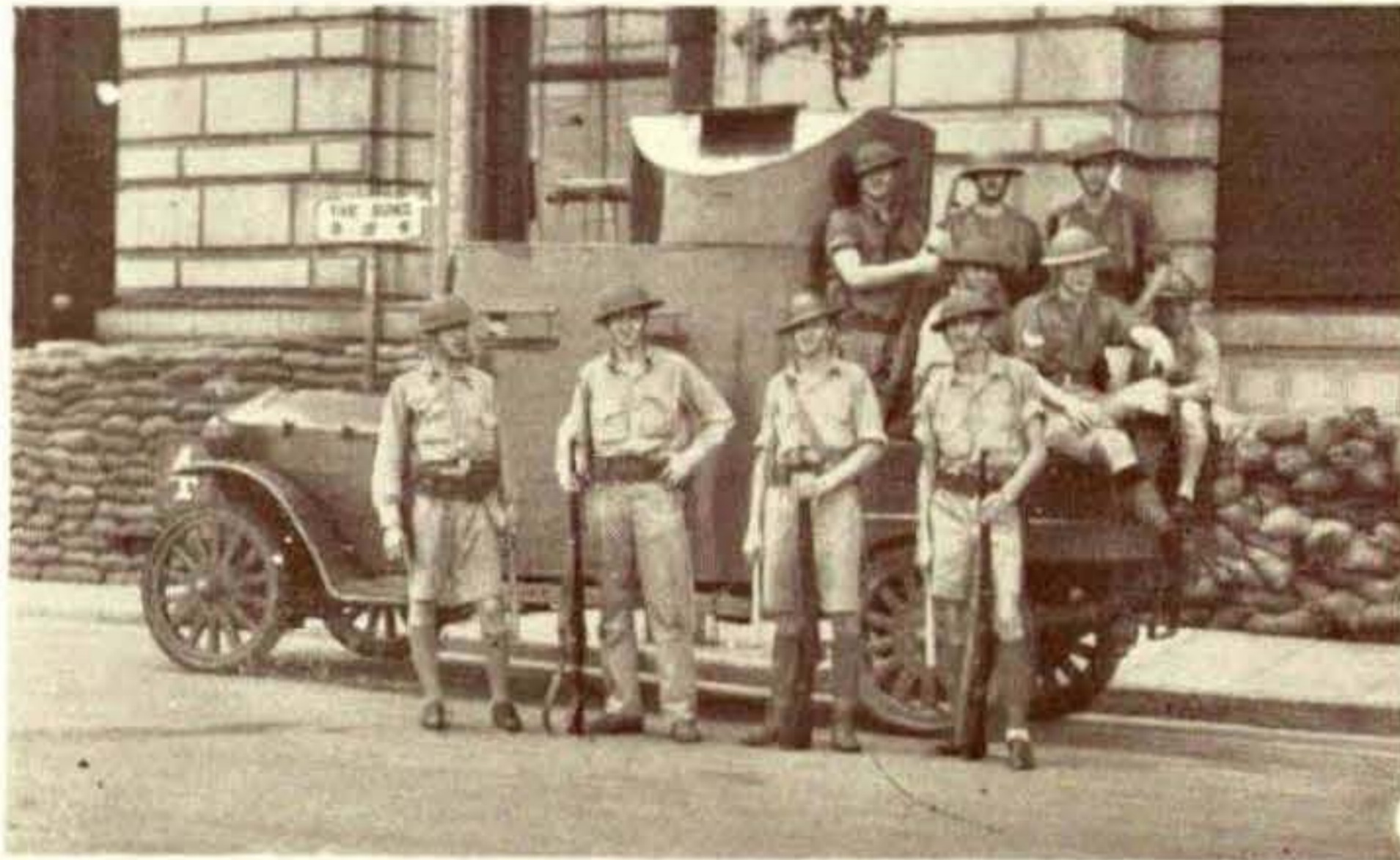


Even livestock were evacuated from the danger zones as can be seen from the cows pictured above leaving for the safety of the International Settlement.



A welcome pause taken by a Chinese family after an all-day walk from Hongkew, typical of the many refugees leaving that district.

DEFENCE PRECAUTIONS ON THE BUND (AUGUST 15)



(Top Left) The Armoured Car Company of the Shanghai Volunteer Corps patrolled the foreshore of The Bund. The picture shows a section pausing from their arduous duties.

(Top Right) Sandbag redoubts built outside the entrance to an office building on the corner of Hankow Road and The Bund as a protection against shrapnel and stray bullets.

(Left) A Russian volunteer standing guard in an almost deserted street in West Hongkew.

(Right) Unprecedented in the history of Shanghai is the evacuation of foreign women and children from war zones. The pictures on this page show various stages of the evacuation, ably assisted by British sailors.

(Bottom Right) Luggage being carried aboard the tender to be conveyed to the ss. Rajputana, of the P. & O. Line, which took the evacuees to the British colony of Hongkong.

(Below) Saying their last farewells before boarding the tender.



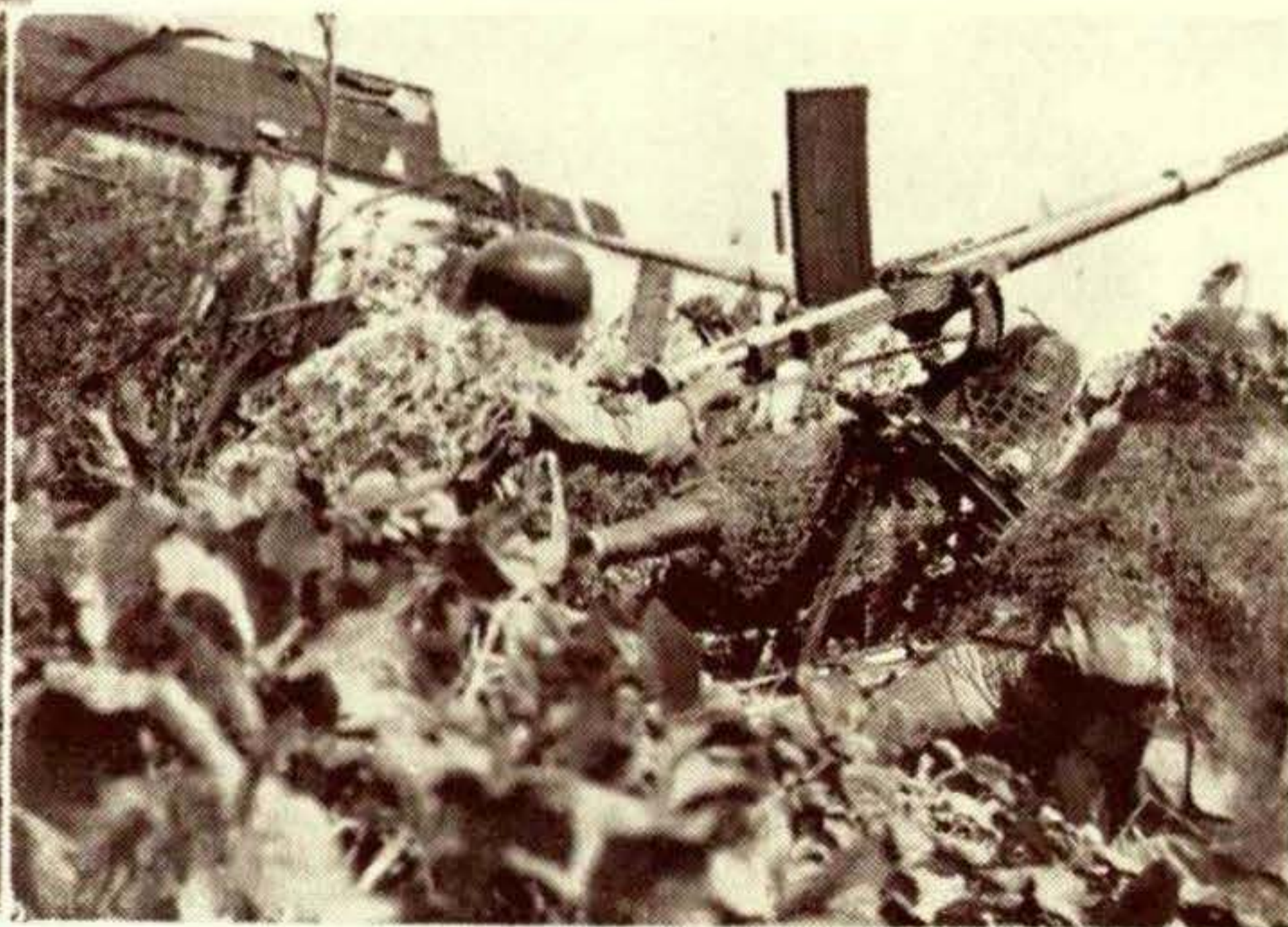
IN THE CHINESE TRENCHES (AUGUST 18)



(Left) Chinese soldiers in trenches preparing to advance on enemy positions. The soldier in the foreground is seen firing his Mauser pistol, fitted with stock to form a rifle.

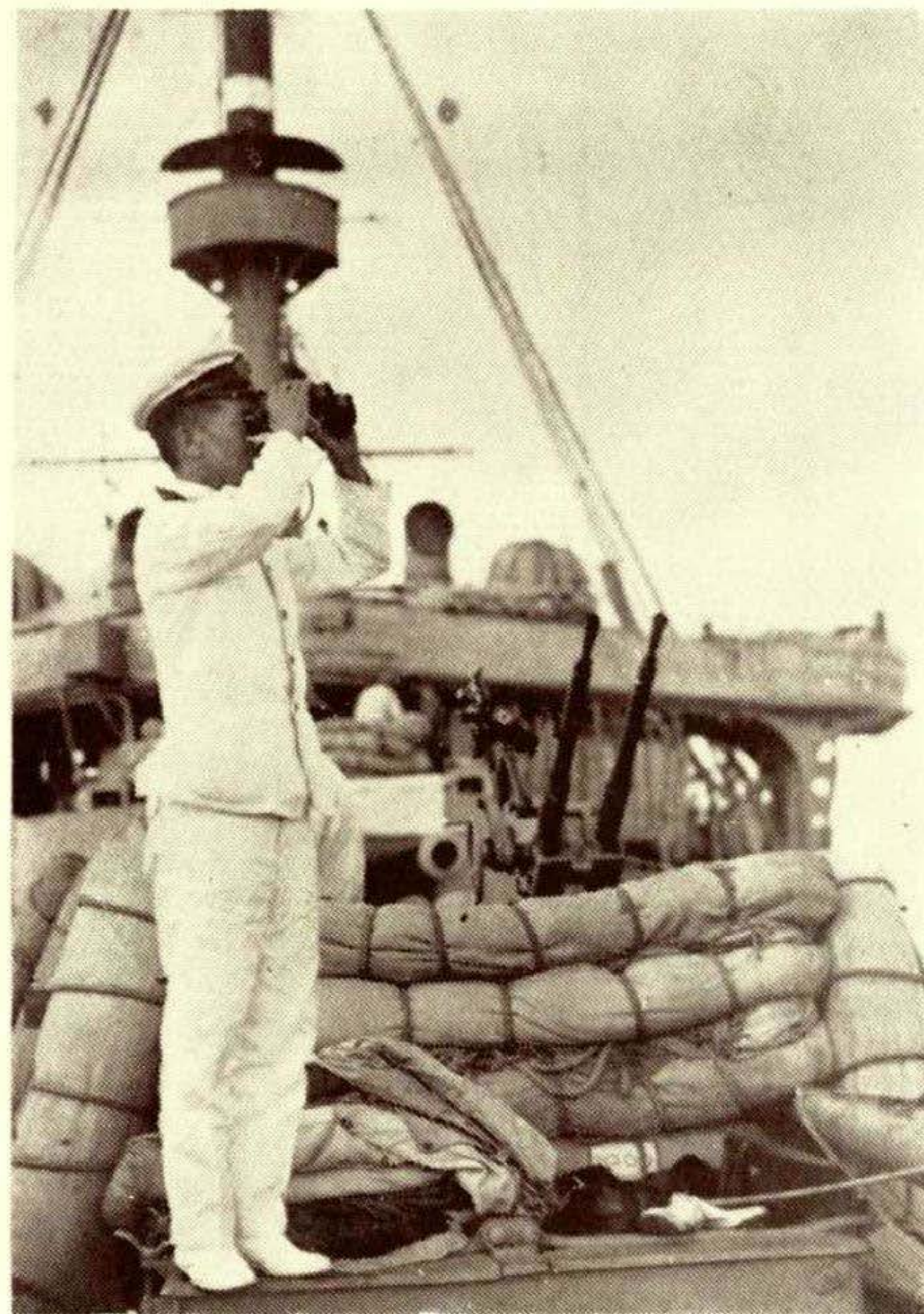
(Bottom Left) A typical Chinese soldier sighting his rifle on Japanese positions. Note the helmet, patterned on German army styles.

(Below) A Chinese anti-aircraft gun at the first line of defence at Pa-Chi-Chiao (Eight Character Bridge).

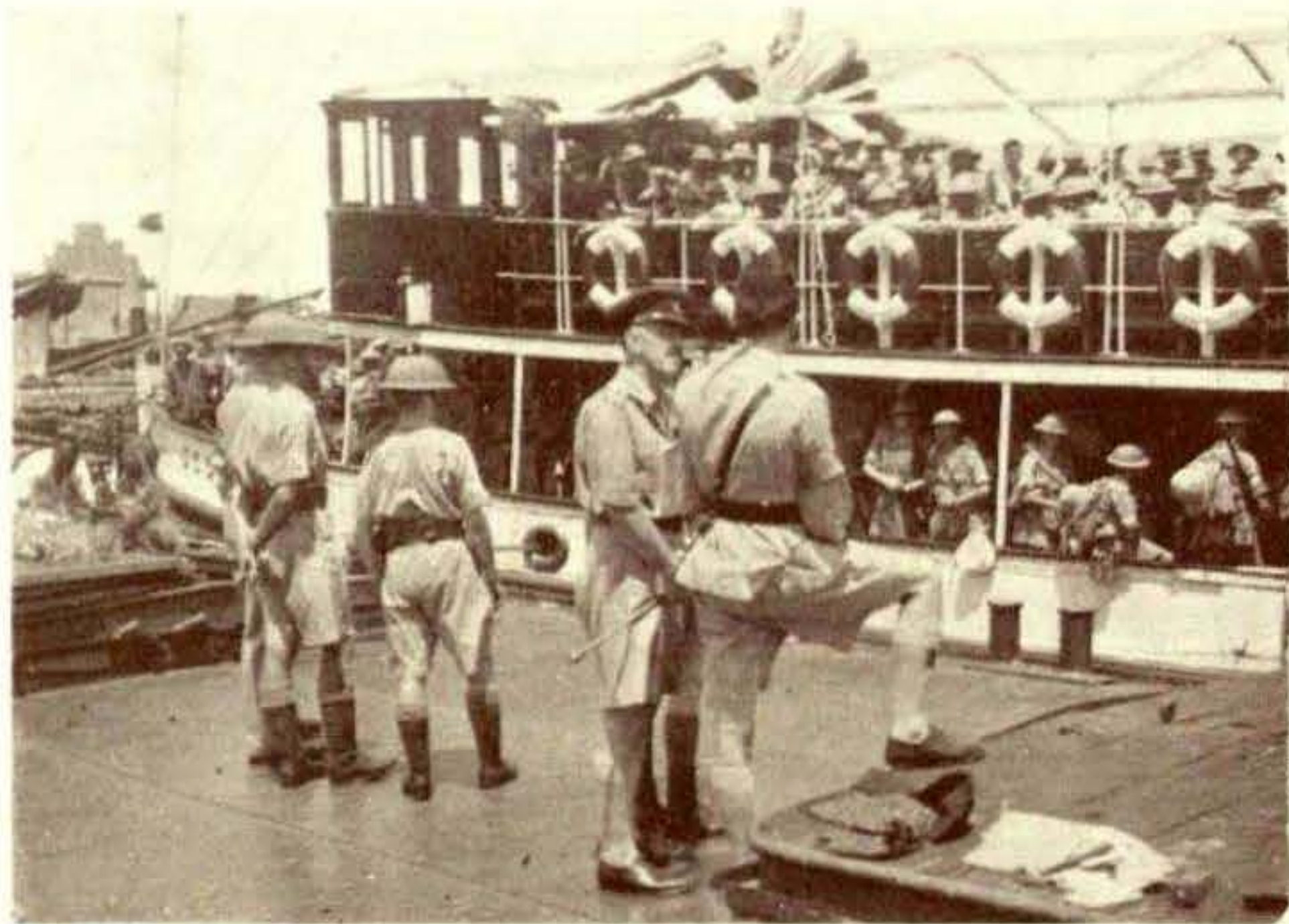


(Right) Vice-Admiral Kiyoshi Hasegawa, Commander-in-Chief of the Japanese Third Fleet, on board his flagship H.I.J.M.S. Idzumo. Behind him and to the right are a pair of anti-aircraft guns which played a big part in defending the Idzumo from attacking enemy aircraft.

(Below) Japanese soldiers crouching in a cul-de-sac during the progress of a street fight.



ARRIVAL OF BRITISH REINFORCEMENTS (AUGUST 17)

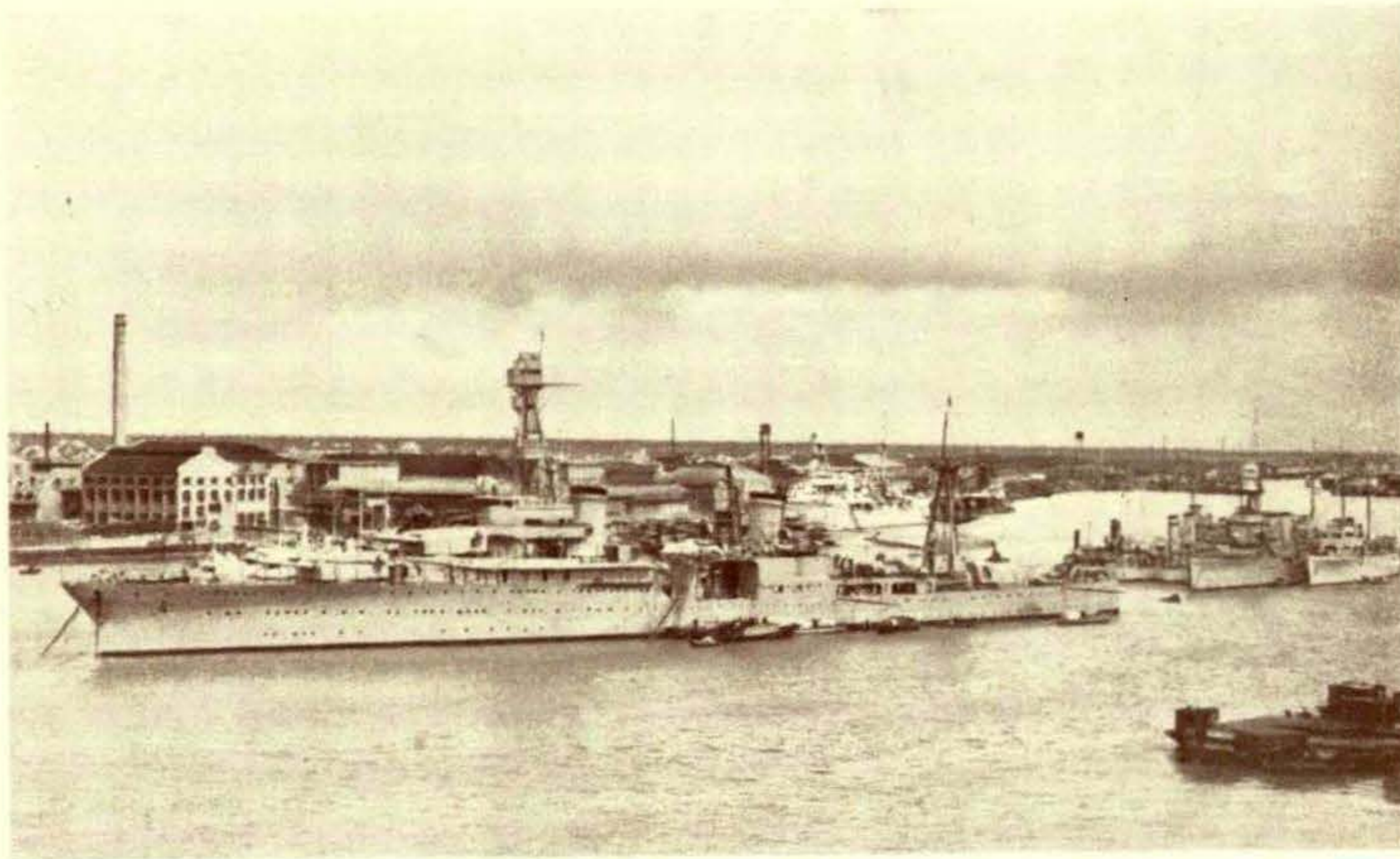


(Above) H.M.S. Duchess, arriving on August 17, to swell the number of foreign war vessels anchored in the Whangpoo River to protect foreign interests in Shanghai.



(Top Left) The first contingent of the 1st Battalion of the Royal Ulster Rifles who arrived in Shanghai on August 19. They are seen on board the tender Scot I, berthing at the French Bund.

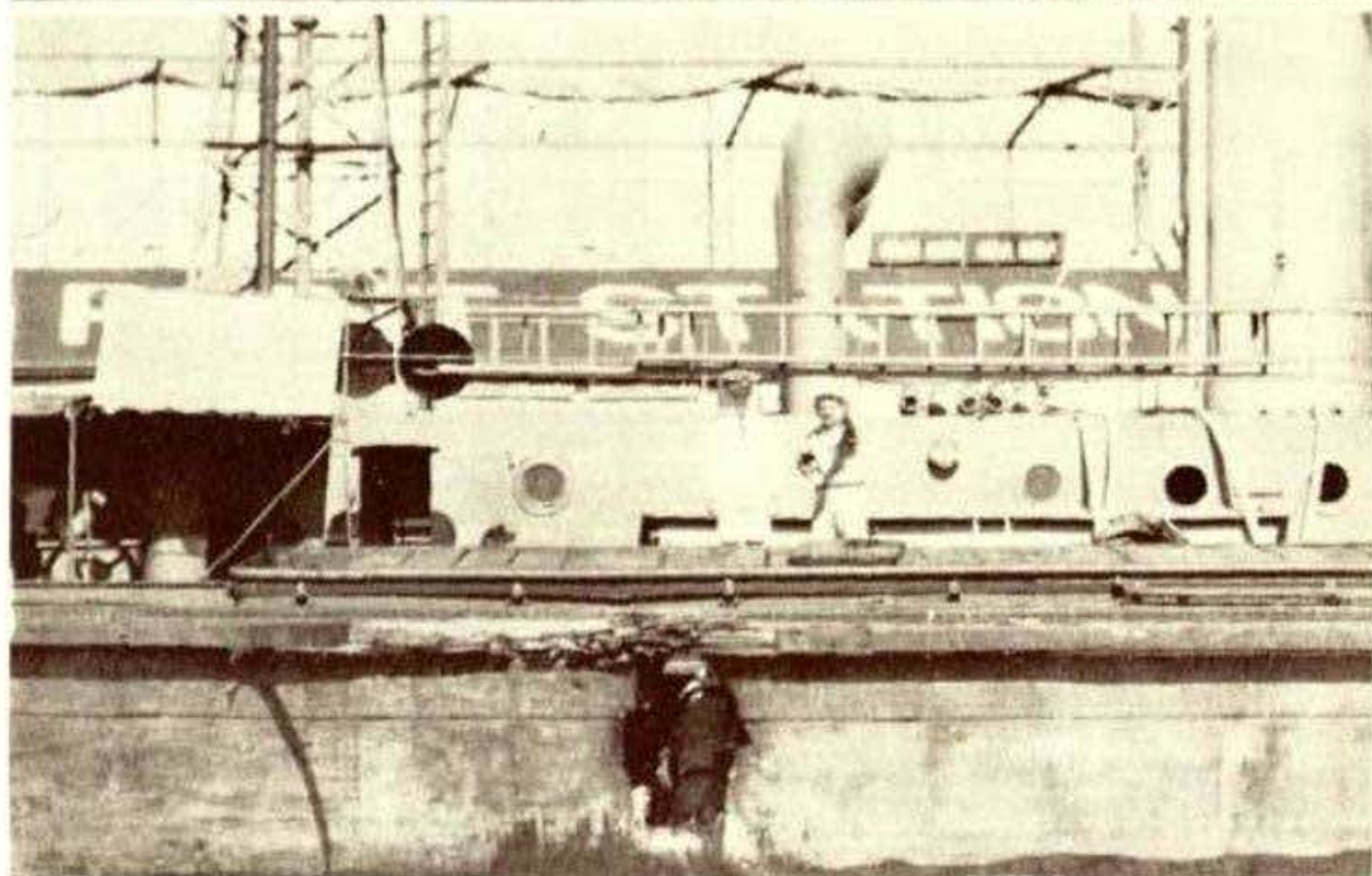
(Left) Men of the Royal Ulster Rifles carrying Lewis guns, arriving in Shanghai to reinforce His Majesty's troops stationed in Shanghai.



The U.S.S. Augusta made an emergency move on August 18, taking her place in front of the British Naval Buoys, off the Bund, a move which had never been made by any other vessel. Her stern was fastened to the buoy to which the bows of the British ships were moored, while she had to rely on her anchors to hold her bows in place. The Augusta is the flagship of Admiral H. Yarnell, Commander-in-Chief of the U.S. Asiatic Fleet.



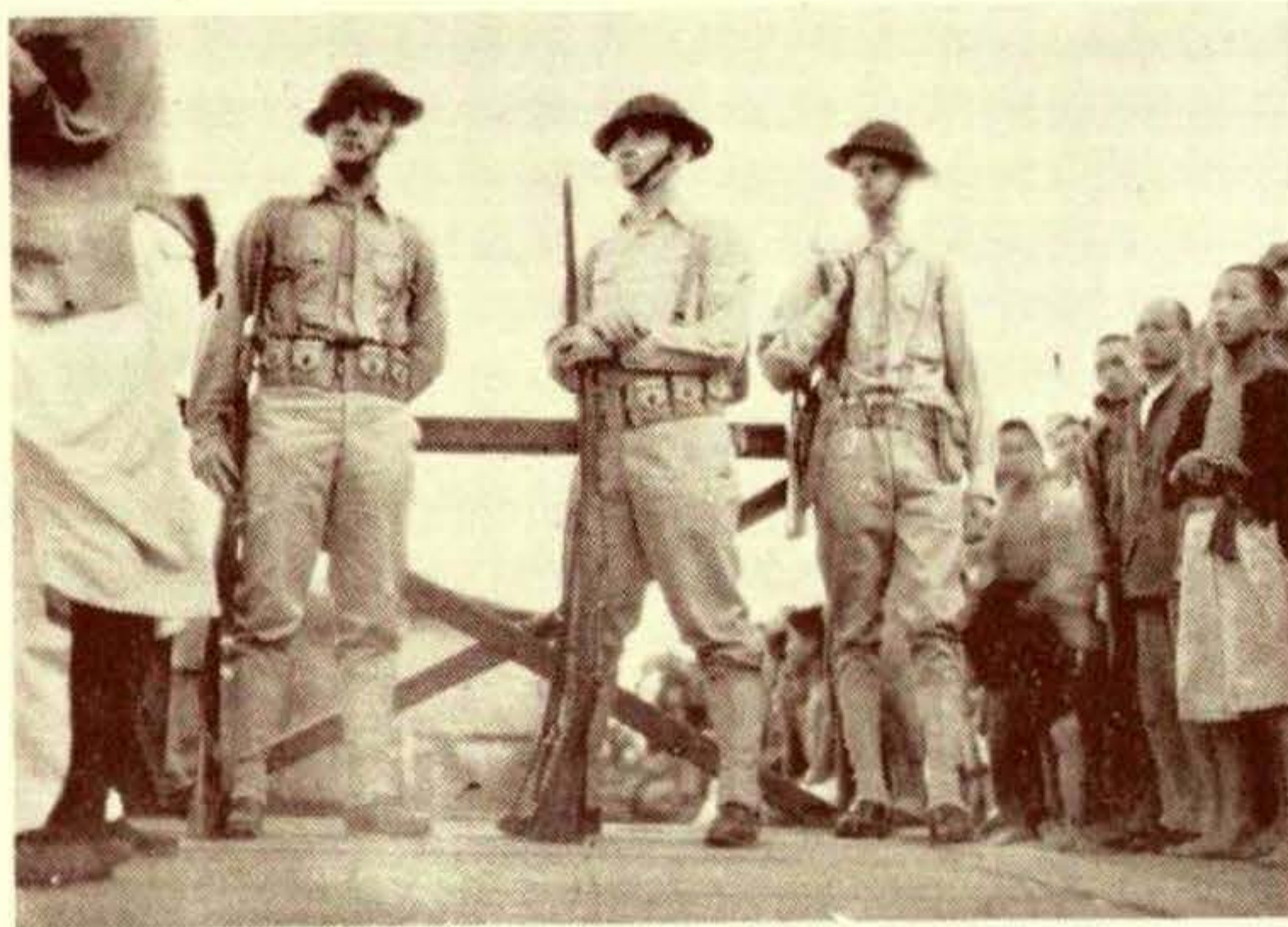
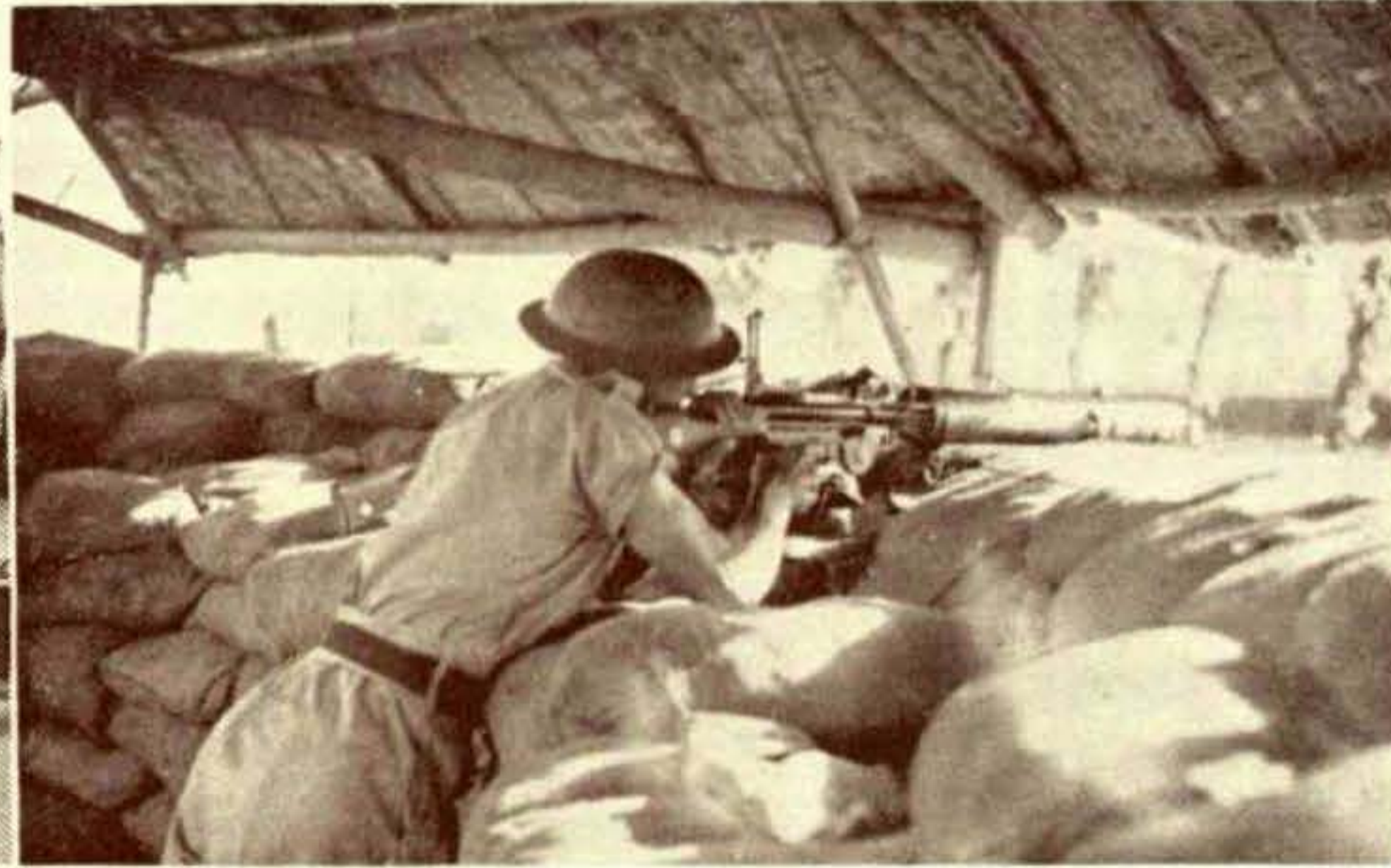
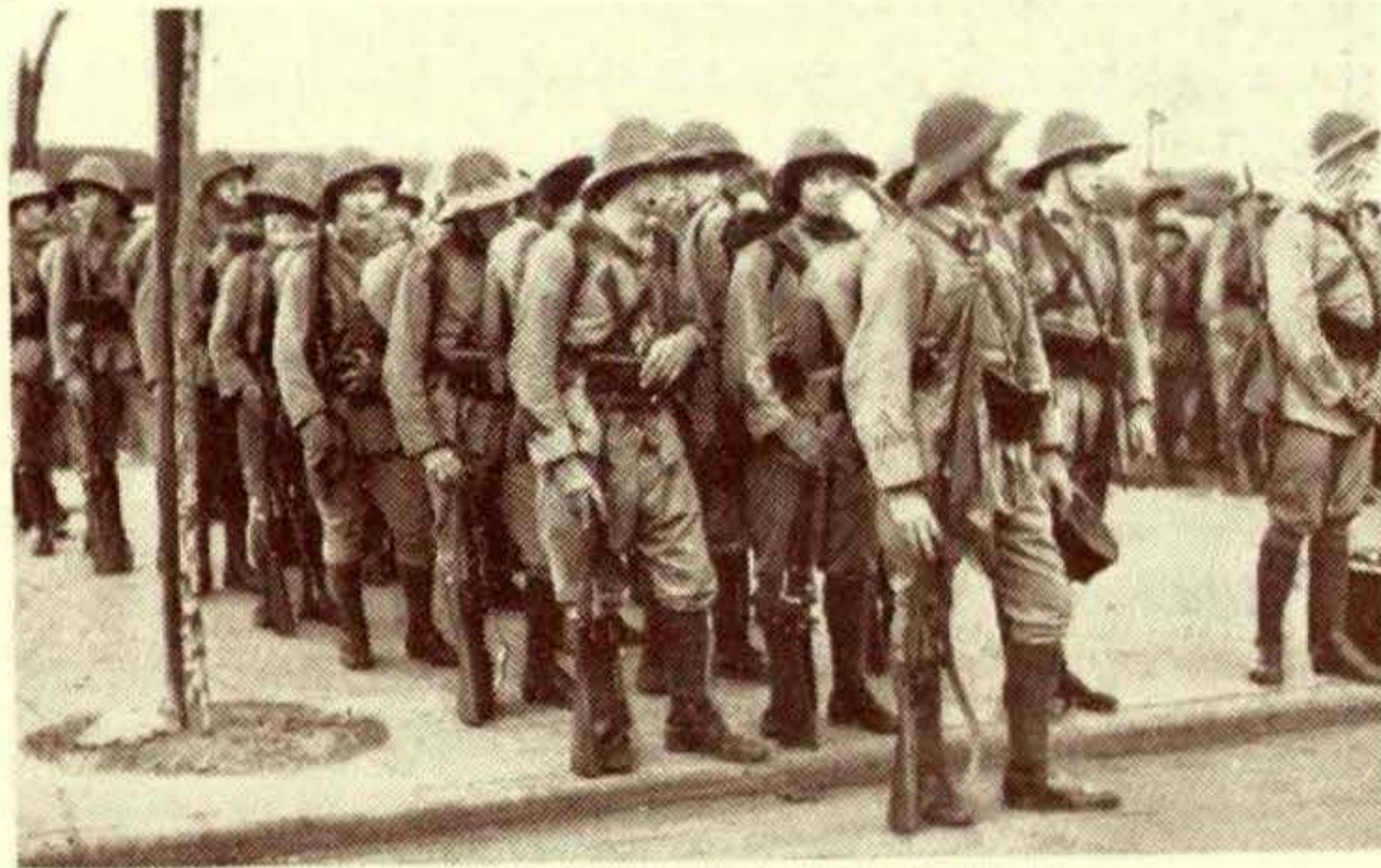
This graphic picture of the fires in Yangtszepoo indicates the destruction done in the district in the fighting during August 18-20. The picture was taken on August 20, but other fires were noted during that period.



MacGill's lighter No. 704 was holed by a shell which struck her amidships on August 20, while she was lying at Jardine's wharf, Pootung.



This picture was taken after an air raid conducted by Chinese bombers, attempting to bomb the Idzumo. The fire destroyed properties behind Mackenzie's godown, in Pootung, on August 20.



The regular troops stationed in Shanghai at the beginning of the war played a prominent part in the defence of Shanghai. Together with their reinforcements, who arrived at various intervals, their experience and knowledge led them to take the first line of defence, exposing them to hazards and dangers from which they never flinched. Their coolness and bravery at all times have earned them the undying respect of all citizens of Shanghai, and the service they rendered will never be forgotten.

(Top Left) French troops waiting on the Bund to board trucks to take them to their billets in Route Lagrenee in the French Concession.

(Above) A member of the Loyal Regiment, the British troops garrisoned in Shanghai at the outbreak of war, is seen manning a Lewis gun at one of the posts in Keswick Road, a few yards east of the Railway.

(Left) Three members of the renowned Fourth Regiment of the United States Marine Corps, standing guard on the south side of Soochow Creek, near Ferry Road.

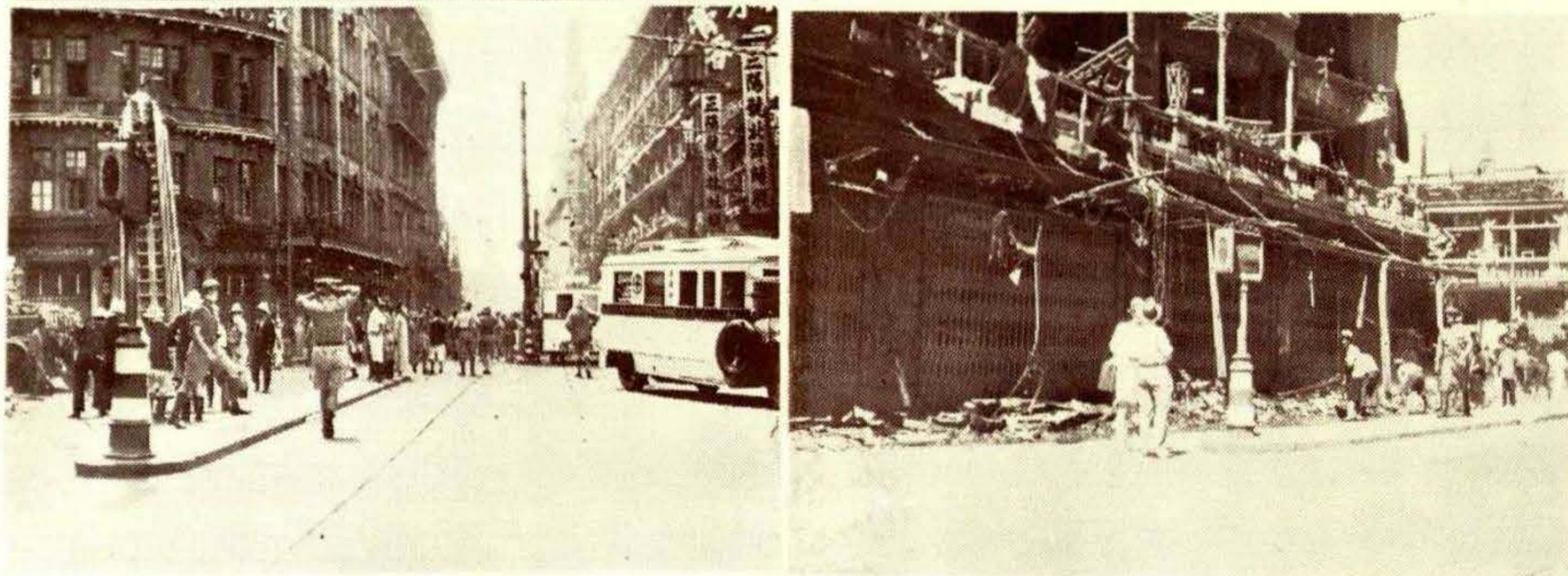
DEPARTMENT STORE BOMBING (AUGUST 23)



Further death and destruction came from out of the blue when a bomb, from an unidentified source, struck the south side of the Sincere Co., Ltd., one of Shanghai's biggest department stores, at one o'clock in the afternoon of August 23, killing and injuring hundreds. Less than half an hour after the tragedy, the third involving innocent civilians, the streets were cleared of debris and crowds, due to the splendid work of the Shanghai Fire Brigade, "B" Company of the Shanghai Volunteer Corps, the Shanghai Municipal Police and volunteer workers.

(Left) Major Hans Berents of the Engineer Company of the S.V.C. standing beside the car in which he had the narrowest escape possible from death. Flying shrapnel struck the door beside the wheel where he was sitting, gouging huge gashes into its side. The roof and back were crushed in by the blast, and his cap showed four cuts in the crown.

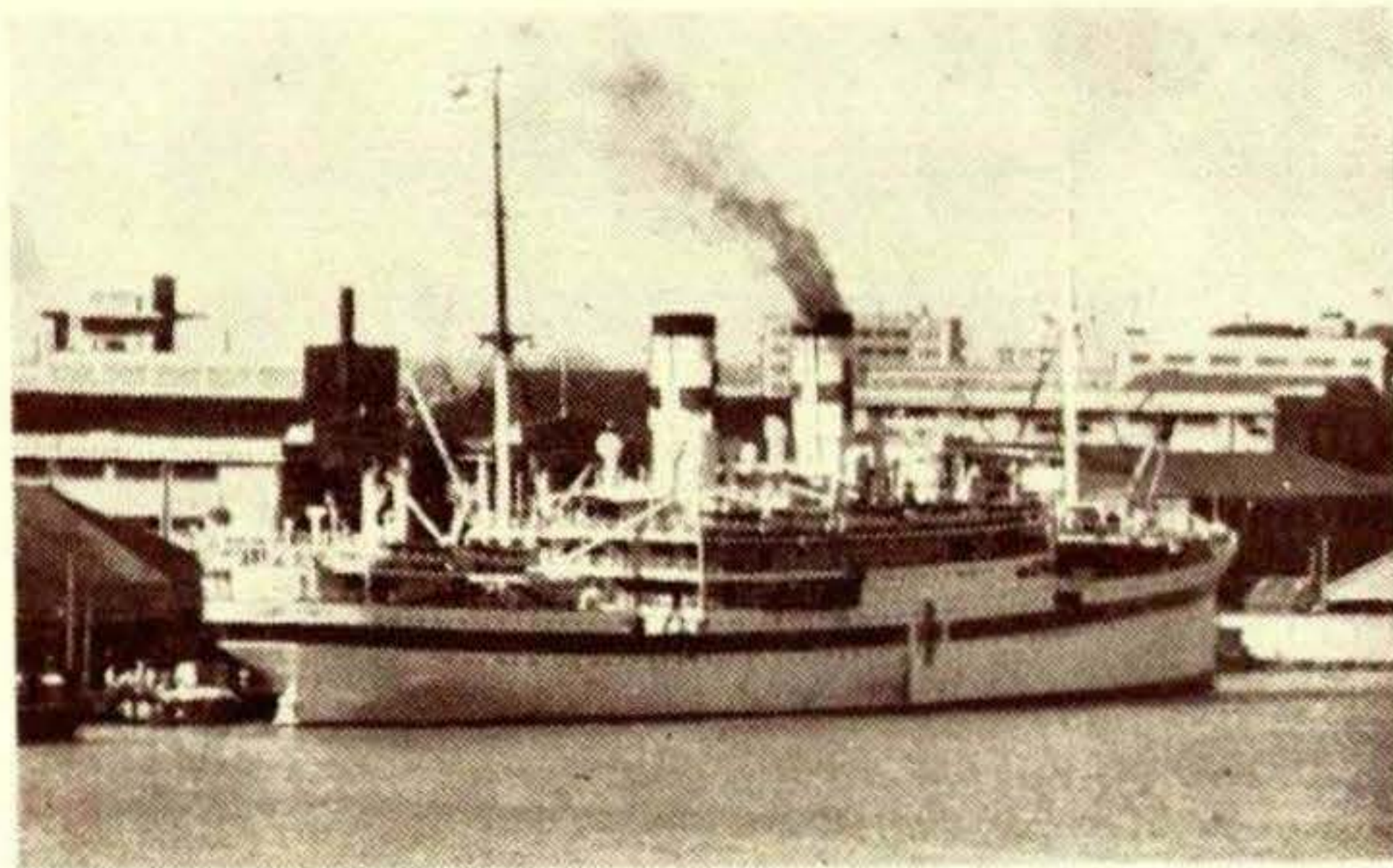
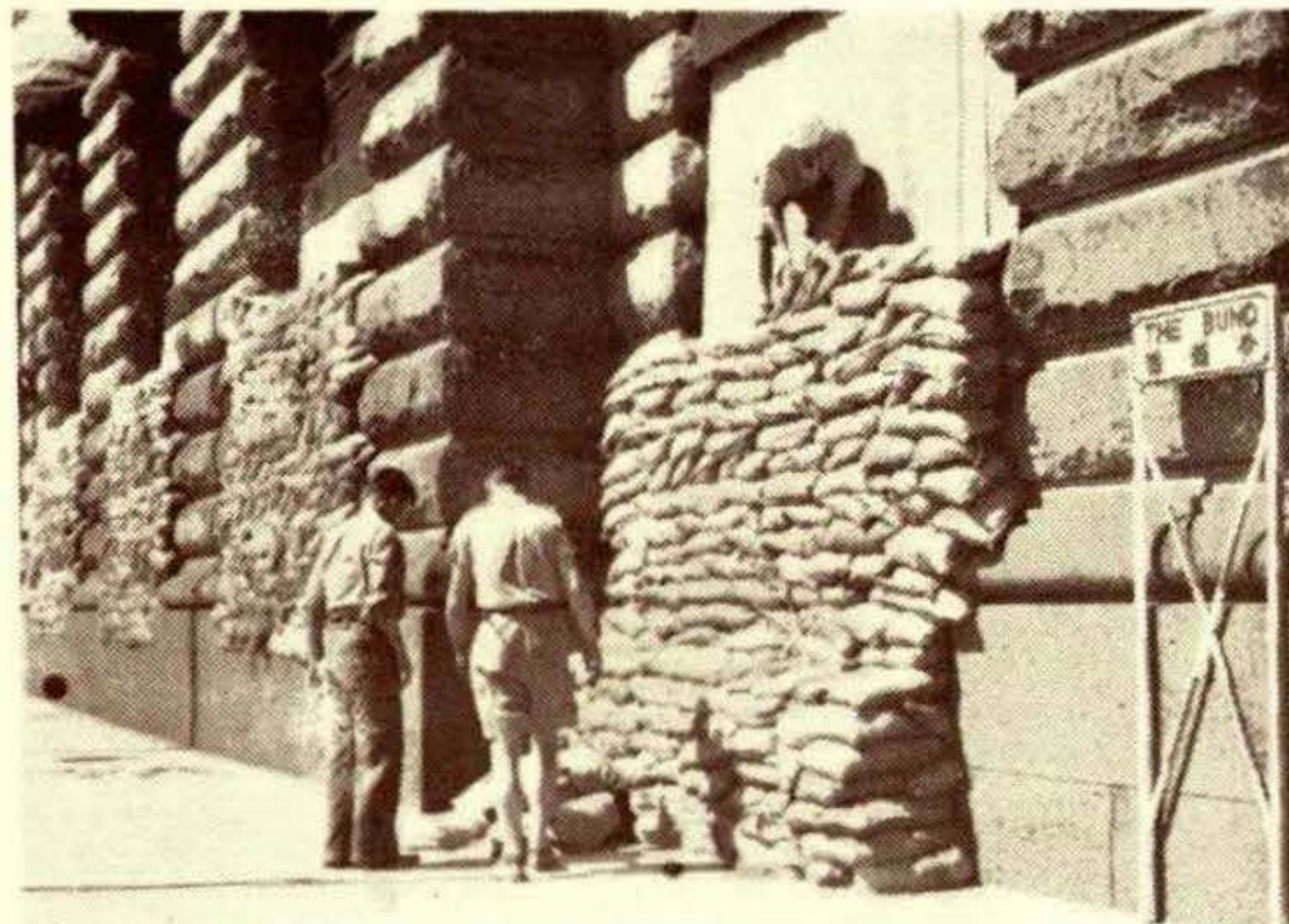
(Below) Fire Brigade members and others at work outside the two Chinese department stores in Nanking Road, where the bomb struck the second floor of one of them.



Messrs. Jardine, Matheson & Co., Ltd., one of Shanghai's leading firms of shipping agents, exporters and importers, sandbagged the entrances to their building which would otherwise be exposed to the dangers of shrapnel, as the building is situated on The Bund, facing the Whangpoo.

(Bottom Right) The U.S.S. Gold Star, a supply ship, brought 100 Marines from Manila to Woosung on Thursday, August 26. She moored off the bows of the U.S.S. Augusta to discharge her supplies.

(Below) The first Japanese hospital ship to call at Shanghai was the ss. Asahi Maru, which tied up near the Japanese Consulate on August 27.

