

Campaign Of Gui-nan & Battle Of Kunlunguan Pass

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In Haifang [Haiphong] of Vietnam, 6000 overseas Chinese organized 'donation' committee for sending money to China. French authorities ordered that only merchandise purchased by China before July 13th 1937 could pass through Haiphong. In Nov 1938, French colonialists prohibited the pass-through of 1000 trucks that China purchased. Vietnamese circumvented to allow 100 trucks drive through every night as an alternative. Elsewhere in Vietnam, young ethnic Chinese launched truck driving schools for service inside of China. About 3033 drivers and technicians returned to China for serving on Sino-Burmese Highway.

Japanese, early in the year of 1939, on Feb 10th, had attacked Haikou of Hainan Island and took over Qionghshan, Wenchang and Anding counties. French authorities in Vietnam, fearing Japanese, procrastinated the pavement of the Vietnam portion of Nan-Zhen [Nanning-Zhennanguan Pass] Segment of Xiang-Gui Railway. Japanese further planned to attack Vietnam for cutting off supplies to China.

From May 11th to 21st 1939, Japan reorganized 4th fleet for possible war against the Dutch East Indies. On June 11th, Japan devised a campaign against Kunming of Yunnan Province for cutting off Vietnam-Yunnan Highway. On June 29th, HK declared an emergency and evacuated women and children, while a Japanese delegation arrived in Hanoi for talks with French. On July 26th, US announced the annulment of commerce act with Japan in 6 months, which was partly triggered by Japanese encirclement of Tianjin's extraterritory and insulting British & American citizens. On Aug 18th, Japanese heavy artillery landed in Kowloon area, while Britain promised to secede all transports from HK to China as well as shut down Burma-China Highway for three months. [British closed Burma-China Highway in July 1940 and did not open till Oct.] Burma-China Highway trespassed across Hengduan Mountain Range, three rivers of Nujiang, Lancangjiang & Yangbi-jiang, and three bridges which Japanese planes had been bombing constantly.

On Sept 1st 1939, Hitler launched invasion wars in Europe. Jiang Huiguo, i.e., the adopted son of Chiang Kai-shek, would return to China in 1939 and serve under Hu Zongnan as a captain and a company chief. **American President called over Dr Hu Shi and proposed to intermeditate with Japan by making Manchuria a trustee territory.** In Chongqing, i.e., interim capital, Li Zongren was applauded by Stilwell for the correct prediction of European War. Li Zongren also met with Russian consulate



officials who offered a tea meeting. One and half year ago, Li Zongren predicted the European War to Luo-ke-fu the TASS Far East deputy director, and this time, Russian ambassador and Zhu-ke-fu were horrified at Li Zongren's prediction of Russo-German War on basis of Hitler's "*Mein Kampf*". After Chongqing, Li Zongren flew to Guilin of Guangxi Province for seeing his mother. At Guilin's discussion forum hosted by Ma Junwu the principal of Guangxi University, Li Zongren rebutted the viewpoint that Britain and France could beat back Germany as well as predicted the inevitability of Russo-German War. The next day, Ma Junwu, at Guangxi Univ, mentioned Hu Yuzhi's doubt about Li Zongren prediction: Hu Yuzhi, i.e., China's first class prose writer, had first expressed doubt about Li Zongren's prediction of European War during the battle at Wuhan.

Inside China, railways leading from Liuzhou of Guangxi Province were extended 68 kilometers to Laibin along Railway Xiang-Gui and 160 kilometers to Jinchengjiang along Railway Qian-Gui. Railway Xu-Kun [Yibin of Sichuan to Kunming] in Yunnan Province was extended 162 kilometers from Kunming to Qujing, and Railway Burma-Yunnan was extended 34 kilometers from Kunming to Anning. Kunming-Qujing Segment of Railway Xu-Kun [Yibin of Sichuan to Kunming] was completed on March 20th 1941 with dismantled rails from Yunnan-Vietnam Railway. [Chinese forces destroyed Hekou Railway Bridge when Japanese intruded into northern Vietnam on Sept 23rd 1940.]

On Nov 15th, at 8:10 am, 9th *Ryodan* of 5th *Shidan* landed at Qusha the protruding tip of western Qinzhouwan Bay, which was defended by 56th Regiment under Huang Gu's New 19th Division of 46th Corps. 56th Regiment, after a brief battle, fell back to Fangcheng. On 16th, at 6 am, 21st *Ryodan* of 5th *Shidan* landed at Huangwutun, next to Qusha. At dusk, Shioda Sadaichi's Taiwan *Ryodan* landed at Lidouzhui, further into the bay and to the south of Qinxian county capital. After landing on the coastline, the three Japanese *Ryodan* pushed north towards Nanning the provincial capital in parallel. By the afternoon of 16th, 9th *Ryodan* took over Fangcheng; and on the afternoon of 17th, Taiwan *Ryodan* took over Qinxian. Two regiments of New 19th Division retreated after resisting Japanese stepwise. On 19th, 21st *Ryodan* took over Dashi and Datang, while Taiwan *Ryodan* took over Xiaodong and Baiji.

