

Summary of Japanese War Crime in China from 13 September 1931 to 13 August 1937. Ministry of Foreign Affairs, Republic of China. (Official seal). pp. 43-45.

Beginning in the summer of 1935, Japanese military planes flew frequently and landed around Peiping and Tientsin. On 3 August 1935, having received reports to that effect the Chinese Ministry of Foreign Affairs made its first protest to the Japanese Embassy. It demanded the cessation of such flights. The Japanese replied that they had to refer it to the Japanese Foreign Office in Tokyo. After this preliminary negotiation, these illegal flights of Japanese planes did not decrease at all, on the contrary, they were extended to many other areas - even to the interior provinces such as Shanhsi, Suiyuen and Szechuan.

The Chinese Ministry of Foreign Affairs again protested and demanded immediate cessation of such flights. The protest stated in substance that these illegal flights of Japanese airplanes in North China would very easily cause misunderstanding. Not only Chinese laws were being ignored, but Chinese sovereignty was also infringed. China had repeatedly tolerated in view of the fact that many issues in North China had not been settled at that time. Now North China had become peaceful. Therefore, diplomatic relation between Japan and China should be promptly conducted on a normal basis. In order to avoid any bad effect upon the readjustment of Sino-Japanese relations, Japan was hereby demanded to take proper measures to stop such illegal actions. Consequently the Japanese Government replied that the flight undertaken by Japanese airplanes in Peiping and Tientsin were based upon the provisions under Article 2 of the TANGKU TRUCE. The Chinese Ministry of Foreign Affairs retorted that such contention on the part of the Japanese Government was apparently a false application since Article 2 in the said truce served a limited purpose of observation during the evacuation of troops only. Moreover, the area to which this provision could be applied was also clearly defined (See text of the TANGKU TRUCE attached below). Therefore, the Japanese false application of the said provision could not be tolerated by the Chinese Government, and again asked that the Japanese government should immediately stop them. Even after this report, these illegal flights of Japanese airplanes still continued. The Chinese Ministry of Foreign Affairs, based upon its fixed policy, continued to negotiate and to demand their cessation. The Japanese Government, being unable to argue on that pretext, found yet another excuse. It replied that the issue in question could be naturally solved, after the aviation problem between Japan and China in North China had been settled.

The Chinese Ministry of Foreign Affairs immediately retorted that the issue of aviation liaison between Japan and China in North China was a problem altogether different in nature from these illegal flights. They were distinctly two issues which had no connection between them and which should not be mixed. The demand to have these

ALL COPIES  
RETURN TO ROOM 36

flights stopped was again made. Moreover, the Chinese Ministry of Foreign Affairs instructed the Chinese Embassy in Japan to protest to the Japanese Foreign Office, KOKOTA, the Japanese Foreign Minister, replied that such flights were based upon the interpretation of the TANKU TRUCE. It took time to take proper measures. After which the area over which the Japanese airplanes made their illegal flights continued to expand and extended to the provinces of Shantung, Kiangsu and Szechuan. Occasionally they even flew over the Province of Kiangsu, but during these flights over Kiangsu, they flew very high and their destination was uncertain. The case was different in Peiping. Pientsin, Tientsin and Tselan. Not only did they make frequent trips, but also they took passengers and postal mails and used the Chinese air fields by force.

According to the statistics of responsible governmental institutions, from June 1935 to April 1937 the Japanese planes had made 761 illegal flights -- they were only those of which we kept records. The Chinese Ministry of Foreign Affairs had lodged with the Japanese 13 written protests, not to count those which were made orally.

After November 1935, the Japanese Government failed to reply to the Chinese protests at all.

(Attached a text of the TANKU Truce, T.N. See Document No. 1870).

Summary of Japanese War Crimes in China from 11 September 1931 to 13 August 1937. Ministry of Foreign Affairs, Republic of China. (Official seal). pp. 43-45.

Beginning in the summer of 1935, Japanese military planes flew frequently and landed around Peiping and Tientsin. On 3 August 1935, having received reports to that effect, the Chinese Ministry of Foreign Affairs made its first protest to the Japanese Embassy. It demanded the cessation of such flights. The Japanese replied that they had to refer it to the Japanese Foreign Office in Tokyo. After this preliminary negotiation, these illegal flights of Japanese planes did not decrease at all, on the contrary, they were extended to many other areas -- even to the interior provinces such as Shanshi, Suiyuen and Shensi.

The Chinese Ministry of Foreign Affairs again protested and demanded immediate cessation of such flights. The protest stated in substance that these illegal flights of Japanese airplanes in North China would very easily cause misunderstanding. Not only Chinese laws were being ignored, but Chinese sovereignty was also infringed. China had repeatedly tolerated in view of the fact that many issues in North China had not been settled at that time. Now North China had become peaceful. Therefore, diplomatic relation between Japan and China should be promptly conducted on a normal basis. In order to avoid any bad effect upon the readjustment of Sino-Japanese relations, Japan was hereby demanded to take proper measures to stop such illegal actions. Consequently the Japanese Government replied that the flight undertaken by Japanese airplanes in Peiping and Tientsin were based upon the provisions under Article 2 of the TANGKU TRUCE. The Chinese Ministry of Foreign Affairs retorted that such contention on the part of the Japanese Government was apparently a false application since Article 2 in the said truce served a limited purpose of observation during the evacuation of troops only. Moreover, the area to which this provision could be applied was also clearly defined (See text of the TANGKU TRUCE attached below). Therefore, the Japanese false application of the said provision could not be tolerated by the Chinese Government, and again asked that the Japanese government should immediately stop them. Even after this retort, these illegal flights of Japanese airplanes still continued. The Chinese Ministry of Foreign Affairs, based upon its fixed policy, continued to negotiate and to demand their cessation. The Japanese Government, being unable to argue on that pretext, found yet another excuse. It replied that the issue in question could be naturally solved, after the aviation problem between Japan and China in North China had been settled.

The Chinese Ministry of Foreign Affairs immediately retorted that the issue of aviation liaison between Japan and China in North China was a problem altogether different in nature from these illegal flights. They were distinctly two issues which had no connection between them and which should not be mixed. The demand to have these

flights stopped was again made. Moreover, the Chinese Ministry of Foreign Affairs instructed the Chinese Embassy in Japan to protest to the Japanese Foreign Office. HIROTA, the Japanese Foreign Minister, replied that such flights were based upon the interpretation of the TANGKU TRUCE. It took time to take proper measures. After which the area over which the Japanese airplanes made their illegal flights continued to expand and extended to the provinces of Shantung, Kiangsu, and Ningsha. Occasionally they even flew over the Province of Kiangsu, but during these flights over Kiangsu, they flew very high and their destination was uncertain. The case was different in Peiping, Tientsin, Tsingtao and Tsinan. Not only did they make frequent trips, but also they took passengers and postal mails and used the Chinese air fields by force.

According to the statistics of responsible governmental institutions, from June 1935 to April 1937 the Japanese planes had made 761 illegal flights -- they were only those of which we kept records. The Chinese Ministry of Foreign Affairs had lodged with the Japanese 13 written protests, not to count those which were made orally.

After November 1935, the Japanese Government failed to reply to the Chinese protests at all.

(Attached a text of the TANGKU Truce.  
T.N. See Document No. 1870).