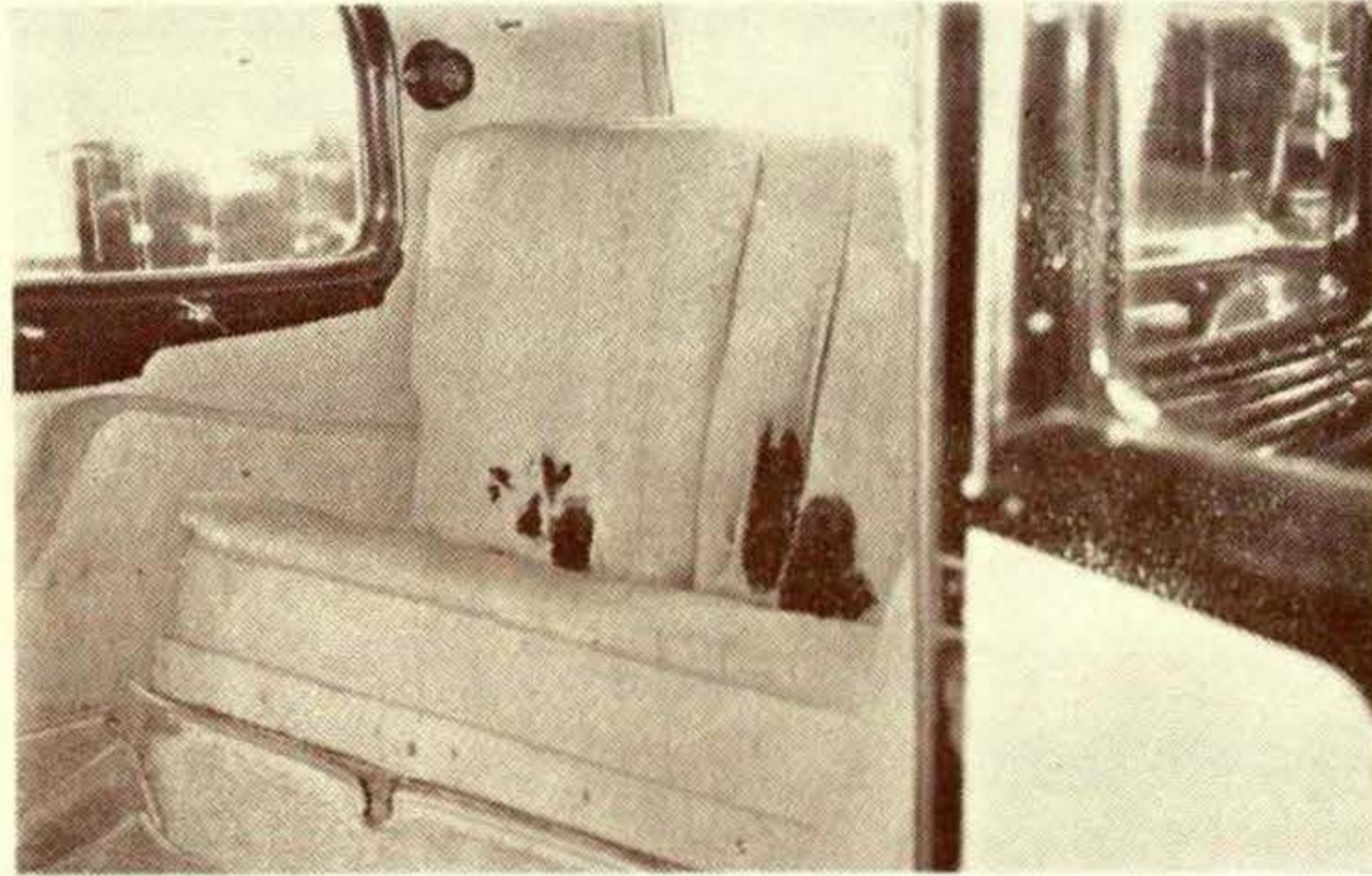
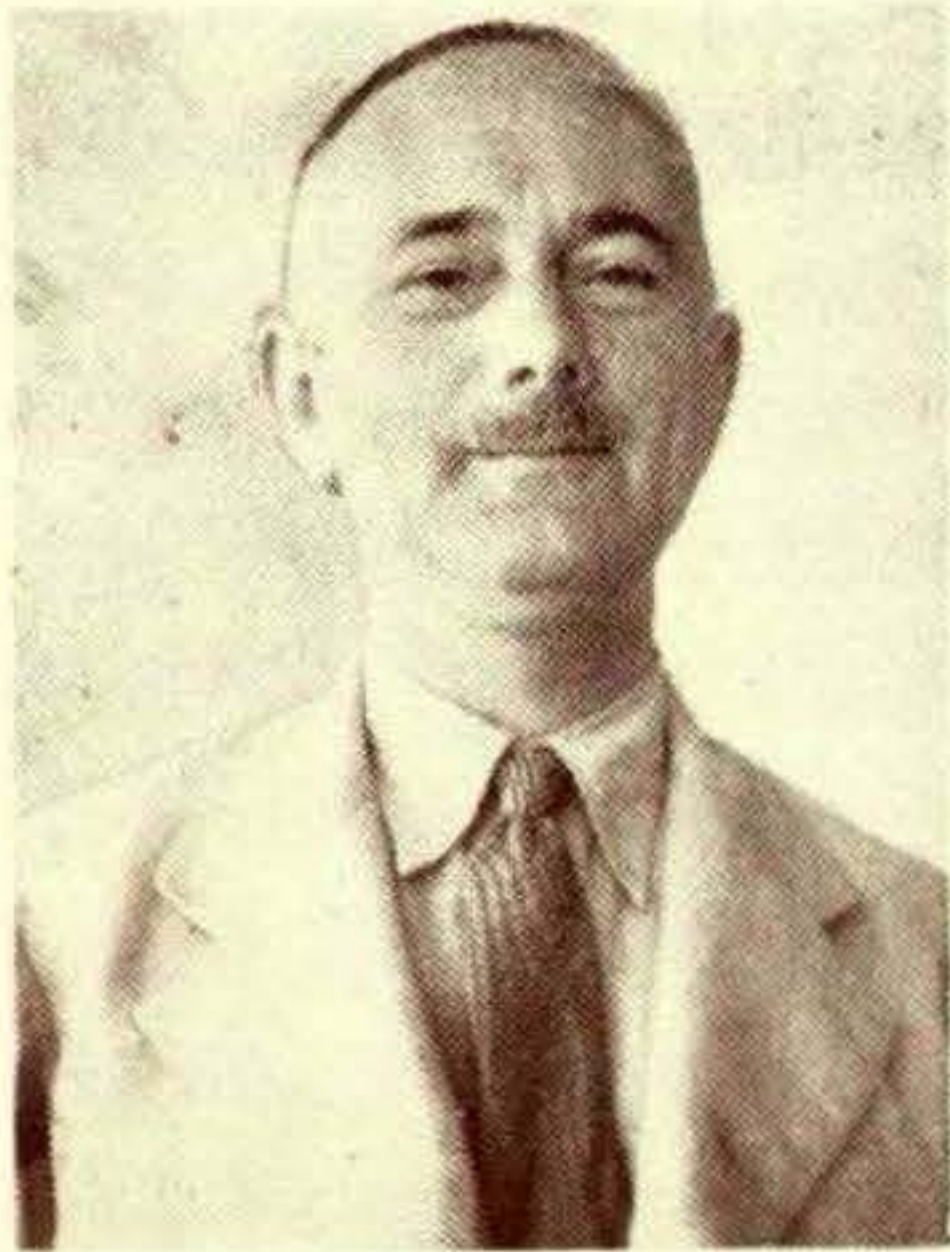


The useless destruction of residential districts of Hongkew and Wayside are depicted on this page. Broadway, the road that runs east and parallel to the waterfront, suffered untold damages as Pootung batteries, directly opposite and a few miles away, shelled the waterfront in an effort to sink the Idzumo, Japanese cruiser, and to demolish the Japanese Consulate buildings. Wayside and Yangtsepoo came in for their share of destruction as Chinese aircraft loosed incendiary bombs on to their objectives, concealed field-gun batteries.



(Above) This picture shows a row of smashed motorcars lining Boone Road, in Hongkew, the result of bombardments during August 24-27.

(Left) Hsian Road, a maze of fire ruins, near the border of the Wayside district.



Sir Hughe Montgomery Knatchbull-Hugessen, H.M. Envoy Extraordinary and Ambassador Plenipotentiary to China was shot and wounded by a machine-gun bullet on August 26, while travelling by car from Nanking to Shanghai. Two Japanese aeroplanes flying above the two cars suddenly dived and the first fired a few bursts from its machine-guns, one bullet striking Sir Hughe in the chest. When the cars had stopped the second plane dropped a bomb at them, which fortunately struck a paddy field near them. The party then hurried on to Shanghai where Sir Hughe was rushed to the Country Hospital, and was given a blood transfusion, the gift of an American sailor. The bullet entered Sir Hughe's chest on the right side, and came out on the left side of his back, fracturing his spine. There was no immediate danger, as the spinal cord had not been touched, thereby removing the danger of paralysis. Sir Hughe stayed in hospital for a month, after which he sailed for Bali to recuperate from his wound.

The photo on the right shows the bloodstains on the upholstery of the car in which he was shot.

THE BOMBING OF NANTAO (AUGUST 28)

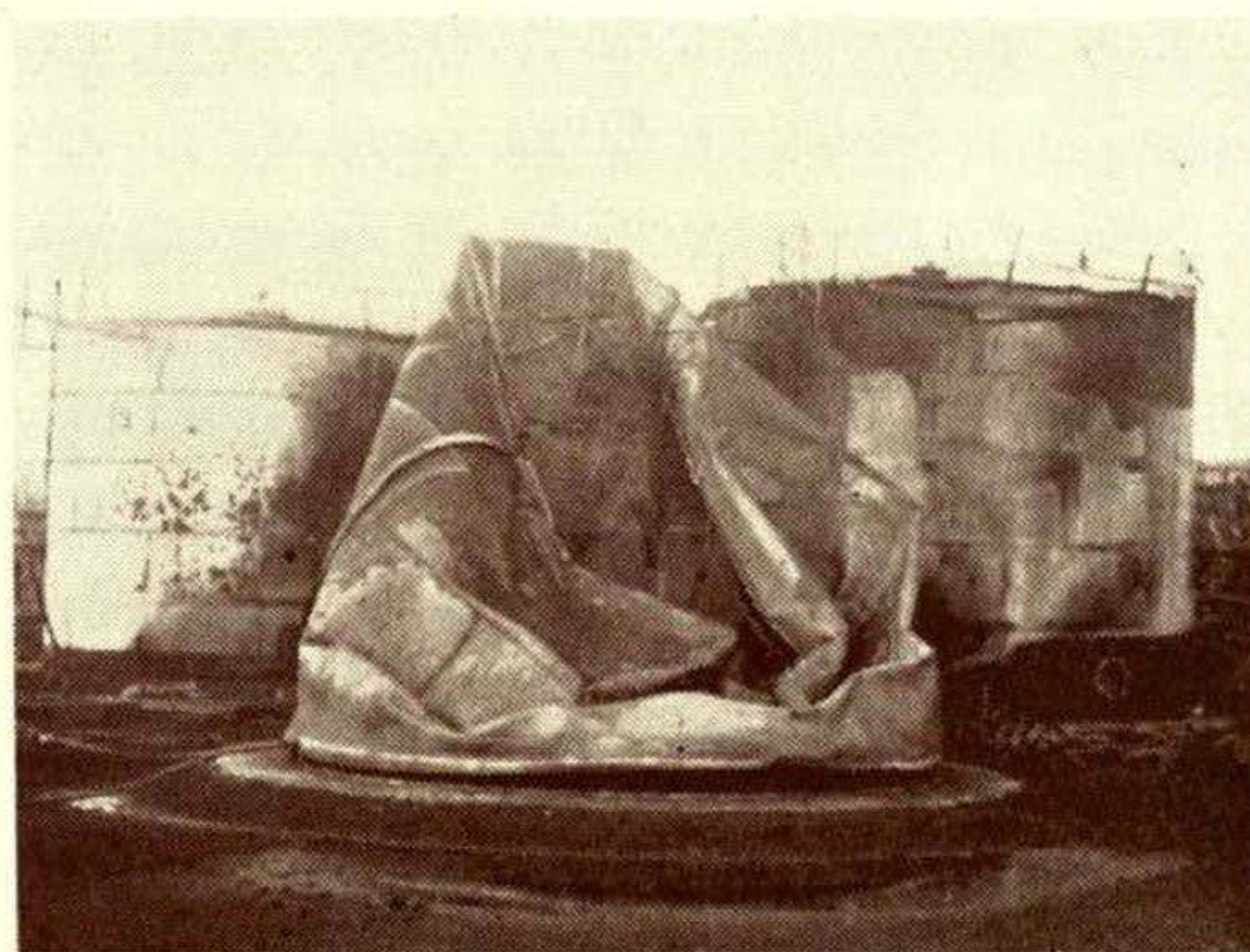
More destruction rained from the skies on August 28, when Japanese planes bombed Nantao, south of the French Concession. Over 200 civilians were killed while waiting for trains to carry them out of danger. The scene of the massacre was the South Station, of the Shanghai-Hangchow-Ningpo Railway, and those killed were mainly women and children refugees.

(Right) A street in Nantao after the bombing, with Chinese searching among the debris for more bodies.

(Bottom Right) The clock on the Custom House on the Bund shows the hour at which the bombs fell, while in the background is a pall of smoke indicating the position of a fire which sprang up as a direct result of the bombing.

(Below) Typical dug-outs off a street in Nantao built to counteract air-raids. These crude shelters were built under the supervision of the Chinese Police authorities, but were not put to much use.





Scenes of desolation due to shelling, bombing and incendiary firing in the Eastern District are shown on this page.

(Above) The Shell Oil tanks at Yangtszepoo and Liping Roads, badly damaged, the one in the foreground being crumpled by explosion and the one on its right burnt out.

(Top Left) The compound of the Wayside Police Station, with a gaping shell crater, and part of the Police force who reoccupied the Station.

(Left) A damaged house at the corner of Kungping Road and Broadway. These pictures were taken on August 29, indicating the amount of damage inflicted on this district within a fortnight.

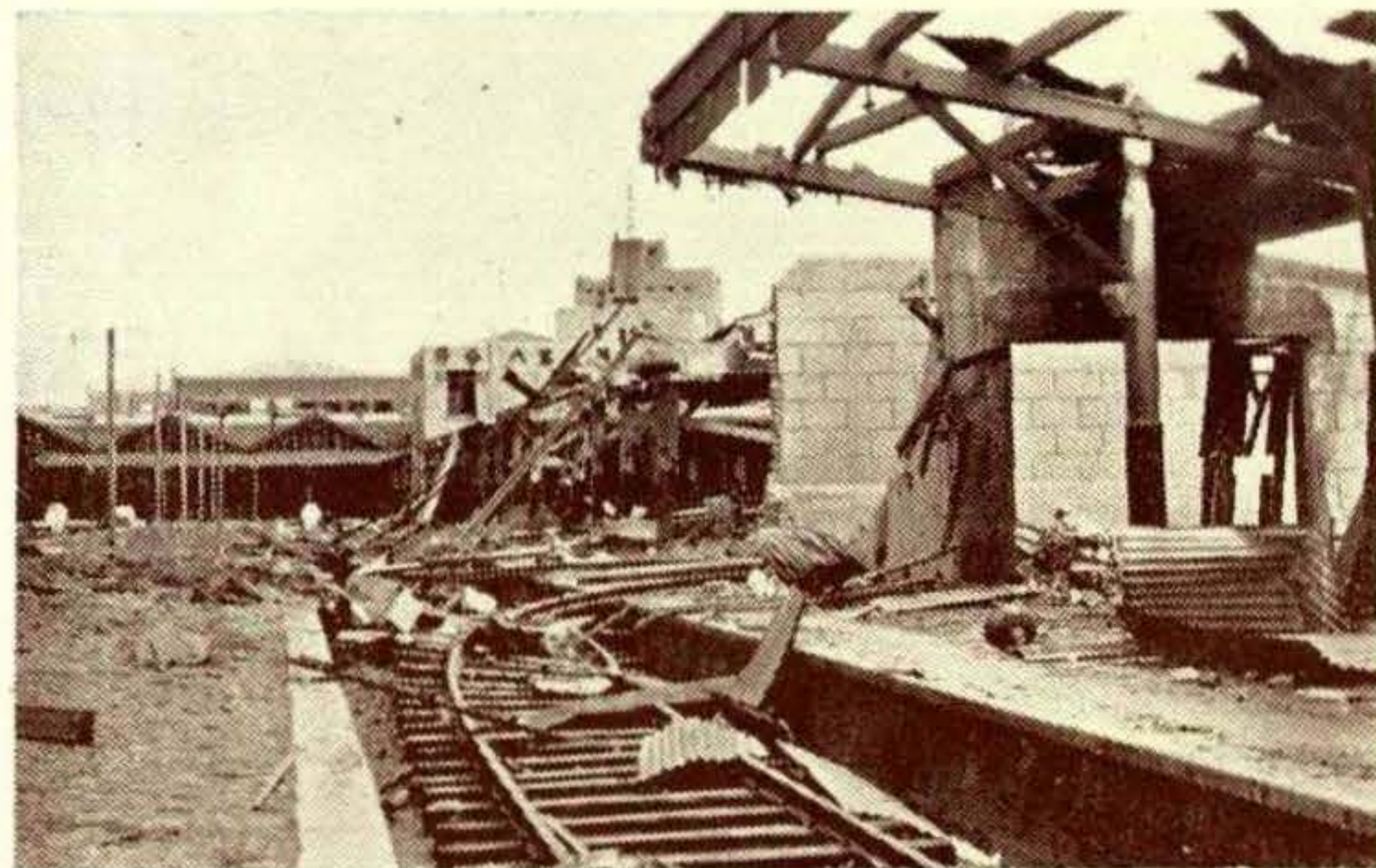
DESTRUCTION AT NORTH STATION (AUGUST 28)

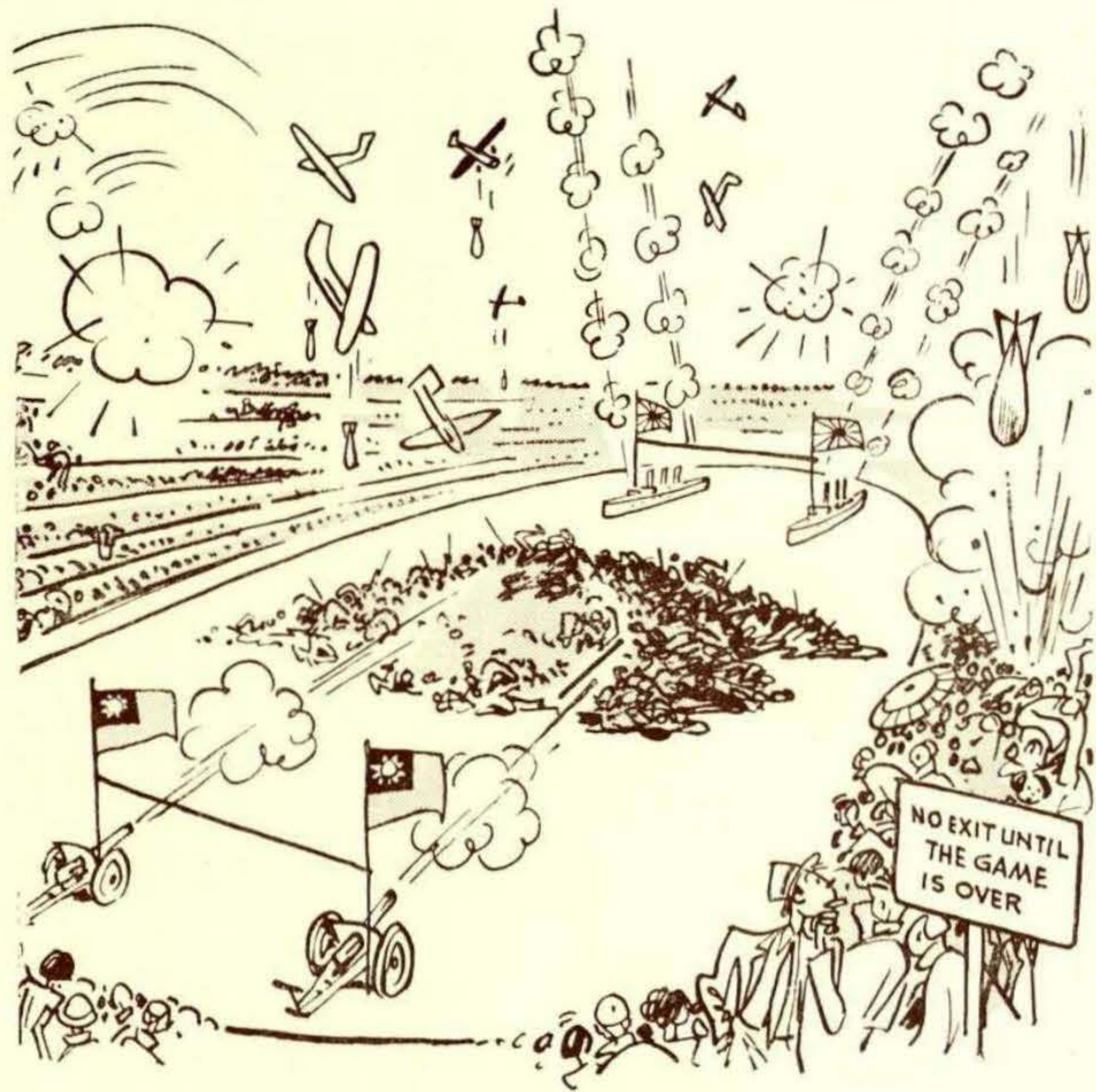
The North Station, the "Verdun of Shanghai," was raided by Japanese aircraft on Saturday, August 28, damaging a part of the station building but leaving the Administration building intact.

(Right) This picture shows the wrecked station platform, with rails torn off their sleepers.

(Bottom Right) The Administration building in ruins, later to fall victim to Japanese incendiary bombs.

(Below) A view of the sheds adjoining the station building wrecked beyond repair.





SHANGHAI-WOOSUNG CHAMPIONSHIP

THOUSANDS EVACUATED FROM YANGTSZEPOO (AUGUST 31)

Threats of new hostilities in the Eastern area caused the evacuation of about 6,000 Chinese civilians from Yangtszepoo on August 31. Evacuation trucks were supplied by the Shanghai Volunteer Corps, the Police and household removal companies. On the right and below are shown evacuation scenes.

Valentine Holdosi, a little Hungarian boy of indomitable courage, heroically rescued the pets seen with him in the picture at bottom right. After officialdom had pronounced the rescue as hopeless, the little boy set out on foot, tramping miles, dodging soldiery and running risks which might have deterred others less doughty. His brave act has been officially recognized.

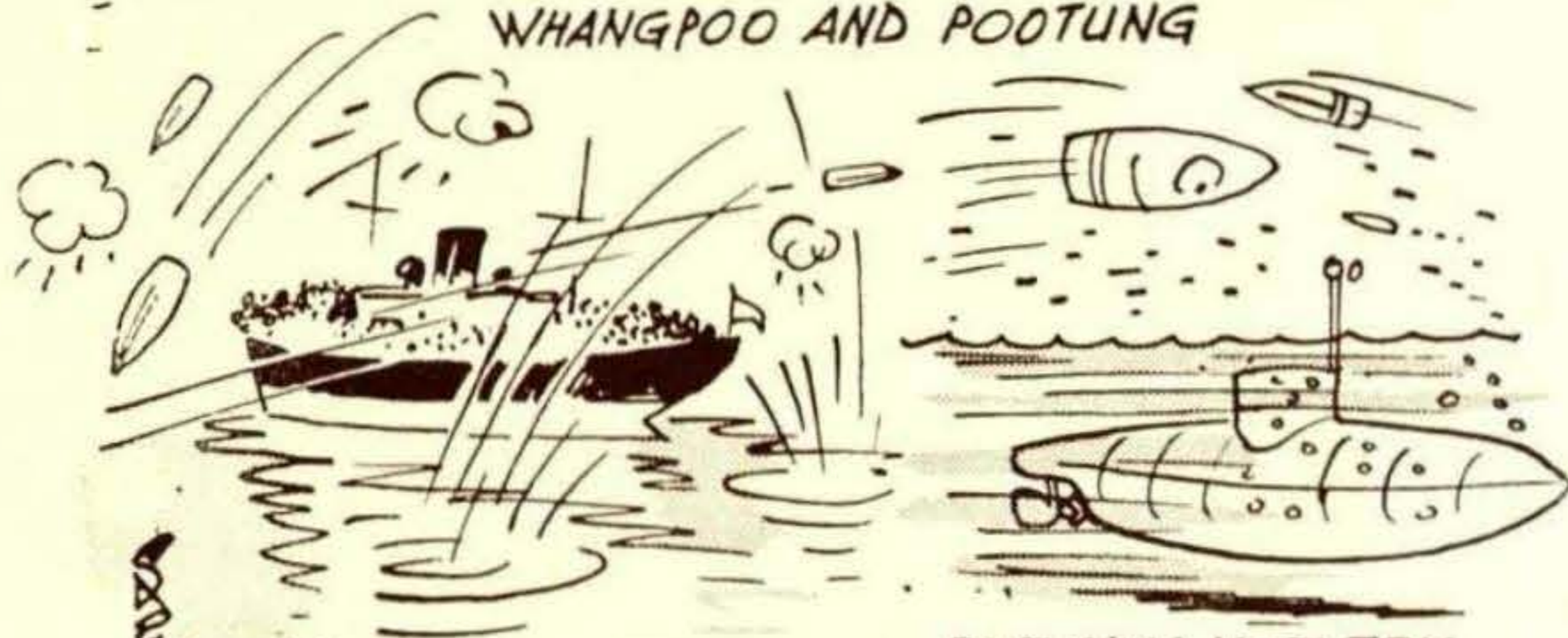




THE ROCK
SCYLLA AND
THE WHIRLPOOL CHARYBDIS
WERE FAMOUS IN ANCIENT TIMES -



- NOW THEY ARE KNOWN AS
WHANGPOO AND POOTUNG



OUR SKIPPERS
ARE DARING

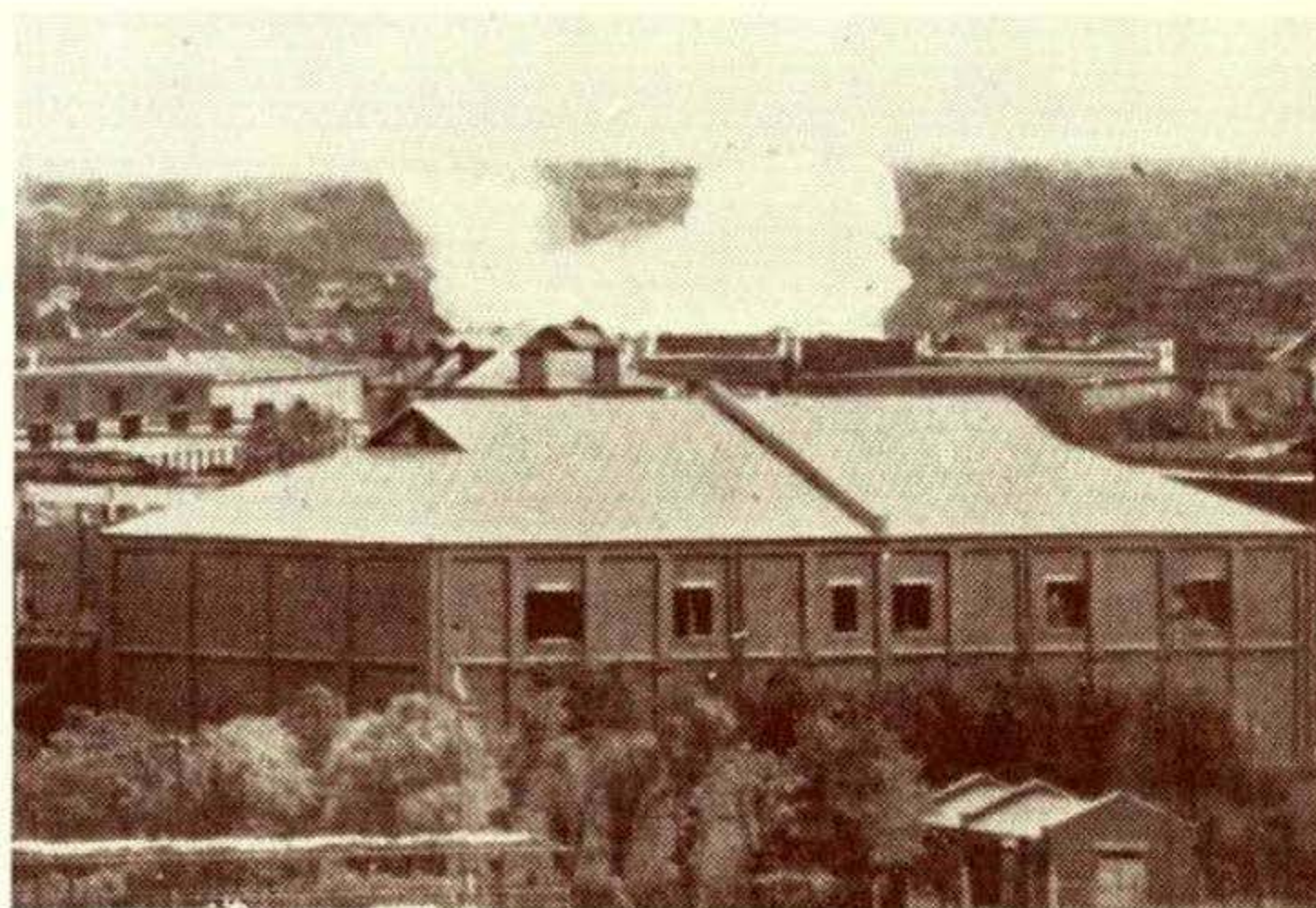
- BUT WHY NOT TRY
SUBMARINES
FOR THE TIME BEING?

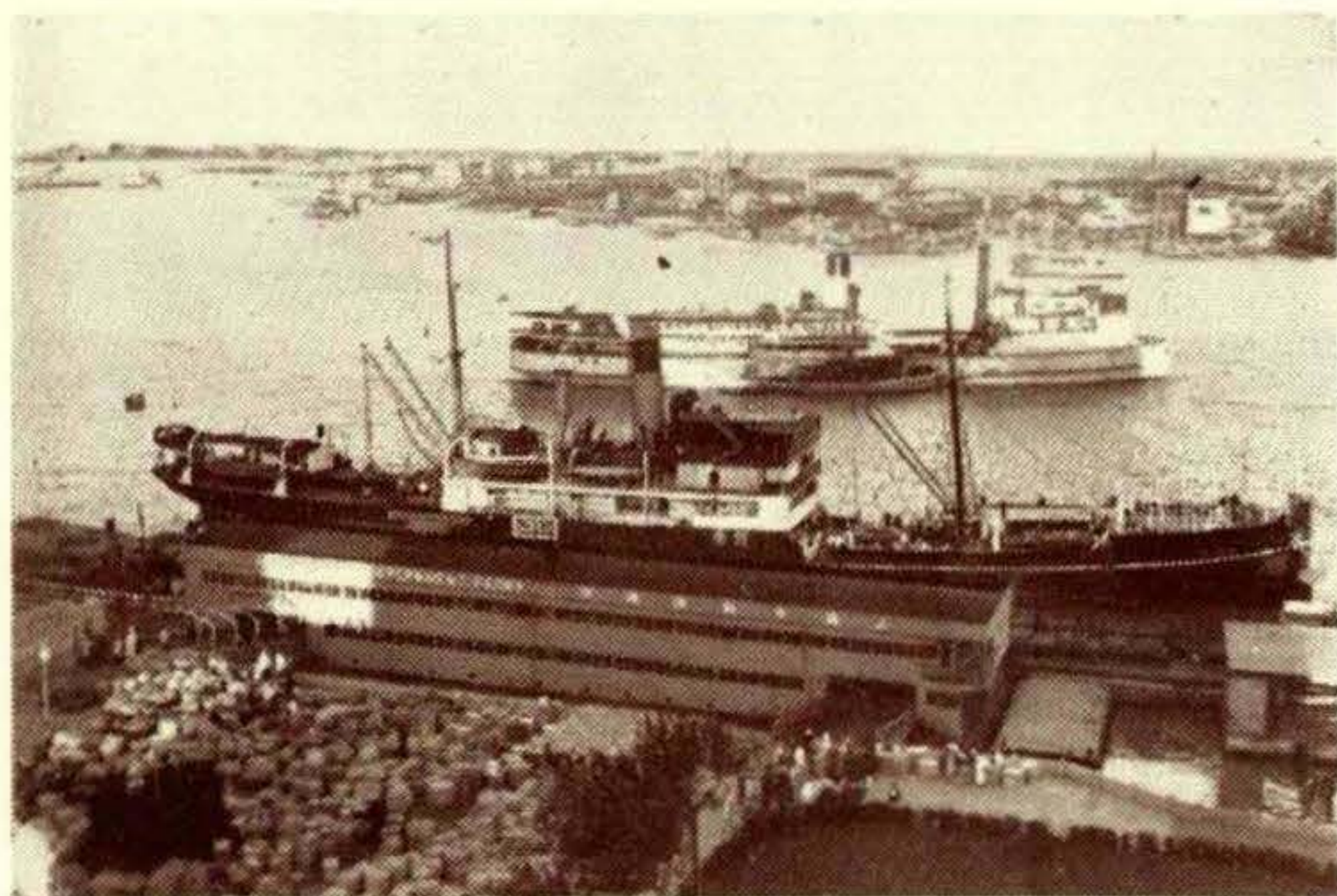
SAFETY
FIRST!

For several hours on September 3, a battle between Chinese and Japanese guns kept the Bund district rocking as hundreds of shells were discharged at each other, Chinese projectiles dropping around the Idzumo. The picture on the right shows a hit by Japanese shells beyond the river frontage.

(Bottom Right) A Chinese shell bursting near the Idzumo showing that the range of the Chinese gunners was not as accurate as might have been.

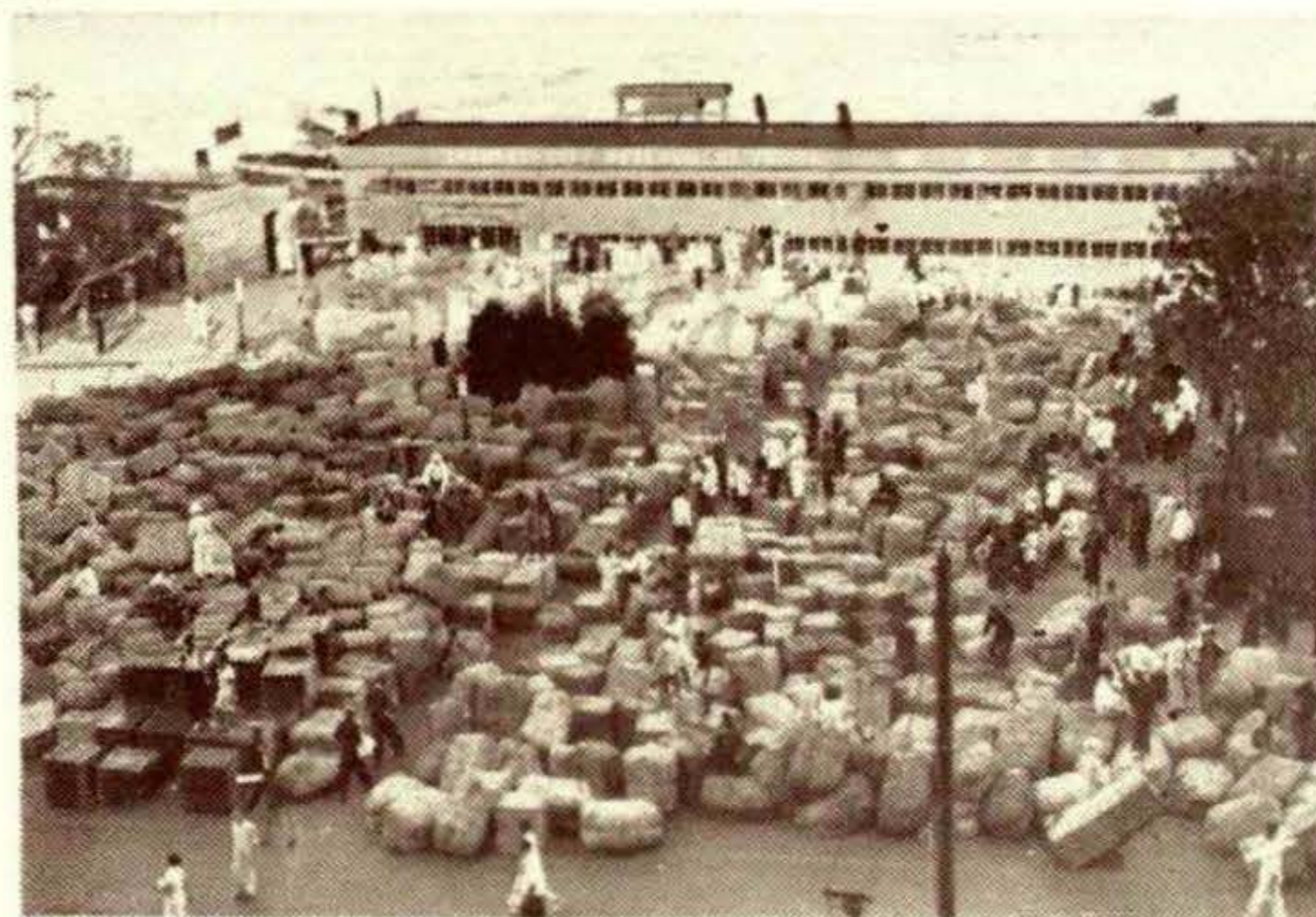
(Below) A fire raging on Pootung point, a result of the fierce gun duel between the opposing forces.





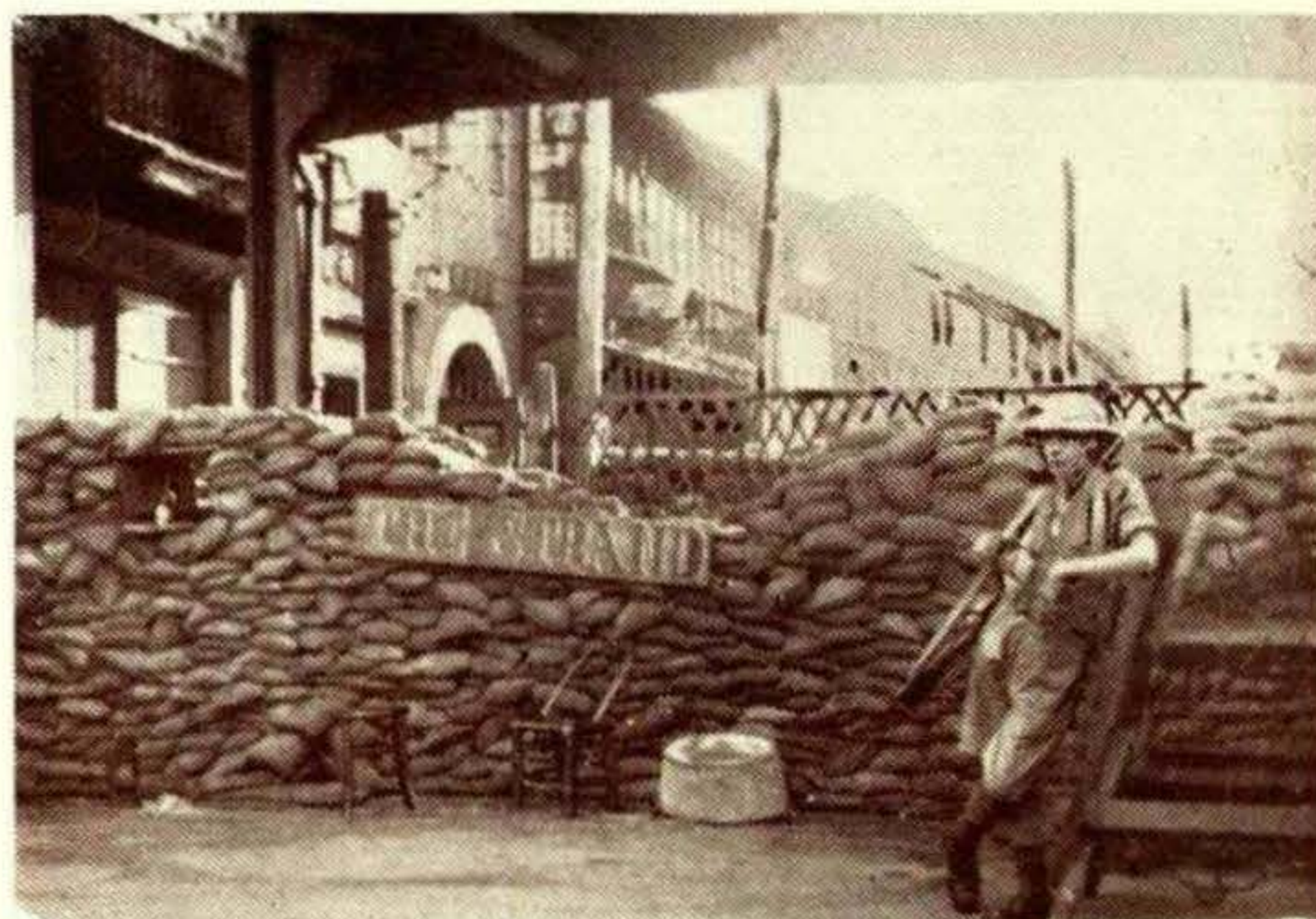
For the first time since the beginning of hostilities the familiar red funnels of the Indo-China Steam Navigation Company's steamers were seen off The Bund on September 1. Since August 13, shipping on the Whangpoo had been practically suspended and it was a welcome sight to see the ss. Lee Sang steaming up the river, to tie up on the Bund jetty opposite the Jardine, Matheson building.

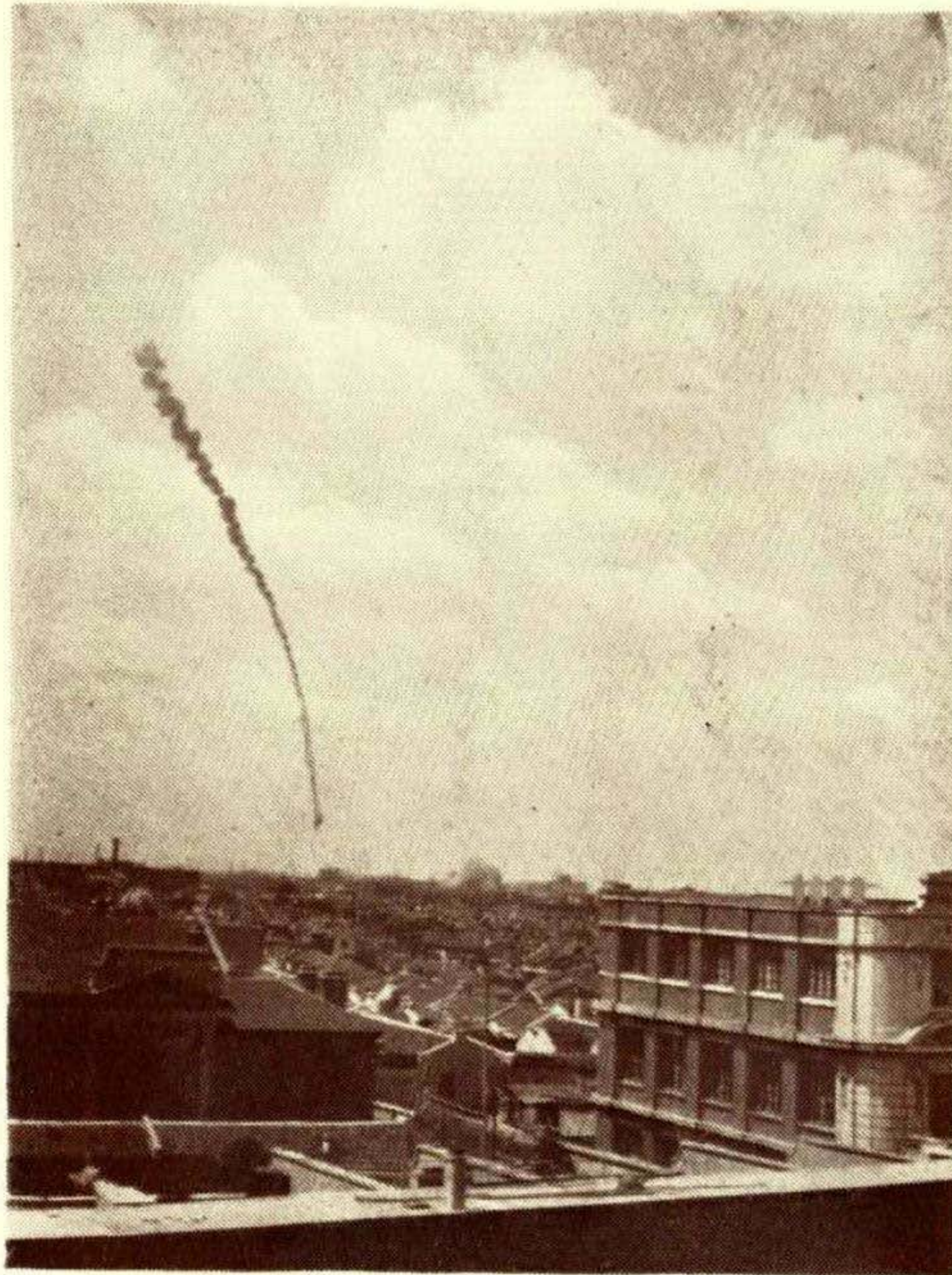
The picture on the right shows the huge cargo which the ss. Lee Sang carried in her holds and which she unloaded on to the Bund foreshore, an unprecedented move which was later copied by other vessels. Eventually an improvised mat shed was constructed to house and protect cargo unloaded from the holds of ships.



(Right) A British "Tommy" of the Loyal Regiment outside a barricade built across North Thibet Road. The sign "The Strand" hung up on the sandbags is typical of Home.

(Bottom Right and Below) Two views of some men of the 63rd Division who were guarding the North Station and West Hongkew Sectors. Note their helmets, a distinct improvement in their equipment since the 1932 incident. These helmets shown here are one of two types used by the Chinese infantry, the other being modelled on German Army patterns.





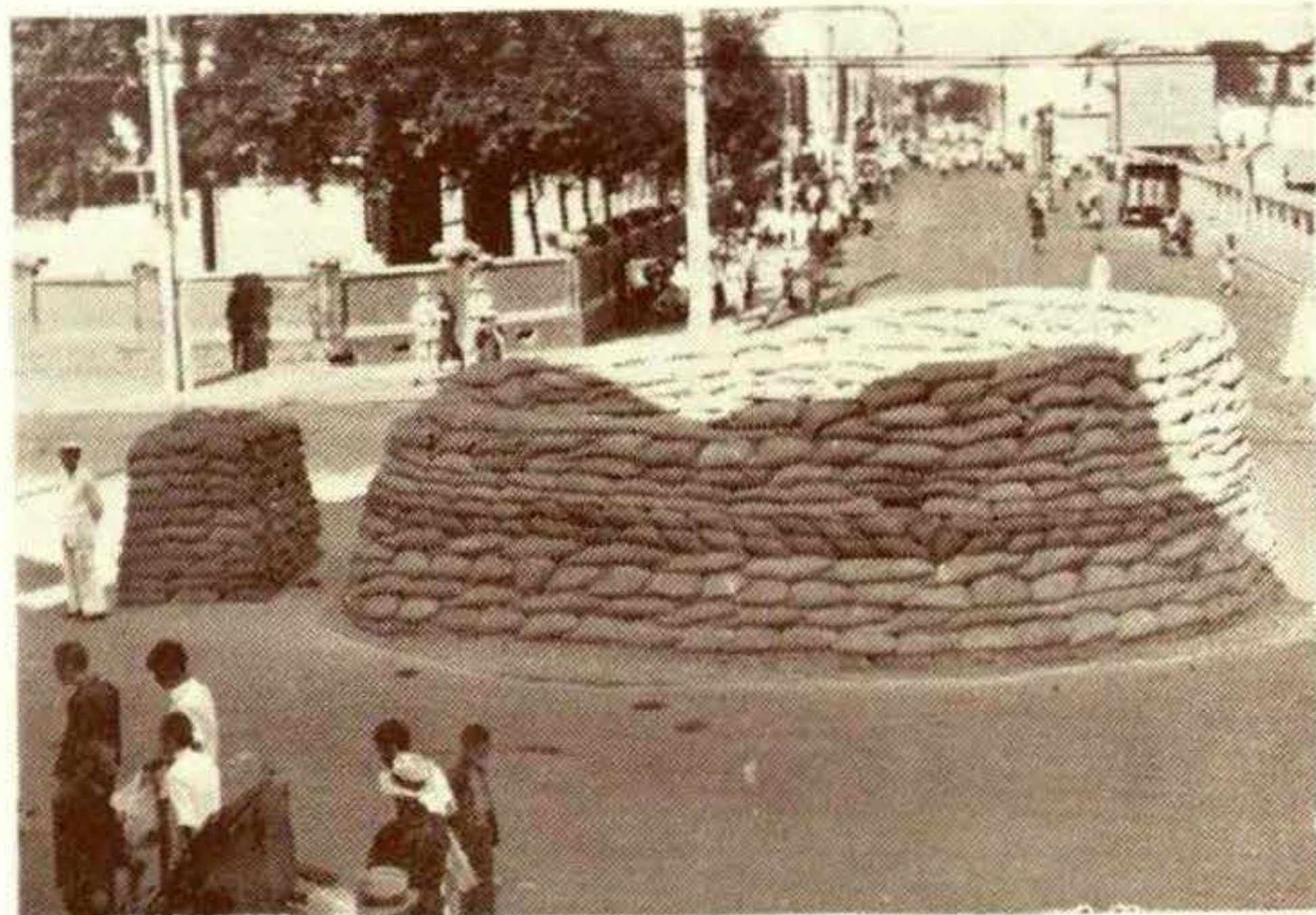
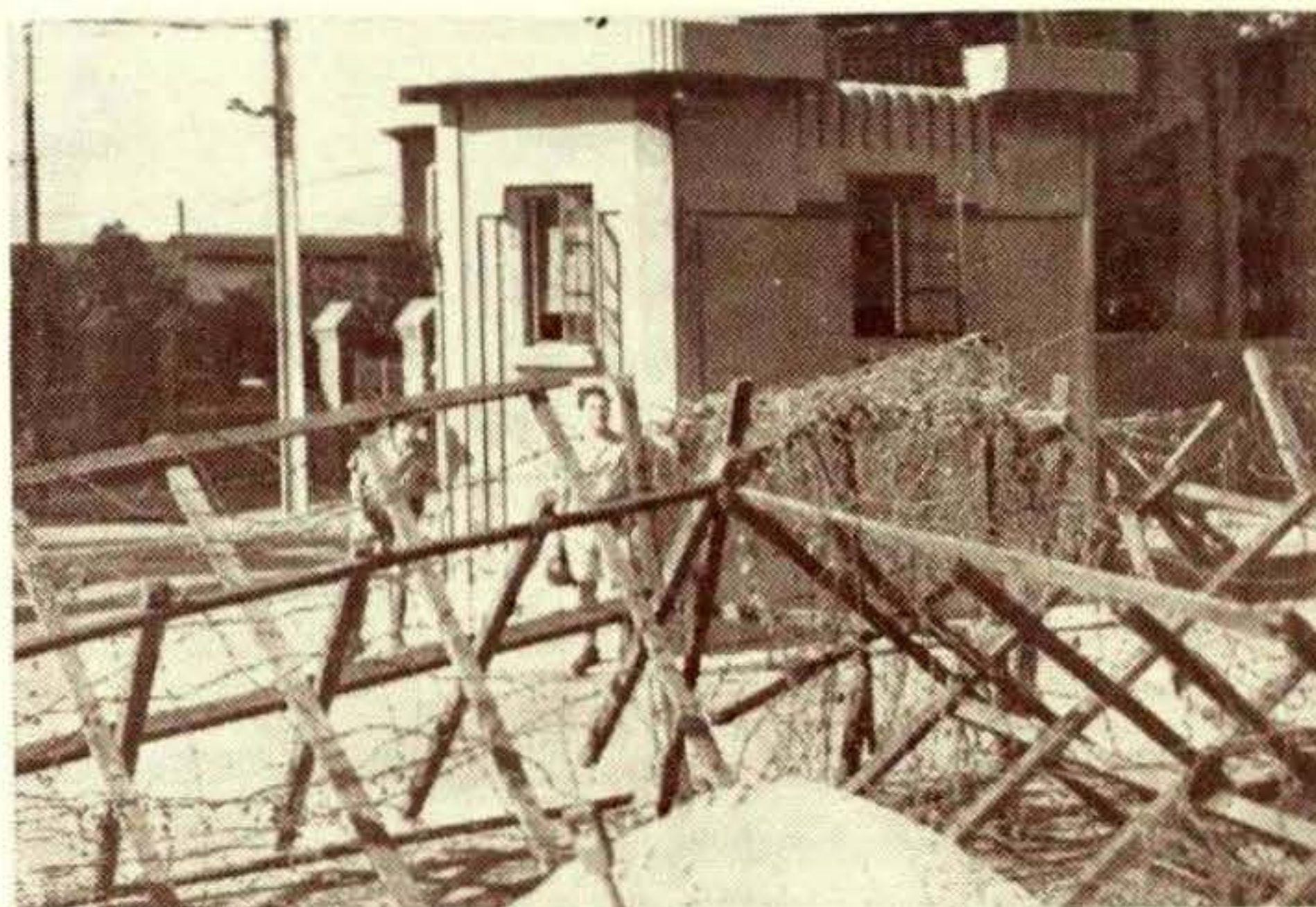
(Left) A most unusual picture of a Japanese bomber crashing in flames. The 'plane, presumably struck by anti-aircraft fire, plunged to its doom at noon on September 4. It flew low for a while, seemingly in distress, when suddenly it burst into flames and trailing a dense plume of smoke it fell rapidly to the ground on the north side of Soochow Creek near Markham Road.

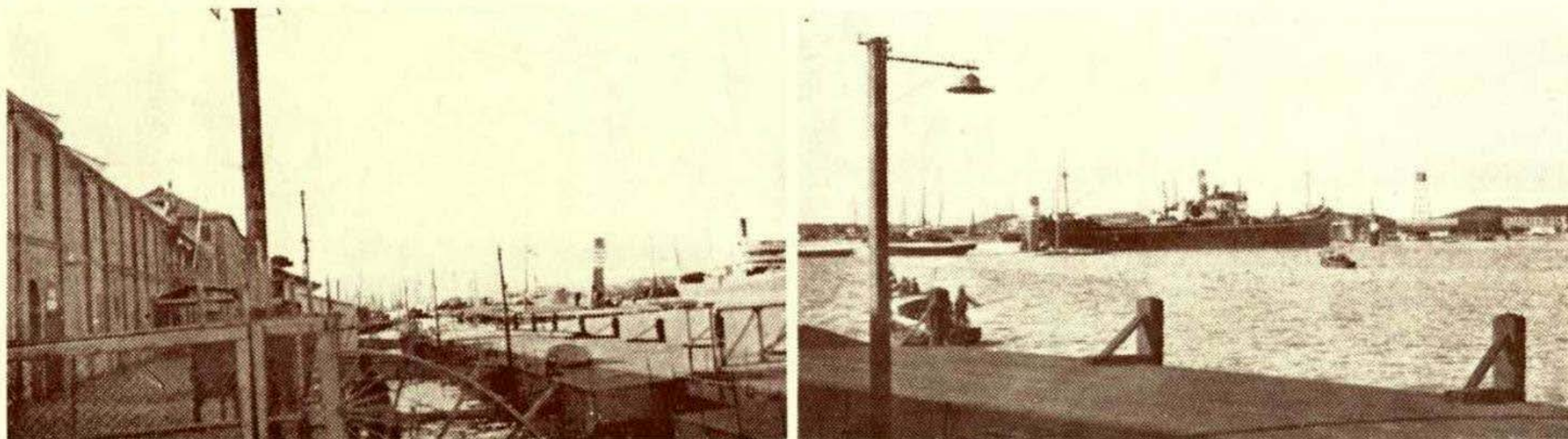
(Below) The remains of a Japanese bomber brought down. Its crew of seven were killed outright and two Chinese women were killed when the bombs exploded as the 'plane crashed.



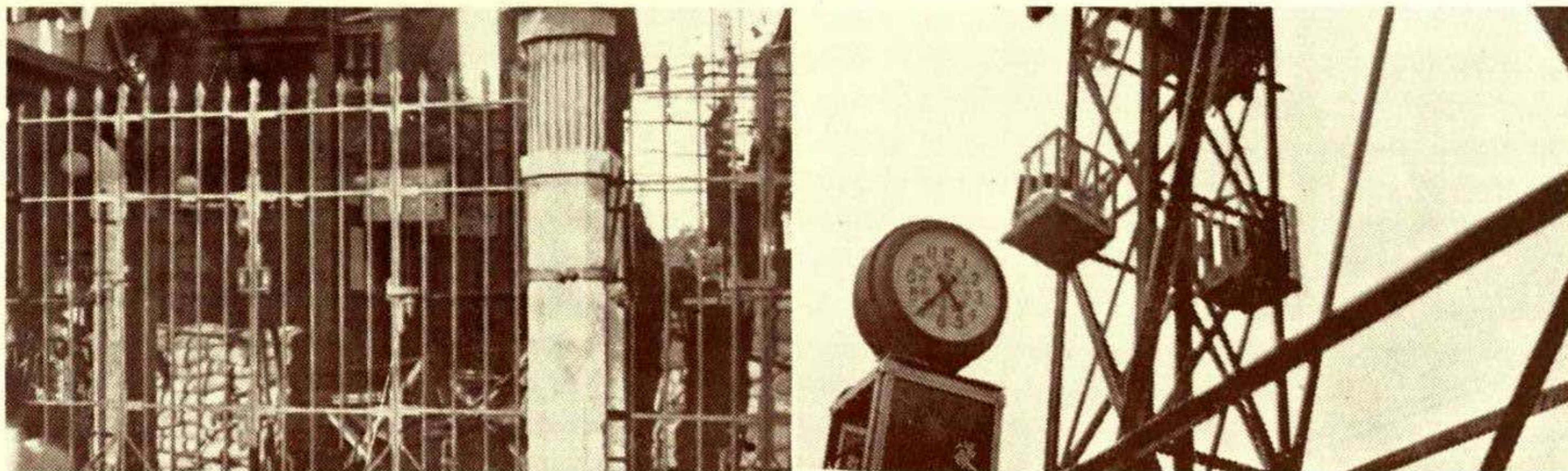
(Right) A blockhouse at Avenue Dubail, French Concession, which covers three avenues of approach.

(Bottom Left and Below) Sandbag barricades and barbed wire formed the strong defence to be found at many points in the French Concession were the authorities had erected them, showing they were not slow in preparing for emergencies. At some of their outposts were mounted machine-guns, manned by the new colonial troops, supplemented by Annamites, and the regular and volunteer Police. These barricades were singularly effective and did much to bolster up the confidence of those living in the Concession.





Two views of the effective boom across the Whangpoo River at Nantao, taken from the Chinese Bund with the permission of the Nantao Police authorities.



One of the French gates, as seen from the Chinese side of Boulevard des Deux Republiques, separating the French Concession from Nantao City.

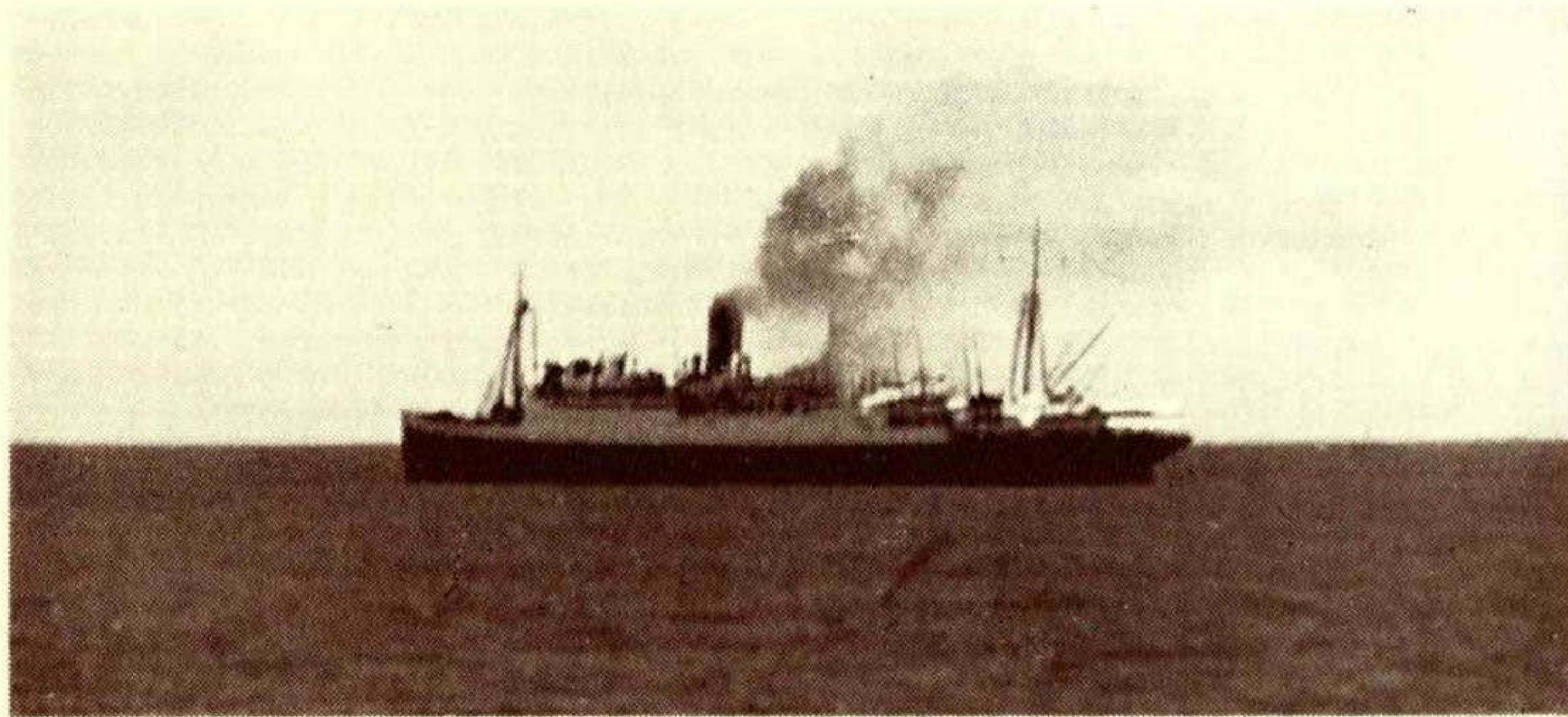
In these two cages are the heads of two executed Chinese traitors on display on Ming Kuo Road, West Gate, Nantao City.

With the fighting in and around Shanghai brought to a temporary lull, premature broadcasts, stating that the situation was favourable for the return of evacuees, were sent out from various stations in Shanghai. Shanghai evacuees received the news at Hongkong with jubilation, eager to end their war exile, and immediately rushed to book their passage back. But at the last minute, news that fighting had broken out again caused all but twelve to cancel their reservations. These twelve were all women, who were brought back on the Messageries Maritimes ss. D'Artagnan.

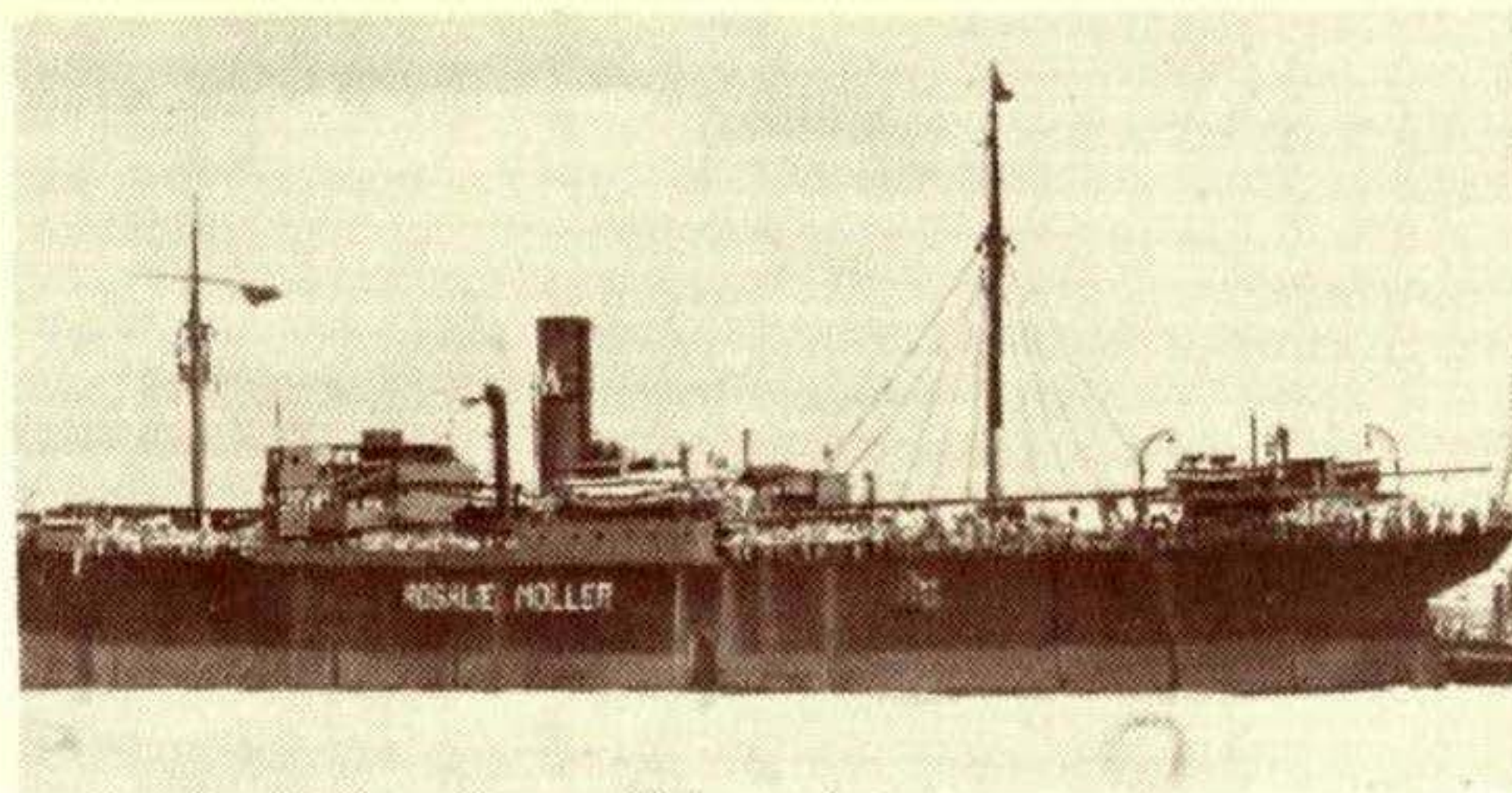


The ss. D'Artagnan arrived at Woosung on Tuesday, September 7, bringing with her 252 passengers and certain military supplies for the French garrison here. Among the passengers were twelve evacuees. Above shows the happy return from exile as the tender approached the jetty.

The picture on the left shows the meeting of friends and relatives on the jetty.



Another ghastly mistake by Chinese airmen was made when, on August 30, the American Mail Line ss. President Hoover was bombed, injuring seven members of the crew. The liner was mistaken for a Japanese military transport, as at the time of the bombing she was in between two transports, fifty miles from Woosung. H.M.S. Cumberland rushed to her assistance on receiving the news by wireless, and a surgeon boarded the liner to attend the injuries of the wounded.

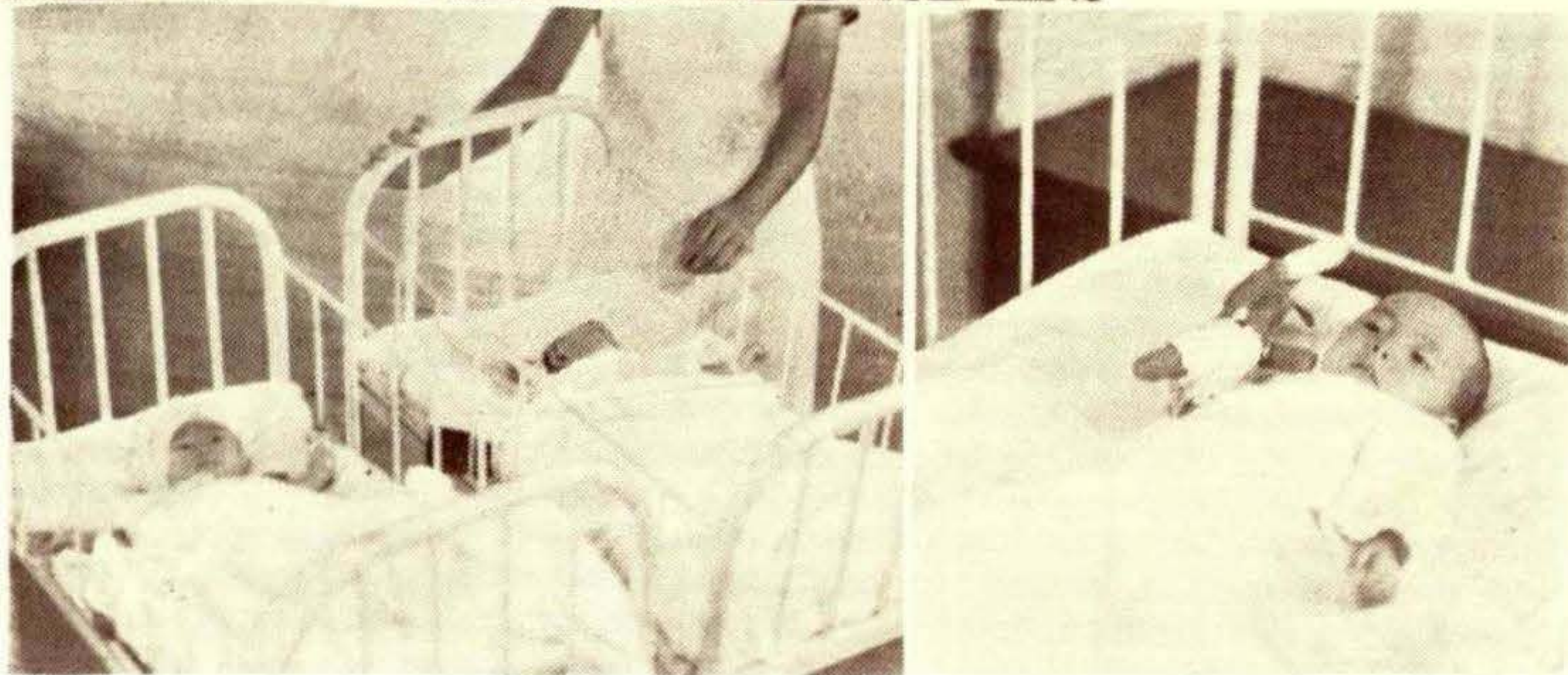


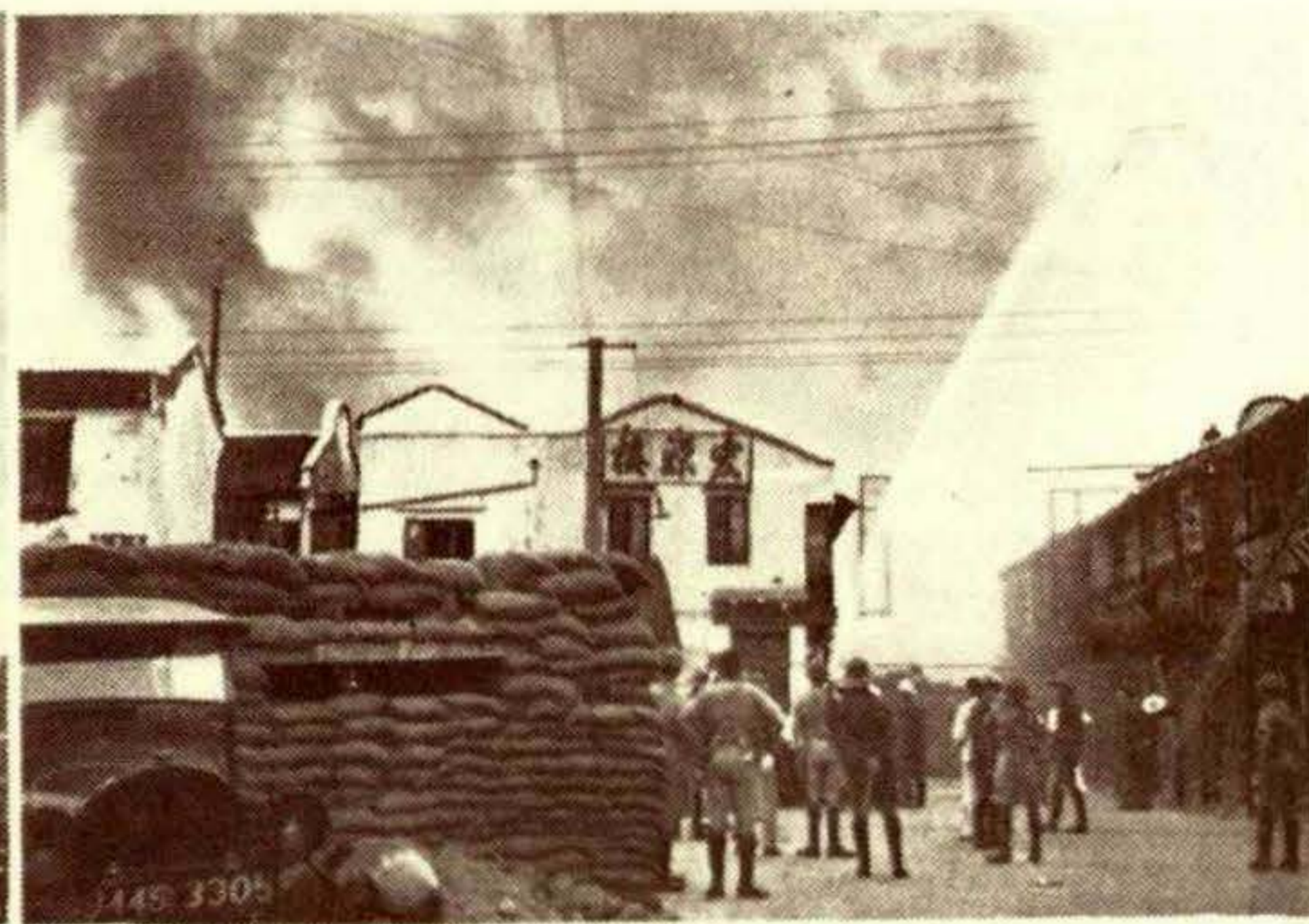
On Friday, September 10, the ss. Rosalie Moller arrived at Shanghai while a battle raged around her. It took her eight hours to land and discharge her 1,200 passengers, mostly Russian holiday-makers back from Tsingtao. On the left is the ss. Rosalie Moller, and on the right is a scene at the Customs jetty, showing the confusion after the passengers had alighted.



Chinese wounded soldiers in a French Concession hospital. This picture shows the more humane side of the war that had been proceeding in and around Shanghai from August 13 to November 14. One of the setbacks that hampered Chinese troops was the insufficiency of medical supplies, though contributions were pouring in from all parts of the world.

Another branch of refugee work is illustrated by these pictures which show tiny Chinese infants, unknown and unclaimed in the recent devastation of war, who were being cared for in a room adjoining the Community Church, an American church in the French Concession. The National Child Welfare Association was in charge.





Two huge columns of smoke indicate the enormous fires that gutted scores of Chinese houses in the district north of the Soochow Creek, near Markham Road Railway Yard and North Thibet Road at Alabaster Road. The Shanghai Fire Brigade turned out in force under the leadership of the Chief Officer, Captain J. Gordon Dyson. One of the fires routed Chinese soldiers defending the sector, and sent scores of Chinese dwellers scuttling away from the holocaust. The fires started on Sunday, September 12, at 1.40 p.m. and continued for hours, until the efforts of the Fire Brigade managed to control it.





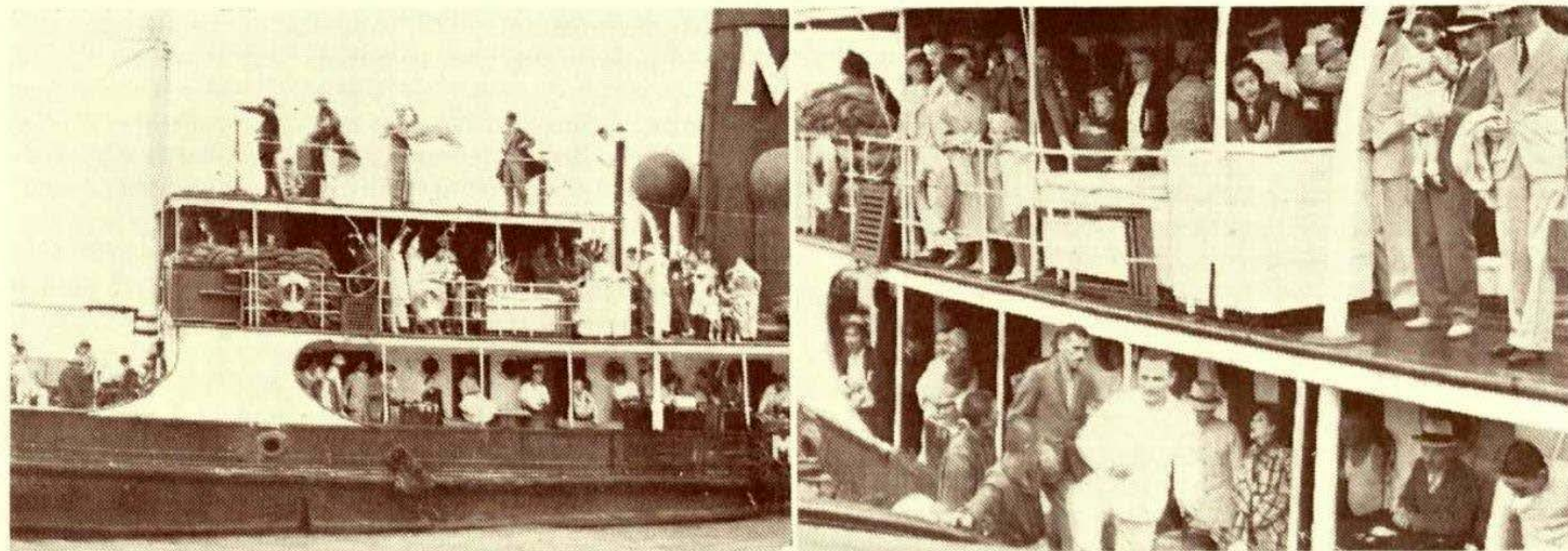
On September 14, 800 Italian soldiers, the celebrated Grenadiers of Savoy, direct from Addis Ababa, arrived in Shanghai by the ss. Conte Biancamano, of the Lloyd Triestino line. They immediately proceeded to their billets in Kiaochow Road, in the Western District, to take over that sector.

(Left) The Savoy Grenadiers on board the tender as it tied up at the Customs jetty.

(Bottom Left) A view of the heavy pack carried on the backs of the Grenadiers, and their field-service uniforms, which though not picturesque served them extremely well in their campaign in Addis Ababa.

(Below) Grenadiers lining up on the Bund preparatory to boarding buses to take them to billets.

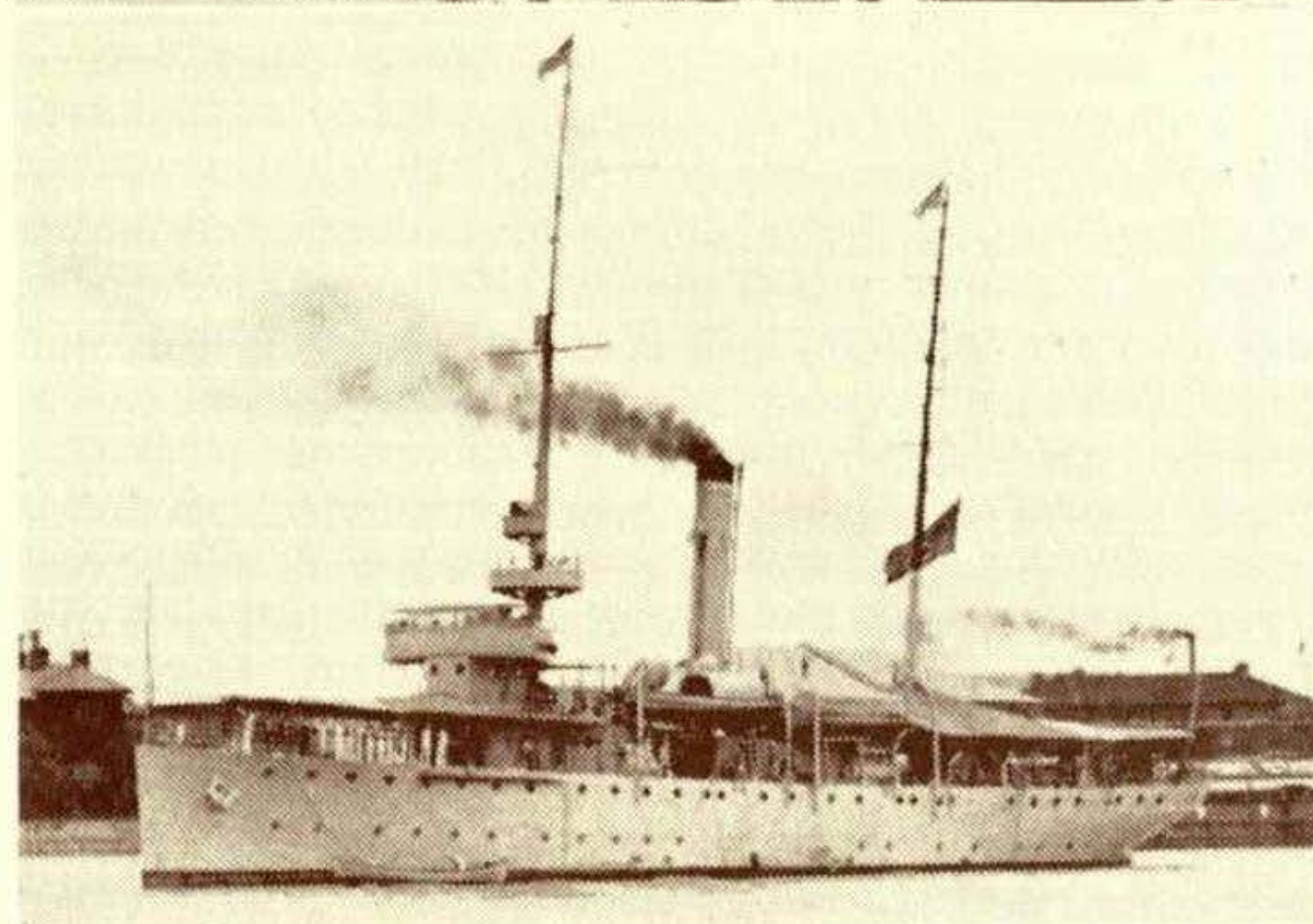




Again on September 14, the Customs Jetty was the scene of bustling evacuation when some 720 Shanghailanders boarded a fleet of tugs to be carried down the Whangpoo River to the ss. Conte Biancamano, which sailed that night for Hongkong and Italy. The bridges of the tugs were well sand-bagged, as may be seen in the picture above.

(Top Right) As one of the tenders left the Customs Jetty passengers took a last glimpse of their relatives and friends, before they sailed out of sight.

(Right) The U.S.S. Sacramento steamed slowly out of the Shanghai harbour on September 13, carrying with her 24 American civilians and a large quantity of mail for Hongkong. The crew of the American gunboat did sterling work in guarding the power plant of the Shanghai Power Company, in Yangtsepoo.

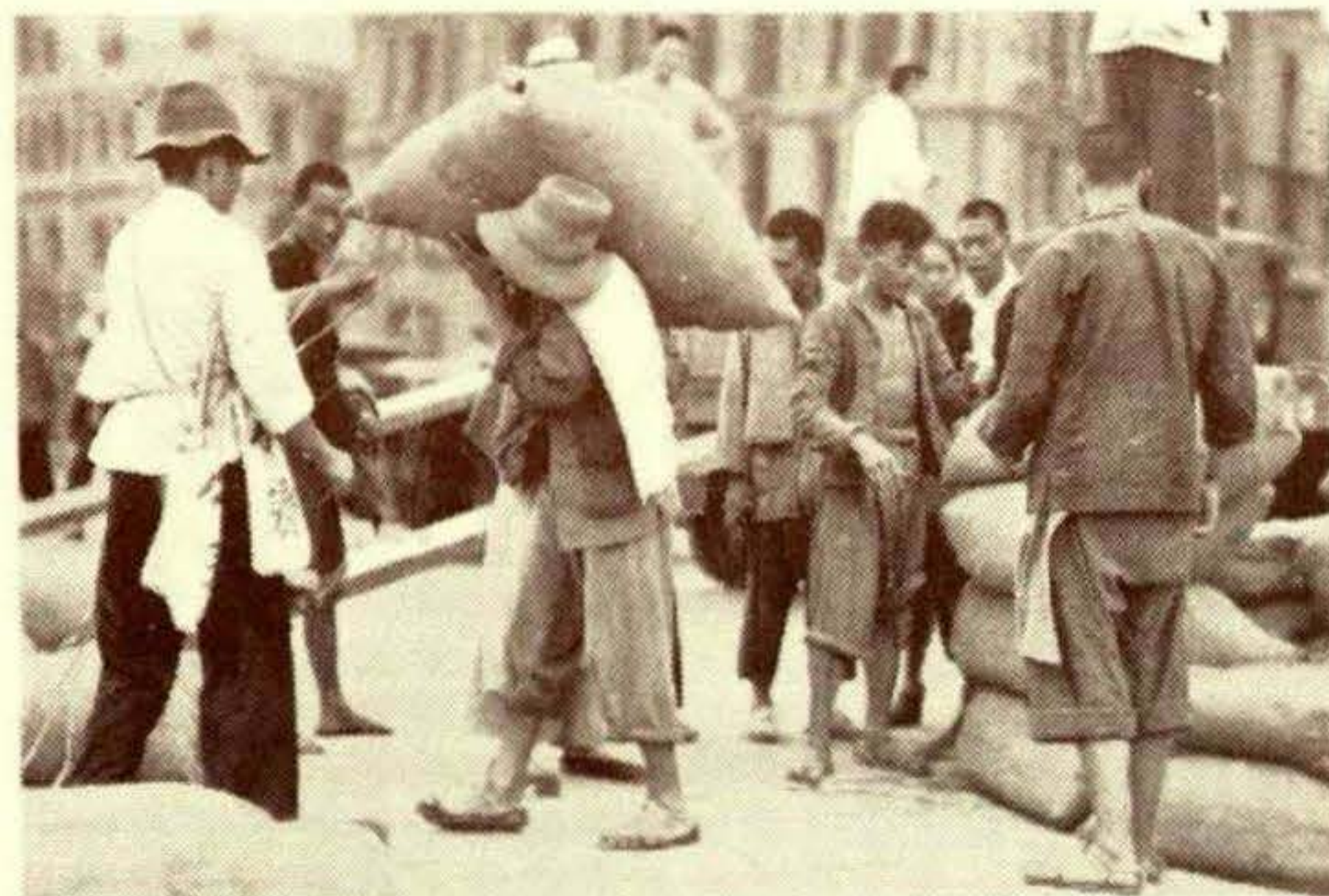


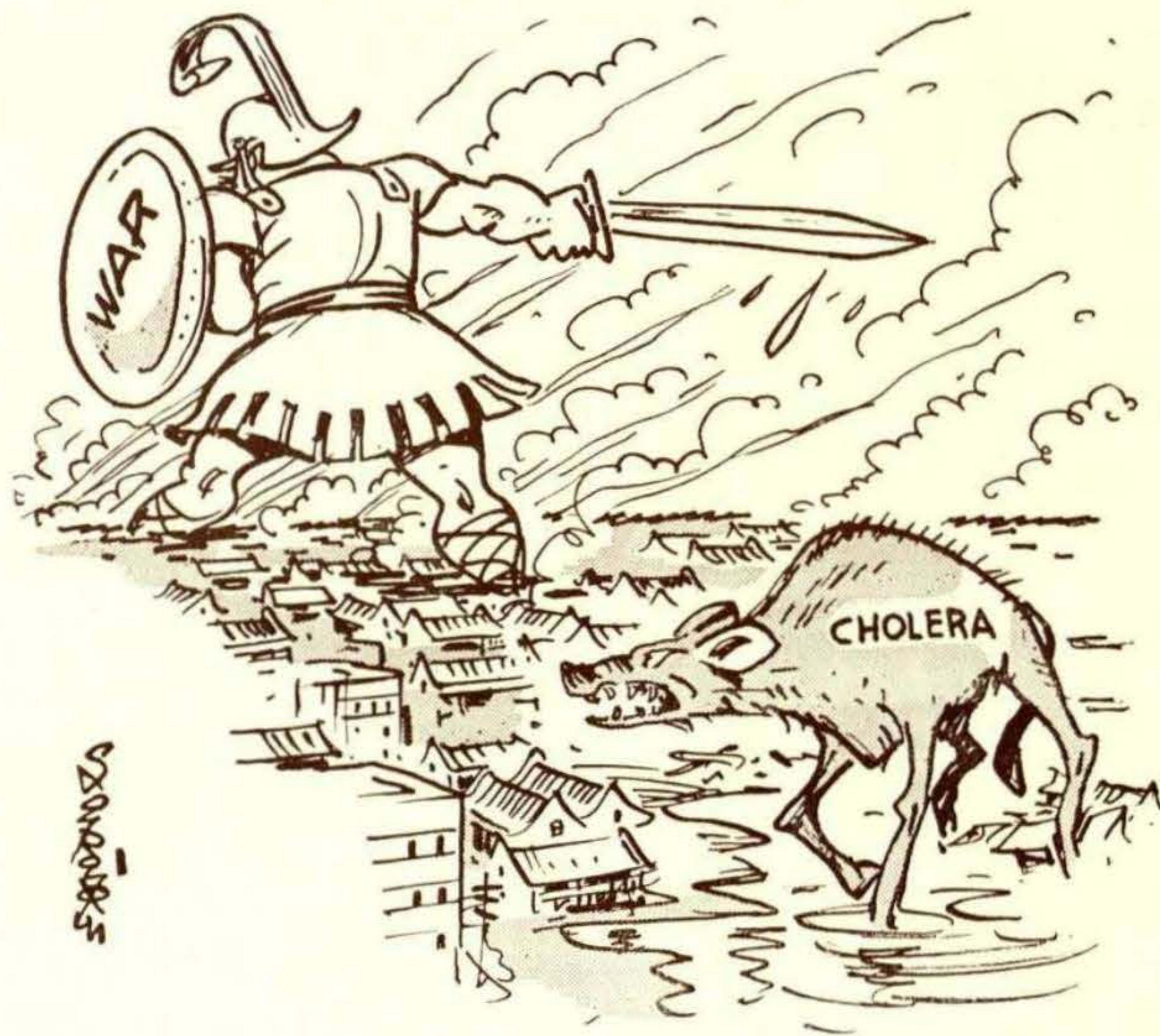


For the first time since the outbreak of hostilities 250 Britons crossed over into Hongkew on September 16, to retrieve personal belongings left behind in the hurry of evacuation. These pictures show part of the heavy traffic which formed a continuous line over the Garden Bridge. Mr. R. S. Heaney, passport official of H.B.M. Consulate General, signed passes giving British subjects permission to visit their homes. Not a few returned with empty trucks when, on arriving, they found nothing but ashes of what was once home to them.



For many weeks since the beginning of hostilities the chant of Chinese coolies at work had been noticeably absent. During the short period from August 13 to about September 15, commerce had come to a standstill. But for the next few days the chorus of "hee-haws" showed that once more cargo was moving into Shanghai. The Bund was the scene of commerce in transit, and rice, principally, was carried off well-loaded river craft on the backs of willing coolies. Since then there had been no cessation of cargo transport, make-shift weighing sheds springing up and the Bund jetties swarming with workmen of all classes.





IN FELL COLLABORATION



The Civic Centre of the Municipality of Greater Shanghai was doomed to a short life when Japanese guns shelled the beautiful buildings of what was once to have been a model suburb of Shanghai. These buildings suffered heavily for their prominence as shell after shell tore huge holes in the green tiled roofs and turned their interiors into a shambles. The pictures on this page show the destruction of the buildings and their occupation by the enemy. The Museum and Administrative buildings suffered most damage.

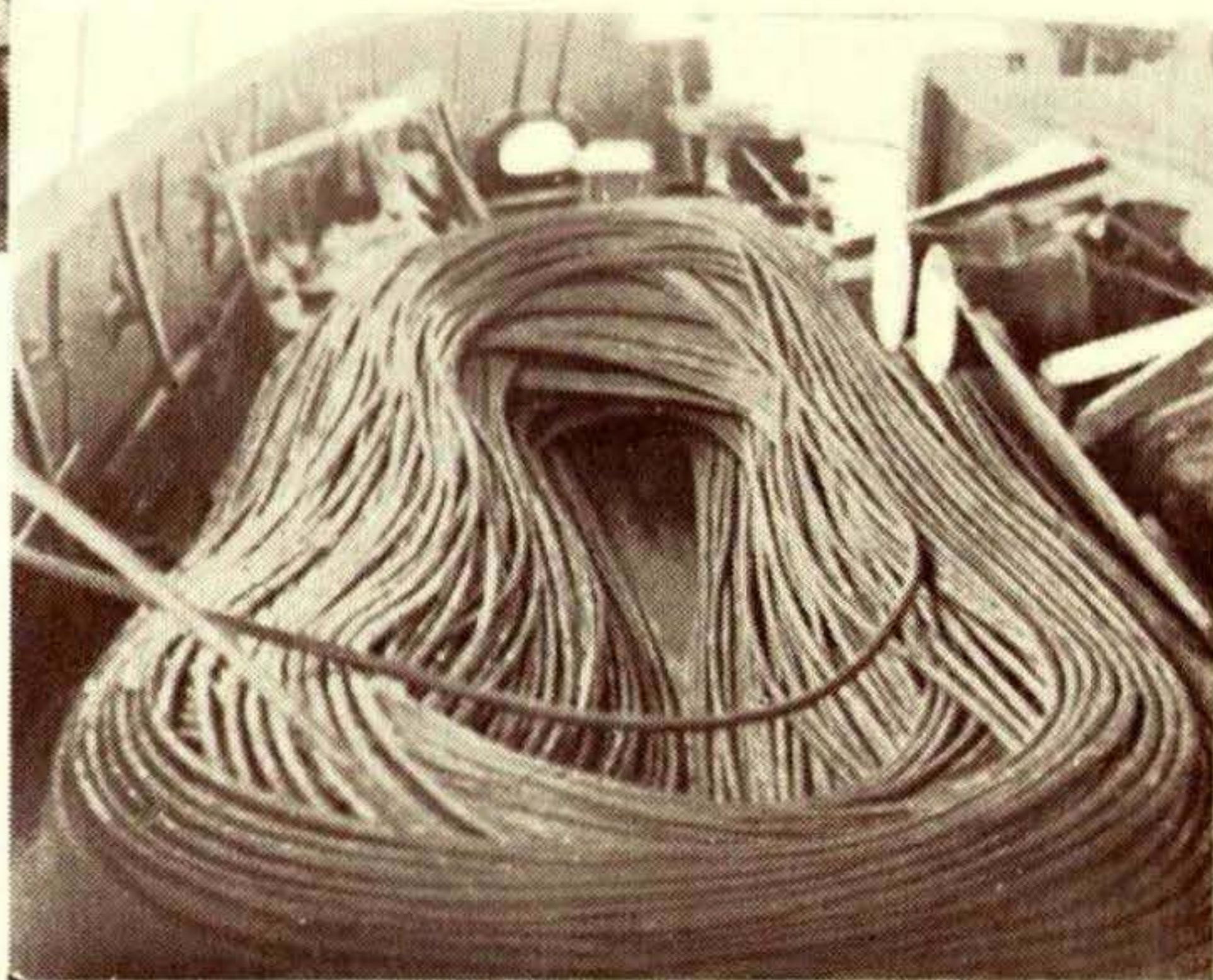


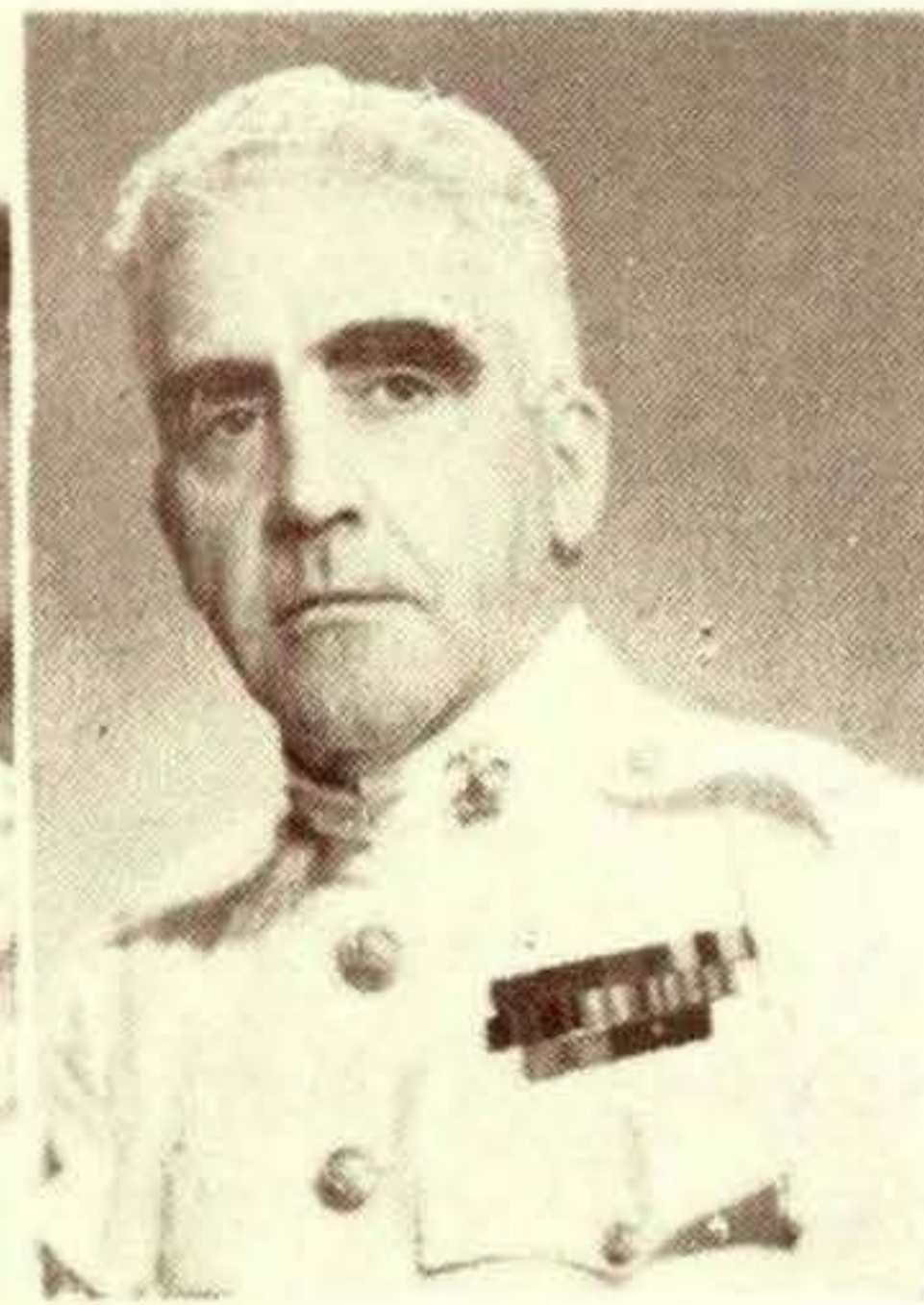


(Above) An exclusive photograph of the actual splice being made.

(Right) Four miles of cable, weighing eight tons, lying on the deck of the Minnie Moller, about to be laid.

A ruptured cable added to the woes of Shanghailanders when the cable line off Woosung was broken on Wednesday, September 16, probably by a ship's anchor. This cable line feeds the three foreign cable companies of Shanghai. The Moller Line ss. Minnie Moller, a sea-going tug, acted as cablelayer, under the command of Captain B. I. J. Johansen. The repairs took almost a whole day, but communication was successfully restored the following day, September 16.





Under the command of Brig.-Gen. John C. Beaumont, 1,435 U.S. Marines landed in Shanghai on September 18, in the transport U.S.S. Chaumont, which made a record trip from San Diego. The upper picture shows the landing of the Leathernecks at the Customs Jetty. A vanguard of 555 men came ashore on September 18, while the rest, under the leadership of Gen. Beaumont, landed the following day.

(Top Right) Colonel Thomas Clarke, officer commanding the 6th Regiment of the 2nd Marine Brigade.

(Extreme Right) Brigadier-General John C. Beaumont, officer commanding the 2nd Marine Brigade, consisting of the 4th and 6th Regiments, now in Shanghai.



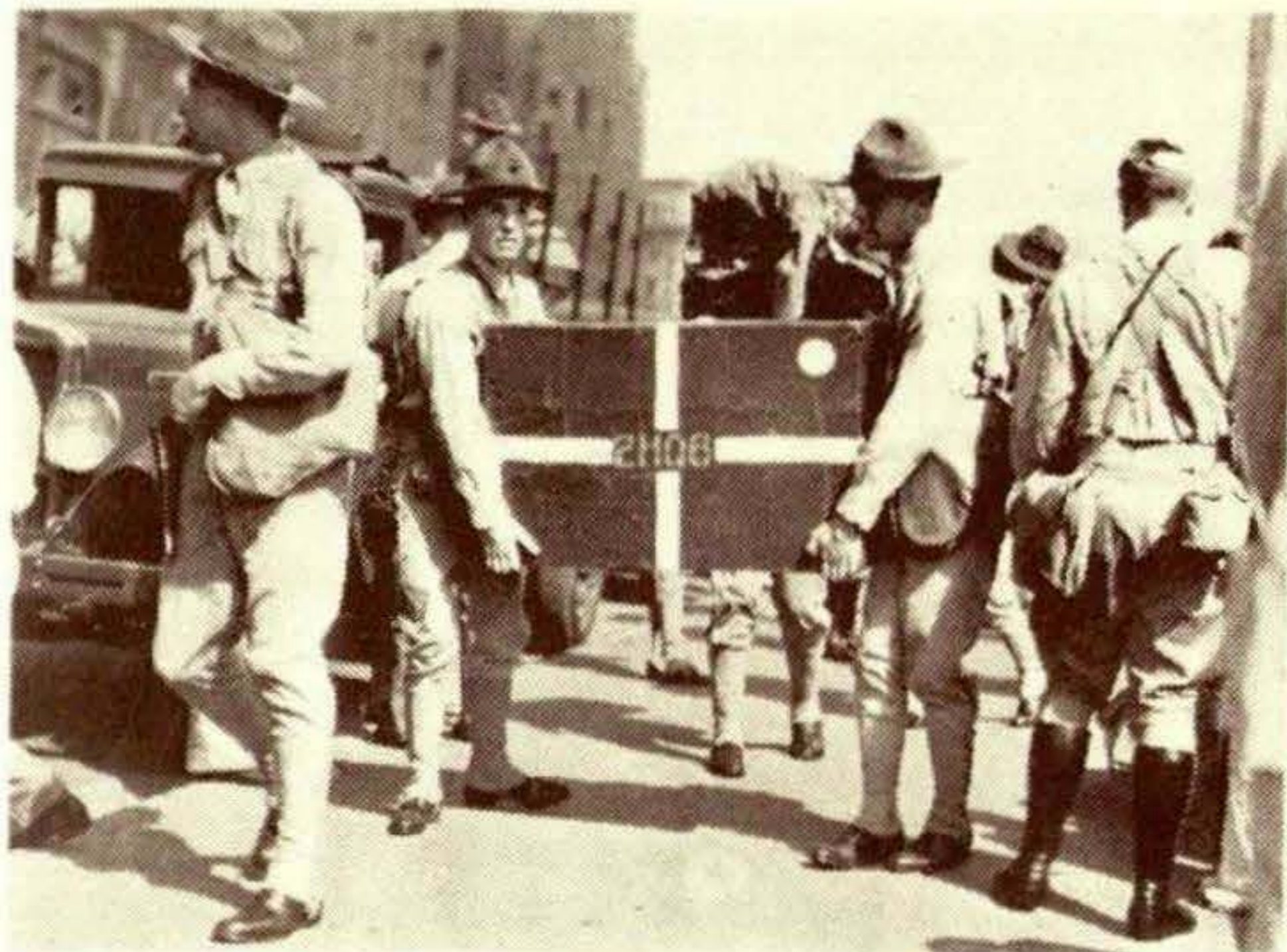


The main body of U.S. Marine reinforcements from San Diego landed on September 19, from the transport Chaumont. They were taken to the Customs Jetty by Dollar Line tugs.

(Left) One of the tugs loaded with Marines and their equipment.

(Bottom Left) Ammunition boxes being loaded into trucks headed for the billets and front lines of the American sector.

(Below) Leathernecks with their bedding and equipment on the foreshore near the Customs Jetty.



Homesickness, lack of sufficient funds, and personal discomfort were among the causes for the return of 400 Shanghai evacuees from Hongkong. Rentals went up and many people were faced with acute shortage of money, thereby foregoing some necessities, making their stay in the colony less pleasant. The influx of such a large number of refugees in the small Colony was undoubtedly the cause of some profiteering, but, on the whole, Shanghai has reason to be grateful for the hospitality extended.



The crowds seen here on the jetties were evidently glad to be back judging from the smiles of the voyagers. There were many happy reunions of families, separated by war, and a few who were distinctly happy to be back among the familiar sights of Shanghai. They arrived on September 22, on board the Messageries Maritimes ss. Chenonceaux. The Chenonceaux also carried 1,200 bags of mail, a large part of which was conveyed to the Customs Jetty by the tender St. Brioc.



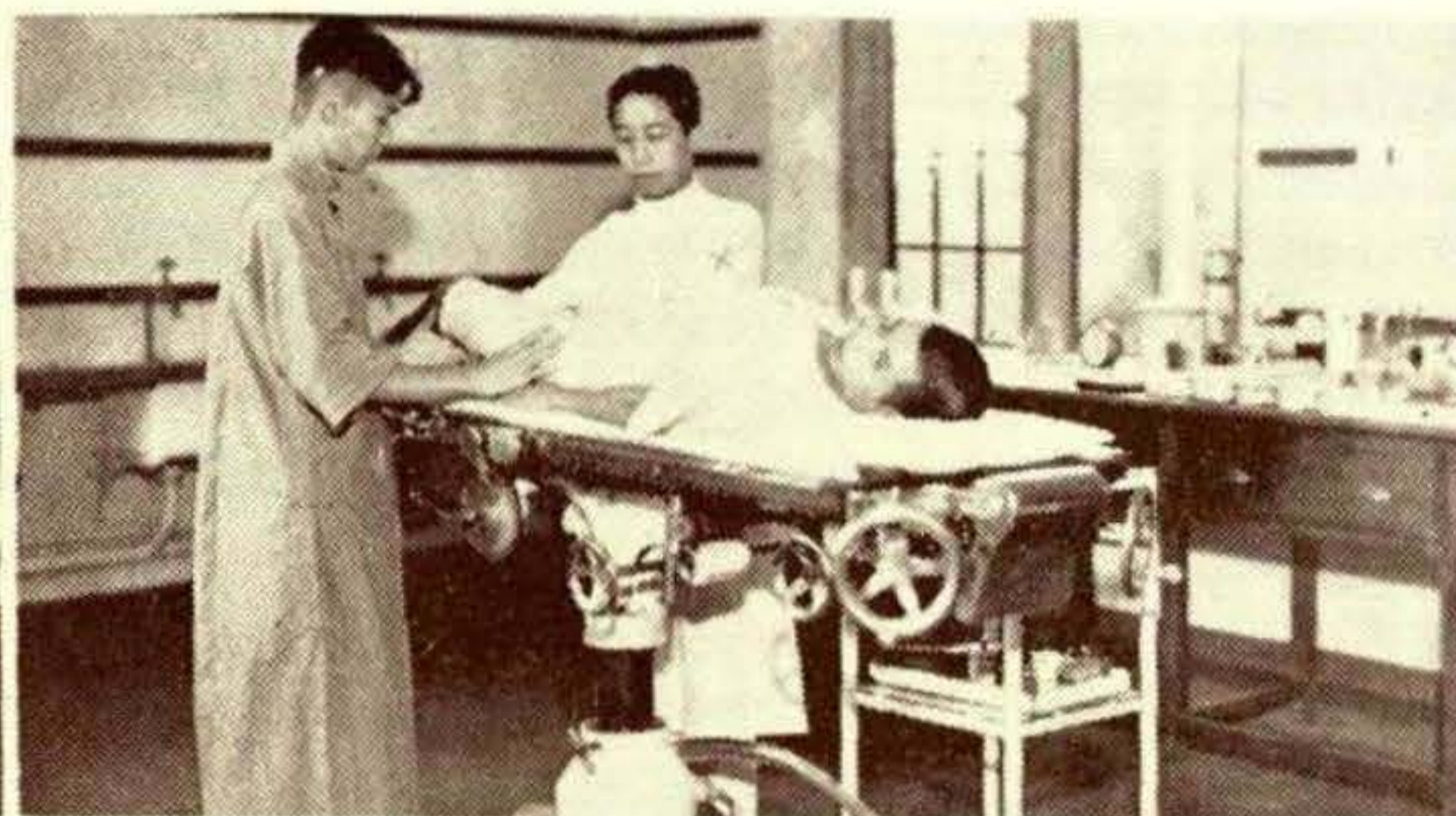
(Below) The Japanese forces in the Eastern District captured another Chinese tank of modern European make on September 25, and put it on display in Hongkew. The tank was practically intact when taken and could be driven under its own power.

(Above) The bridge which crosses Soochow Creek near the end of Gordon Road, at Ichang Road, was blown up by dynamite, after Chinese military authorities had given ample warning of their intentions. The proximity of this bridge to the Chapei Central Mint was believed to have a direct bearing on the dynamiting, which was carried out on September 25, at 11.15 a.m. Another bridge near Robison Road was also dynamited in the evening.





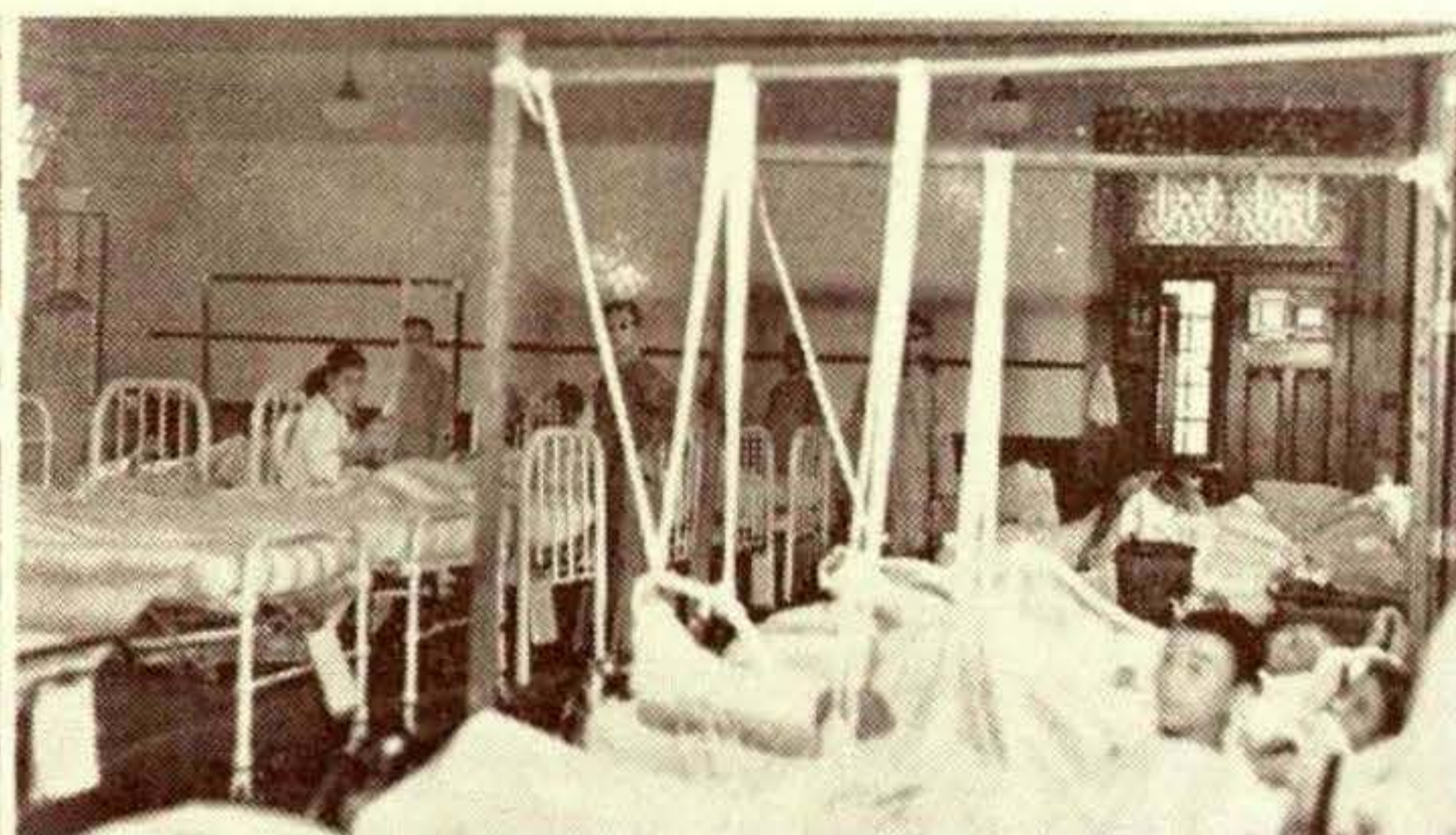
Members of the Shochiku Revue Troupe, loaded with candy, flowers and cigarettes visiting a hospital for wounded Japanese soldiers.



The St. Luke's Hospital's operating theatre, situated in the Cathedral Girls' School, Avenue Haig, where they had evacuated from Hongkew.



Wives of Japanese military officers knitting socks for soldiers. The patriotism of these women helped much to inspire their country's soldiers.



One of the casualty wards in St. Luke's Hospital, where Red Cross work was carried on despite a lack of funds and hospital supplies.



When the last chance to shift foodstuffs from Yangtzepoo and Wayside presented itself on September 26, one of the biggest traffic blocks in recent years occurred at the Garden Bridge. Japanese military authorities halted all trucks and motor vehicles to inspect their permits, and after a close scrutiny they were allowed to proceed. There was a continuous line of traffic from the Garden Bridge down to Nanking Road, hundreds of vehicles, two deep, forming it. An incident occurred in the afternoon when a Chinese, presumably a sniper, struck a Japanese sentry across the face when challenged and jumped over the railing of the bridge into the creek below. Several volleys of rifle fire were directed at him but none hit him. He managed to swim ashore, evading an armed picket boat that was sent to apprehend him. This incident caused the military authorities to revise the conditions allowing people to cross over into the Eastern District, one of the new rules being that no Chinese servants or coolies were to be taken to assist in evacuating foodstuffs.

The Garden Bridge was tightly congested on September 27, as long lines of trucks, moving vans, private motor-cars, omnibuses, etc., formed a solid mass of traffic. It was the second and last day designed for the removal of foodstuffs and other property in the Eastern District. When the last car returned from the war-bound area there still remained tremendous cargoes in godowns and storage plants. Many trucks were turned away as there was insufficient time to examine all permits. It was also a great day for truck owners who charged exorbitant fees for their hire, some demanding as much as \$300 a trip, with a minimum of \$100.





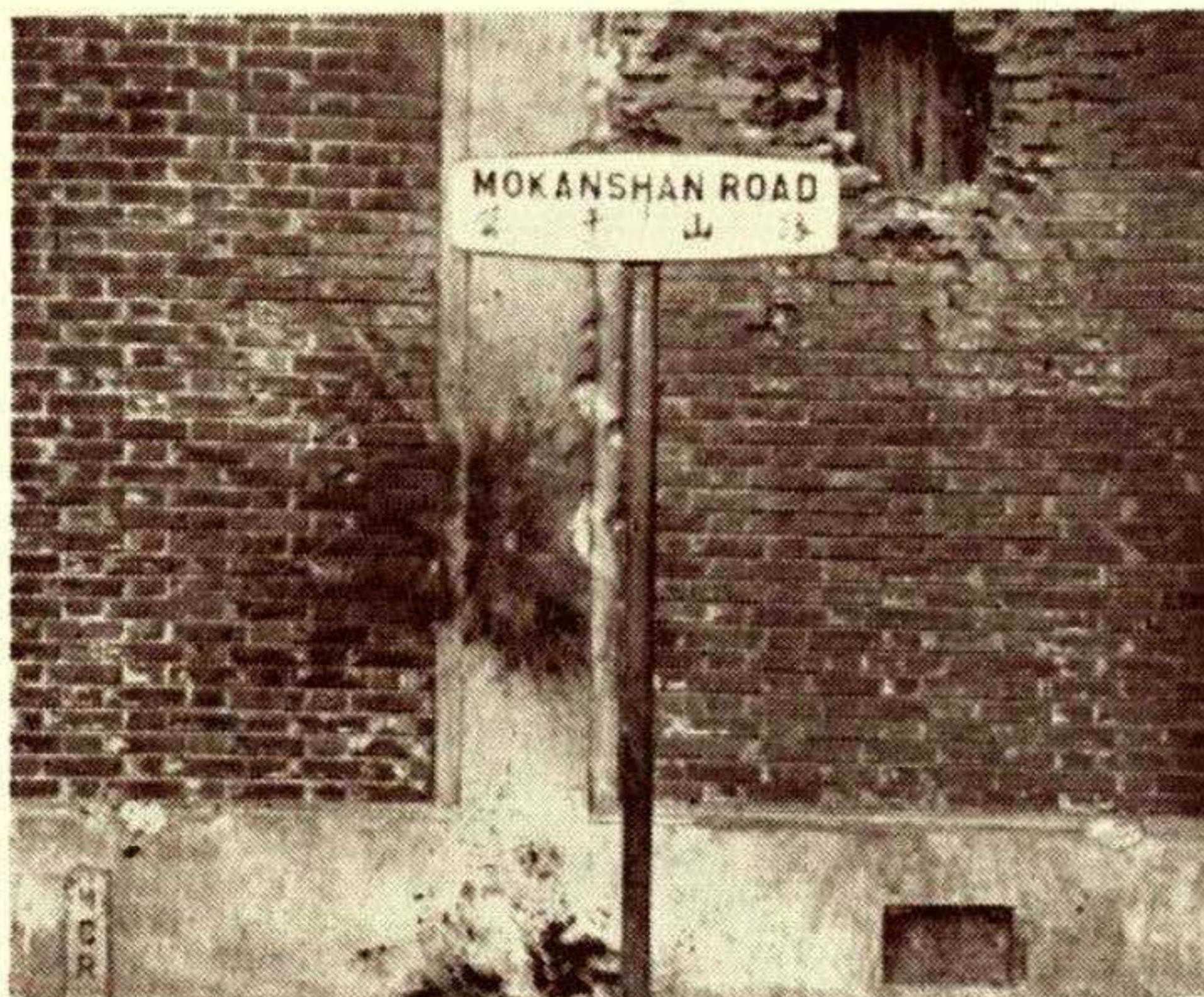
Throughout Nantao on September 29, shelters to protect the population against air-attacks had been completed or were under construction.



One of the smaller shelters, completed, with a member of the Police Bureau at the entrance. Charts showing how to use the shelters were posted prominently in Nantao.



A Chinese soldier in Nantao, one of a section defending the Native City. Note the broadsword in his right hand. These swords were seldom used as they proved too cumbersome in an actual hand-to-hand fight. They are displayed more to inspire awe, than for actual fighting, as indicated by the fact that they are strapped to the backs of soldiers.

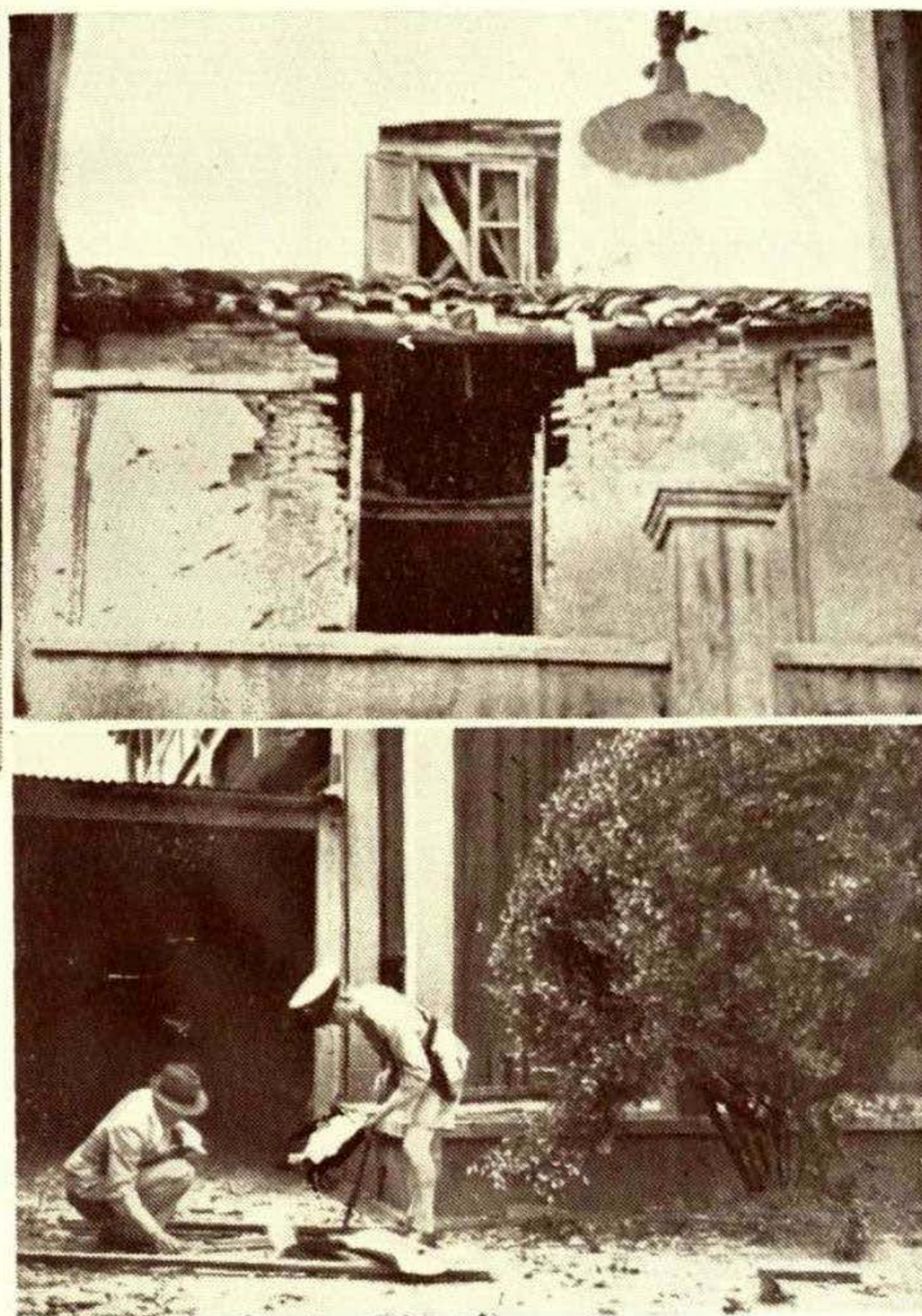


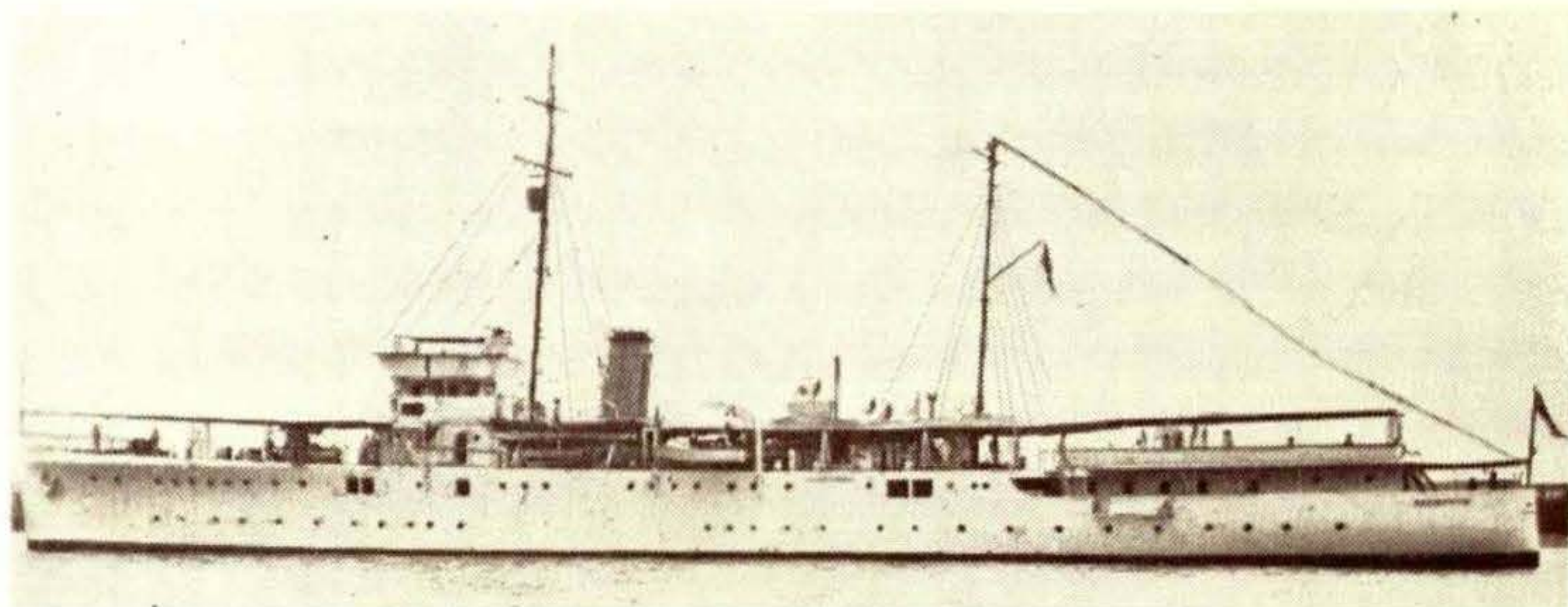
At least eighteen shells fell in the Pootoo Road district on Saturday evening, October 2, killing one Chinese and wounding twelve others. Japanese high-explosive shells were responsible for the damage in that district, when at 5.30 in the evening, as mill-workers were changing shift, many shells landed in the compound.

The picture at the top shows the spot on Mokanshan Road where a Chinese worker was killed. The dark smudge on the walls behind the Municipal street sign shows where his head had been hurled, after being severed completely from his body.

(Top Right) A dwelling in Gordon Road which was partly demolished in the attic. Japanese shells, apparently out of range, fell around that district, inflicting surprisingly few casualties.

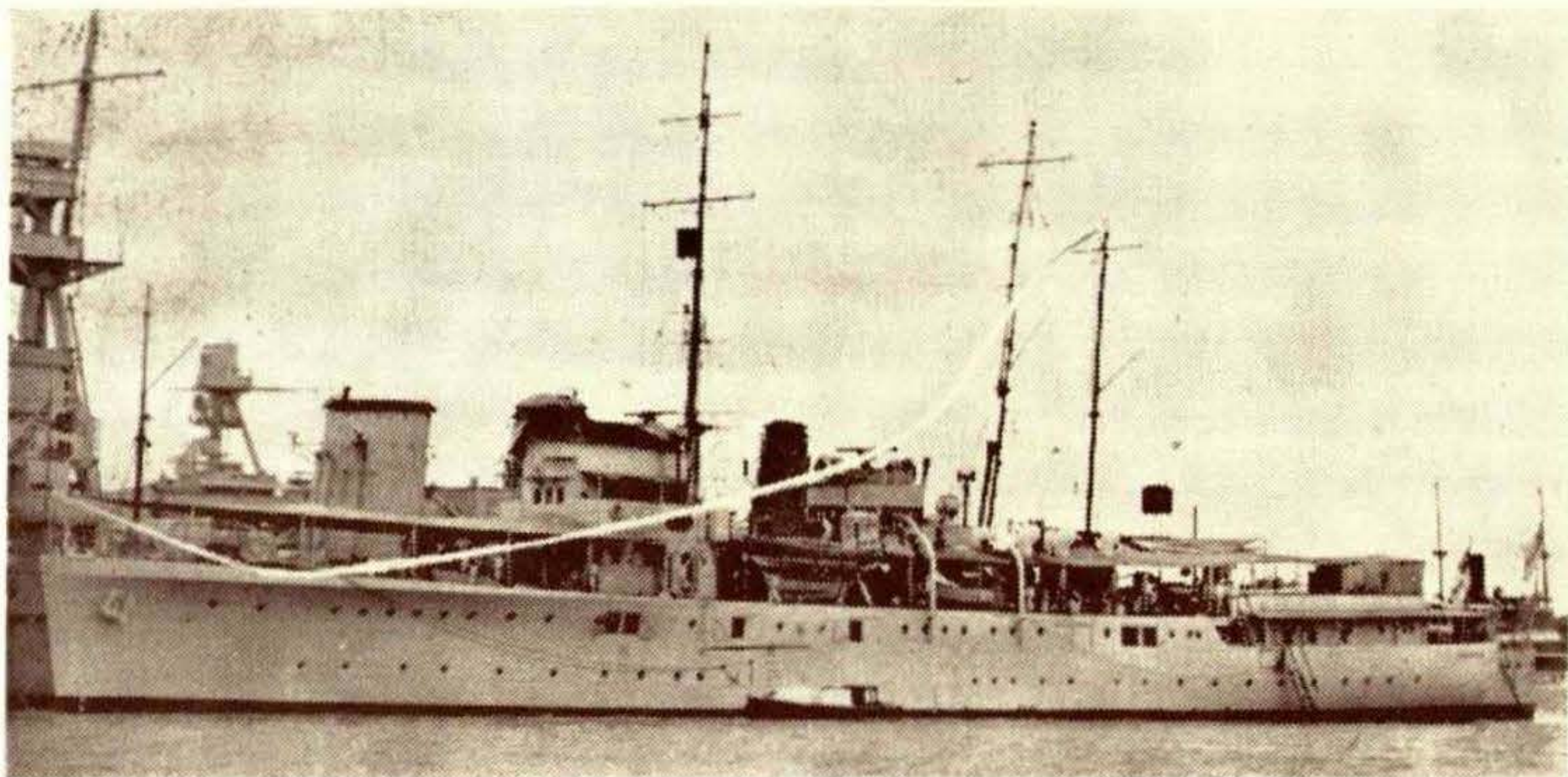
(Right) Shanghai Municipal Police inspecting shell holes at the Sing Yue No. 2 Cotton Mill, Robison Road.



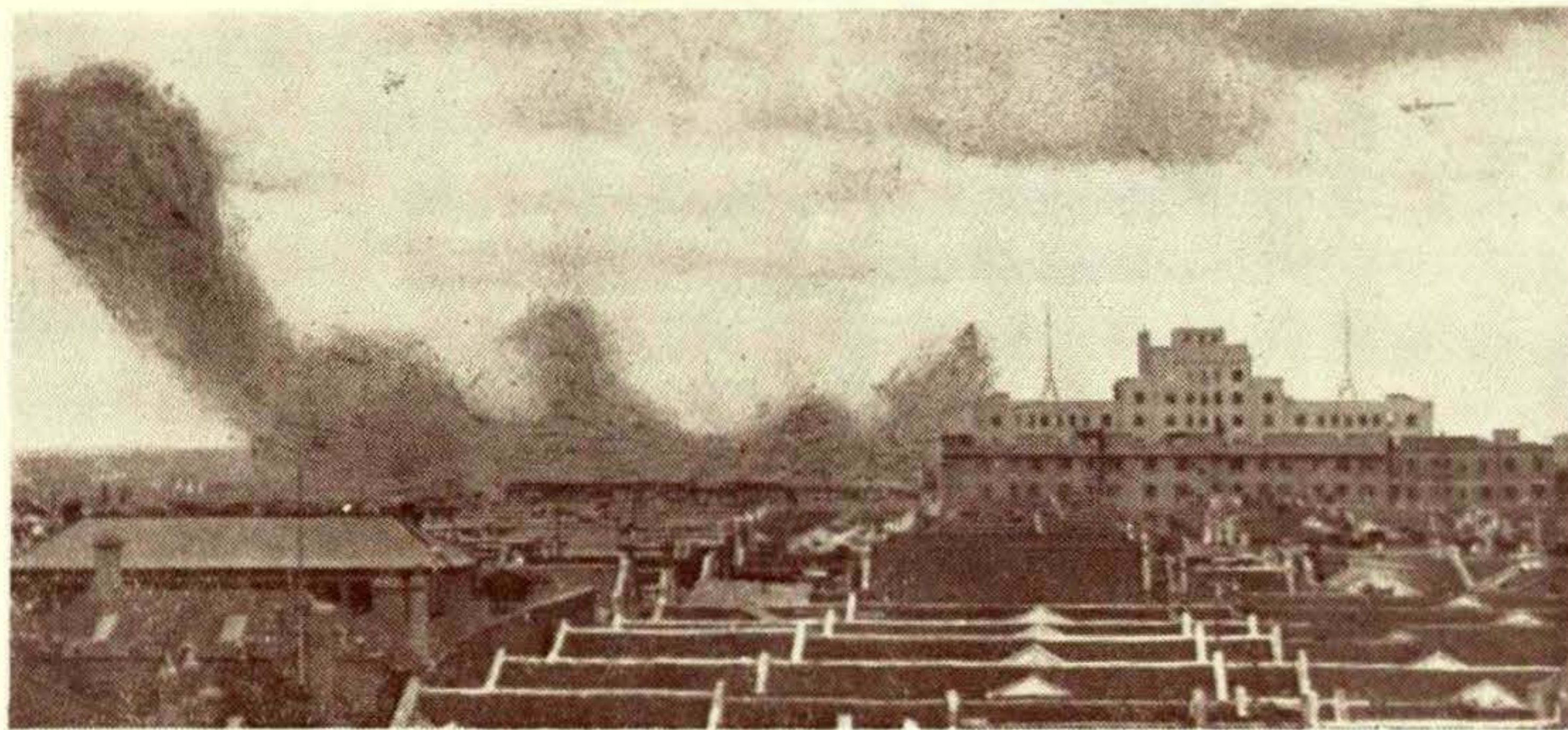


Sir Hughe Knatchbull-Hugessen, British Ambassador to China, left for Hongkong on October 4 by H.M.S. Falmouth, a sloop which is well-known locally, to begin a holiday in the Netherland East Indies. He was ordered there to recuperate from his recent injury, when he was shot by a Japanese aeroplane while travelling to Shanghai from Nanking.

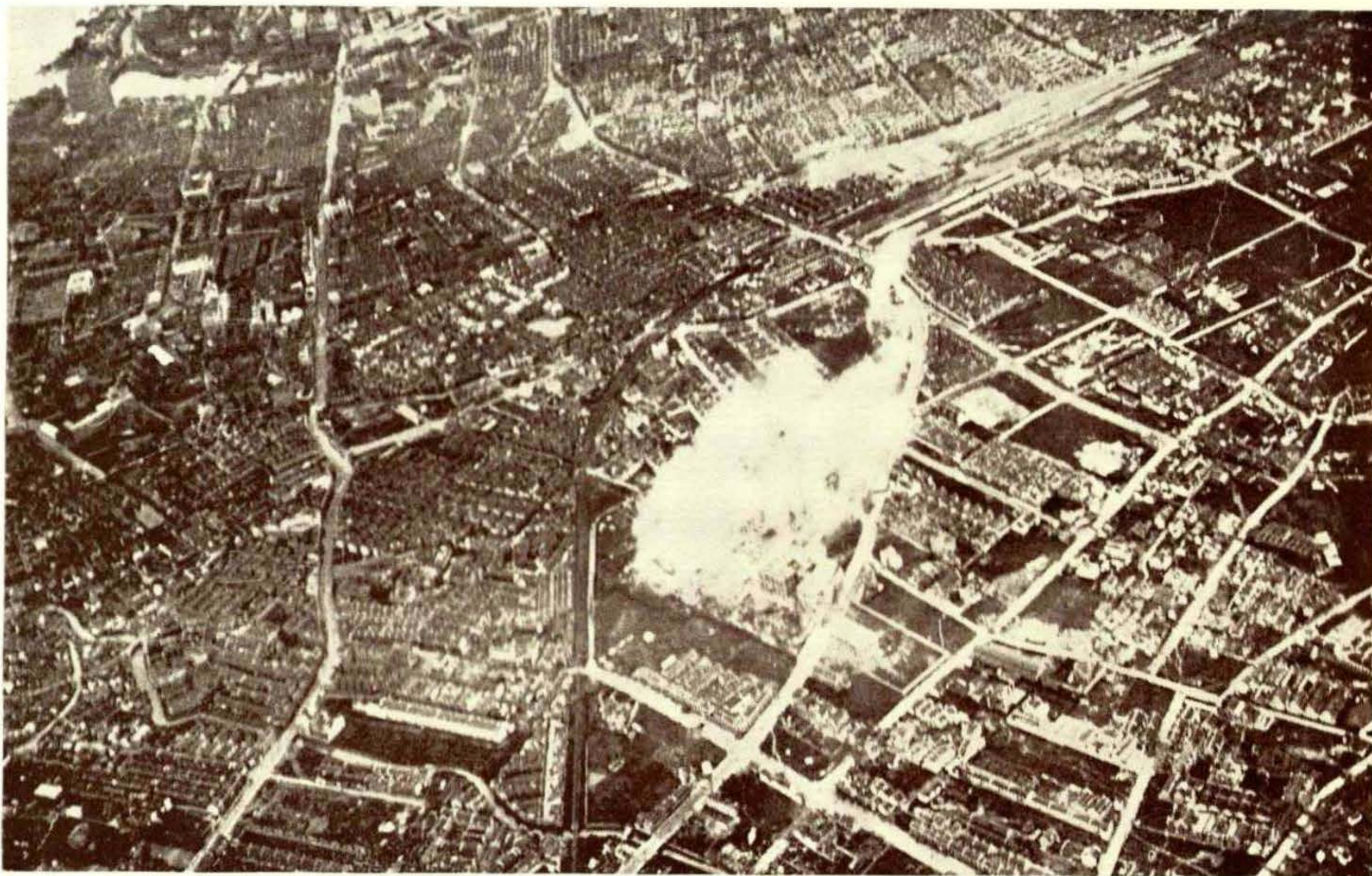
The old British tradition of flying a paying off pennant on board a ship which is going to end her commission was brought into prominence on Sunday, October 3, when a long streamer, flown from the after-mast, was seen floating in the breeze over H.M.S. Falmouth. The warship left the British Naval Buys on October 4, bound for Hongkong, to bring to an end a commission of over two years. Her present crew returned to England where a new crew will take over the ship.



Brilliantly reflected against the sunset sky, flames from a Chinese godown near the Central Mint told where Japanese planes had rained fourteen bombs on the building on October 5. The godown was completely destroyed by the fire, which also spread to adjoining buildings.



One of the hits from a Japanese army bomber a short distance from the North Railway Station Administration Building. The view was taken at about 12.30 noon, on October 5, when three large planes dropped altogether eighteen bombs in the immediate vicinity.



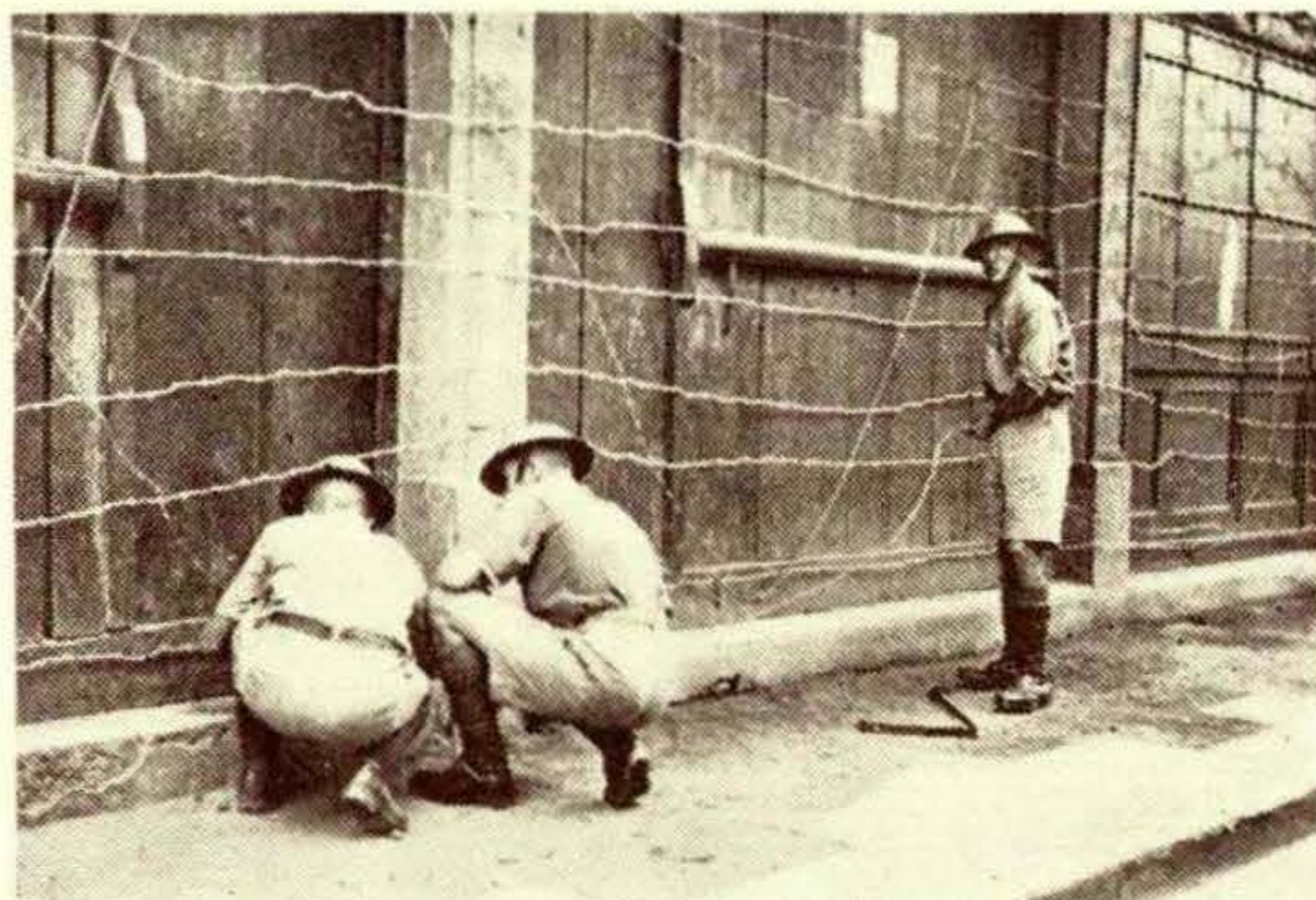
Japanese aerial activities in the Shanghai district reached their highest peak on October 5, when naval planes carried out a systematic bombing all the way from Chapei to Lotien, and took in many Chinese villages and military concentration points well behind the lines. This picture shows a fire which followed bombs dropped near the Commercial Press building in Paoshan Road, Chapei. It will be remembered that this building was completely demolished in the 1932 incident. At the upper left hand corner can be seen the Whangpoo River, and running from left to right is the Soochow Creek.

The Royal Welch Fusiliers began, on October 6, to strengthen the east boundary of their sector by putting barbed wire on Chinese houses in North Kiangse Road.

(Right) Three Fusiliers at work stringing up barbed wire.

(Bottom Right) Pillbox "A" and the massive British sand-bag redoubt, at the corner of Range Road and North Kiangse Road, which is but a few yards from the Japanese front lines and not very far from the Pantheon Theatre, held by Chinese troops.

(Below) The Pantheon Theatre (in the background) still presented a menace to Japanese positions nearby. Although less than two hundred yards away from the main Japanese line, this sector was held for three months, despite heavy shelling and bombing.





On October 6, a squadron of Japanese bombers carried out a raid near Rubicon Road, in the Hungjao area. Tremendous damage was done in the Rubicon Village, asserted by the Japanese to have military emplacements in the vicinity. Twenty or thirty villagers were killed and scores wounded.

(Left) A casualty being placed on a stretcher by volunteer workers. The Rubicon Inn, a foreign entertainment resort, was turned into a hospital as casualties were brought there to be tended.

(Bottom Left) What was once the home of innocent villagers, now reduced to debris.

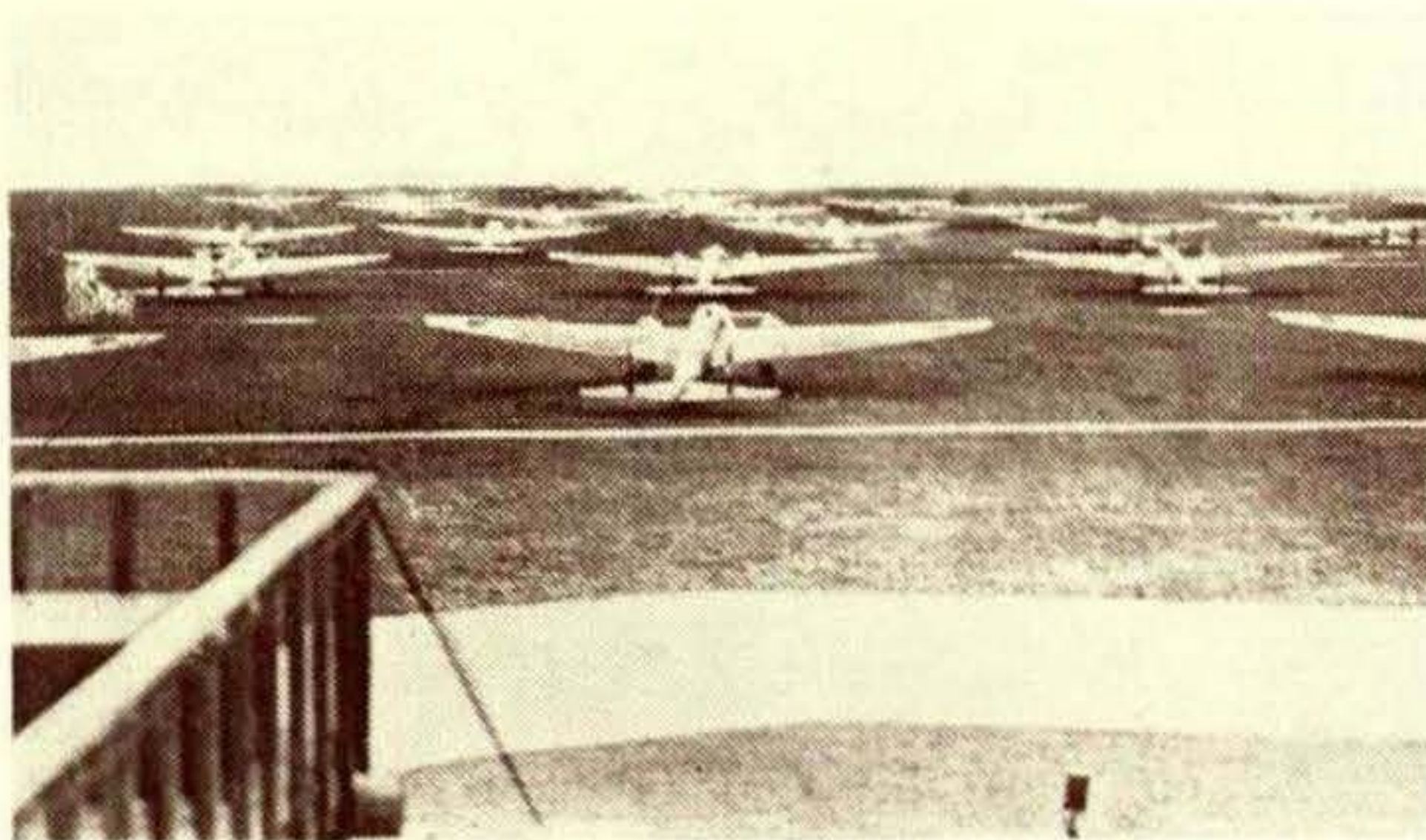
(Below) A foreign-style house, flying the Union Jack, which was badly hit in the air-raid.



Japanese airmen, at their base somewhere in Shanghai, parading before their commanding officer who is seen reading the orders of the day and explaining the objectives for attack before the pilots take to the air.

(Bottom Right) A close-up view of the pilots, with their commanding officer in the foreground, examining maps and discussing various problems to be encountered on their projected attack for the day. Note the modern equipment of these pilots, who are well-covered and clothed to meet the cold.

(Below) An air base, the site of which is unknown, with modern tri-motored monoplane bombers lined up, ready to take off for the day's attack.





These pictures show the human side of the situation as well as the conditions in the badly battered North Station area.

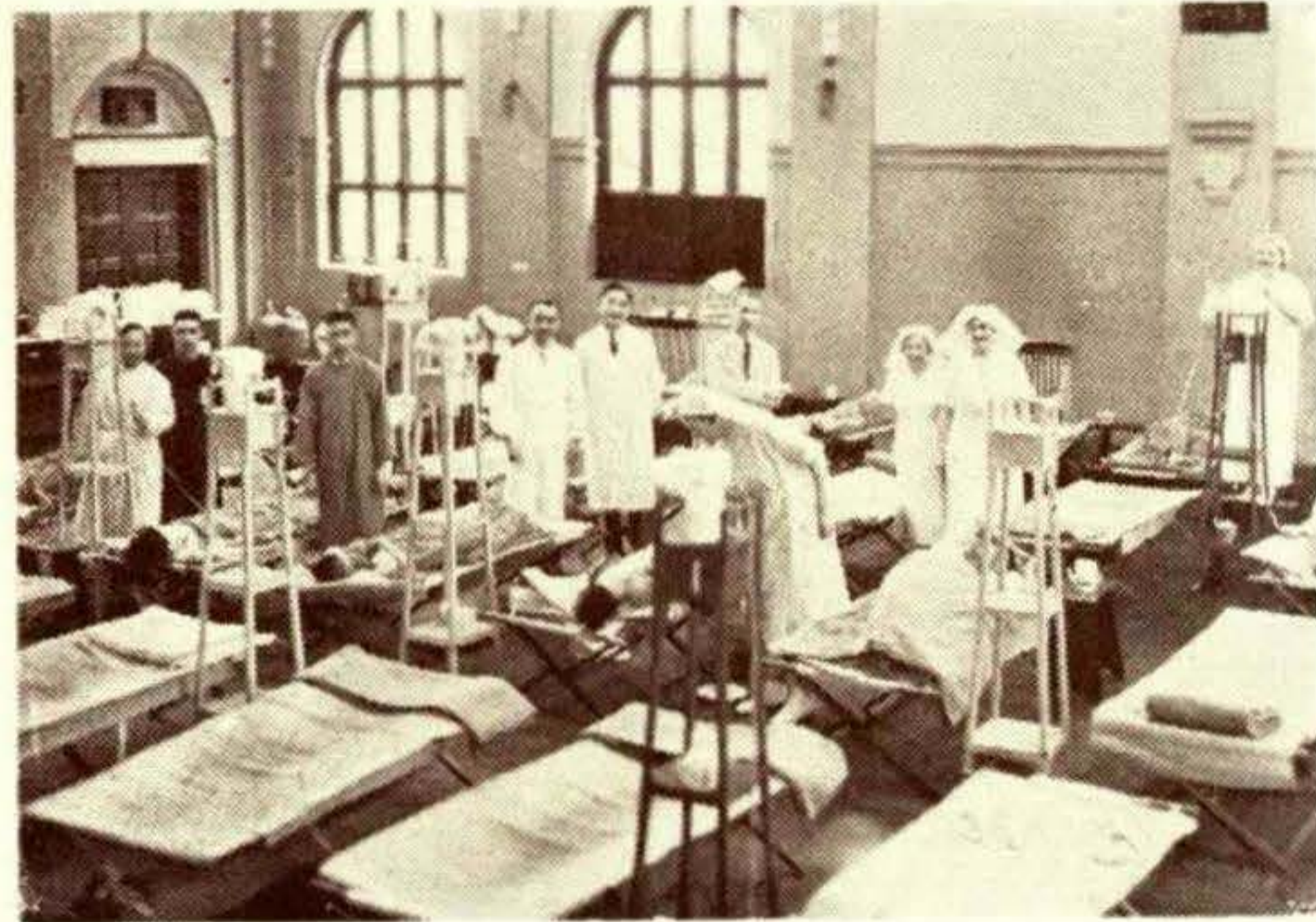
(Left) A British Tommy and a Chinese soldier chumming up. The Fusilier has induced the Chinese to pose with him on his side of the line. Note the contrasting uniforms of the two and the different helmets. The Chinese soldier is holding a broadsword in his hand.

(Bottom Left) Two British soldiers standing outside the ruins of the Yih Foong Pawnshop.

(Below) Boundary Road, the boundary of the Settlement, with its shell-torn buildings. These buildings face the North Station, and, as in 1932, it suffered much damage from shells intended for the Station.



Cholera, that dread summer disease, spread through Shanghai with rapidity, taking huge tolls among the poor refugee element, both in the Settlement and out. The epidemic spread to the Japanese lines, and at one time it was thought that hostilities would cease as a result. However, the Japanese combatted it and stopped the epidemic successfully. The Settlement authorities set up two cholera hospitals at Pakhoi and Sinza Road Schools. Camp beds were requisitioned for the use of patients and most of the equipment was donated. Doctor W. R. Johnson was superintendent of hospitals, and Miss Scott, matron.



(Above) There were many empty beds in the main ward of the Pakhoi Road temporary hospital on October 9, showing that the epidemic was on the decline. When it was at its height no less than 150 cases were admitted daily, and the total number of cases treated reached 3,000.

(Below) A patient being treated with a saline solution which is injected into a vein in the arm.

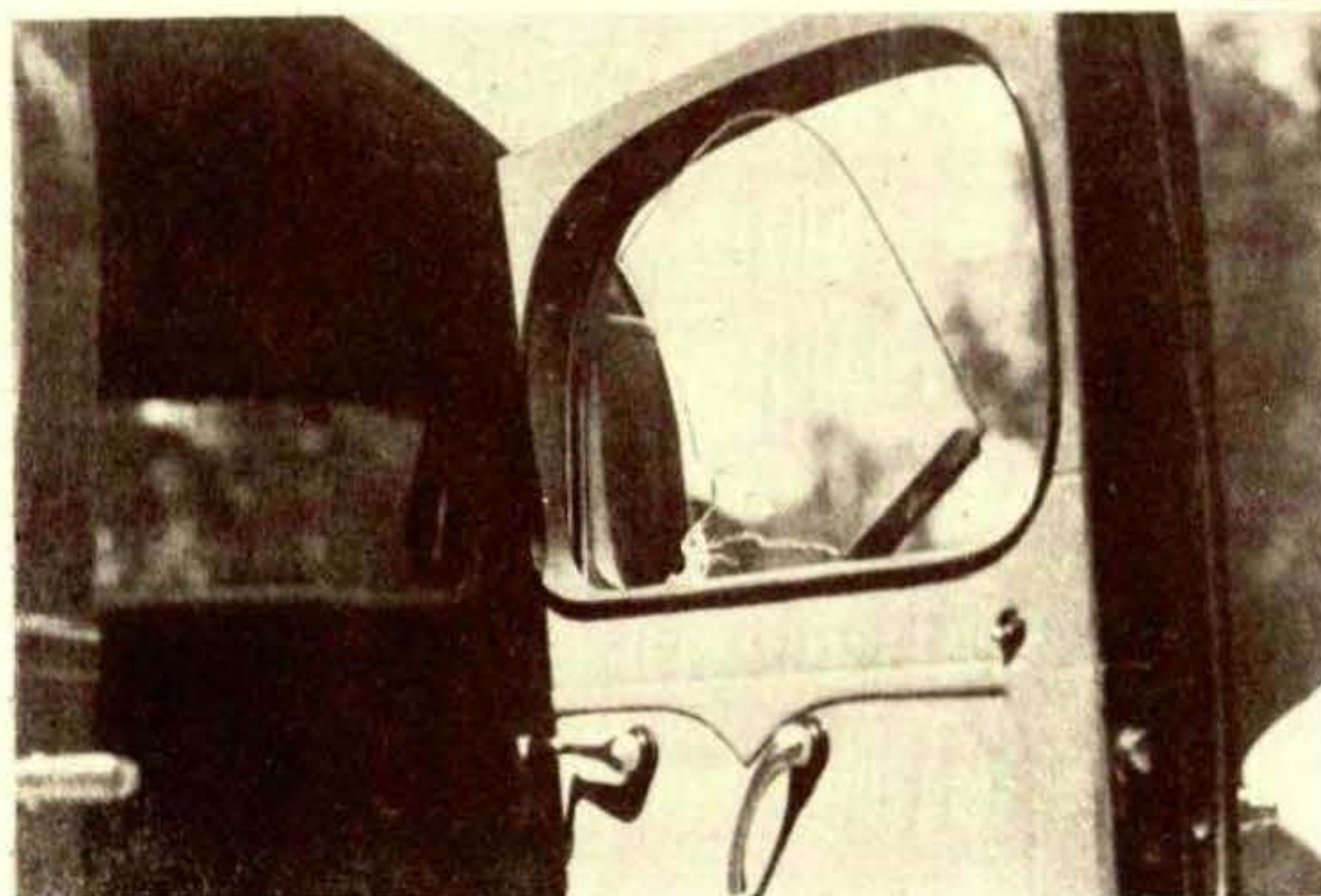
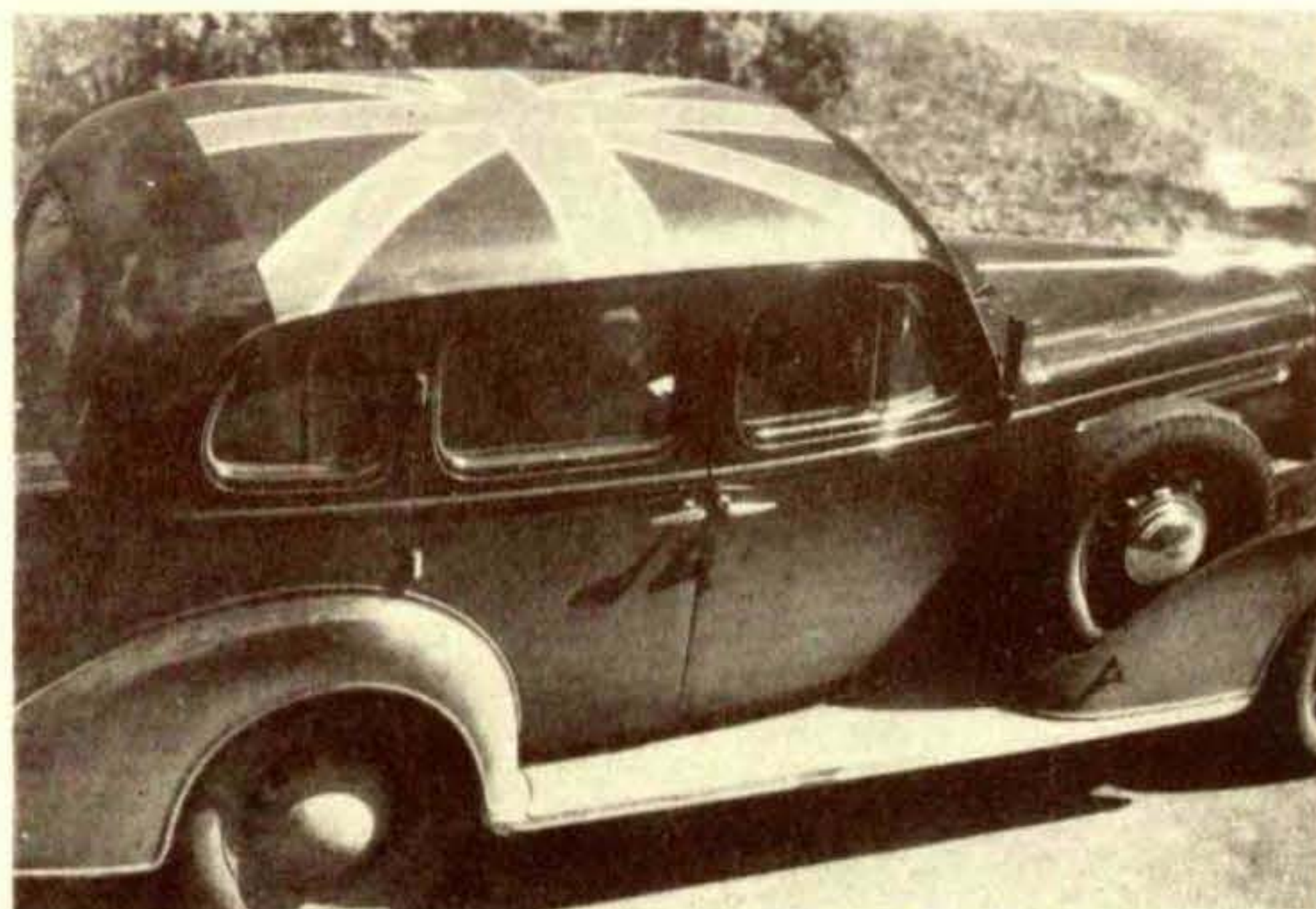


During the intensive bombardment of the North Station on October 13, a steel rail was flung for a mile by the blast of an explosion. Japanese army planes dropped heavy missiles in that area, one bomb landing on a section of railway lines. A piece of rail, two feet long and weighing 22½ lb., was flung across the Soochow Creek, and into the downtown district, where it landed with a crack on the pavement in Tientsin Road at Fokien Road, a short block north of Nanking Road. The steel rail was sizzling hot, but there were no casualties inflicted during its remarkable flight. With much difficulty it was removed to the Louza Station. The explosion had curved the steel and one end was a twisted and pitted mass of metal made iridescent by the tremendous heat generated by the explosion. The picture on the left shows the rail in mid-air, trailing a dense plume of smoke.

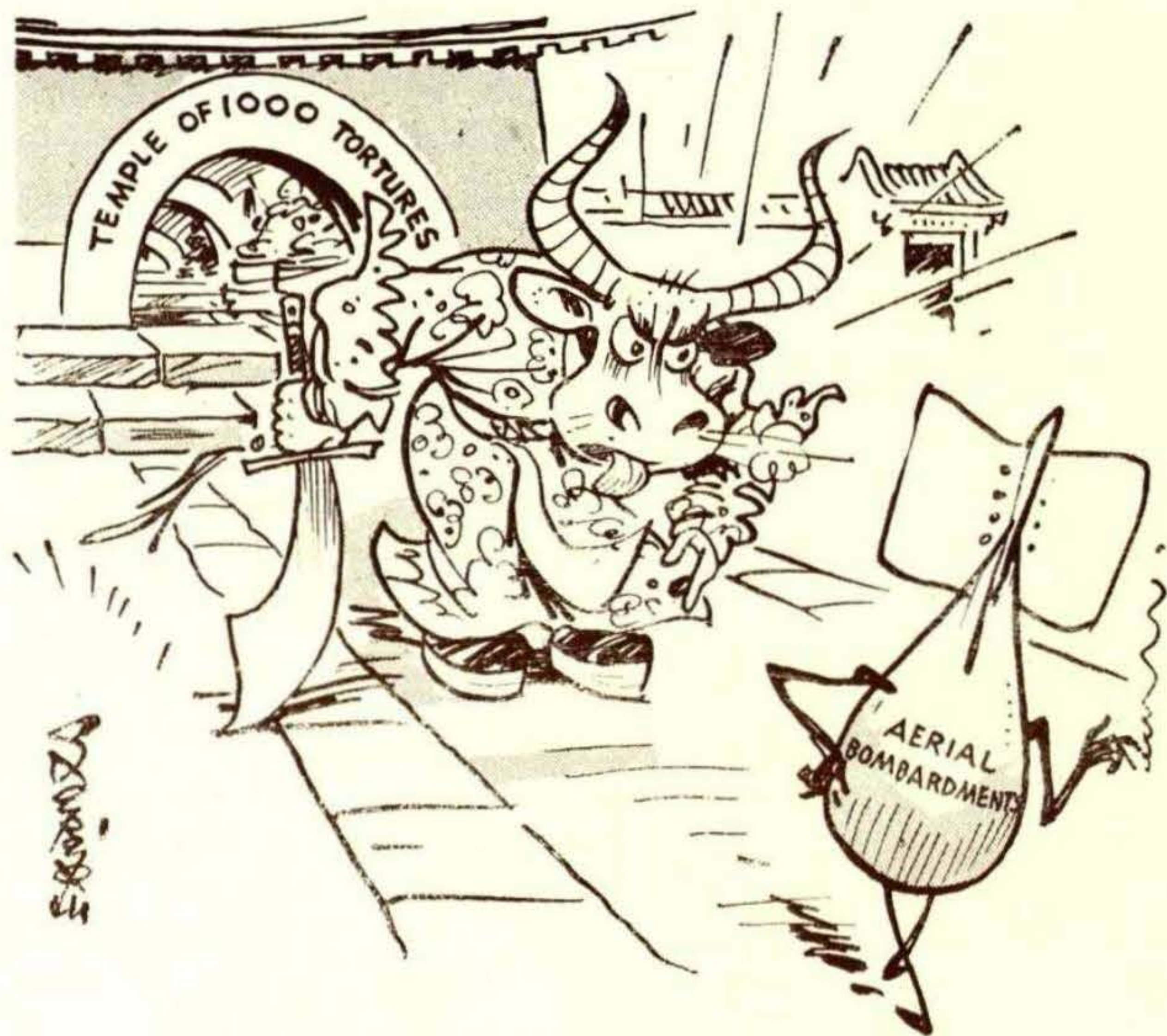
An officer of the Shanghai Municipal Police at Louza Station obligingly poses with the steel rail that tore through space like a meteor. Fortunately, pedestrians were able to see it coming, and so scattered when it landed, causing slight damage to the pavement and no casualties. This incident occurred at 10.30 o'clock in the morning; it was several hours before the steel had cooled enough to be handled.



Flight-Lieutenant S. S. Murray and five civilian companions were shot at on October 12, by Japanese 'planes, while travelling from Nanking to Shanghai. At four o'clock in the afternoon, when they were barely two miles from Minghong, the three cars that formed the party were suddenly halted by the drone of aeroplane engines overhead. The cars were ditched and the passengers got out to hide behind them. Several bullets found their mark in the car in which Flight-Lieut. Murray travelled. The Japanese explanation of the affair was that they had no previous information as to the projected journey or the route the cars took, and that there were no distinguishing marks to indicate the nationality of the cars' occupants. As the party was near important military establishments the airmen mistook them for Chinese officials, and promptly attacked them.



Above and to the left are pictures of the damaged car, with a Union Jack prominently displayed on the roof. The window near the driver's seat was penetrated by bullets. Flight-Lieut. Murray was the only official in the party. They abandoned the damaged car when the aeroplanes left and proceeded to Shanghai in the other two. The attack was reported to the British Embassy who made official enquiries into the affair which was later closed satisfactorily.

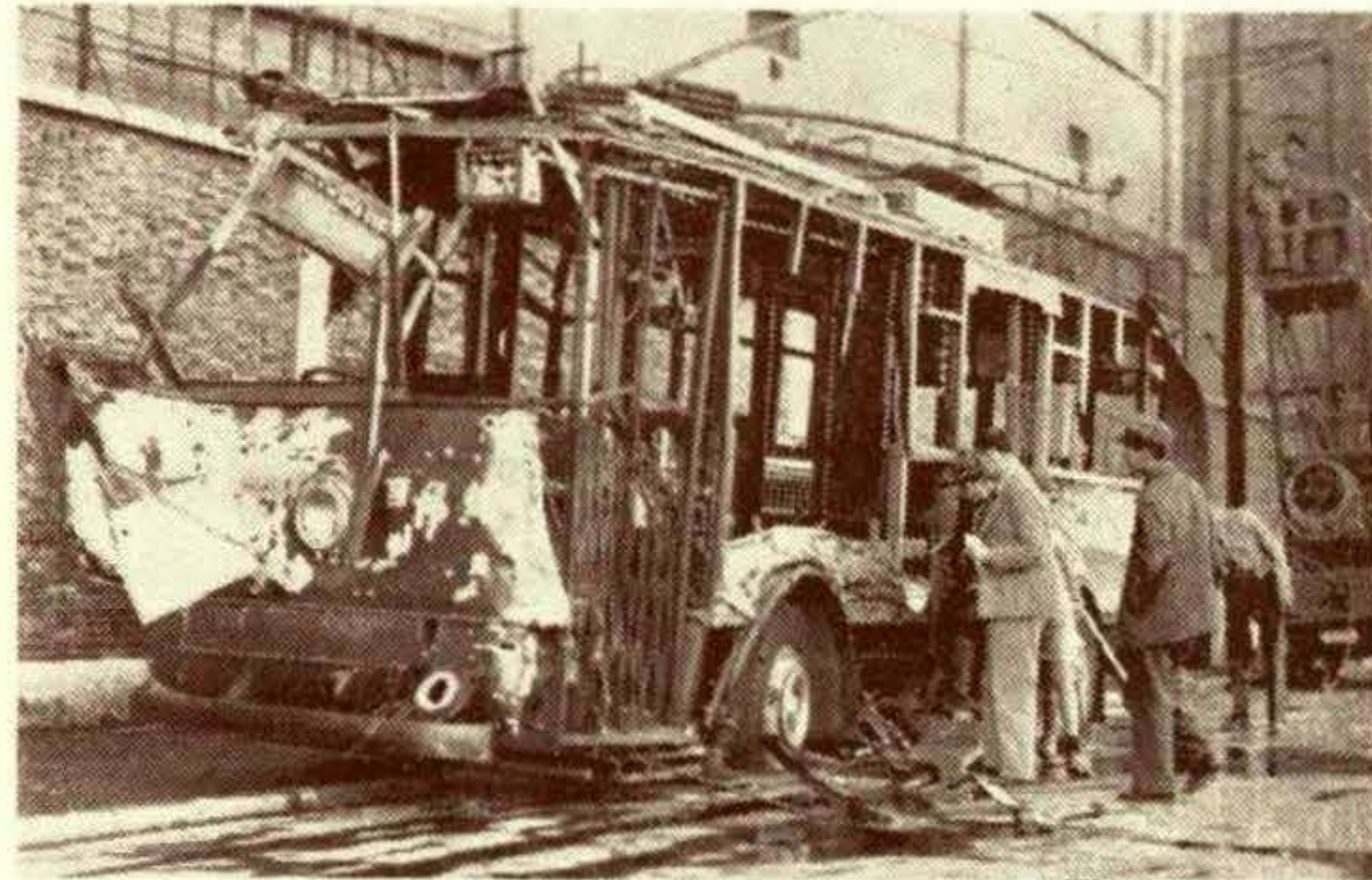


Custodian: "WELL, IT'S A NEW ONE ON ME!"

On Thursday afternoon, October 14, another ghastly mistake involving civilians occurred, when two Japanese bombs fell into the International Settlement during an attack on Chapei positions. A railless trolley tram suffered a direct hit, the force of the explosion lifting it bodily and flinging it against the side of the street.

(Right) The tram which was hit by an aerial bomb on October 14. It was of recent make, and had only been in service for a little while. It was damaged beyond repair, and had to be towed away. Splintered glass from its windows accounted for another casualty, a Chinese detective-sergeant.

(Bottom Right and Below) Victims of the accident, with blood discolouring their clothing, near the wrecked tram, lying where they had been thrown by the explosion. An 18-month-old baby died from shock, though it was untouched. The scene of the incident was near the Marines' sector, in Markham Road.



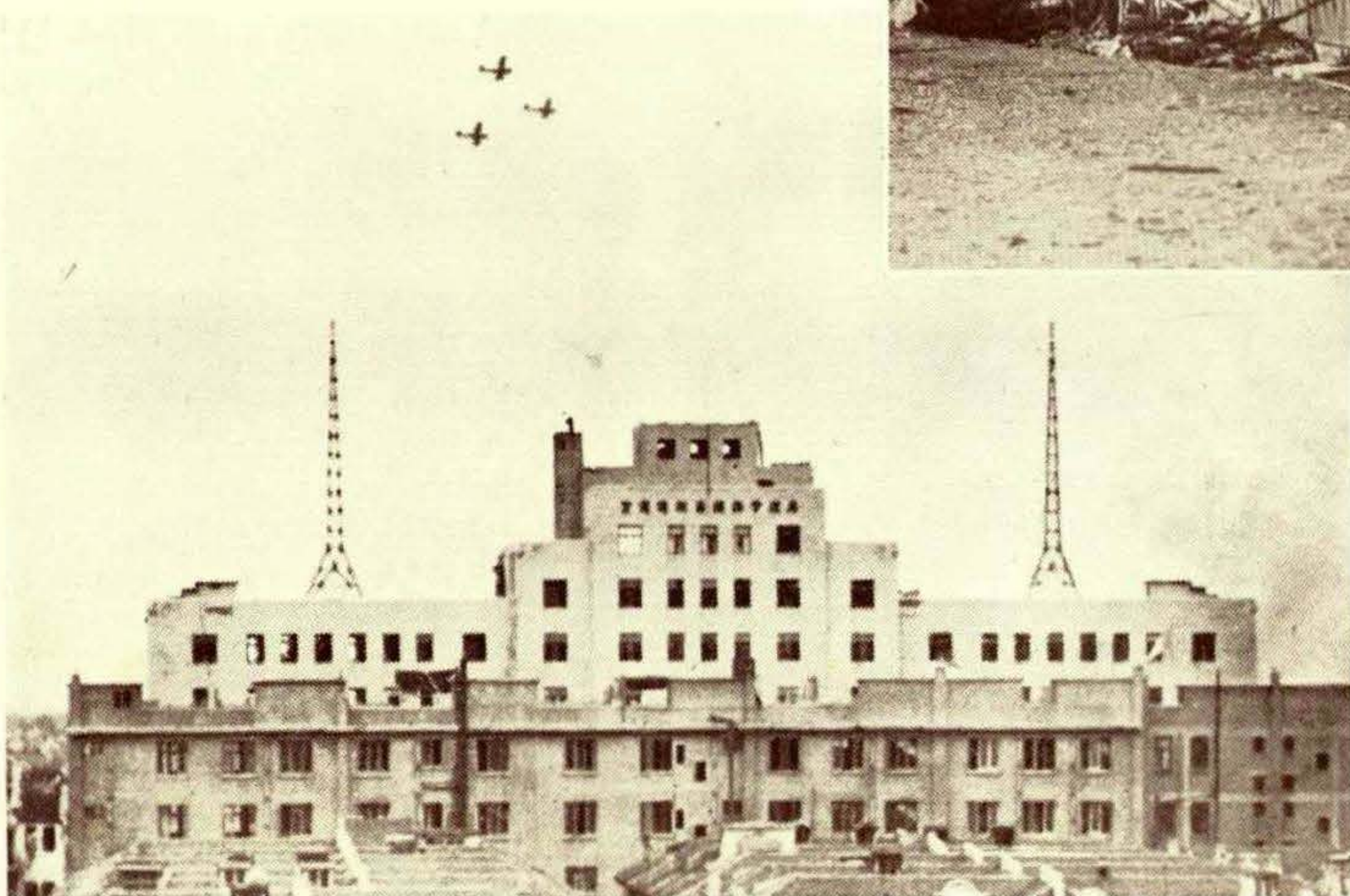


The picture on the left shows the smoke clouds that marked the bombing of an ammunition dump north of the Soochow Creek, during which raid several landed in the Settlement, two of which caused the Markham Road disaster. The ammunition dump was asserted to have been blown up.

Dwarfing the proud height of the Park Hotel, the tallest building in the Far East, and pride of Shanghai's hostelryes, the huge cloud of dust and smoke, seen in the picture on the right, shot into the air, following the explosion of six bombs, dropped simultaneously by Japanese aeroplanes in Chapei.



A view of Chapei, taken in the Settlement, across the Soochow Creek after the Markham Road bombing. This district came in for some heavy bombing on October 14, when an ammunition dump was made the target of Japanese airmen.



Three Japanese bombers caught by the camera as they flew over the North Station area. The Administration Building, with its two wireless masts, can be seen in the background. This building, a few days later, was to fall victim to Japanese airmen's accurate hits.

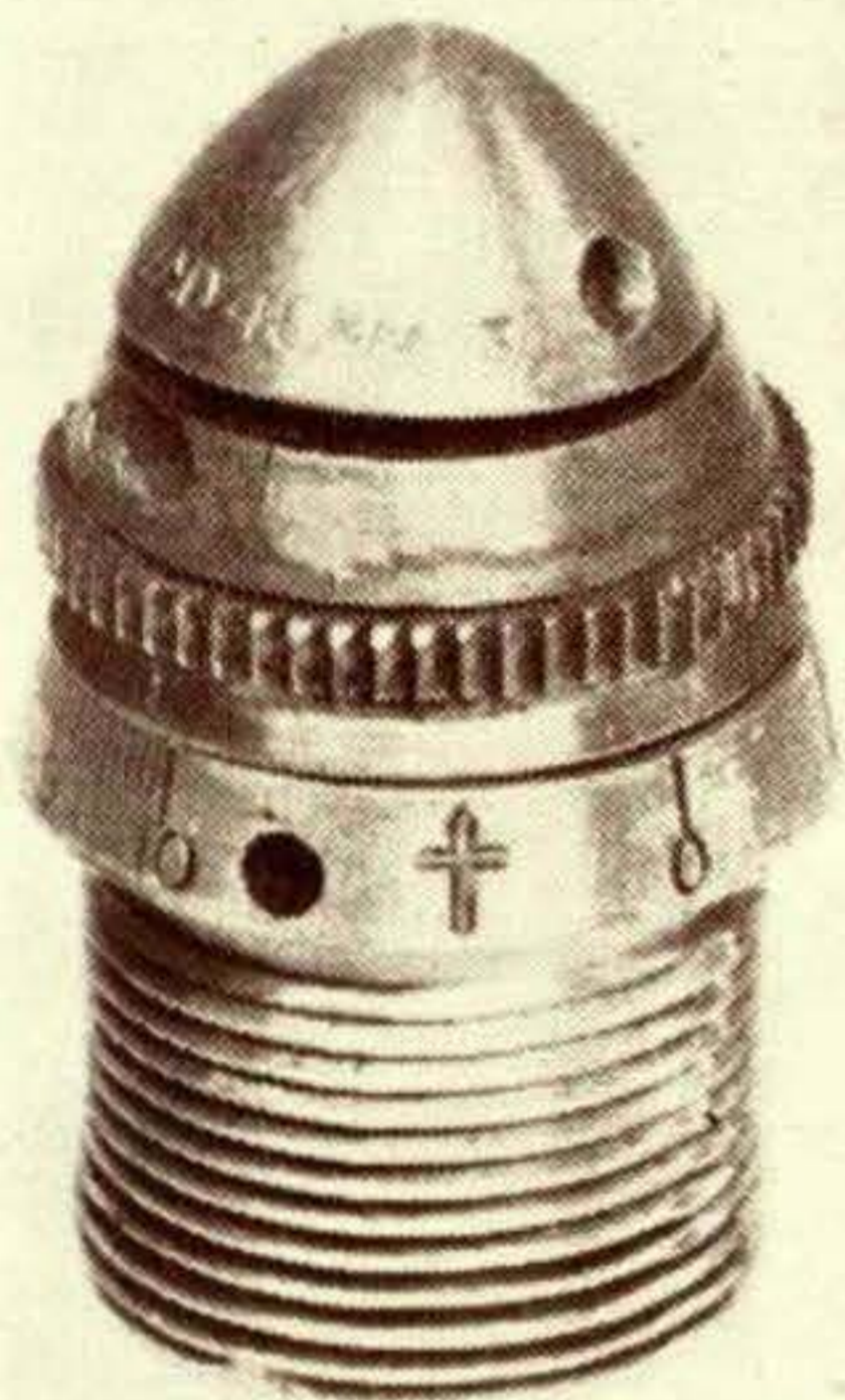


(Above) A shell hole in a building on the east side of Szechuen Road near Peking Road. The interior of the building was badly wrecked, and the windows facing the road were blown to bits.

(Right) The debris on the roof of the Navy Y.M.C.A. on Szechuen Road, where a shell pierced the chimney pot in the corner, bringing it down with the wreckage of the railings. Another shell entered the sixth floor of the building, but luckily there were no people in that section.

On Thursday evening, October 14, Chinese guns, somewhere in West Chapei, shot wide of their mark, shells landing in Central and Louza Districts. At 5.30 p.m., as office workers stepped out into Szechuen Road, several shells came screaming over, to explode thunderously in the street. Many were wounded, and 15 killed. Together with the Markham Road tragedy, October 14 seemed to emulate August 14, when hundreds were killed owing to drastic mistakes by the warring factions. Many buildings were damaged, but fortunately no fires were started.





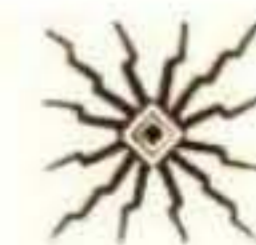
The nosecap of a shell which struck a cornice of the Bank of Taiwan Building, on The Bund.



The pictures on this page show various types of shells used by the opposing forces. Gas shells were alleged to have been used by both sides, but insufficient evidence failed to support these statements. Incendiary bombs were employed often, but it was only until one was assembled that it was able to determine the type of bomb used. The one pictured below weighs 17-lb. without its contents, and had not exploded when dropped on the Shanghai Ice and Cold Storage Company's plant in Thorne Road, during a Chinese air-raid over Yangtzepoo.



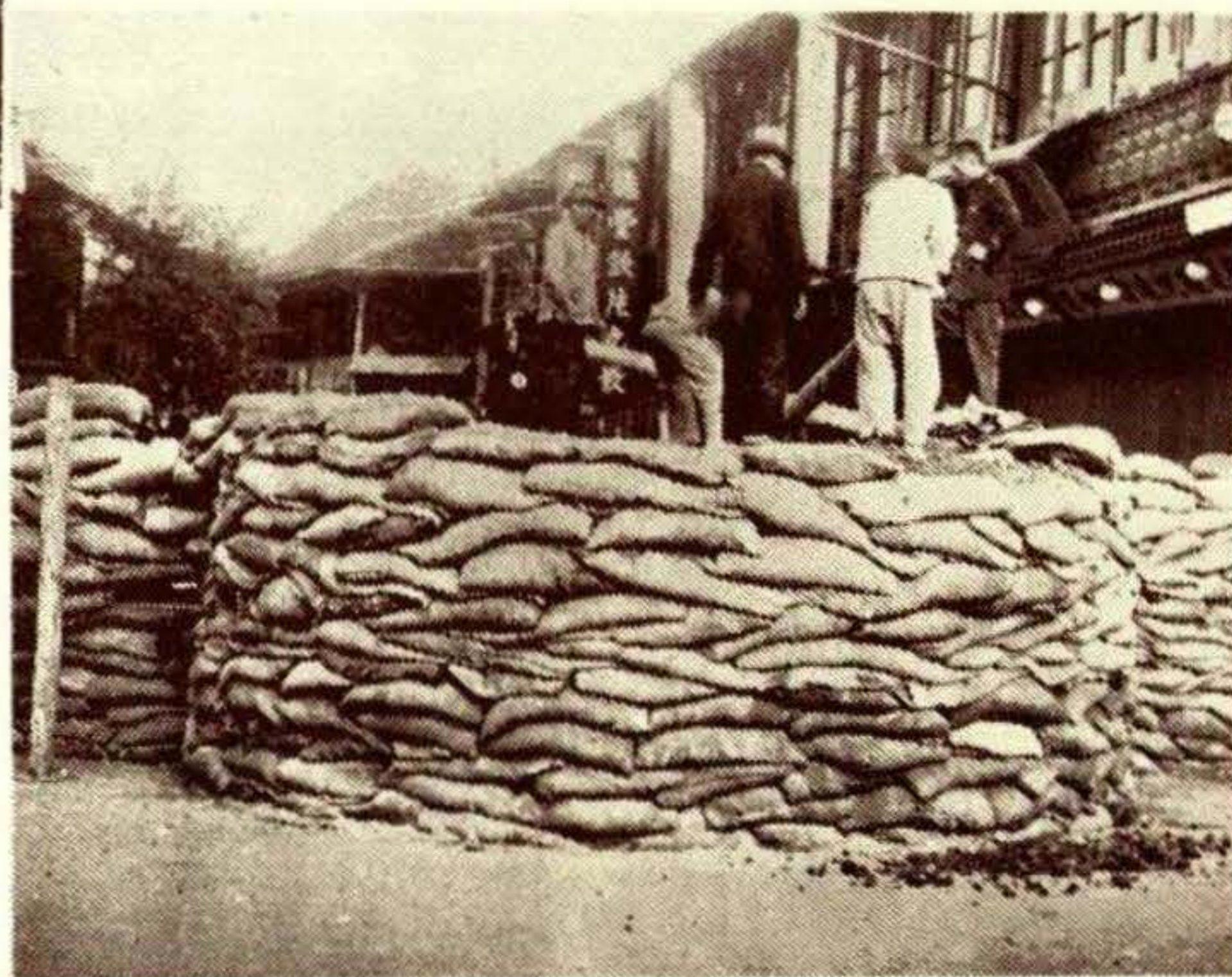
A Japanese soldier, protected by mask, opening up an alleged Chinese trench-mortar gas-shell.





(Above) A Chinese coolie being searched by Nantao Police as he entered the city from Boulevard des Deux Republiques.

(Right) Civilians pressed into service in improving a large sandbag redoubt in the western part of the city.

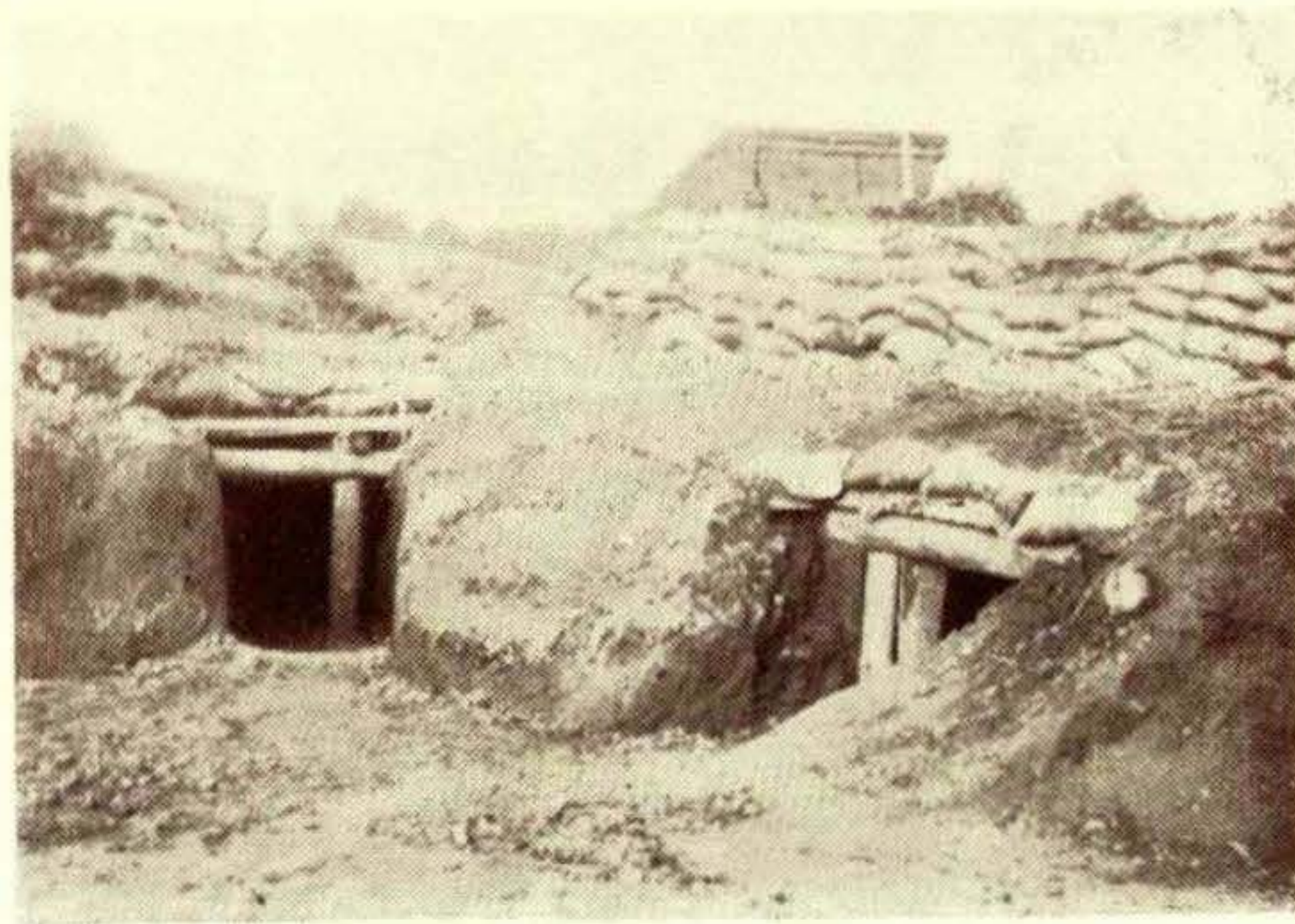


Elaborate precautions were taken during this stage of the hostilities when the Nantao Police authorities issued orders that all people coming and going out of the Native City were to be searched. The fear of traitors or spies was thus minimized. More sandbag barricades were put up, and the militia prepared themselves for the projected attack on Nantao which had been impending since the beginning of the hostilities.

Chinese military activity in the western "outside roads" area continued daily in plain view of the foreign riders and golfers who still visited the district. The pictures were taken on October 17, showing some of the precautionary measures being adopted. The western area was later to be the scene of a fierce battle as the Chinese retreated to their second line of defence. Owing to these preparations they were able to withstand the pressure of the Japanese troops, who followed them closely.



(Above) A cleverly camouflaged army lorry, somewhere in the western district, with a Honanese soldier standing beside it.



(Left) One of the many elaborate dug-outs banked with sandbags in the Hungjao area. These positions are close to the sector occupied by the Loyal Regiment.



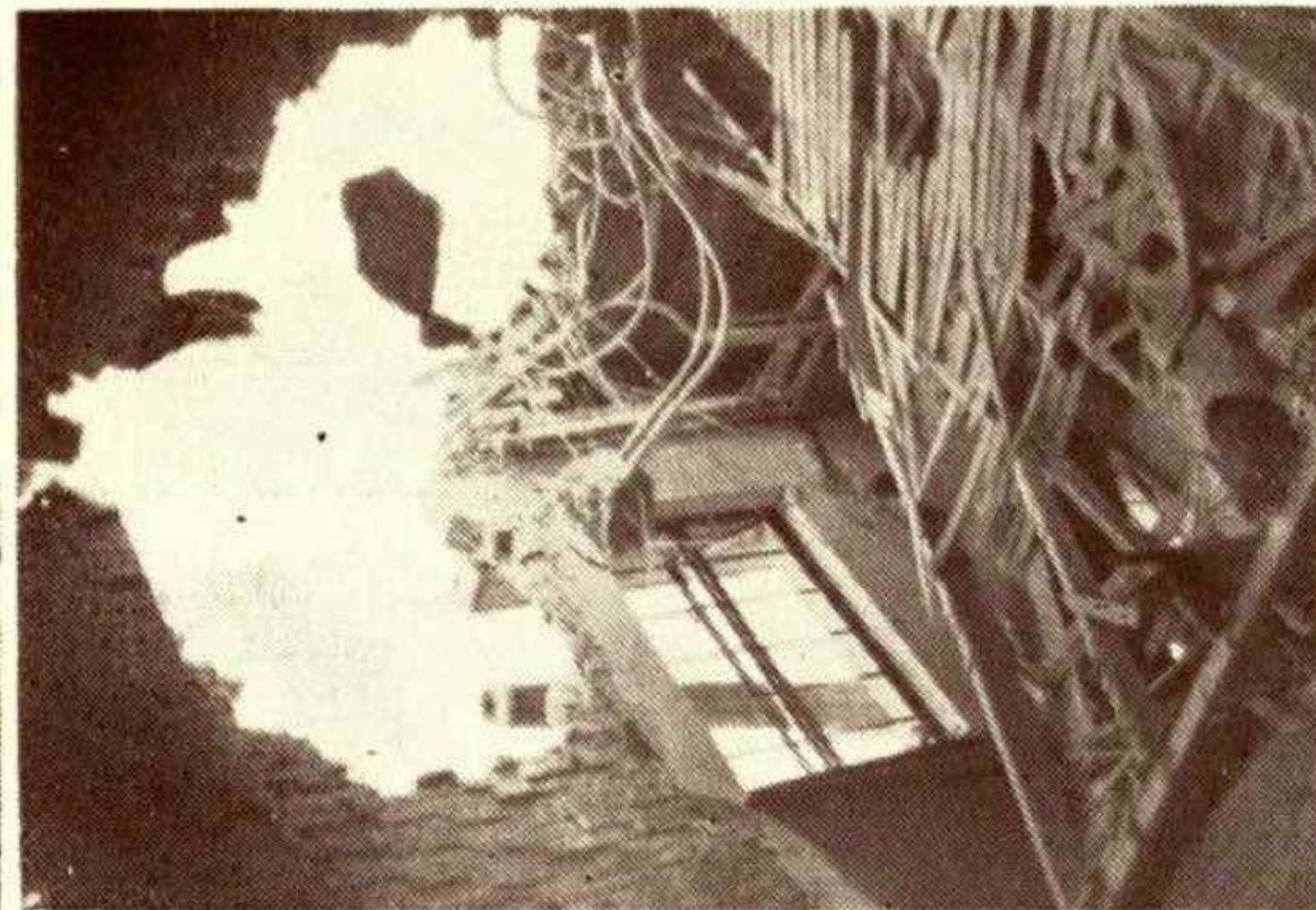
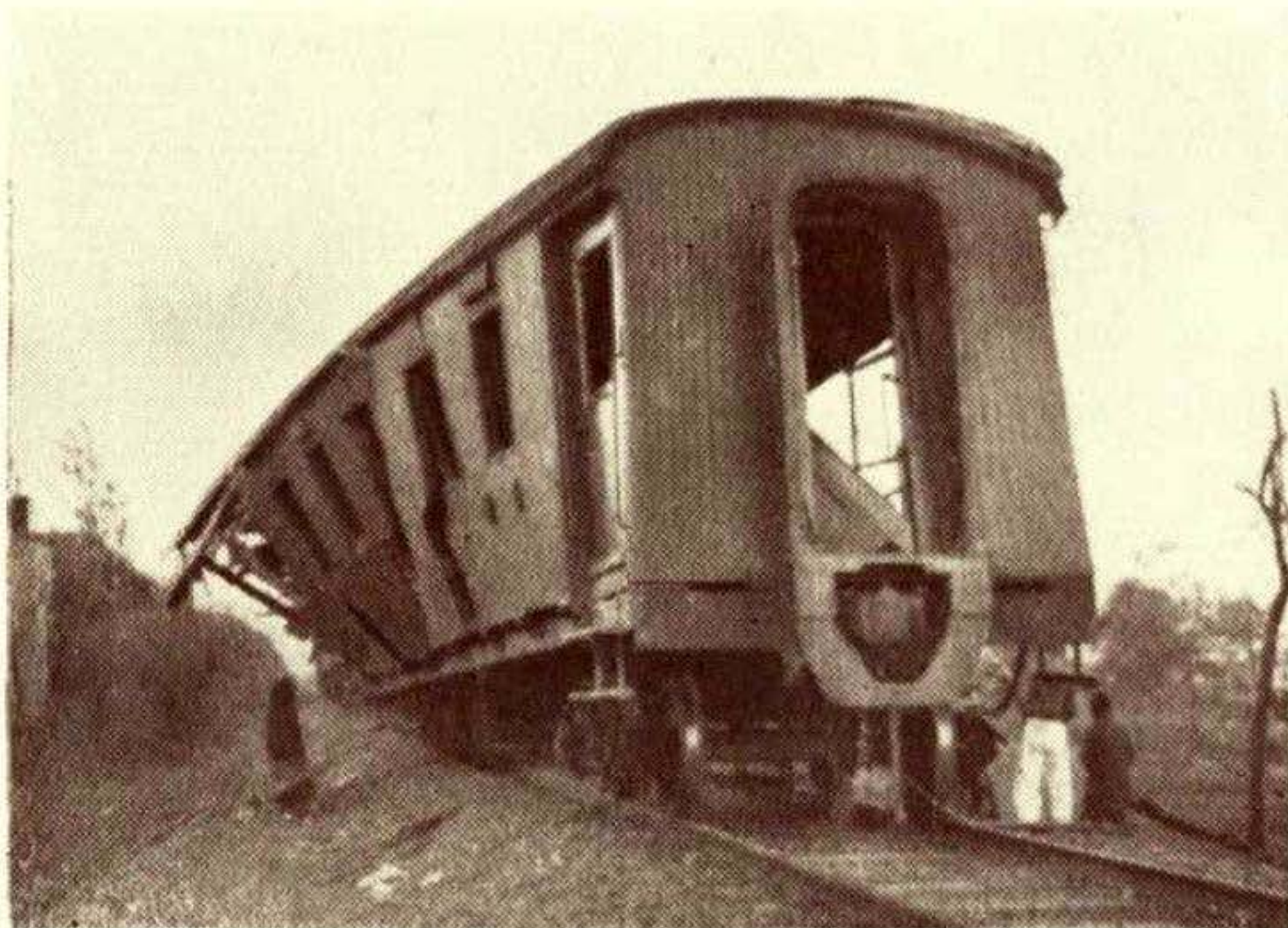
THE FLIGHT INTO THE SETTLEMENT

Bombing operations in the Western District during October 14 to October 20, was marked by excessive destruction as bombs went wide of their targets. Several aeroplanes participated in the raids daily, and made the railway lines and station their objectives.

(Right) Japanese bombers made a direct hit on the residence of Mr. Wilhelm Meller, 140 Hungjao Road, on October 14, the bomb tearing through the roof and penetrating to the ground floor. A German swastika was flying over the house at the time of the attack.

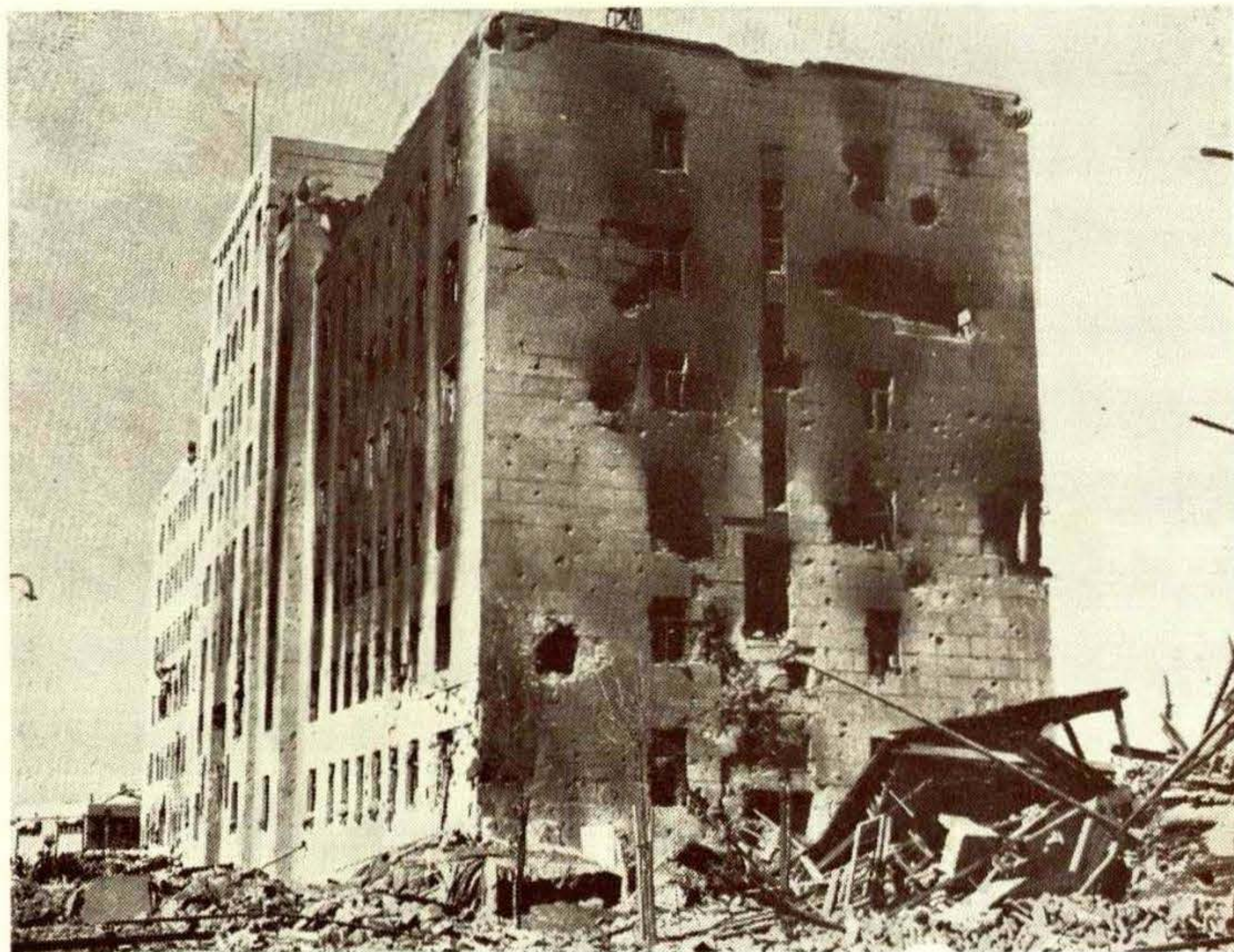
(Bottom Right) The hole in the roof and wall as seen through the gaping first storey floor.

(Below) A seriously wrecked coach bombed by Japanese planes near Hungjao Road on Thursday, October 14.

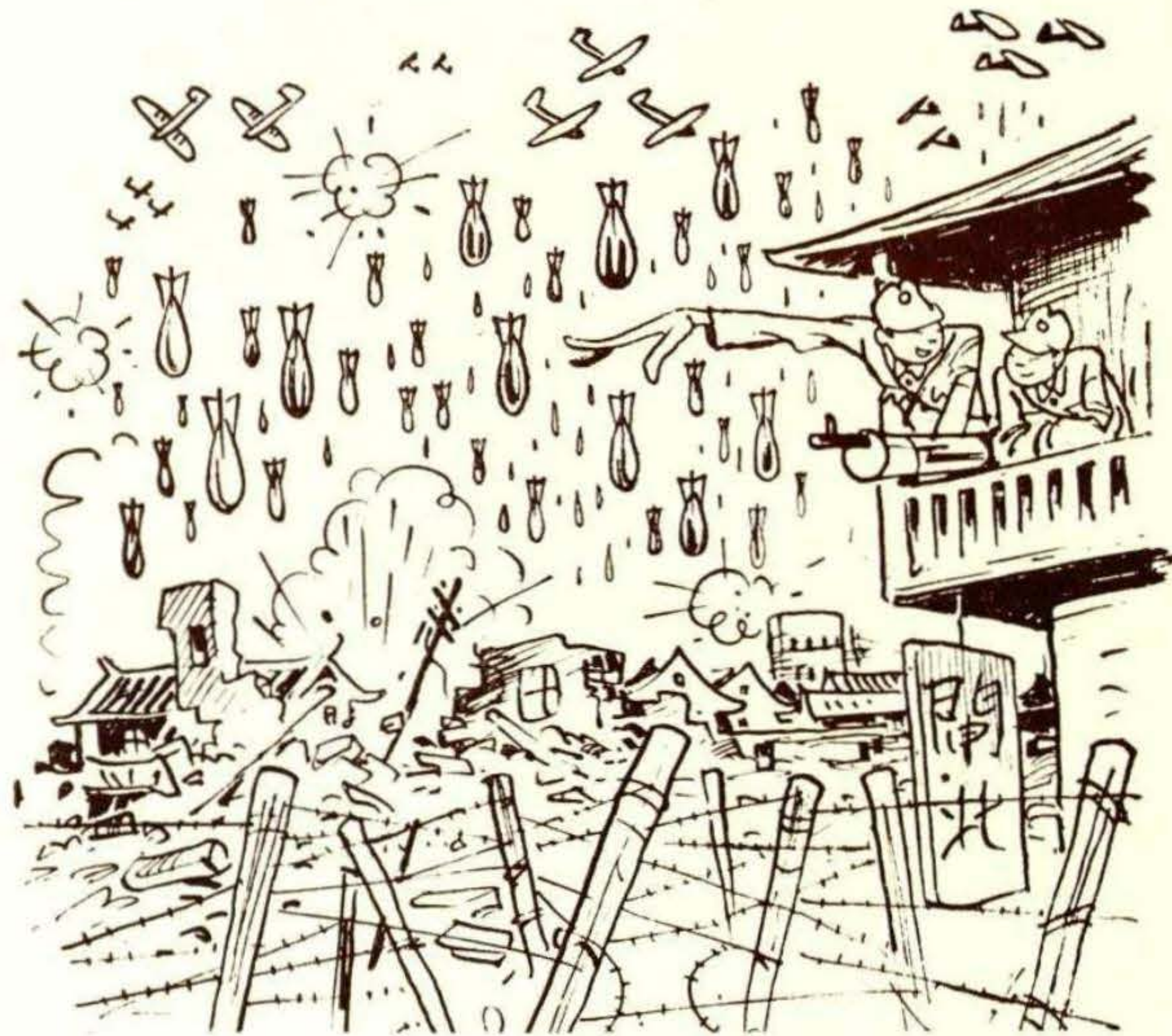




Destined to go the way of many other fine buildings in the war zone, the Administration Building was struck many times by shells on October 19. Finally, two incendiary bombs, dropped by a Japanese bomber set the east wing of the building afire, the flames spreading two storeys beneath. All day various types of Japanese aircraft, including new double-engined bombers, rained missiles on that area, until their objective was hit. This fire was the prelude to its downfall, which was accomplished a few days later.



Two months of Japanese bombardment capped by incendiary bombing finally took its toll on the Railway Administration Building, only recently completed on the ruins of the structure smashed in 1932. Correspondents and cameramen who visited the building on October 19, during a lull in Japanese activity, found it occupied by about fifty men of the 88th Division, who did not complain of their life of almost perpetual concussion. It was remarkable that the Chinese soldiers in that district appeared not to be worried by shell-fire or bombing.



IT STILL RAINS IN CHAPEI

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 2½ 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.

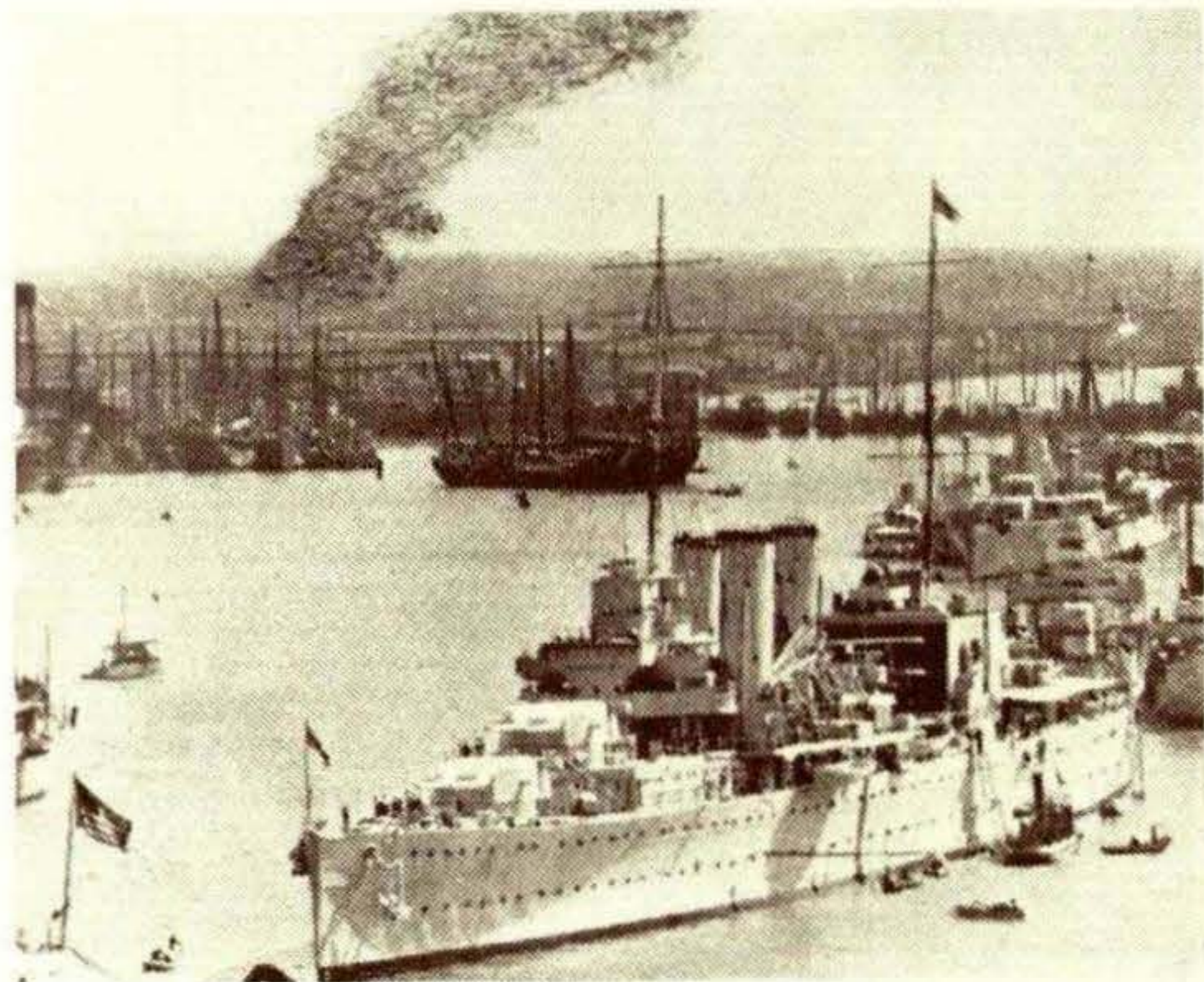
During the early morning on October 31, in the course of the shelling of the godown, a stream of projectiles fell into the Central District and the Whangpoo, endangering valuable office properties in that area and exposing the U.S.S. Augusta to risk, one projectile hitting the water about twenty feet 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

As the Japanese continued their push along the northern fronts Chapei was shelled and bombed intensively. During one of the raids a terrific detonation shook the entire district when six Japanese bombs struck a wood oil factory and a Chinese printing works simultaneously. A pillar of smoke shot high into the sky, mingled with debris and samples of printing.



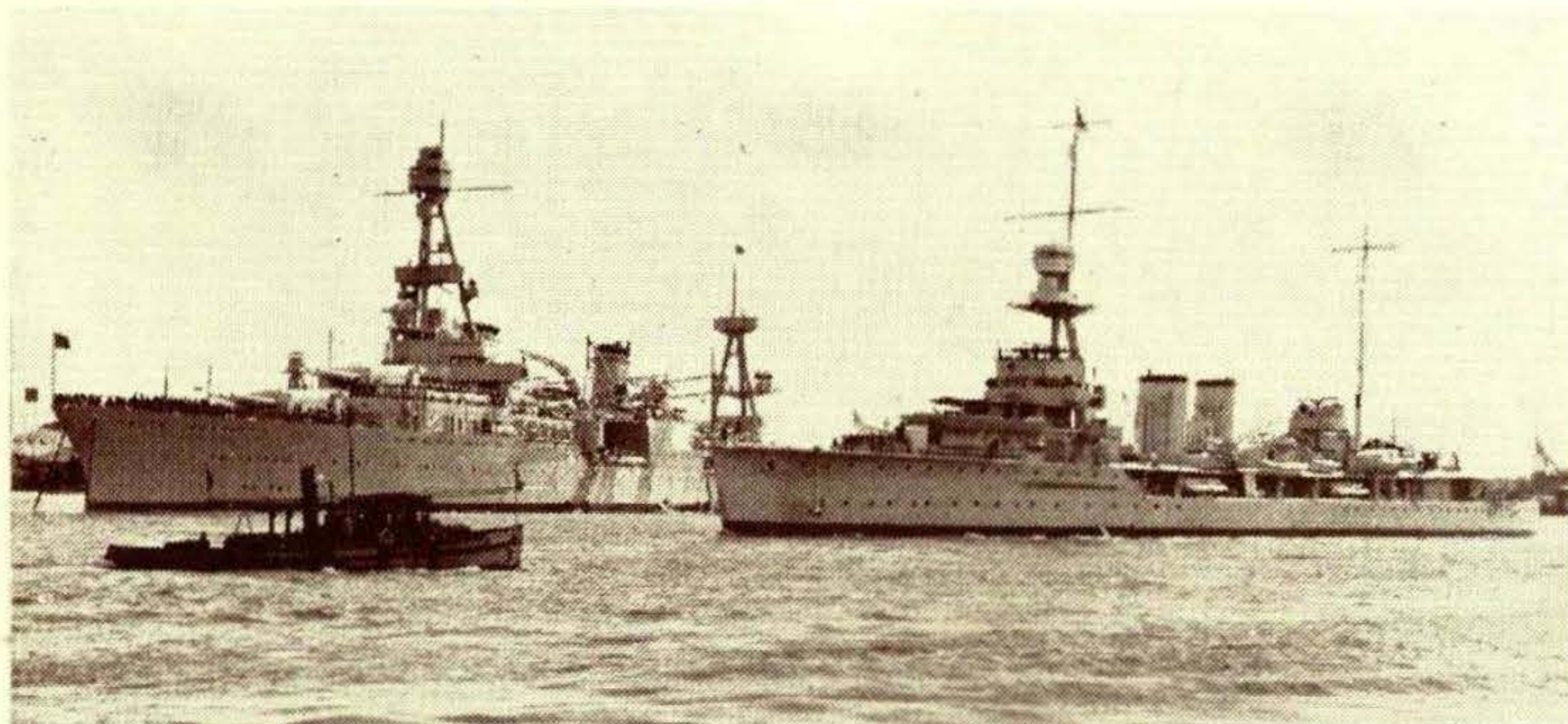


Pootung and the North Station area were the scenes of large fires caused by Japanese bombs. The bigger fires were noticed in and around the North Station, and at Jukong and Paochang Roads a thick column of black smoke indicated that oil or some similar fuel was being consumed.

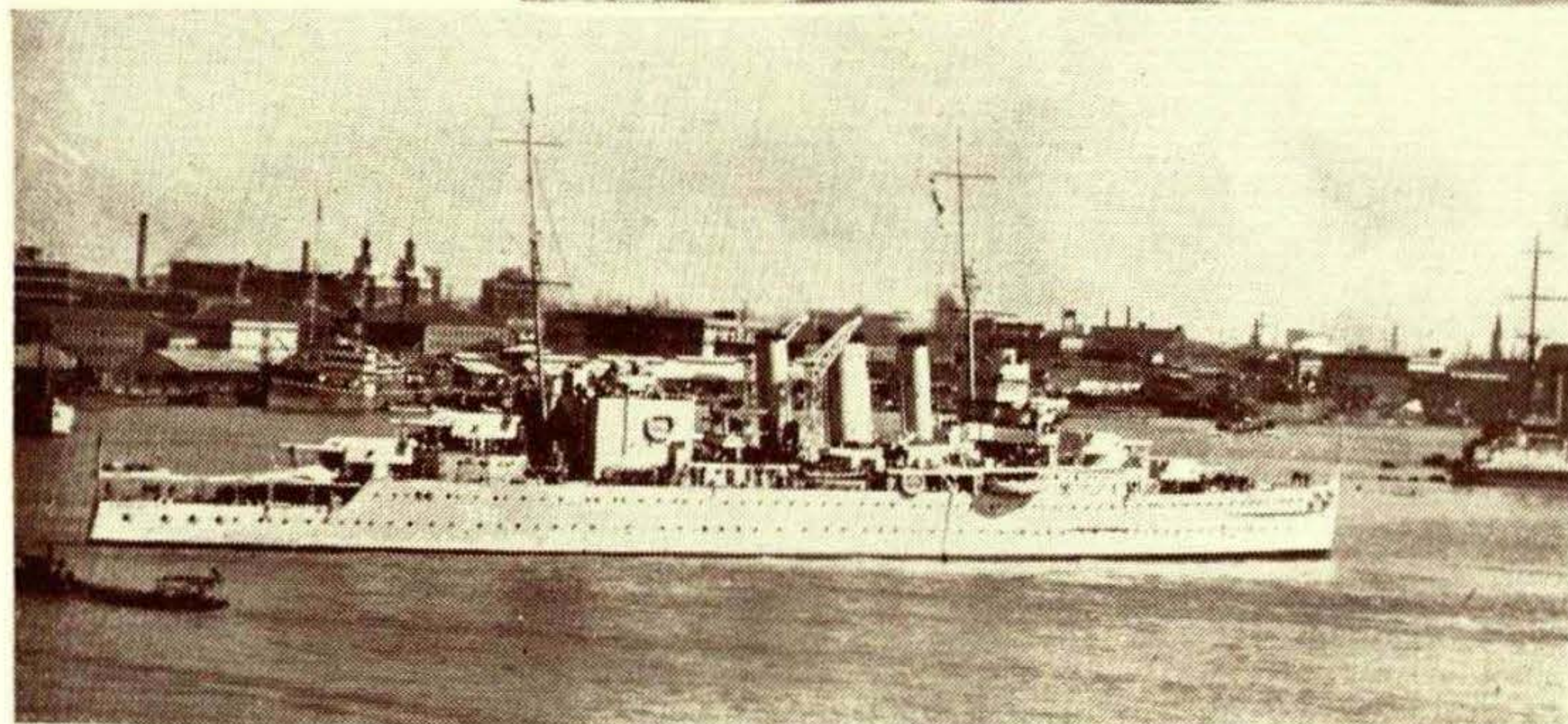
Other fires were noted in Boundary Road, well behind the Embankment Building, seen in the picture on the right, and in the Hwa Chong match factory, in Pootung.



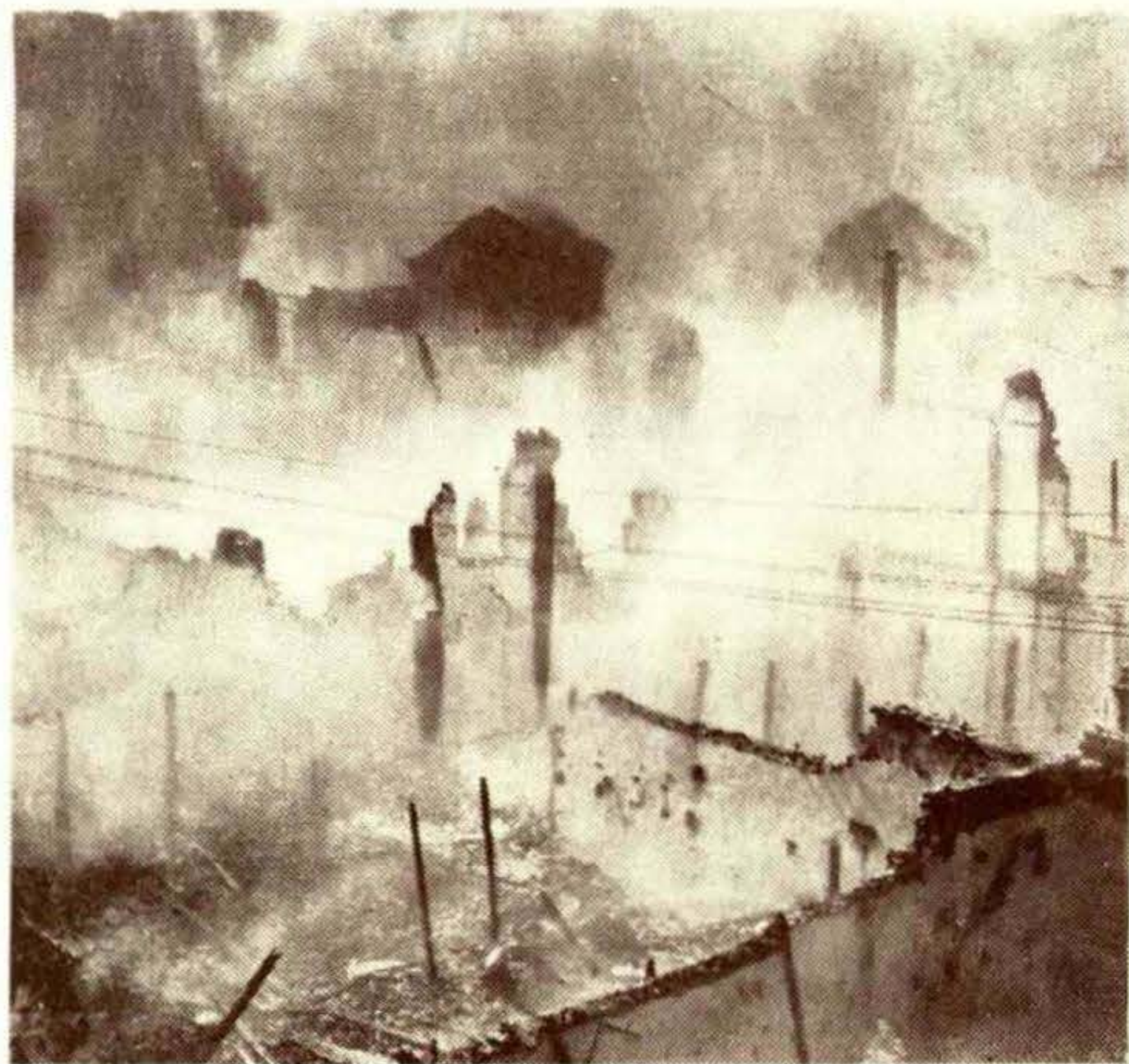
On October 18, H.M.S. Danae, the light cruiser which will always be remembered in Shanghai for its work in connection with the evacuation scheme, left for Hongkong *en route* for England. While in Shanghai during the period of hostilities, the crews of the Danae and the U.S.S. Augusta formed a strong bond of friendship that was cut short by the Danae's departure. The crew of the Danae will be disbanded.



(Above) When H.M.S. Danae passed the American flagship, U.S.S. Augusta, the crews lined ship and cheered each other.



(Left) H.M.S. Cumberland, flagship of the China Station, with Admiral Sir Charles Little on board, is seen swinging off the Garden Bridge, whence she backed upstream to the British Naval Buoys to take the place of the Danae.



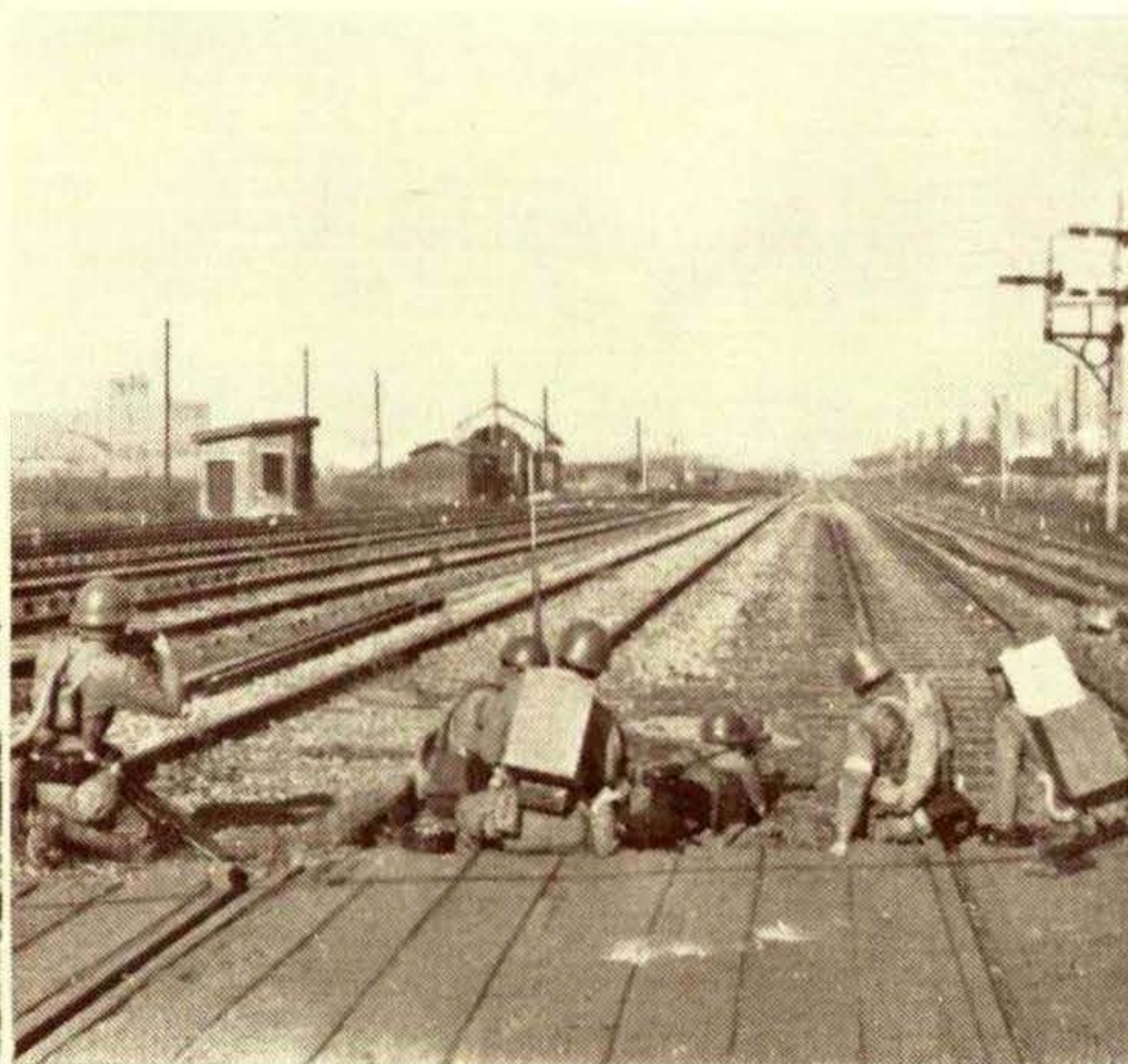
(Above) A section of fiery Chapei seen from the top of a neighbouring building. This particular section of the fire was very close to the Settlement.

(Right) Undaunted firemen of the Shanghai Fire Brigade who fought the immense fires all day long. Water was pumped from the Soochow Creek, and hoses were used to good advantage from various points.

Flames covered the whole of the northern area of Shanghai on October 27, as Chinese troops retreated from the North Station and Chapei after 75 days of resistance. Some of the fires were started by the retreating Chinese and others by the Japanese troops in their endeavour to smoke out snipers and soldiers who had stayed behind.

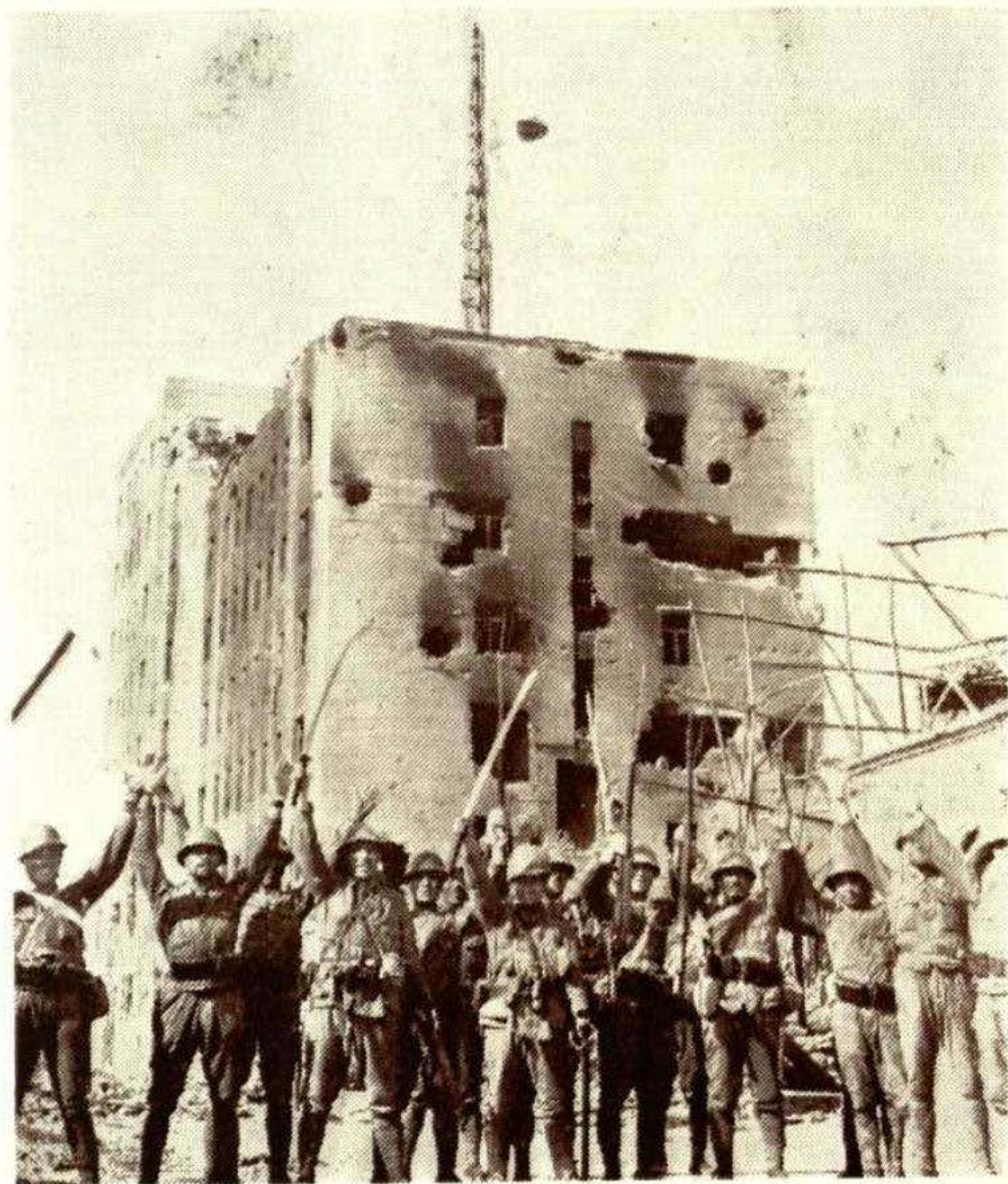


Japanese troops occupied the North Station, moving up artillery and supplies, on October 27. They did not stop to consolidate their positions, but pushed on after the retreating Chinese, harassing them, and preventing them from digging in to take a further stand. The Chinese retreated in orderly fashion at night, and, after burning some of their positions to hamper the movements of the enemy, retired to their second line of defence and engaged the Japanese again.



(Above) A Japanese outpost beyond the North Station, after their victory. The vanguard moved warily in this area, fearing that land-mines might have been laid for them.

(Left) Japanese artillery moving up into position near the North Station.



Japanese soldiers in jubilant mood as the Rising Sun flag was hoisted on one of the wireless masts of Administration Building at the North Station, which took them over three months to gain. Immediately after occupying the area, the Japanese began mopping-up operations, clearing it of landmines and the dead.

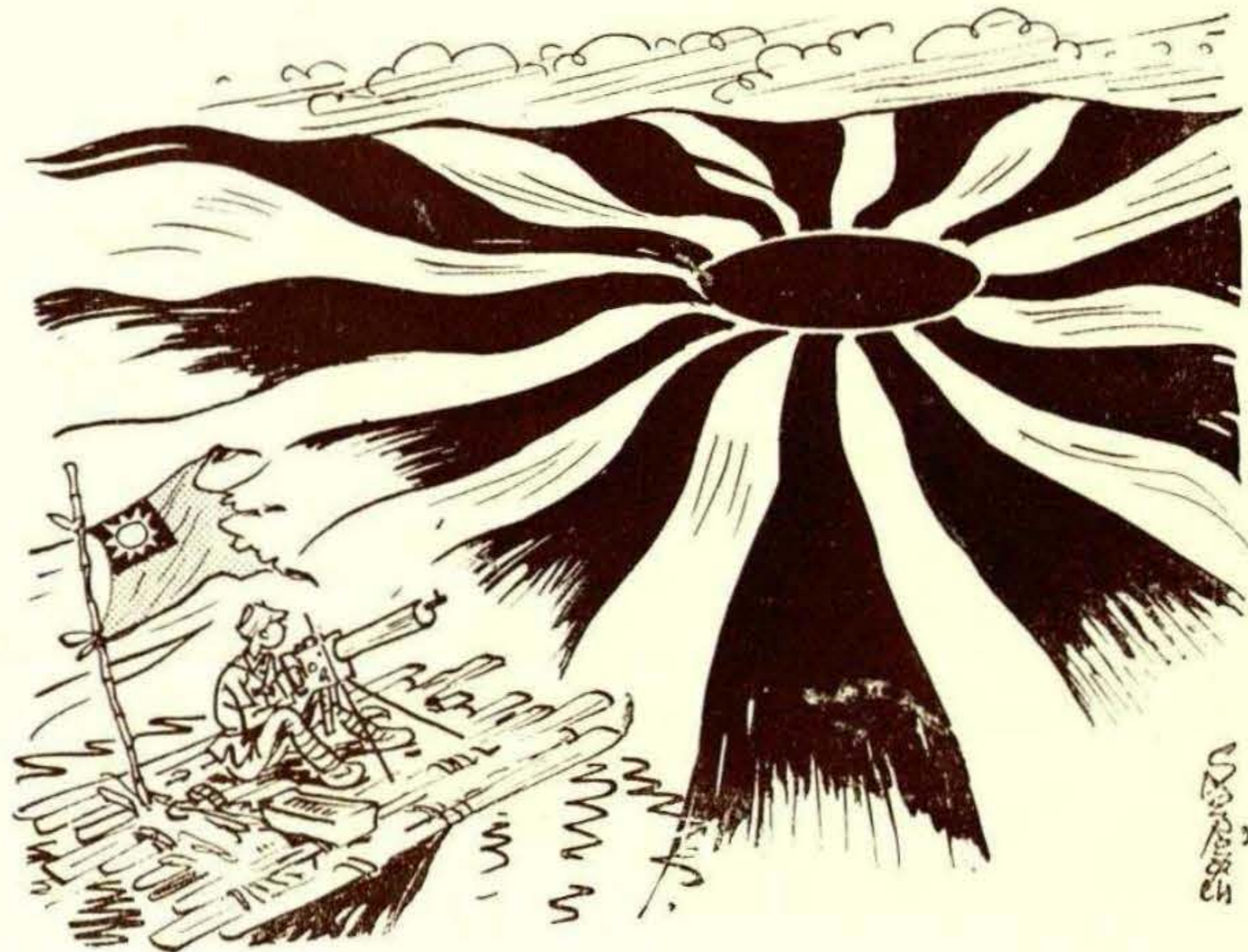
On October 28, the North Station area became peaceful once again. Only the evidence of smouldering ruins testified to the fighting that had raged a few days before.

(Right) The shell of the North Station building which was the first to be destroyed in that area. In 1932, it was completely demolished, and a new building was erected on the same site.

(Bottom Right) Blockhouse "A" on Range Road.

(Below) The Continental Bank Godown where five hundred Chinese soldiers, dubbed "The Lone Battalion," took a last stand. This godown is situated on North Soochow Road at North Thibet Road.



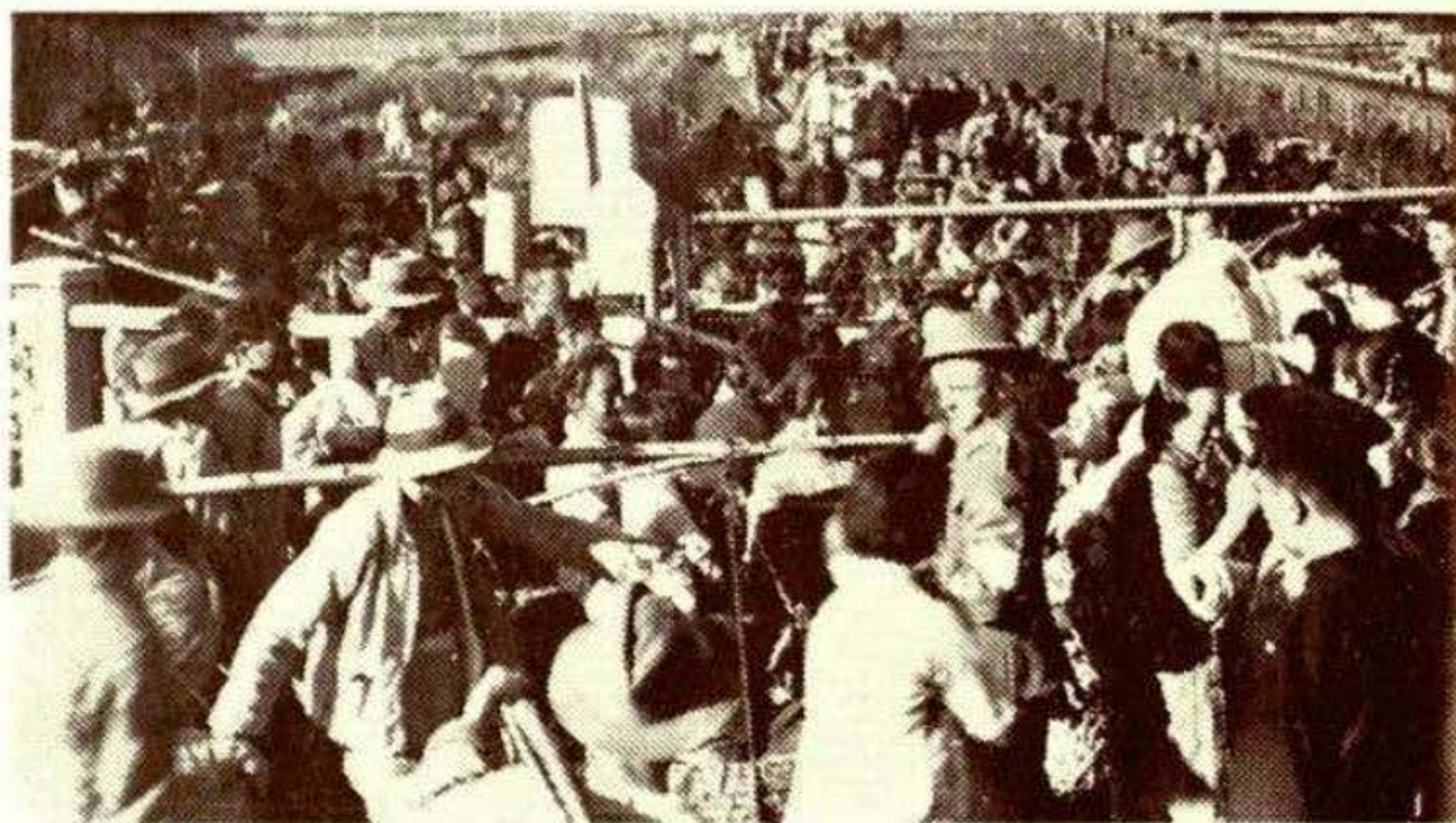


W. S. ...

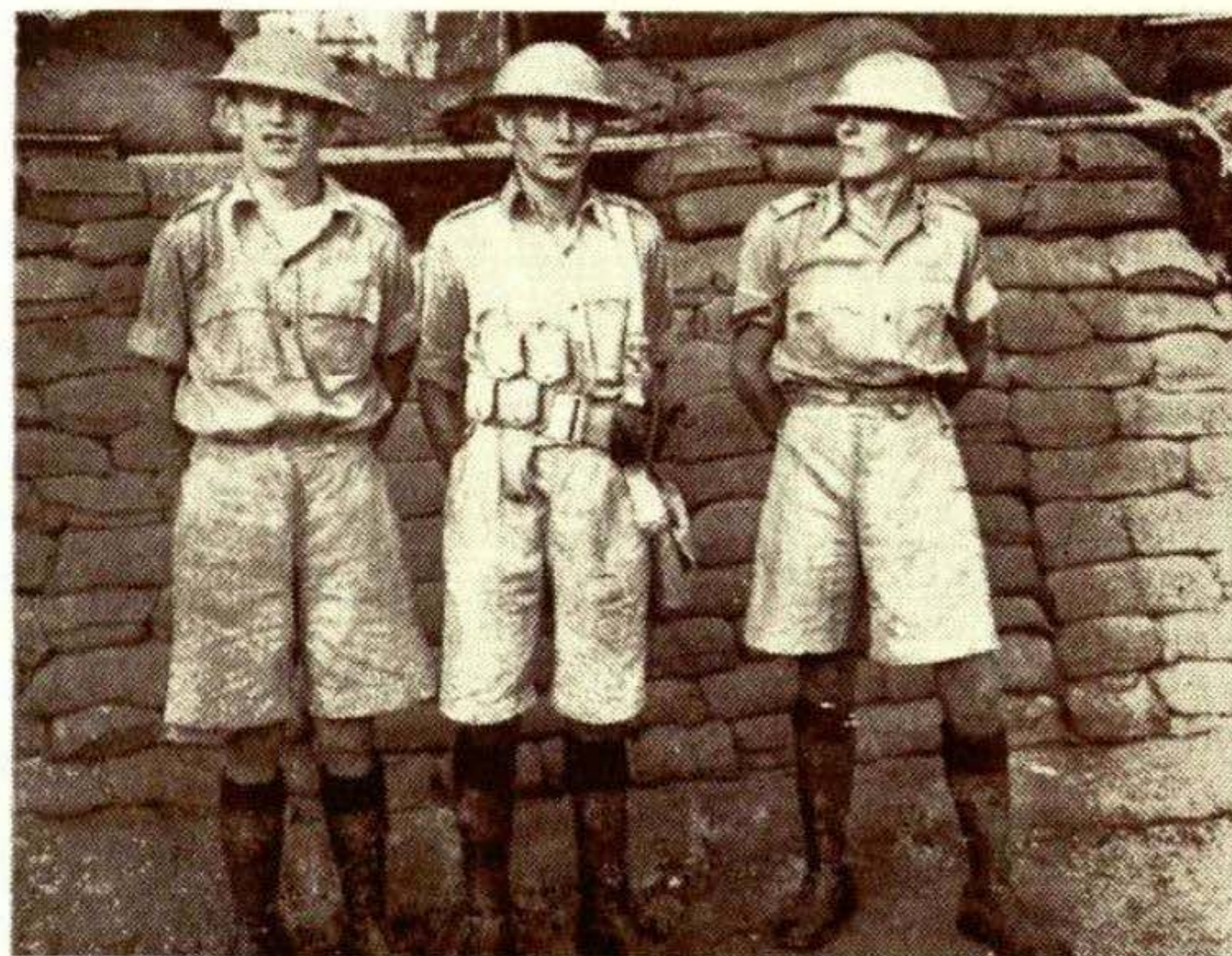
THE LONE BATTALION



The Joint Savings Society's godown was used by 500 Chinese soldiers when they took a final stand against the victorious Japanese. On October 29, China's national colours were flown from a mast above a sea of Japanese flags. These soldiers held out for three days, existing on flour, rice and biscuits. They declared their determination to fight to the last man, but point-blank shelling, machine-gunning at close range, hand-grenades thrown into the building, and finally, fire, caused the "Lone Battalion" to cross over into the Settlement on October 31, and surrender to the British soldiers defending that sector. They were then escorted to a prison camp on Kiao Chow Road, where they were guarded by a detachment of the Russian Regiment.



When the scene of hostilities removed to the western area on October 27, hundreds of terrified Chinese peasants sought to enter the Settlement.



Three heroic Royal Ulster Riflemen gallantly rescued terror-stricken wounded refugees from a railway bridge under machine-gun fire on October 28.



An Ulster Rifleman, with his Lewis gun mounted on an anti-aircraft tripod, at aiming drill. Orders were issued to fire at any attacking craft.

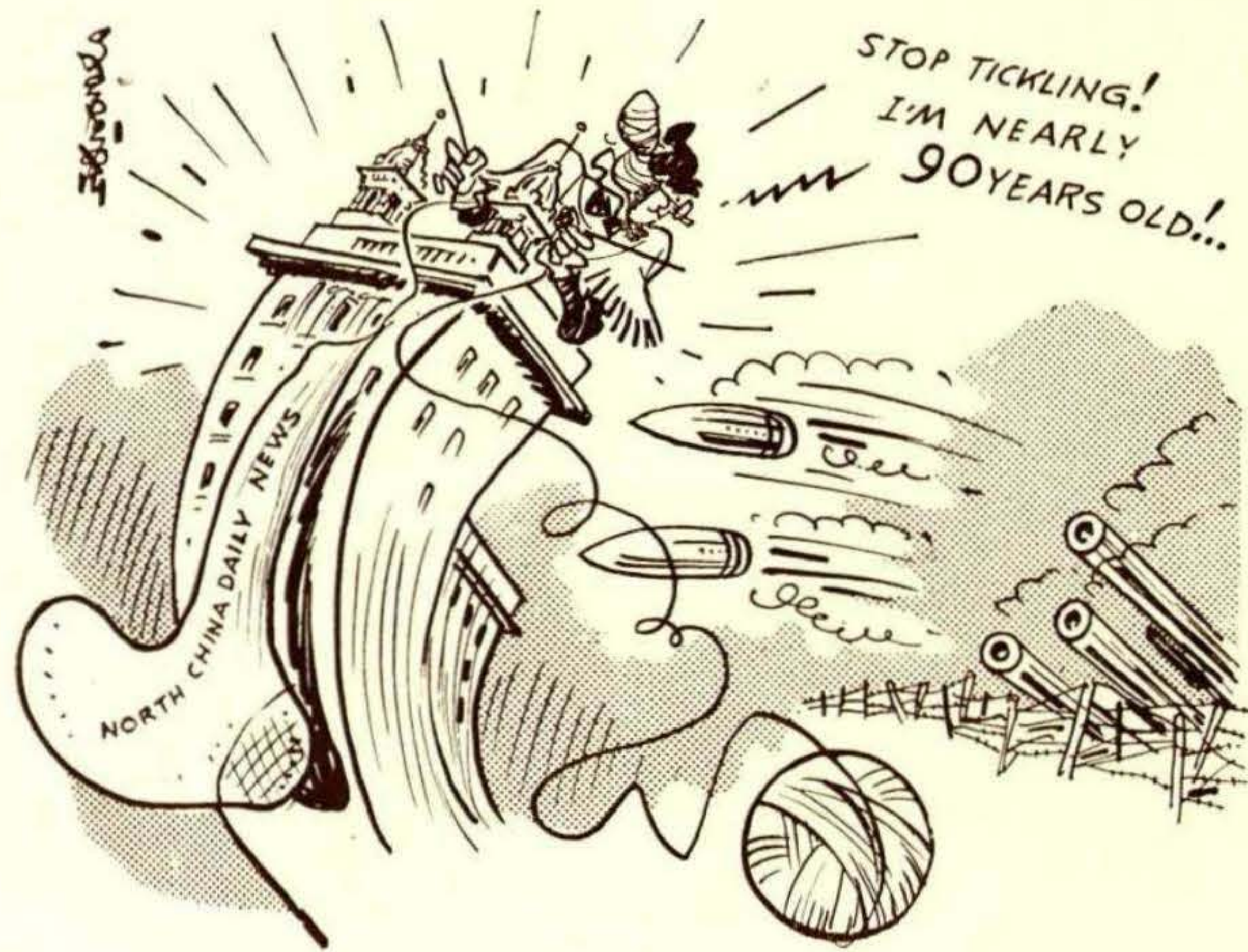
Grenadier Padula Antonio, of the Savoy Grenadiers, was killed by an anti-aircraft bullet while on duty in the Italian sector at Ferry Road on October 27. He was buried at Bubbling Well Cemetery on October 29, and was accorded full military honours.

(Right) His coffin being carried to the grave by various members of the Italian forces in Shanghai.

(Bottom Right) Foreign representatives at the funeral, among whom were Commodore Palliser, Admiral Sir Charles Little, Admiral H. E. Yarnell, Maj.-General A. P. D. Telfer-Smollet and Mr. C. S. Franklin, Chairman of the Shanghai Municipal Council.

(Below) Signor Cora, Italian Ambassador, giving the Fascist salute, at the head of Italian officials.





AT HER AGE TOO

In their last big attack against the Joint Savings Society's godown in North Soochow Road on October 30, Japanese field artillery fired point blank at the building. At the same time, from 1.45 a.m. onwards, several shells fell in the Central District. Some of the damage is shown on this page. On the right is the hole in the Chartered Bank penthouse on the roof. Below is shell-hole in the *North-China Daily News* building, while at bottom right is the window where a shell passed through the offices of the Asia Life Insurance Co., also in the *North-China Daily News* building, to end up in the Whangpoo. The same building was also penetrated on the seventh floor, where two Chinese workmen were wounded. A dud was picked up on the roof where it had landed and failed to explode.





(Above) A \$5 bank-note of the Bank of Territorial Development, closed since 1916, and which had operated in Harbin during the days of Yuan Shih-kai. This note had "Chekiang" overprinted on it.

(Right) A German 1,000 marks note of the period after the Great War.

Worthless bank-notes, such as those seen on this page, were found on the bodies of dead Japanese soldiers killed in action around Shanghai. There were many suggestions as to how the Japanese soldiers came to be in possession of them, though none of these suggestions was proved. Various notes were found, some including long defunct bank-notes of Chinese banks, and Reichsmarks of the inflation period following the Great War.



Chinese troops digging in after their retreat from Chapei. Their second defence line was reinforced after their retreat and numerous sandbag emplacements and dug-outs sprang up daily. Overhead, Japanese bombers circled monotonously as they dropped bomb after bomb on these new positions. The second defence line was built parallel to the British defence line, thereby exposing the Royal Ulster Rifles to the danger of inaccurate bombing.

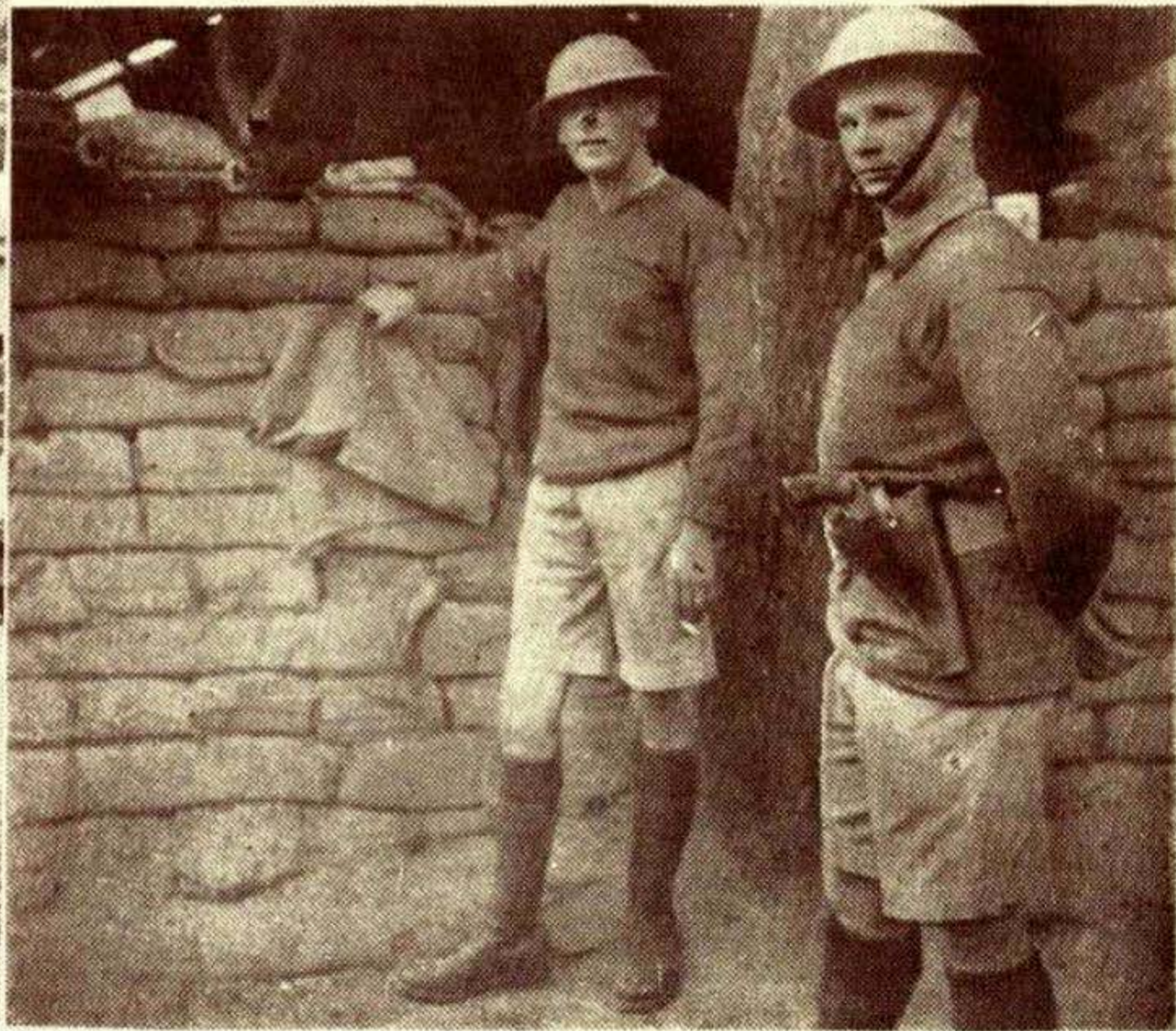


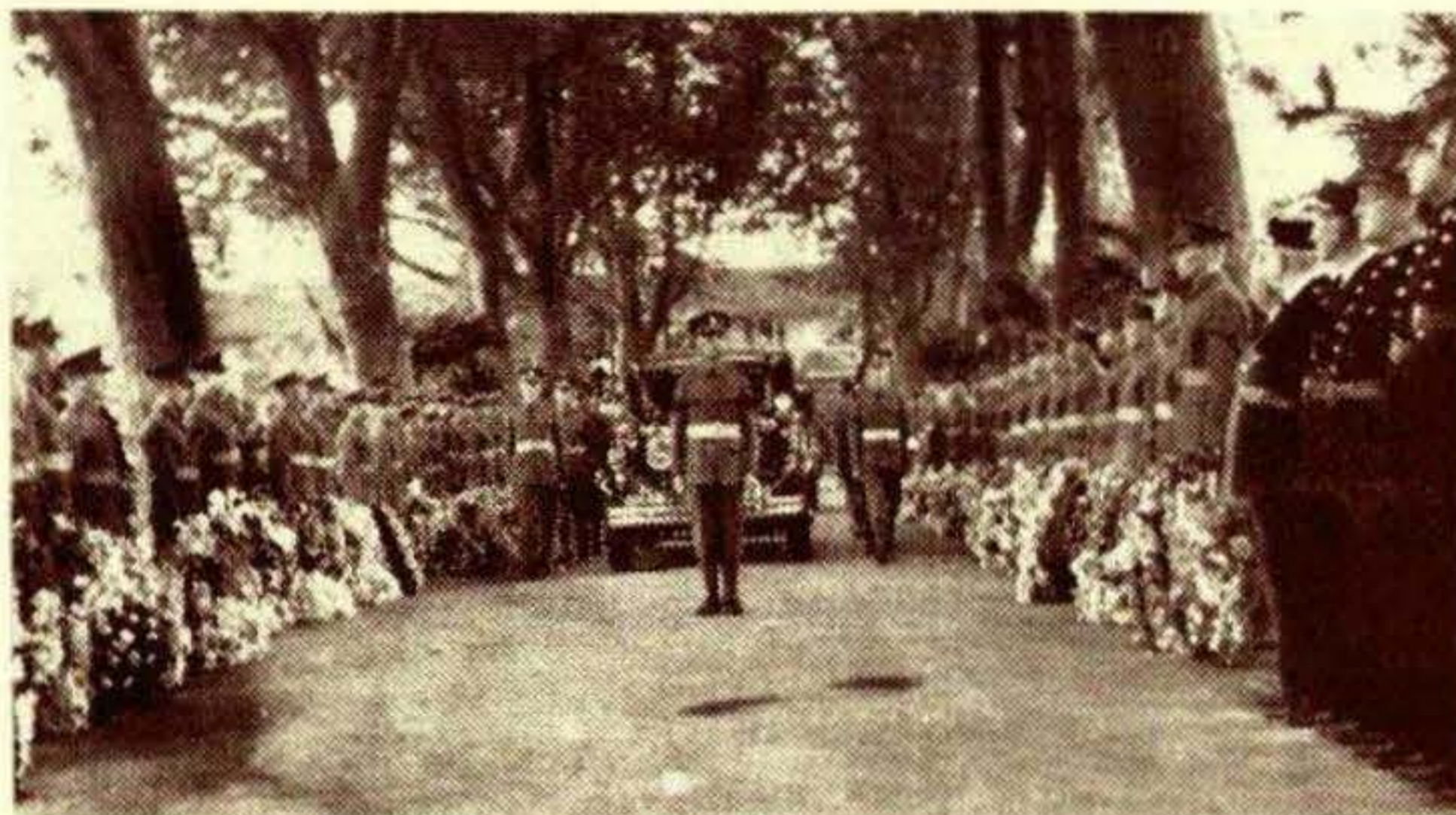
(Above) Chinese soldiers, with their tunics off and sleeves rolled up, setting to work on a new sandbag emplacement.

(Left) A sandbag parapet in front of a trench in Hungjao Road. Two soldiers are keeping a watch while the other three are completing the parapet.



Three British soldiers were killed on October 29, when Japanese artillery in Chapei laid a barrage on Chinese positions in Hungjao area. Two Riflemen were killed at their outpost on Keswick Road, and two others were dangerously wounded, one of whom later succumbed. Another Rifleman and three Chinese were killed in a cafe opposite Jessfield Park at Yu Yuen Road. Other shells landed in Western French Concession, fortunately inflicting no casualties, but causing much damage to residential houses. On the left are British Tommies reinforcing their outpost. At bottom left is the Honeyland Bar and Restaurant where a Royal Ulster Rifleman was killed by a six-inch shell. Below is the spot in the outpost where two Riflemen fell victim to another shell from Japanese guns.

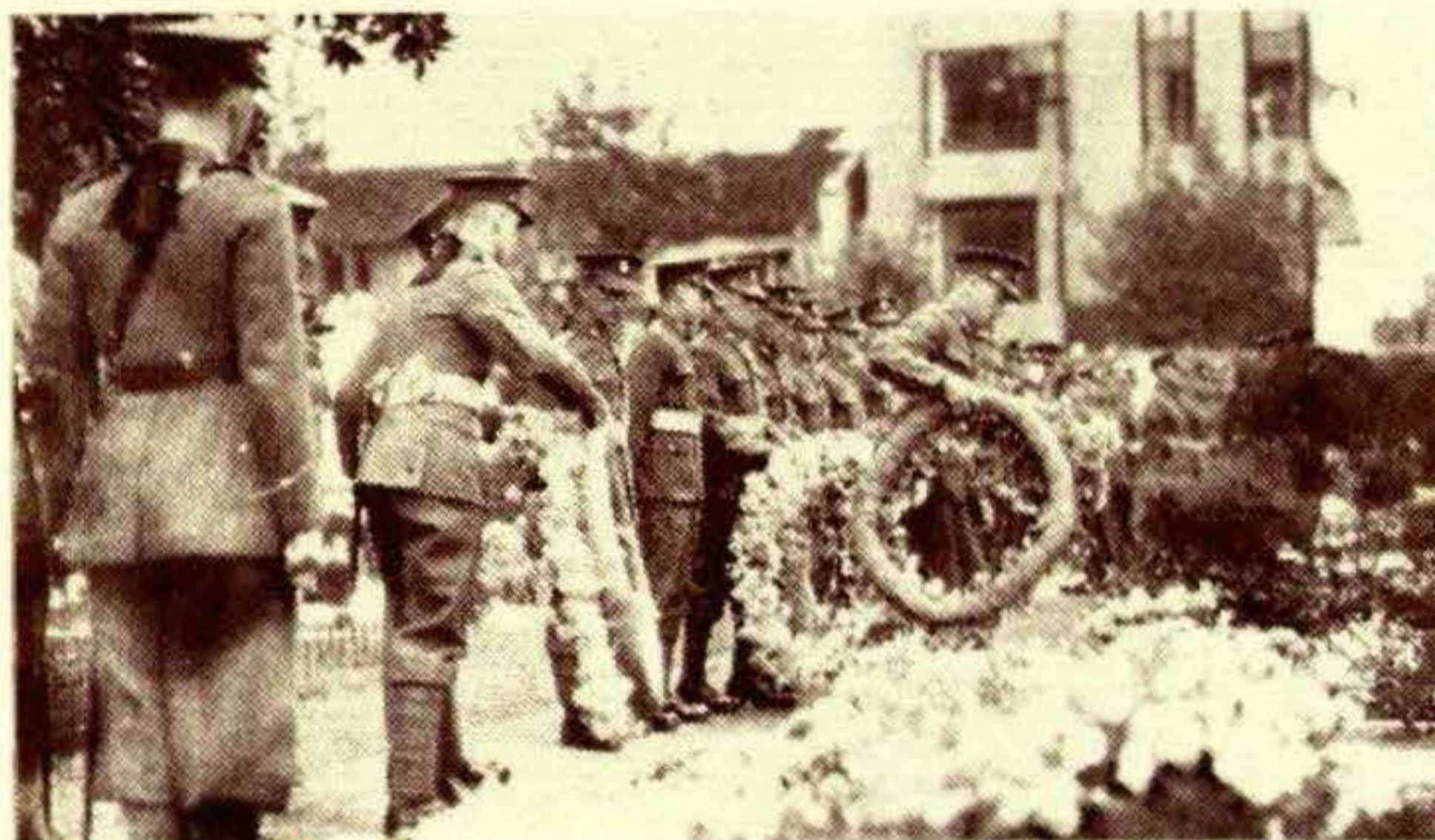




The funeral cortege of the four Ulster Riflemen killed during a Japanese bombardment on October 29.



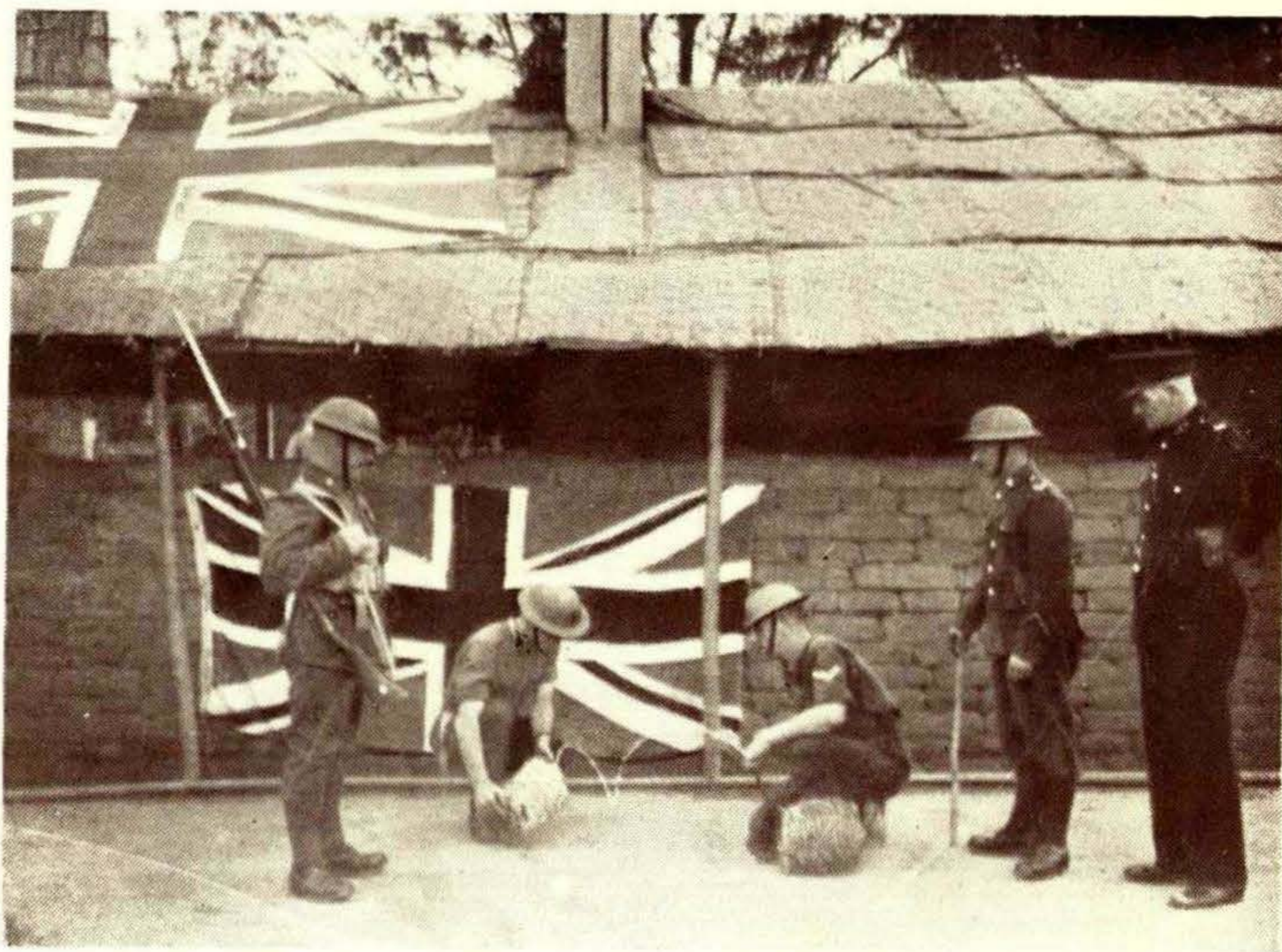
The coffins, draped with a Union Jack, carried to the graves on the shoulders of the dead man's friends.



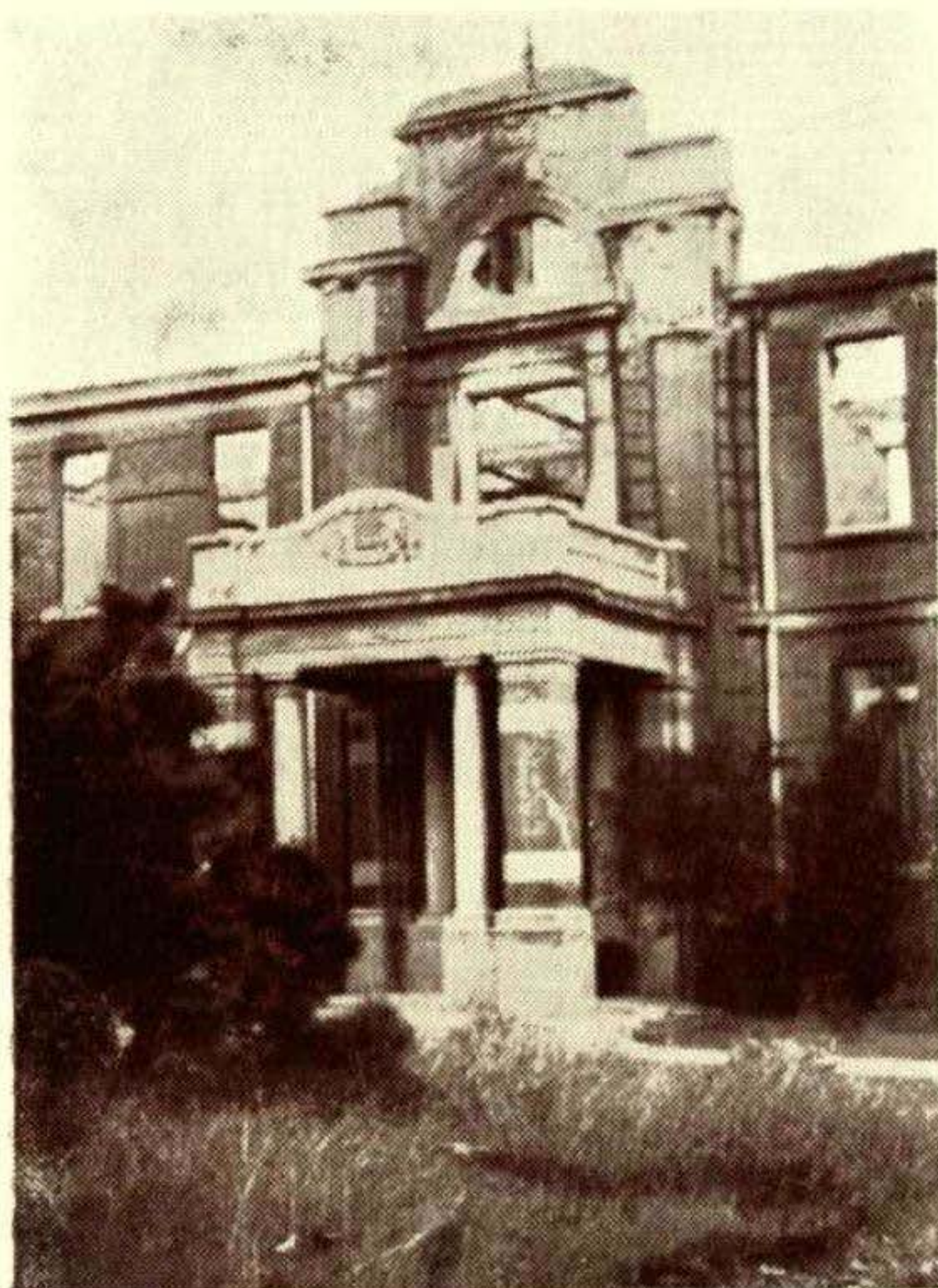
Many wreaths were sent and placed on the graves of the soldiers who gave their lives while doing their duty.



A Chinese procession marching along to the funeral parlours demonstrating their sympathy.



The already substantial "Liaison Post" of the Loyal Regiment in Avenue Haig, across from Rockhill Avenue, was being further strengthened on November 4. An iron roof was laid on, reinforced with sandbags, and barbed wire was strung around the post. A pill box was being erected at that time behind it. Two large Union Jacks, as shown above, proclaim the nationality of the soldiers occupying the post. It was called "Liaison Post" because of its proximity to the French defences. These precautions were taken as the result of the killing of four British soldiers on October 29.



The front entrance to Tung Wen College, showing the burned-out shell of the building.



The wrecked interior of the building with only the walls remaining intact.

Tung Wen College was razed to the ground on November 3 and 4, when a huge fire, believed to be of incendiary origin, enveloped the building, burning for two days. The college was an educational institution for Japanese students studying Chinese culture. A valuable library of Chinese manuscripts was totally destroyed, which cannot be replaced as some of the books were exceedingly rare. The fine building was set in beautiful grounds located in Hungjao Road, which was in the hands of Chinese troops at the time of the outbreak.

REFUGEES AGAIN STREAM INTO SETTLEMENT (NOVEMBER 7)

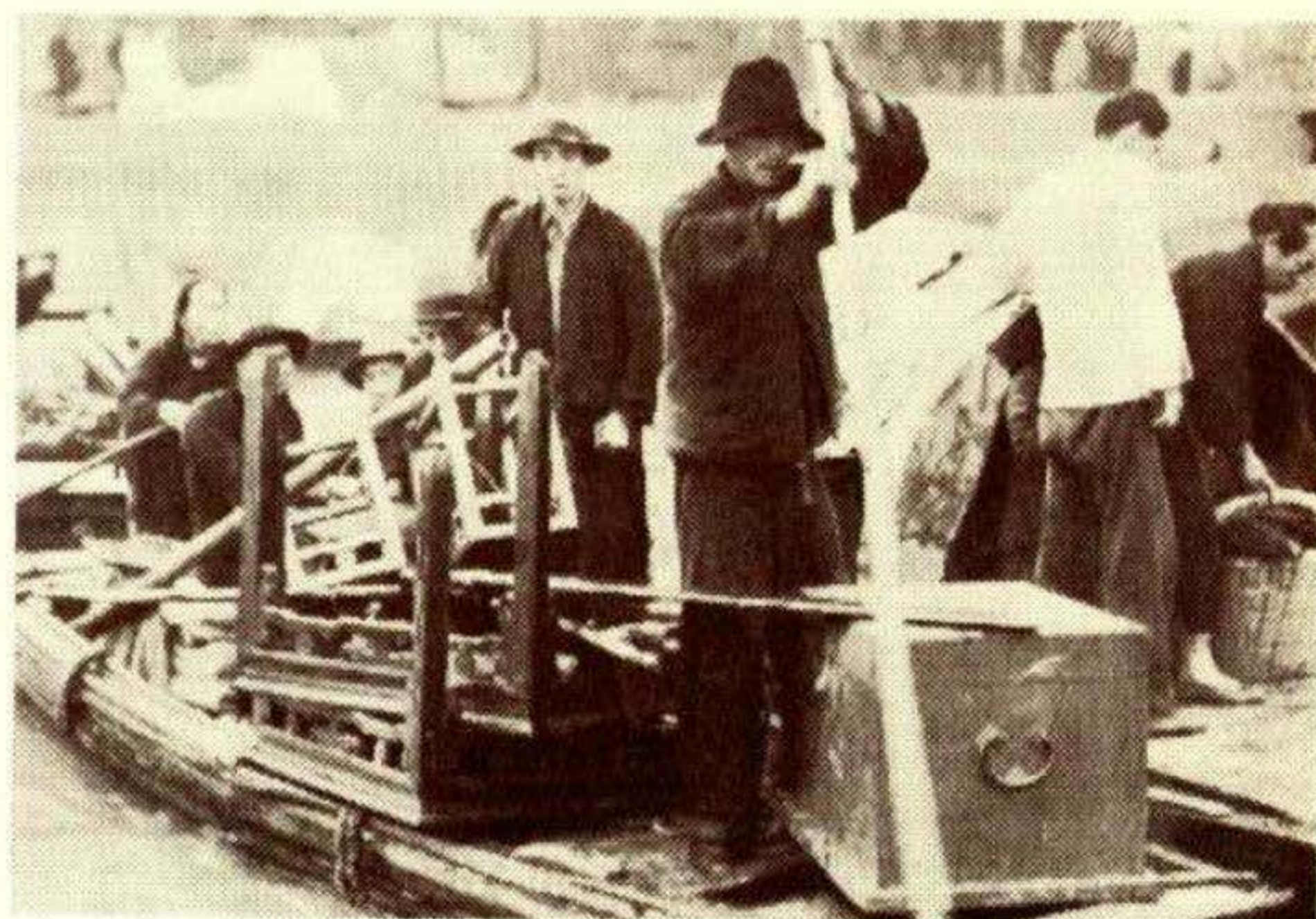
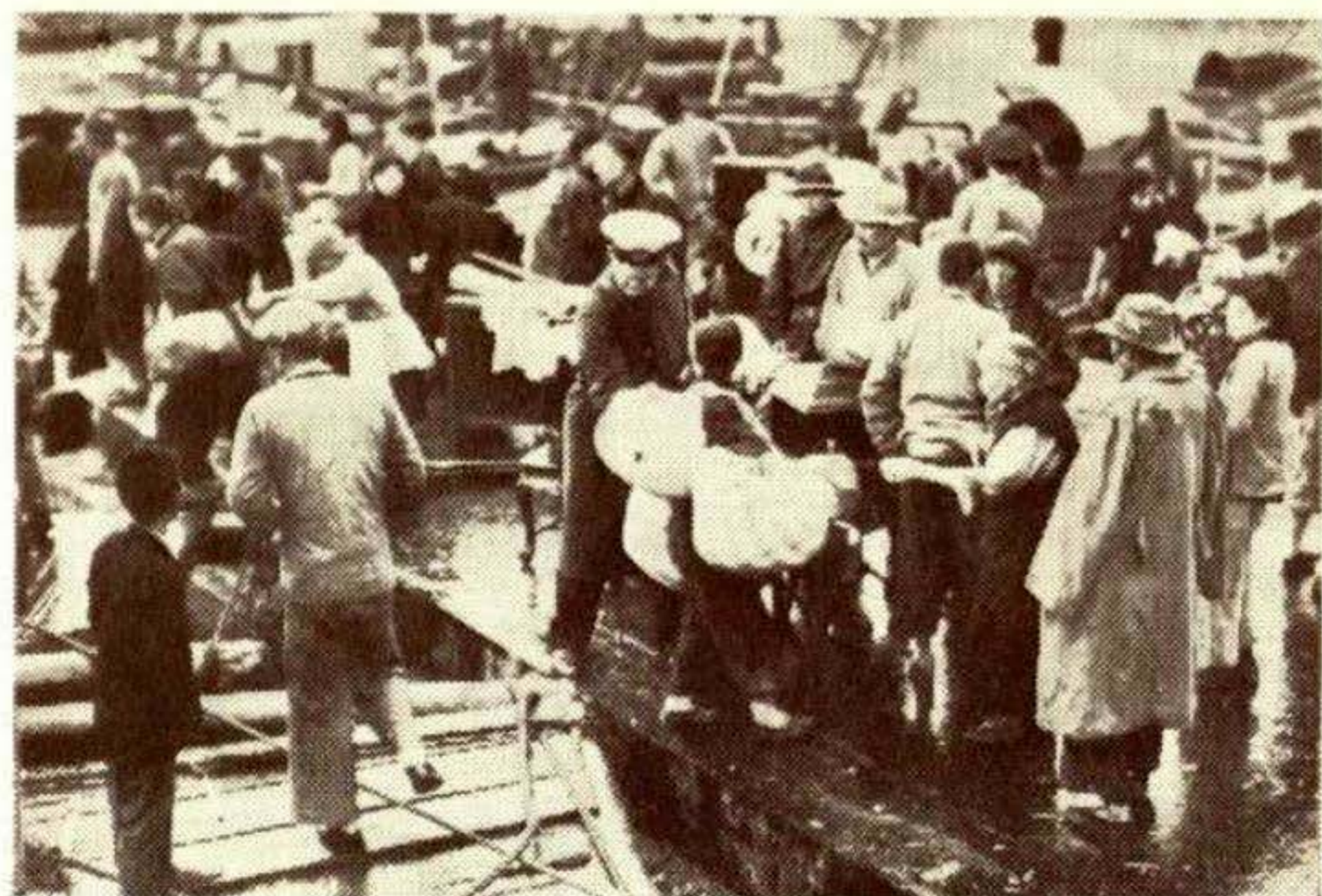


Following Chinese military movements in Pootung on November 7, terrified Chinese refugees streamed into the haven of the International Settlement, crossing the Whangpoo in all sorts of river craft. Several thousand entered the Settlement, carrying with them all they could manage to salvage from their farms.

(Left) Babes in arms did not hamper the almost frantic crowds of refugees in their dash for safety. Household belongings were carried in bundles at the end of bamboo poles and dumped into sampans to be ferried across the river.

(Bottom Left) A crowd of refugees waiting at the jetty for sampans to take them across the river.

(Below) A sampan loaded with tables and boxes being propelled across the Whangpoo. The River Police worked hard to assist the crowd and to keep the pontoons cleared for fresh loads of people.



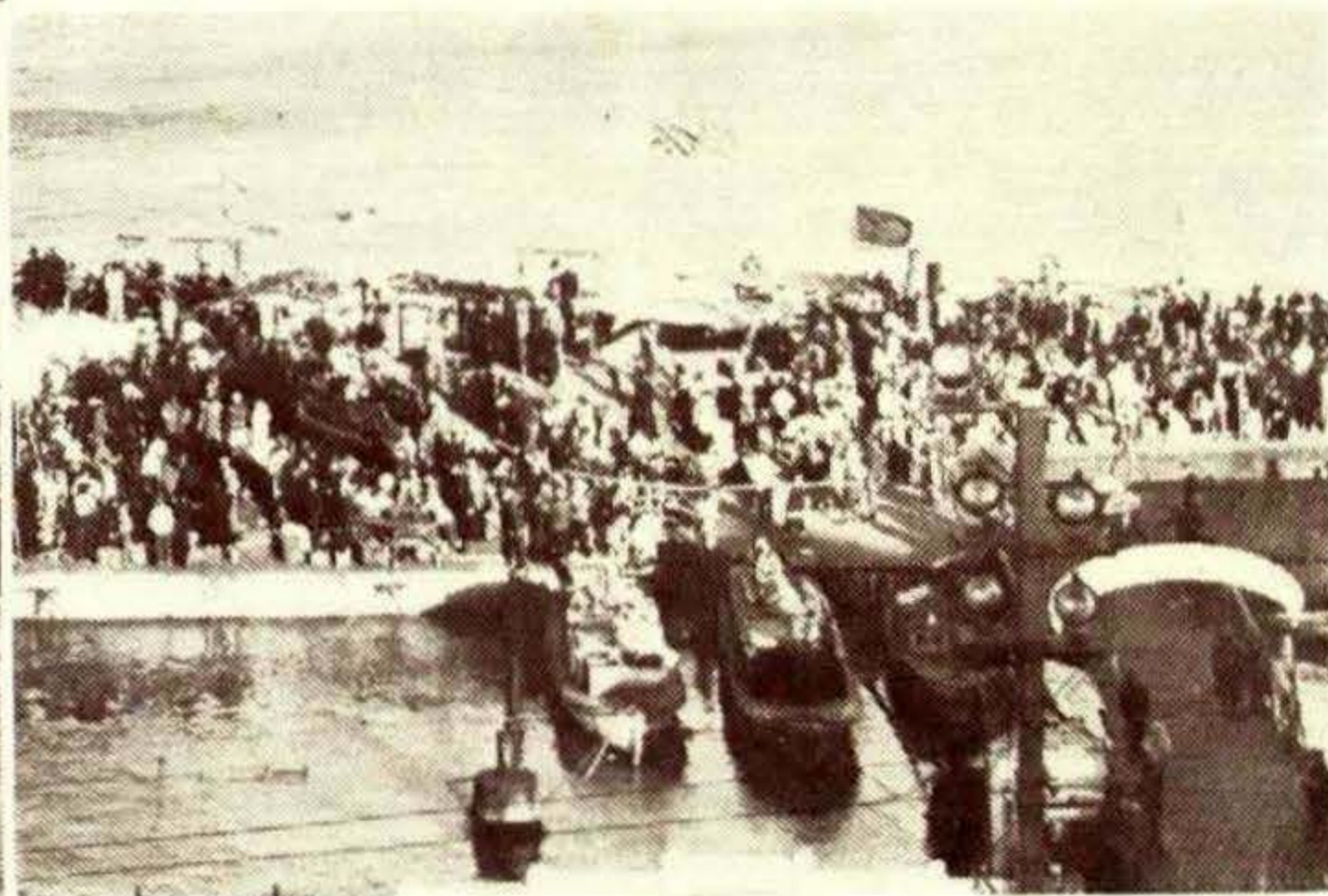
Many thousands of refugees from the outlying districts in Hungjao came into the Settlement, so the British forces had to rush reinforcements to cope with the influx. Farmers and Chinese peasants came pouring in with their few belongings carried on their backs. Following the arrival of farmers and simple country folk, there were many cases of extortion and terroristic activities by Chinese loafers, who took advantage of the helplessness of the refugees and the preoccupation of the Settlement Police.

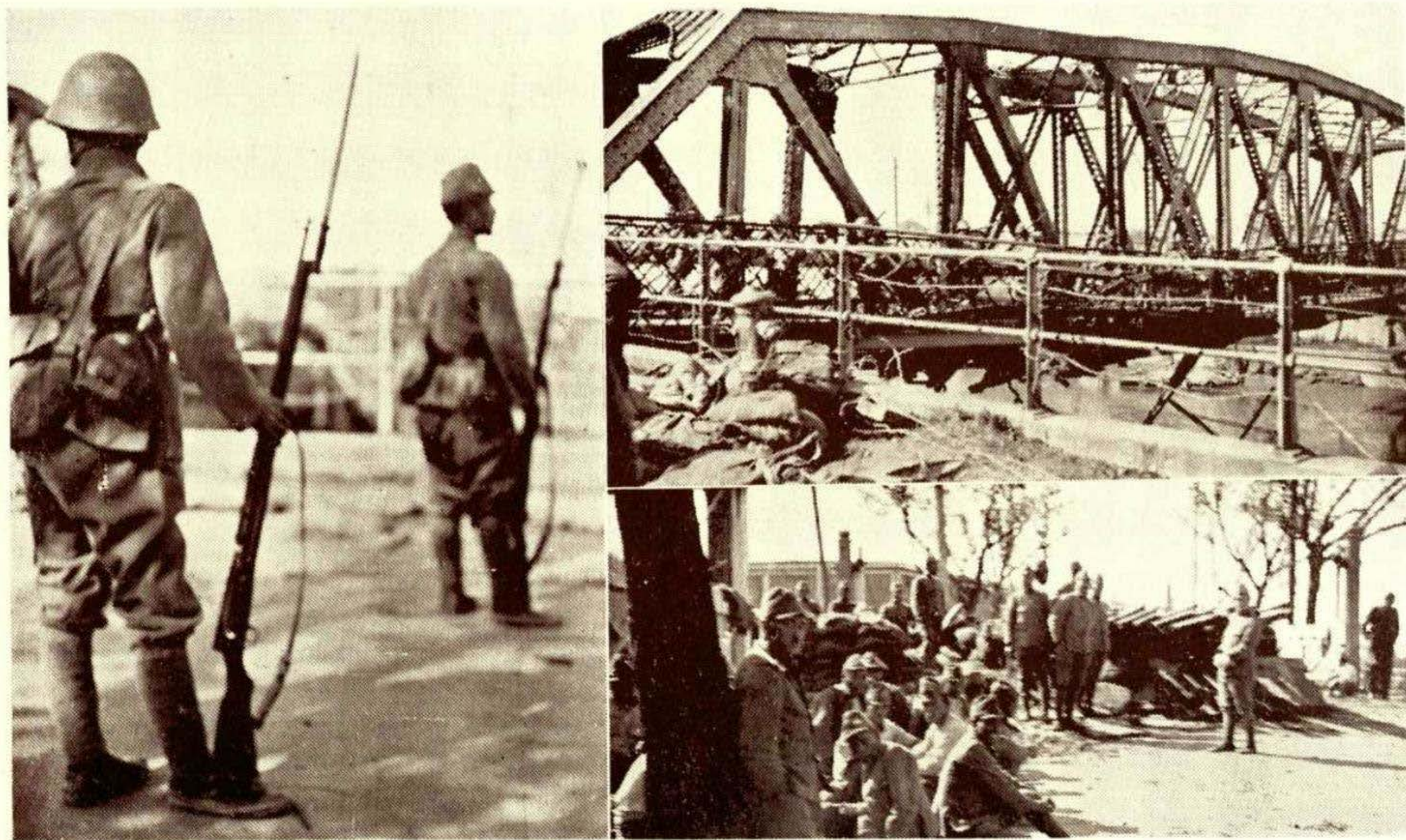


INFLUX OF REFUGEES INCREASING (NOVEMBER 8)



Some idea of the crowds of refugees that came pouring in from Pootung may be gained from these pictures taken on November 8. The refugee problem took on a grave aspect as, inevitably, crowded conditions tend to breed disease and start epidemics. The problem of feeding the refugees was also a serious consideration. Food became scarce, as these farmers, together with those in the Western District, left their vegetables in the war-bound areas. Fresh vegetables could only come from the Siccawei district, but the amount was negligible. Food prices soared, the cost of living went up by about as much as fifty per cent., and household necessities were also increased in cost.





On November 9, after the Chinese withdrawal from the western area, the advance guard of the Japanese left wing crossed the Soochow Creek at the Jessfield Railway Bridge. Sentries with fixed bayonets are seen in the left hand picture, preventing curious sightseers from crossing the railway line. The top right hand picture shows a detachment of Japanese soldiers filing across the twisted framework of the bridge. Lower right, a party of the advancing troops is seen resting at the roadside.



Following their first threat to bombard Nantao if the Chinese did not surrender by 1 p.m. on November 10, a massed attack by Japanese bombing planes was begun shortly after 2 p.m. The bombardment was continued for over two hours and accompanied by heavy artillery. There were at least fifteen aeroplanes, in flights of three, diving at their objectives and dropping one bomb each on every trip. The concussion could be felt for miles. A huge pillar of smoke and dust shot up when the bombs landed on their marks, scoring direct hits. The objective in their attack was the Native City, just behind the French Bund, and close to the Nantao boom.

When the Chinese withdrew from the Western District on November 9, they left the Japanese-owned Toyoda Cotton Mill in Brenan Road a mass of flames. The Shanghai Fire Brigade turned out to fight one of the most difficult fires in the war. A fire-float also assisted by travelling up the Soochow Creek to the mill. There was considerable danger of land-mines and hand-grenades and entanglements of barbed wire and sandbags had to be removed before the fire engines could get near to the scene of the blaze. As they fought the fire, shells whizzed overhead and above the crackle of snapping beams, could be heard the sharp reports of rifles and machine-guns.

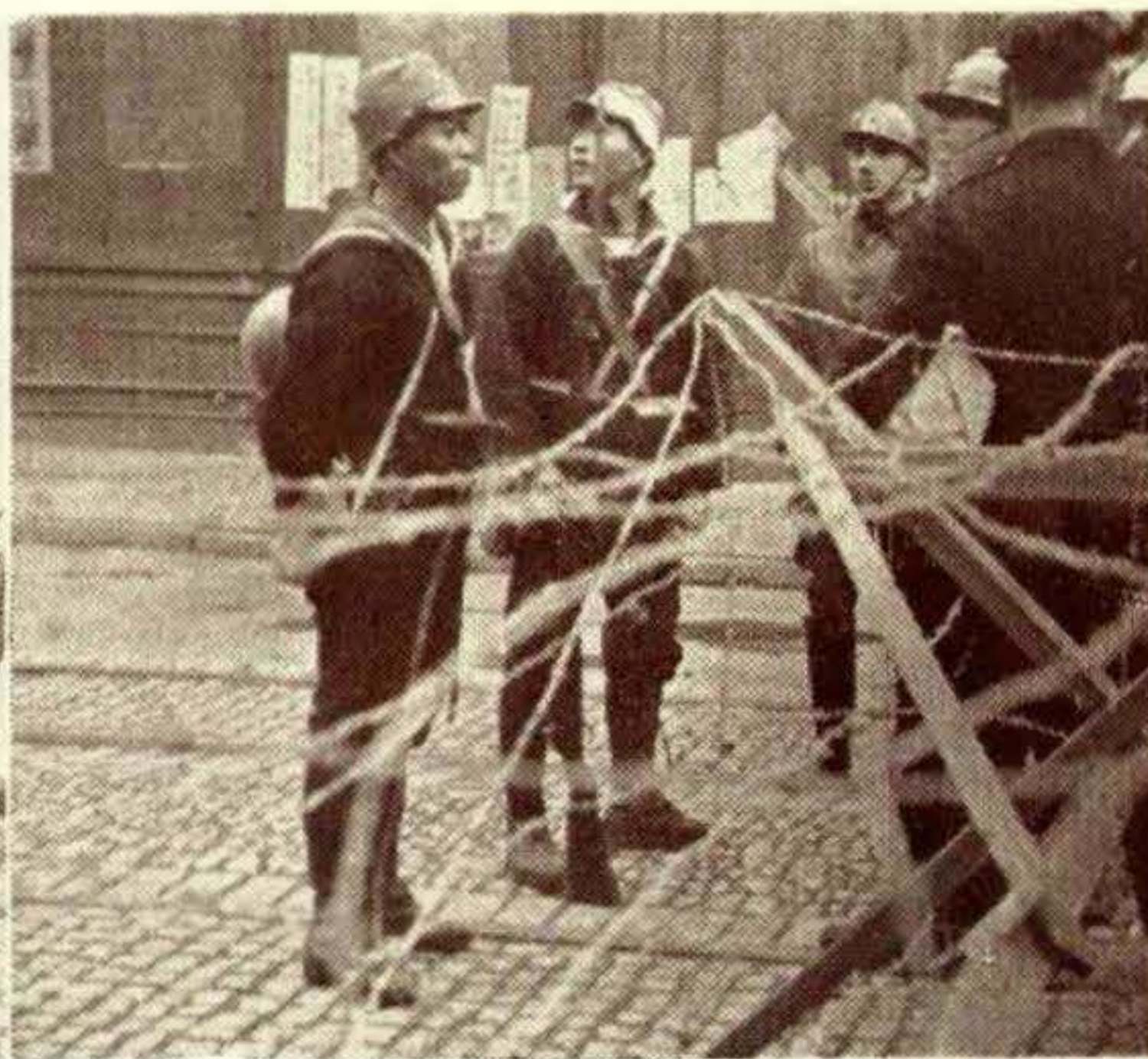


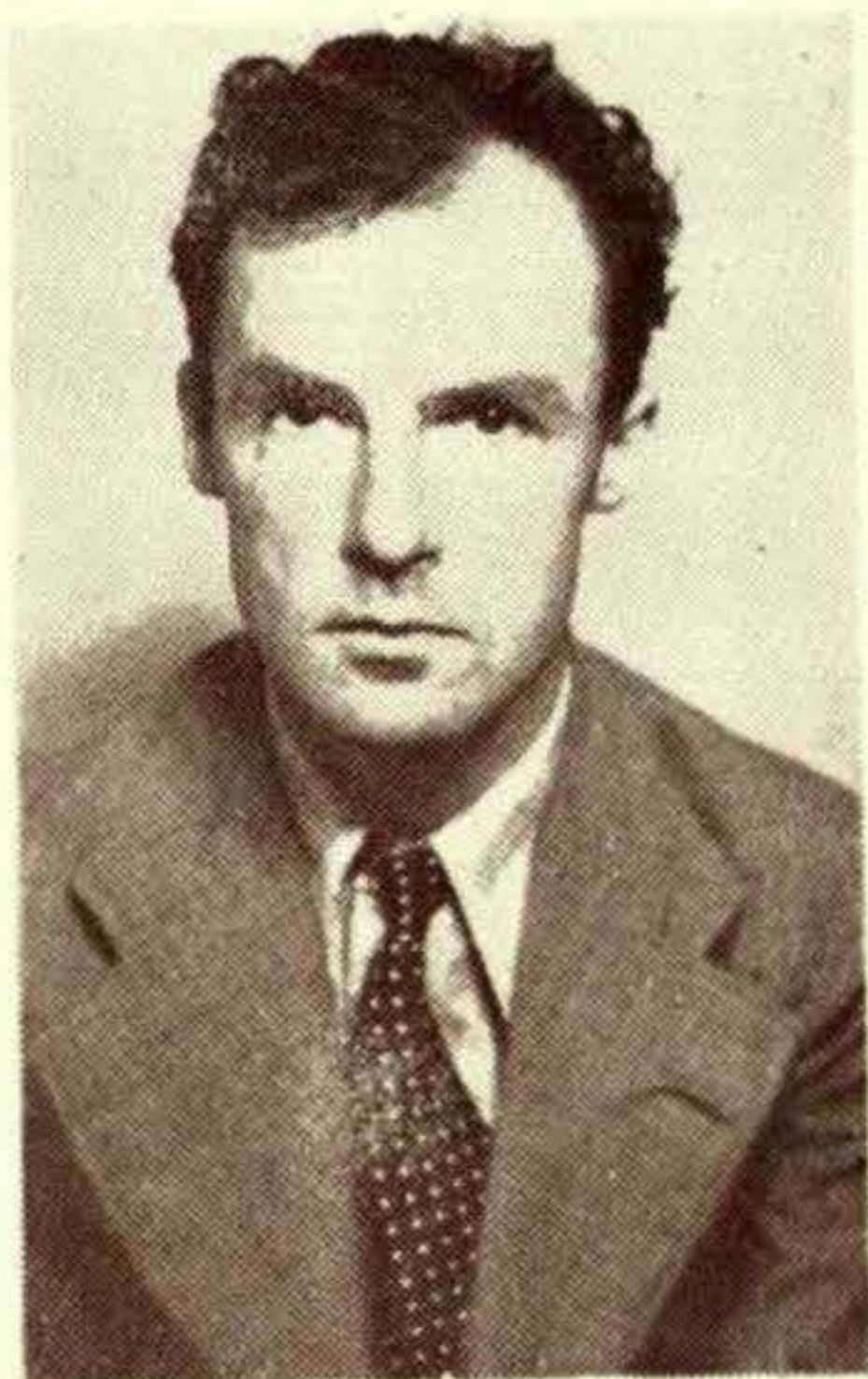
(Above) The fire as it appeared on November 10, the second day of its burning. Firemen worked in relays, for hours on end, before they could get the conflagration under control.

(Right) On November 9 a huge column of black smoke indicated the position of the fire which broke out in the Toyoda Cotton Mill. This mill was a most important industrial enterprise before the hostilities suspended operation.



After the capture of Nantao, Japanese bluejackets posted sentries in nearly every street of the city. The capture was effected after hours of point-blank shelling from a destroyer anchored off the French Bund. Little steam picket-boats made up and down the Nantao Bund spraying the buildings with machine-gun fire. Later, one of these boats was crippled by heavy machine-guns from the shore, which tore into the plating of the launch, and killed nearly everyone on board. The boat was towed away by another. Below are seen French Police and Japanese marines on the boundary of the French Concession and Nantao arranging local matters. On the left is the dredger Chien She, of the Whangpoo Conservancy Board, claimed to be the largest dredger in the world, with a Japanese flag hoisted on her mast. She was taken by the Japanese on November 10.





Mr. Philip Pembroke Stephens, correspondent of the "Daily Telegraph," London, who came to Shanghai to cover the hostilities, was shot and killed by Japanese machine-gun bullets on November 11, Armistice Day. The late Mr. Stephens was on a water-tower at Avenue Dubail, French Concession, at 3 p.m. on November 11, watching the fighting across Siccawei Creek. Unexpectedly, a Japanese machine-gun elevated its aim, and sprayed the water-tower with bullets, causing Mr. Stephens and his companions to take cover. While the others managed to get safely under cover of the concrete pillars holding the tank, Mr. Stephens was shot through the head. After noticing his absence, his companions clambered up to where he was lying. Three others were wounded, but none of these wounds were considered dangerous. Mr. Stephens was 34 years old, born in London and educated at Holts School, Norfolk, and Trinity Hall, Cambridge. He joined the "Daily Telegraph" under Beverley Baxter, and covered the war in Abyssinia and the Civil War in Spain. As soon as hostilities broke out he was dispatched by aeroplane to China. The Japanese tendered their apologies for the incident, explaining that they had been shooting at snipers on roof-tops in the French Concession at the time Mr. Stephens was killed.



Six thousand Chinese soldiers were interned in the French Concession following their evacuation of Nantao. These pictures show Chinese soldiers in various internment camps under heavy guard, the principal camps being in Avenue Joffre and Route Frelupt. A considerable quantity of arms and ammunition was surrendered as the men entered the Concession: among the arms given up were Mauser pistols, light and heavy machine-guns, rifles and hand-grenades.



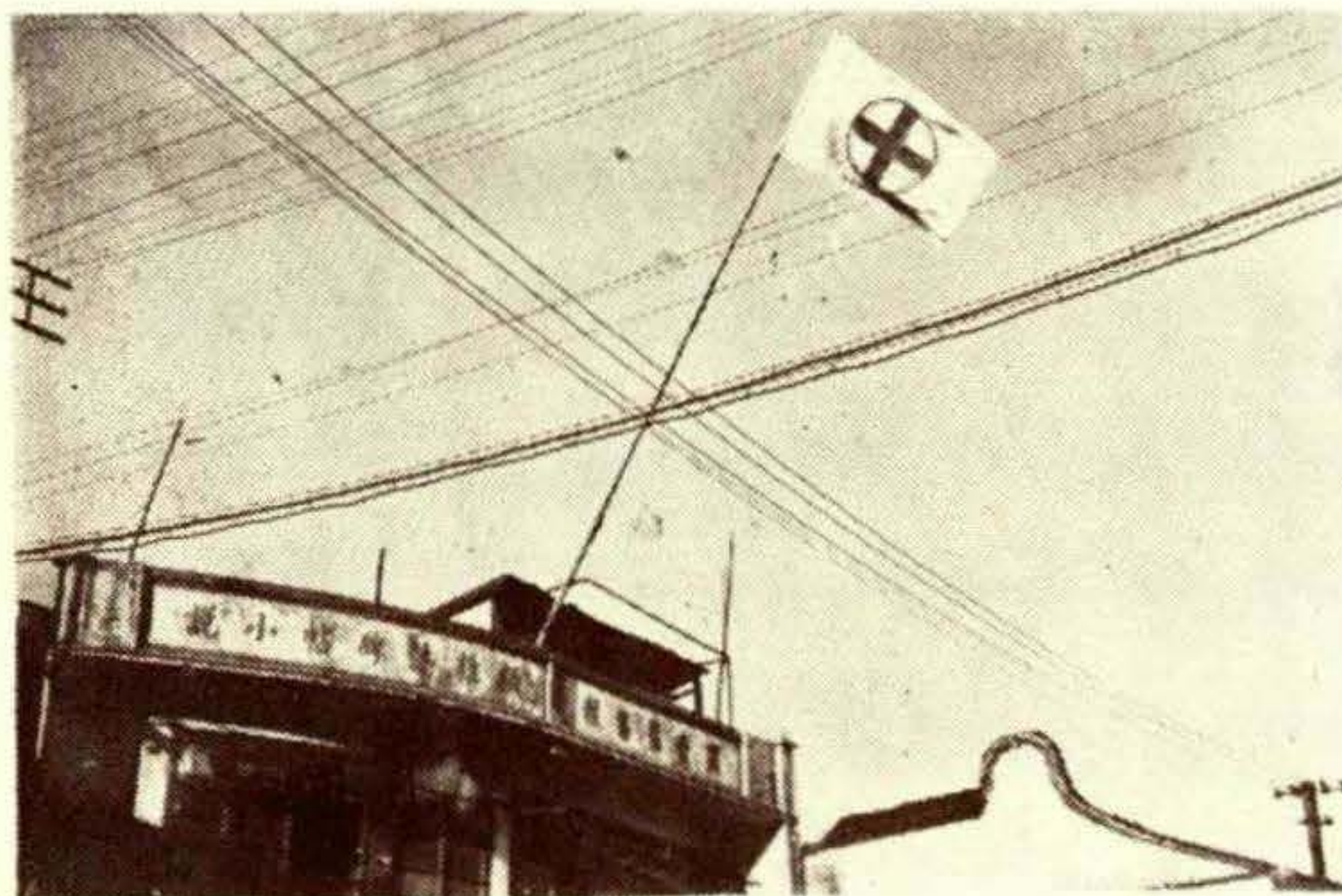
The ships of many foreign powers were beflagged in Navy Row on November 11, in observance of the end of the Great War, nineteen years ago. Hundreds of feet above that scene of peace celebration rose the smoke of burning Pootung. The second line of the Pootung-Nantao blockade, which consisted of junks lashed together, was set afire by the Japanese. The boats burned fiercely and one junk drifted loose when its moorings were burnt through. Still burning furiously, the junk was carried across the river by a steady east wind, bringing it close to the rivercraft anchored on the Shanghai side of the Whangpoo. It came dangerously close to the ss. Taksang, of the Indo-China S. N. Company, and to another boat loaded with oil. The fire-boat Poochi rushed to assist them, and finally managed to put out the flames. The pictures on this page show various aspects of the fires raging that day.





NANTAO'S GOOD SAMARITAN

The Nantao Refugee Area, formed with the assent of both Chinese and Japanese authorities, under the auspices of the International Red Cross Refugee Committee, who supervised that area, was formally declared open on November 9. In the top picture is shown one of the flags which marked the boundary of the safety district. This refugee area cares for thousands of poor Chinese, and helps them through one of the most troublous times in Shanghai's history. The committee is presided over by Father Jacquinet, well known in local charity circles. He formed the idea of a "Safety Zone" and with the help of the International Red Cross it materialized.





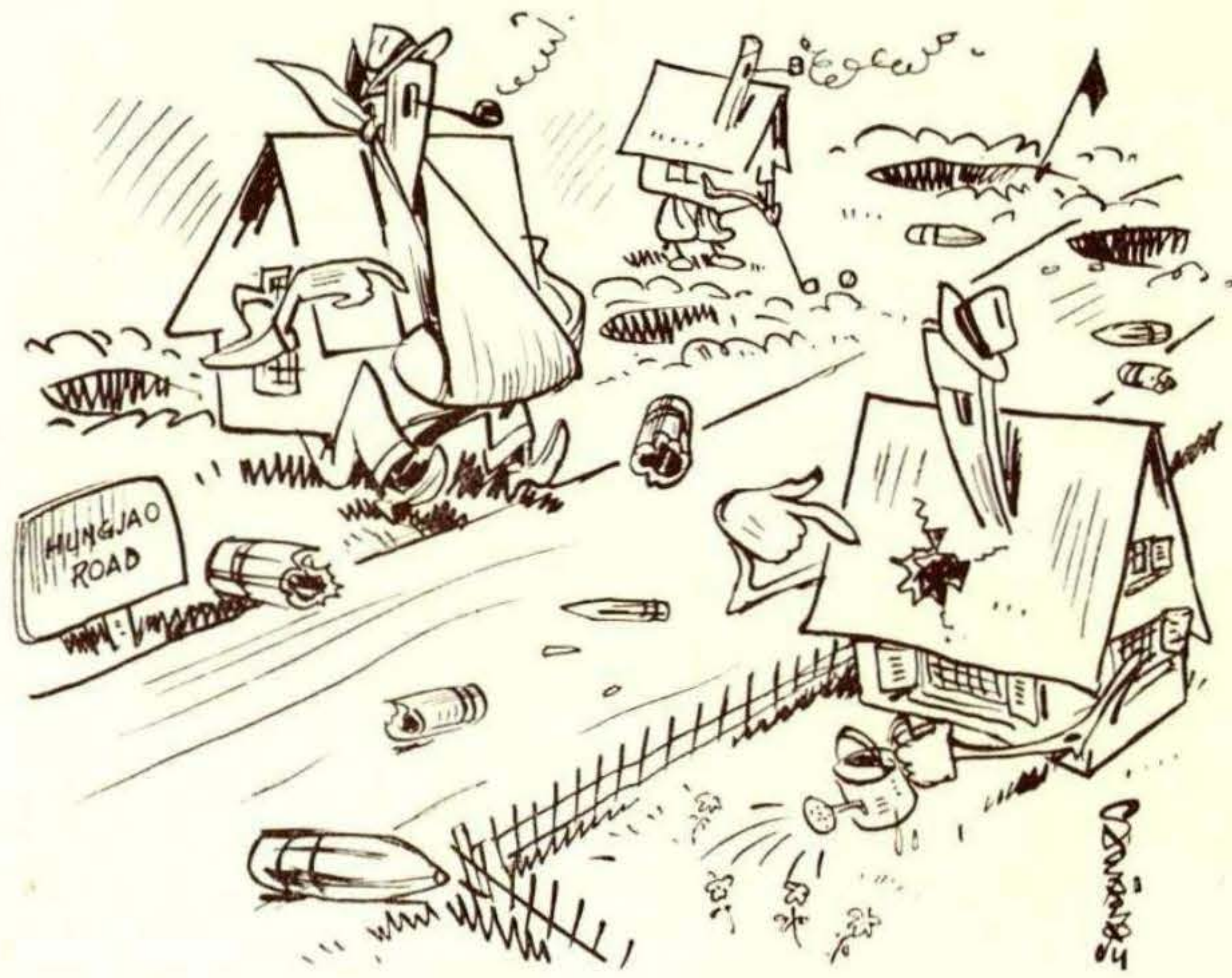
After the Japanese had captured Nantao city they started mopping-up operations to clear the area of dangerous mines and other explosive traps. Having made a passage through the boom they sent mine-sweepers up the Whangpoo to drag the river. On the left is one of the submarine mines as it was exploded, sending a column of water high into the air. This picture was taken on November 14.

When the fighting around the Yangtzepoo and Hongkew area ceased, sea-going liners began to dock alongside their usual berths on the Wayside waterfront. The first vessel to do so was the Messageries Maritimes liner *President Doumer*, which entered port on November 12. She berthed at Shanghai and Hongkew Wharf Company's Wayside wharf. Actually the ss. *Steel Traveller* was the first vessel to come down the river past Gough Island, but the *President Doumer* was the first passenger ship. Her calling at Shanghai inspired confidence in shipping circles, who anticipated the return of normal shipping conditions.





With refugee conditions in the French Concession almost unbearable, thousands of residents of the Native City still clamoured for admission on November 15. For several days they had been waiting at the gates leading into the Concession, their belongings carried with them, or piled on some light vehicle, stranded in the sea of humanity that stretched as far as the eye could see. Here is one of the largest crowds of refugees ever witnessed at a single place, begging and pleading to be let into the safety of the Concession. But the French authorities deemed it advisable not to let them in, for sanitary and other reasons. Feeding was the most difficult problem that confronted the waiting crowds. With no room to move they could not perform any culinary work, so many went hungry for days. Even throwing food over the gates could not relieve their hunger. Only those nearest the gates could get food. Taken at the end of Porte du Nord, at B. des Deux Republicues.



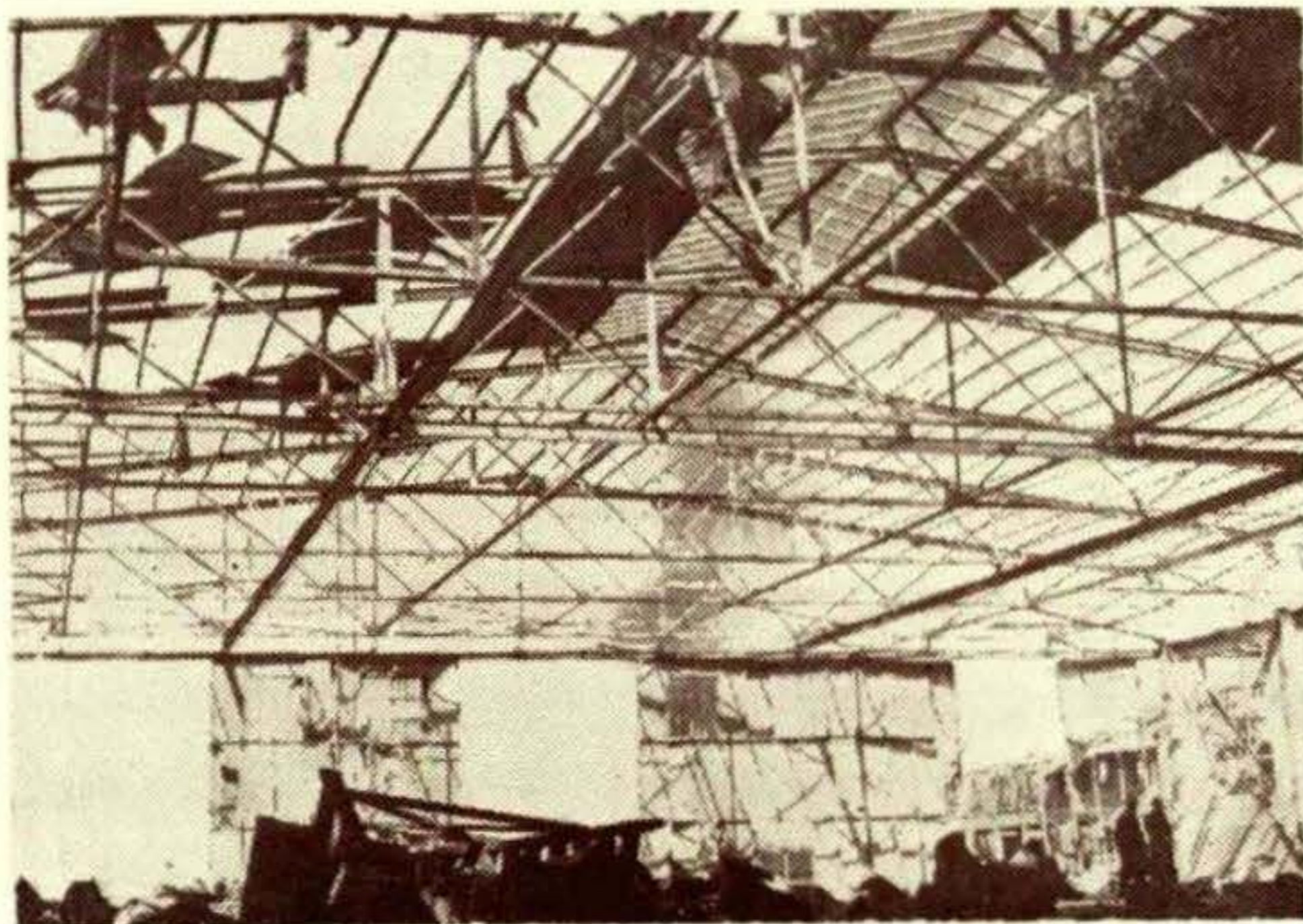
COMPARING NOTES

On November 14, a group of newspapermen, with official Japanese guides, were allowed to visit the Hungjao area to report on the damage inflicted during the last two weeks of fighting. They reported singularly light damage, despite the heavy fighting that had taken place.

(Right) Groups of foreigners lingering around the Hungjao Railway crossing gates, vainly endeavouring to inspect their homes.

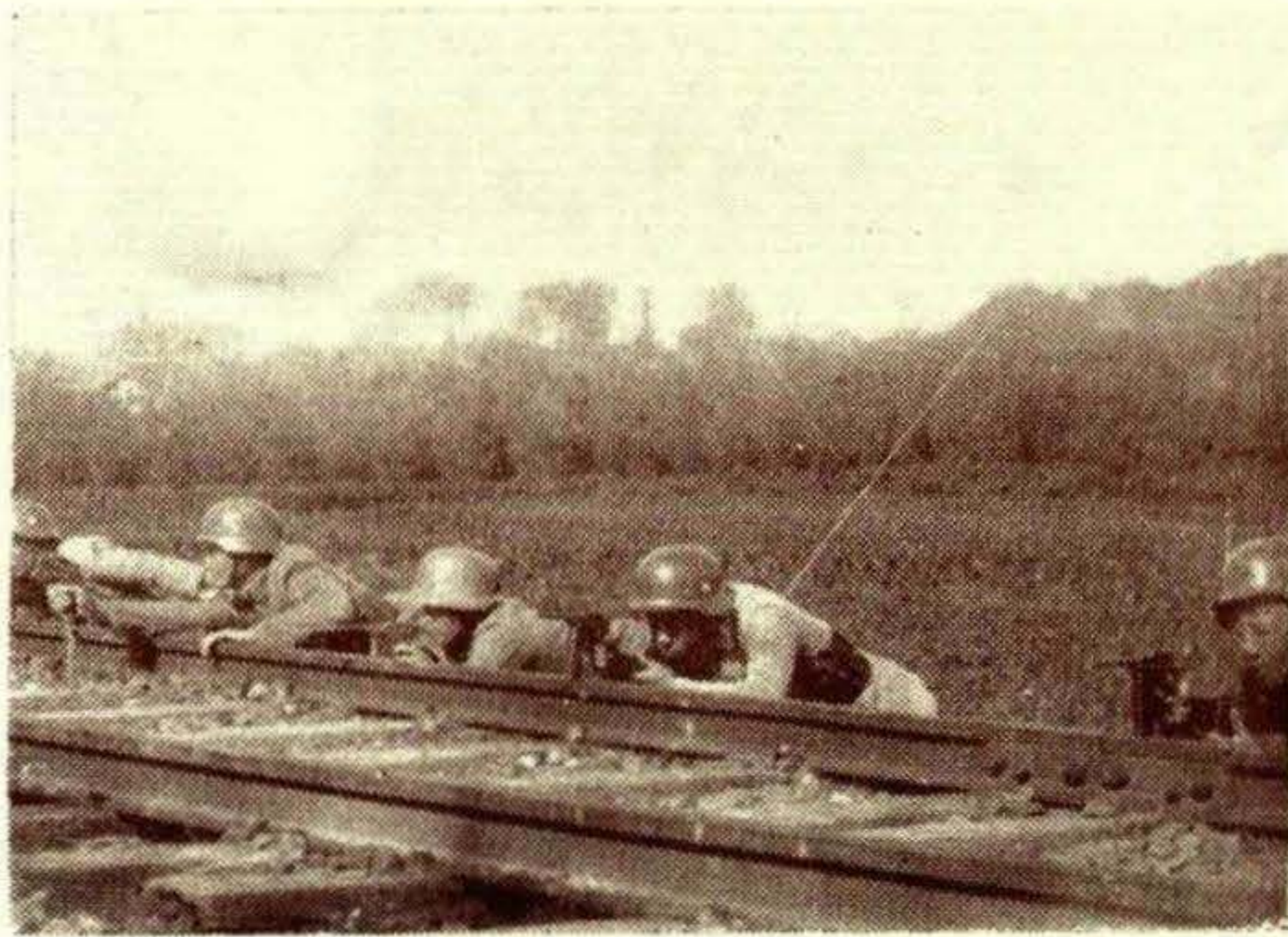
(Bottom Right) The remains of an aeroplane with its wings in the foreground. This plane was said to have been responsible for the tragedy on August 14, when thousands were killed and wounded.

(Below) The bare bones of the structure of the Hungjao Aerodrome on Hungjao Road, which was hit many times by aerial bombs.

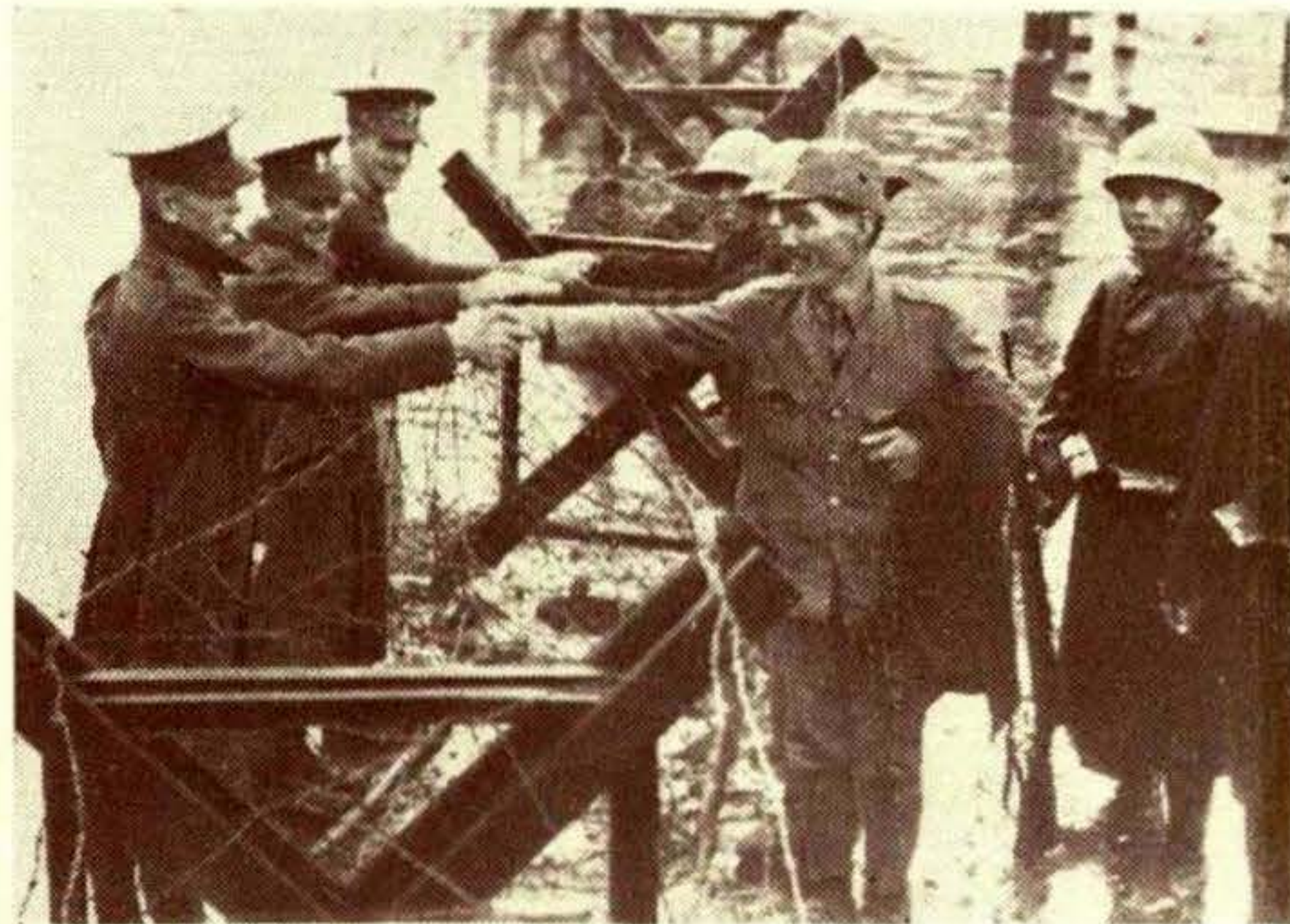
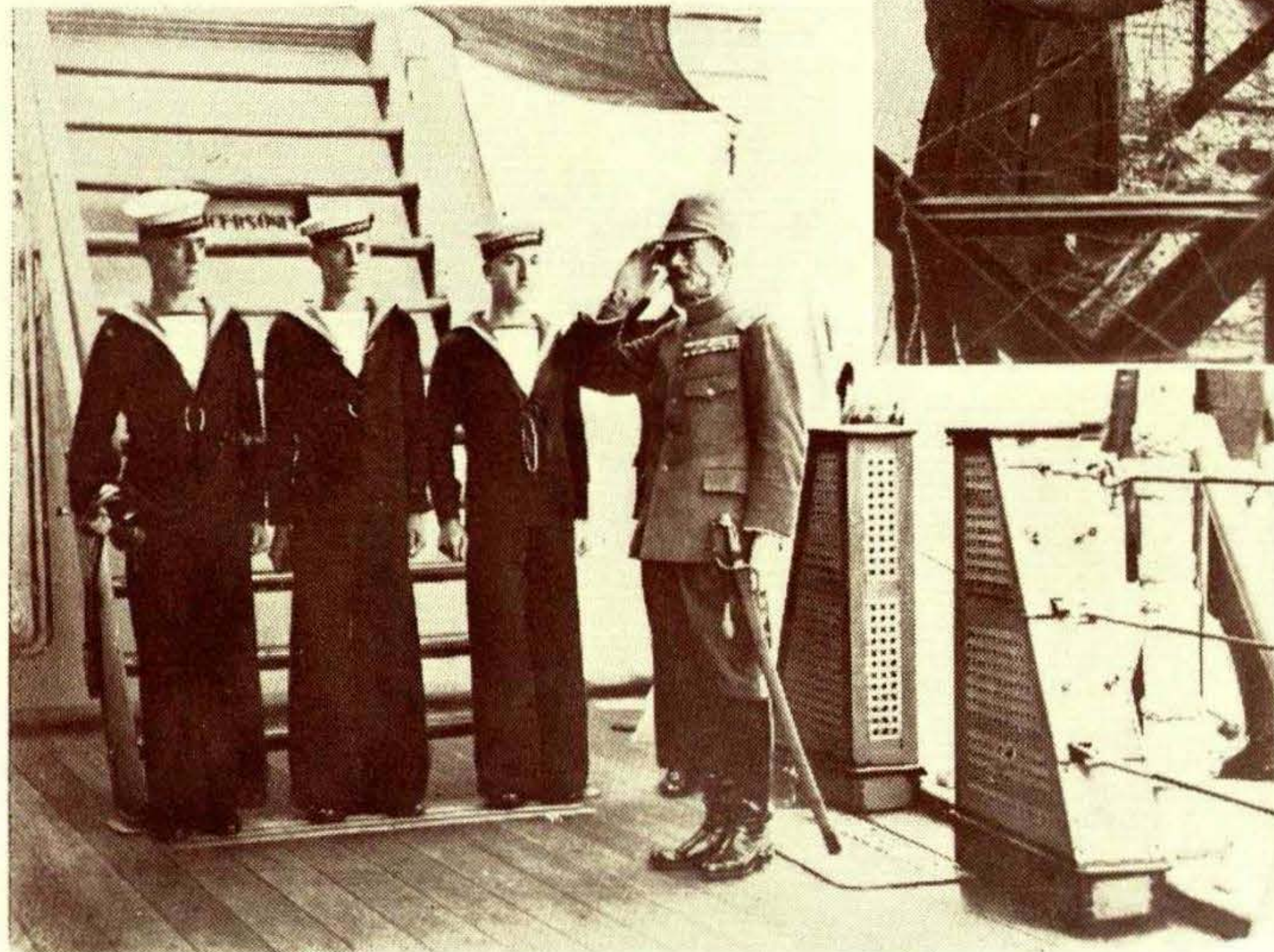




Following the landing of Japanese forces to the north of Chapoo, severe fighting had been proceeding along the Shanghai-Hangchow Railway region. The Japanese forces slowly pushed the Chinese back into the interior, and followed them relentlessly. When they had forced them to Soochow, they bombed that city, forcing the Chinese to retreat further west. Their objective was Nanking. These pictures were the first to arrive from the vicinity of Sungkiang. They show Chinese defenders fighting against the Japanese. The railway bridge in the bottom left corner was damaged by Japanese fire in the encounter.



(Below) General Matsui, Commander-in-Chief of the Japanese forces in Shanghai, accompanied by Major-General Harada and other officers, returned the calls of Admiral Sir Charles Little and Major-General Telfer-Smollet on board H.M.S. Cumberland at 10 a.m. on November 17.



When the Japanese occupied the North Station, their bluejackets and soldiers were in contact with the British troops guarding the North Station sector. Above is seen a friendly demonstration, although barbed wire divided them. The British Tommy is noted for his friendliness despite the barrier of language difficulties, but he is always the first to overcome that unimportant point.



ANOTHER DANGEROUS SECTOR

After the cessation of hostilities in and around Shanghai another war, also undeclared, was precipitated by the shortage of food. Rice and fresh foodstuffs became scarce after the Japanese occupation of the farming areas. Later some Moller Line tugs conveyed thousands of farmers daily to and from Pootung, where they had been given permission by the Japanese authorities to gather their vegetables. As each tug came in, thousands of farmers crowded the jetties; so great was the demand for fresh food, that they soon had sold all their stock.



The Bund became a scene of much bartering among the farmers and prospective customers as load after load of fresh vegetables came in from Pootung. These vegetables relieved somewhat the shortage of food, but the problem of rice was still a large and difficult one. Finally, the Shanghai Municipal Council took over the rice supplies and issued it in small lots to those who applied. Rice shops had long queues waiting outside; cooks and amahs came to buy rice for their households. It was only by this move on the part of the Council that rice could be evenly distributed. Meanwhile, all shopkeepers had to raise their prices, as the cost of most foodstuffs had been increased.

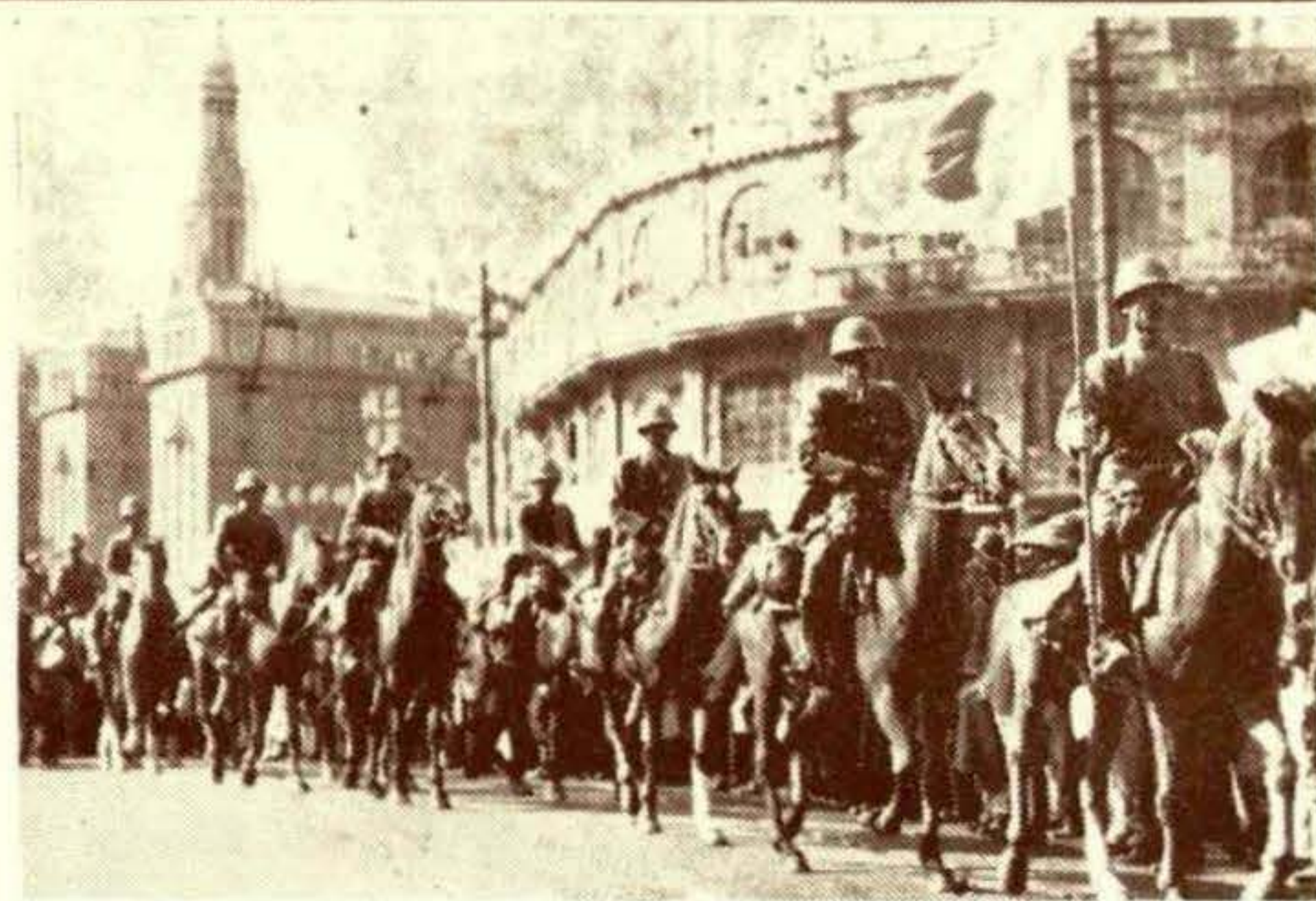
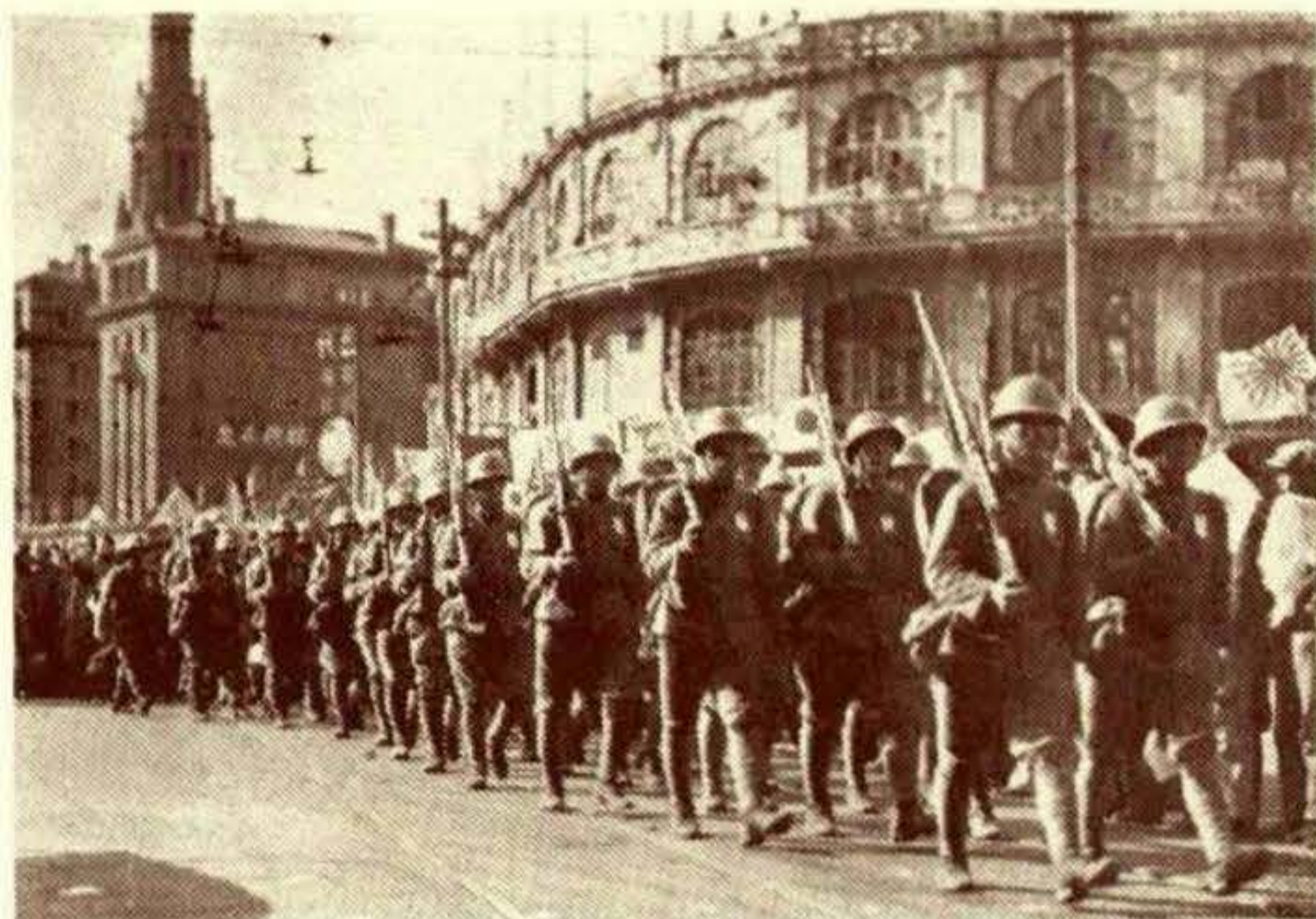


After the successful dislodging of Chinese troops from Soochow the determined Japanese troops pushed on to further victories. The picture above shows some of them marching along the railway station platform at Wusih after the town had been conquered.

Colonel Matsujiro Kimura, of the Japanese army, acted as guide to the military attachés from the foreign embassies in Tokyo when they inspected the Lotien district on November 29. They are seen below at the "House of White Walls," where the Chinese resisted the Japanese for 27 days, necessitating mining operations to vanquish them.

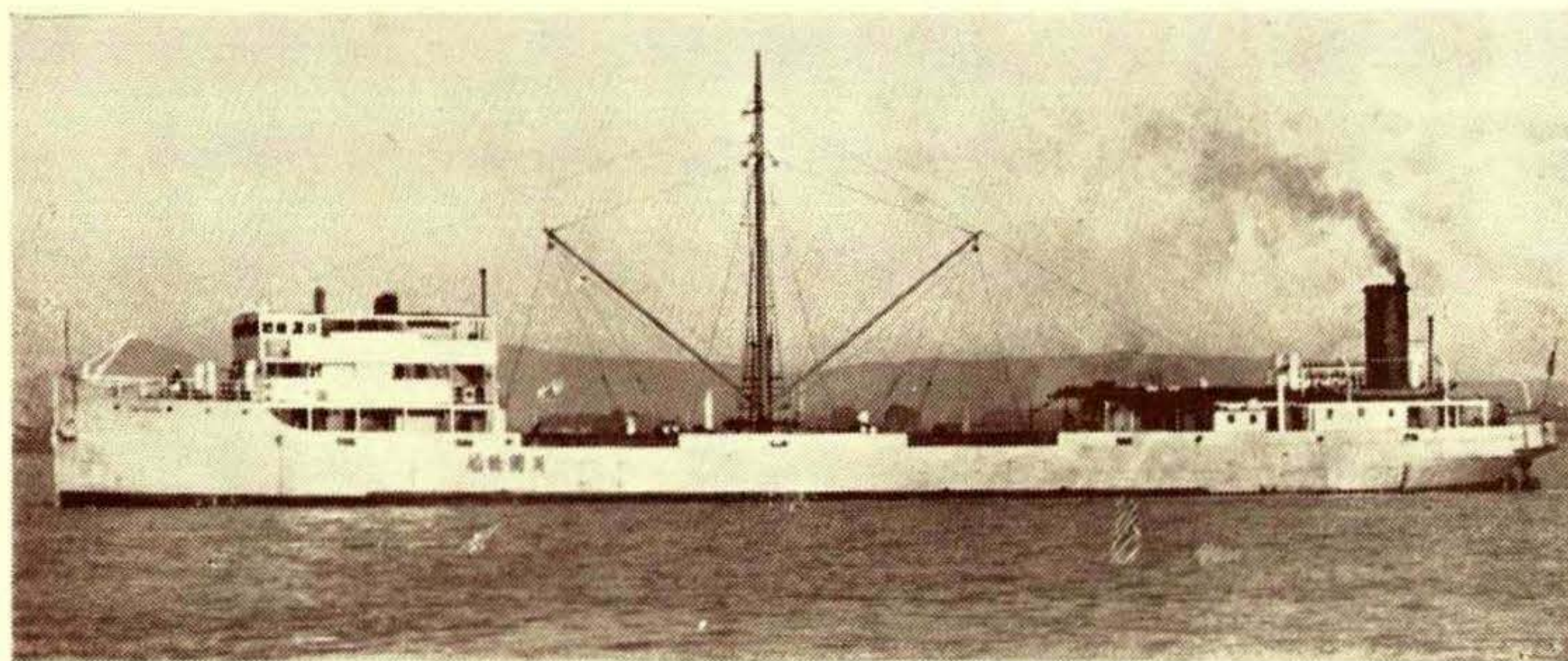


When the Japanese troops in Shanghai signified their intention to organize a victory parade on December 3, six thousand warriors tramped from the Toyoda Cotton Mill at Brenan Road, down Yu Yuen Road, along Avenue Foch, around Yu Ya Ching Road, and down Nanking Road to The Bund. The route they took was lined with hundreds of admiring Japanese civilians who came from Hongkew to acclaim their heroes. At the corner of Kwangse and Nanking Roads an Oriental civilian broke through the police cordon and tossed a hand-grenade into the street. Simultaneously with the explosion of the grenade a Chinese police constable shot dead the assassin. Four Japanese were hurt and three policemen received minor injuries. Japanese militia subsequently took control of that district till nightfall, after which they relinquished the area to the Shanghai Municipal Council.

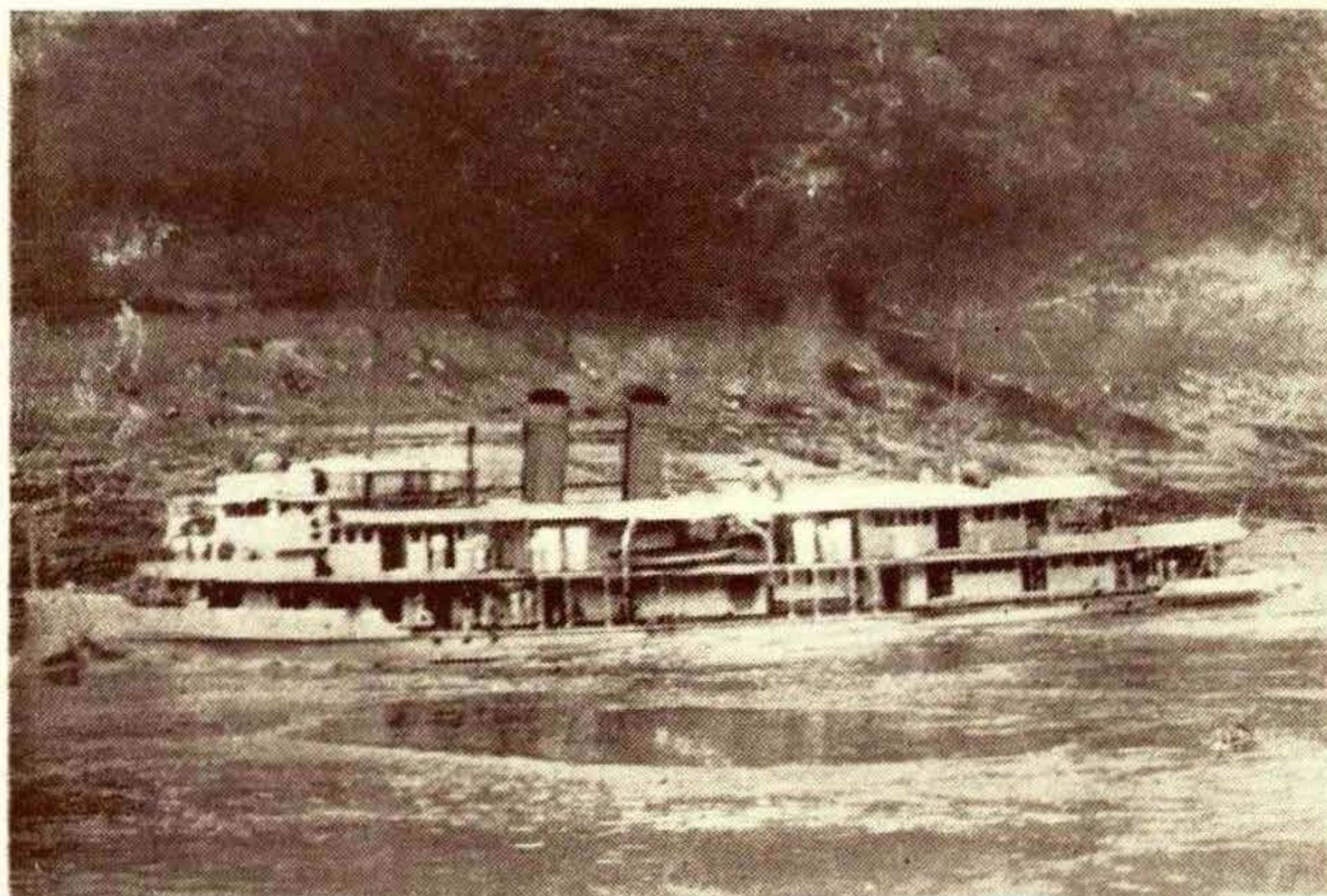




The day following the victory parade "incident" an army convoy of trucks, festooned with Rising Sun flags, were halted at the gates of the French Bund. A line of French armoured trucks blocked their way, and a group of French police stood beside them. The Japanese, it appeared, were on their way to Nantao City, via the French Bund, but had not notified the French authorities in time. They were stopped according to the regulations of the Concession. After an hour or so, when Japanese and French consular authorities brought their negotiations to an end, the convoy was allowed to proceed under escort of French Policemen. The photographs on the page show various scenes of the incident on December 4.



During the course of a bombing raid carried out by Japanese aeroplanes on Wusih, west of the former capital, Nanking, several bombs struck three British ships anchored in the river. The ships were :— the Butterfield & Swire ss. Tatung, Jardine, Matheson's ss. Tuckwo and H.M.S. Ladybird, a river gunboat. The Tuckwo was practically burnt out when a fire started immediately after she was hit, also destroying the hulk to which she was anchored. The Tatung was holed in her side and the engine room was flooded, but her captain succeeded in beaching her. H.M.S. Ladybird was not damaged seriously, and fortunately there were no casualties in any of the three ships. The Japanese apologized for the mistake, stating that their airmen had mistaken the ships for Chinese vessels.



On Sunday, December 12, at 1.30 p.m. the U.S.S. Panay, American river gunboat, and three lighters of the Standard Oil Company of New York were sunk by Japanese bombs about 25 miles above Nanking. The U.S.S. Panay was on her way upriver with members of the U.S. Embassy staff and refugees from the fighting in China's former capital. The casualty list was feared to be heavy, and so far four foreigners are listed among those dead, two being sailors of the ill-fated gunboat. According to a United Press correspondent the U.S.S. Panay was machine-gunned after she had been bombed, and before she sank she was boarded by Japanese naval men. Deep regrets were expressed by the Japanese ambassador at Washington, and assurances were given that a repetition of similar incidents would not recur. When the news was brought into Shanghai that an American gunboat had been sunk the American flagship, U.S.S. Augusta, postponed her sailing, remaining to await further developments, and to tend to the survivors of the bombing brought by the U.S.S. Oahu, sister-ship to the Panay.

(Right) Mr. F. H. Vines, of the Yee Tsoong Tobacco Company, photographed as he boarded the Japanese flying boat which brought him to Shanghai following the sinking of the Panay.

(Bottom Right) Flag-Captain G. E. M. O'Donnell of the British Yangtze Patrol is here shown being assisted aboard the flying ship.

(Below) Funeral rites were held on Sunday morning, December 19, for the late Signor Sandro Sandri, the Italian war correspondent who was killed in the bombing of the U.S.S. Panay. His coffin is shown lying in the Italian Club with Father Gherzi in the background conducting the ceremony.

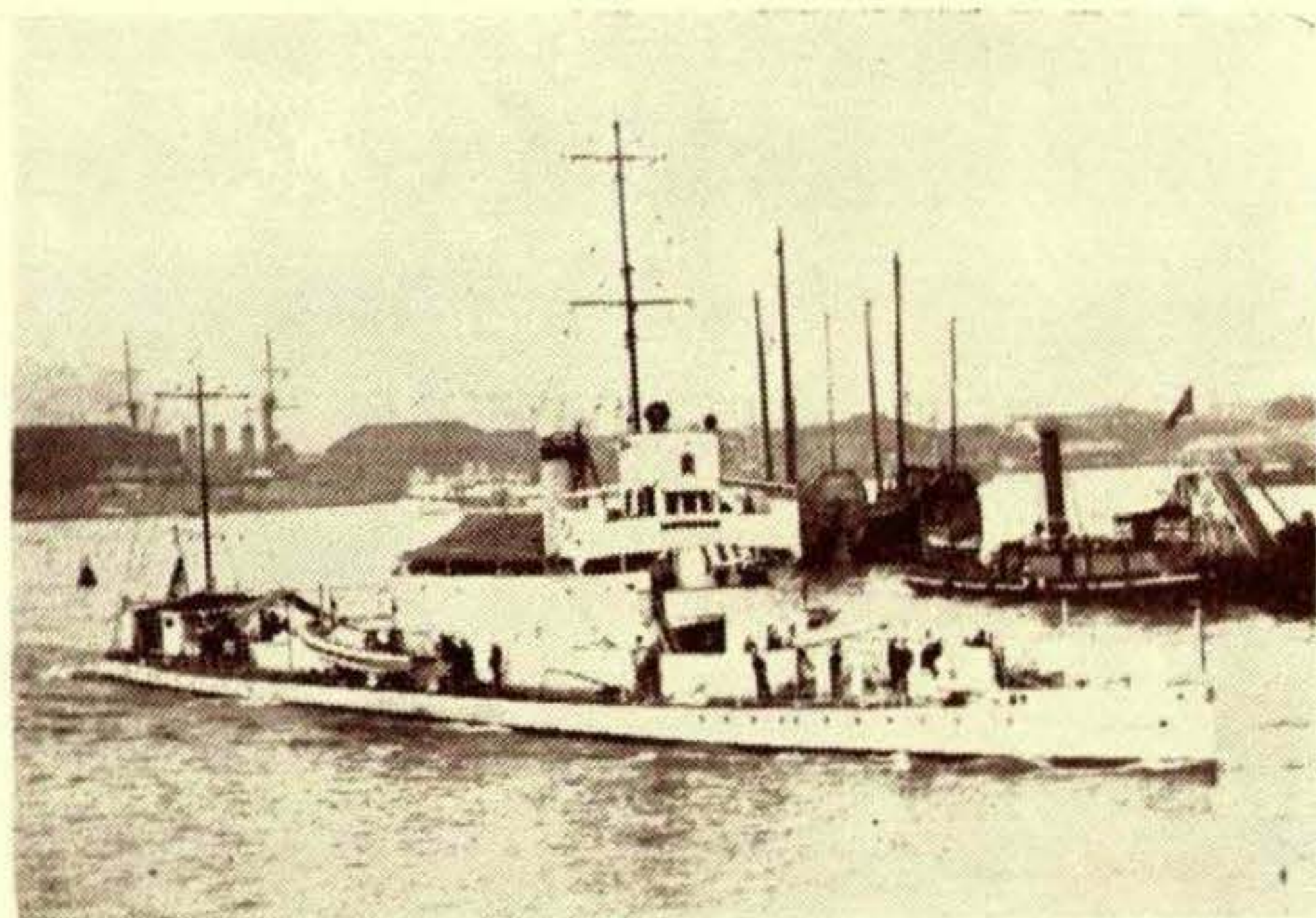




(Above) Japanese troops of the Ohno detachment shouting "Banzai" on the ruins of Chungshan Gate, or Eastern Gate, or Nanking, when the city's defences were penetrated.

(Below) A Japanese tank unit advancing toward the doomed city, no longer the thriving and prosperous capital of China. The government was removed in the latter part of November to Chungking, a port on the Yangtze River, several hundred miles above Nanking. This port is situated in the hilly slopes of Szechuen province.



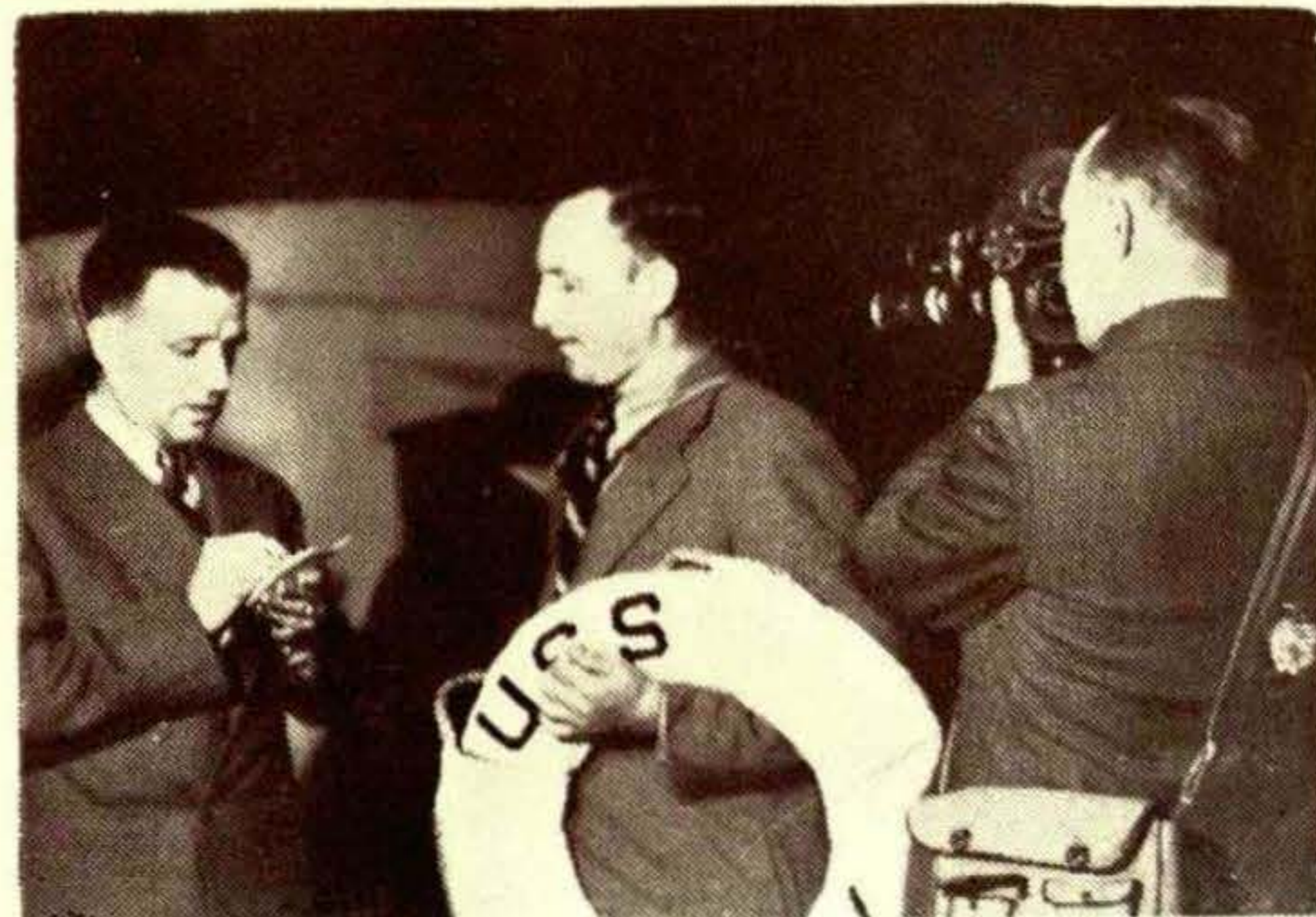


On December 17, H.M.S. Ladybird and U.S.S. Oahu steamed down the Whangpoo with the survivors of the Panay bombing on board them.

(Above) H.M.S. Ladybird, with her ensign at half-mast, slowly rounding the bend of the Whangpoo River at Pootung Point.

(Top Right) U.S.S. Oahu, sister-ship to the Panay, coming alongside the U.S.S. Augusta. The flag-covered coffins of the dead lay on her decks.

(Right) Mr. Weldon James, United Press Correspondent, explaining to a reporter how he brought off a lifebelt from the Panay as a souvenir of the incident.





(Left) Japanese troops and artillery at rest on the Chungshan Road in Nanking during the victorious march through the streets of the capital.

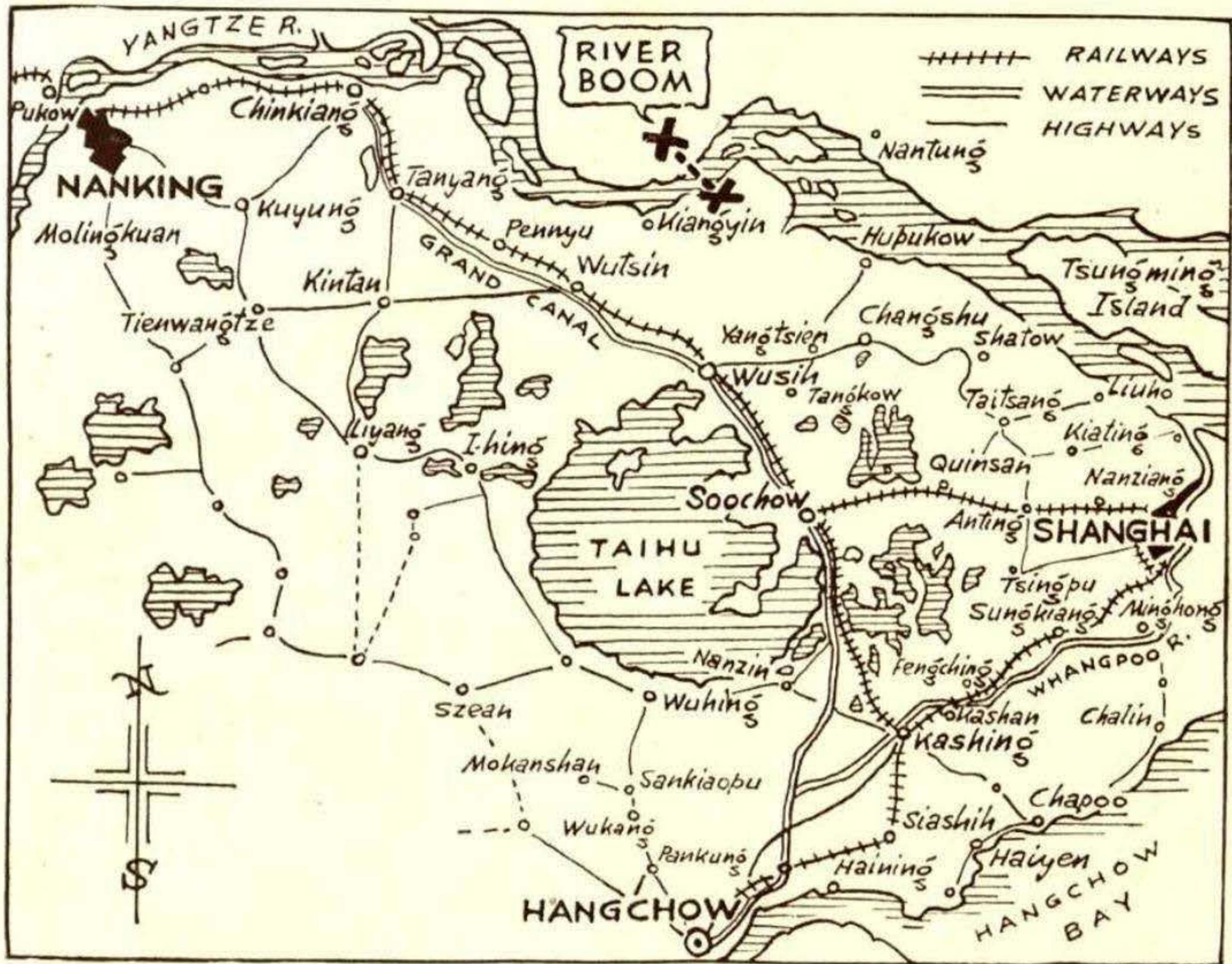
(Bottom Left) Another detachment of Japanese troops outside the Chinese Foreign Office, a modern building in the heart of the town, which was not damaged during the intense battle for the possession of Nanking.

(Below) Chinese wounded left behind in a Chinese military hospital after the retreat of their compatriots from Nanking on December 16.

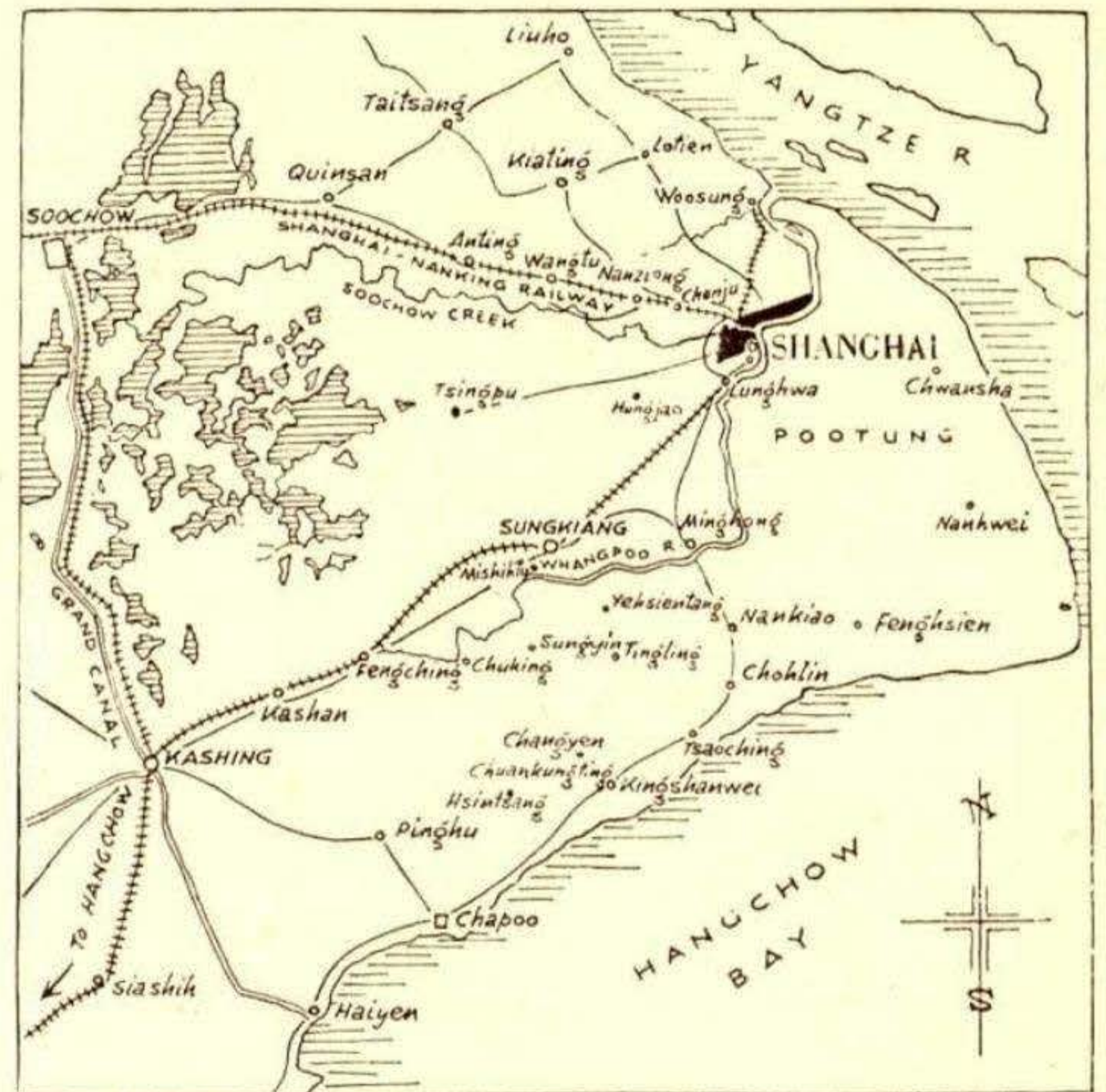




The opening chapter of the Sino-Japanese hostilities in Central China was brought to a climax on December 17, when General Iwane Matsui, commander-in-chief of the Japanese expeditionary forces, rode at the head of his troops and made a formal entry into the abandoned capital. Four months ago hostilities broke out with an intensity that took Shanghai by surprise, and during that time the opposing forces have waged a bitter and unceasing battle. The Foreign Settlements of Shanghai are now completely surrounded by areas occupied by Japanese troops, who have pushed the Chinese westwards until Nanking, 150 miles distant from Shanghai, has been taken by assault and occupied by Japanese armies.



Scale: 1 inch = 32 miles approx.



Scale: 1 inch = 20 miles approx.

Consignment
 CHINESE AMERICAN PUBLISHING Co.
 The American Book Co.
 160 Nanking Road, Shanghai
 PRICE M4.50
 712/plex

SCALE (APPROX.)