16th Group Army commander Xia Wei ordered Su Zuqing's 135th Division of 31st Corps and Li Xingshu's 170th Division of 46th Corps to the defense of Nanning city and the northern Yongjiang river bank, while reserving Heh Weizhen's 131st Division and Wei Zhen's 188th Division as backup around Kunlunguan Pass. At dawn, on 23rd, Japanese forcefully crossed the river after over twenty charges. 9th *Ryodan* and 21st *Ryodan*, after crossing the river, pincer-attacked 135th Division to the west and southeast of Nanning. On the morning of 24th, Japanese took over Nanning. On Dec 1st, Japanese took over Gaofengai, a pass about ten kilometers to the north of Nanning, and on 4th, Japanese took over Kunlunguan from 188th Division, a pass about 50 kilometers to the northeast of Nanning.



On Dec 1st 1939, Chinese forces launched a winter campaign across the nation, with 1st Military District attacking Kaifeng and Boai, 2nd Military District cutting off Zheng-Tai Railroad & Tong-Pu Railroad, 5th Military District attacking the southern Ping-Han Railroad near Xingyang-Wuhan area as well as cutting off Hankou-Yichang & Xiangyang-Huayuan highways, 9th Military District attacking Xianning and Nanchang on Yue-Han Railroad, and 3rd Military District intercepting traffic on the Yangtze River.

After Kunlun Pass was lost on Dec 4th, KMT's Guilin Military Office devised a counter-attack for recovering the pass. Lin Wei, i.e., Chiang Kai-shek's attaché, was sent to the Guilin Military Headquarters as deputy director and tactician-in-general [i.e., chief of staff]. Additional troops were rerouted to Guangxi, including 66th Corps (travelling from Ji'an of Jiangxi Province to Liuzhou). Three prongs were

organized, with Cai Tingkai heading eastern route, Xia Wei heading western route, and Xu Tingyao heading the northern route. Xu Tingyao's northern route breached Kunlun Pass at one time. On Dec 16th, Guilin headquarters, having moved the frontline command center to Qianjiang, scheduled the general attack to be dawn of 18th. At 8 pm, on Dec 17th, Zheng Dongguo's Honor 1st Division of 5th Corps, with armored vehicles and



artilleries, punched into Japanese forward positions around Kunlun Pass. Simultaneously, Qiu Qingquan's New 22nd Division of 5th Corps circumvented around the west of Kunlun Pass for Wutang and Liutang. After four days of fierce fighting, Chinese forces encircled the pass and beat off Japanese relief army.

Japanese at the pass had to rely on airdrop for supplies. On 20th, at 10 am, 21st *Ryodan* commander Major Gen. Nakamura Masao personally led two *Daitai* from 42nd *Rentai* to the relief of Kunlun Pass. Impeded by Chinese troops for five hours at Wutang, Nakamura Masao's contingent crawled ahead to Qitang, by two pond-suffixed stops, by dawn of 22nd. By 21st, after four days of fierce fighting, Chinese troops cut apart and encircled Japanese units in isolated pockets at Kunlun Pass, Jiutang and Batang. On the morning of Dec 24th, Nakamura Masao, en route to Jiutang, was hit in stomach by shrapnel from an artillery blast, and died the next morning. On the morning of 29th, 5th Corps and Guan Yi's 159th Division of 66th Corps launched a concerted attack at Kunlun Pass. By 30th, Chinese troops cleared most of the

Japanese positions around the pass. With volunteer airforce support hitting Japanese relief and supply, 5th Corps of the northern route forces took over the pass at 11 am on Dec 31st.

The next day, i.e., New Year Day, two other KMT routes pushed on towards Nanning to the southwest, and took over Jiutang on Jan 4th 1940. On Jan 11th, Chinese forces charged at Batang, to the south of Kunlun Pass, and both sides dispatched reinforcements for a duel. Chinese 101st Corps was called over from Yishan, while Japanese dispatched relief from Guangdong Province for a circumventing campaign against Kunlun Pass from Binyang to the northwest of the pass. On Feb 1st, Zhang Fakui of 4th Military District was made into commander-in-chief for Gui-nan [southern Guangxi Prov] Campaign. Japanese launched offensive on this day, and planes destroyed all phonelines of Chinese forces. On 2nd, Zhang Fakui ordered an attack at Ganchang to the southeast of Kunlun Pass; however, Japanese took over Binyang to the hind of the pass. Kunlun Pass was lost again for the second time. On 5th, Bai Chongxi and Zhang Fakui personally went to the front and recovered Ganchang as well as cut off the return path of Japanese at Binyang. On 9th, KMT's Guilin Military Office held a meeting in regards to the new supply route from Vietnam in lieu of the lost route via Nanning and decided that there was no need for an offensive to recover Nanning. On same day, Japanese retreated towards the coast and majority Japanese army relocated elsewhere.

[Chinese Tank Forces and Battles before 1945 ed.htm](#)

stated that "a total of 154,000 Chinese troops included 5th, 6th, 99th, 36th, 31st, 64th, 66th and 46th armies were finally committed before the IJA decided to evacuate the southern port of Guang Xi in the following Chinese New Year, as a victory for the IJA was no longer achievable. The KMT lost over 27,000 troops." General Zhang Fakui erected a monument and attended a mourning service for the martyrs at Kunlun Pass.



抗日名將張發奎

In Feb, Chiang Kai-shek and Zhang Zhizhong visited Guilin of Guangxi Prov. Bai Chongxi & Chen Cheng, at the advice of Zhang Zhizhong, requested for demotion over the loss of Kunlun Pass. On Feb 22nd 1940, Chiang Kai-shek held Liuzhou Military Meeting and emphasized the need to elevate the morale of generals. 21st group army commander Ye Zhao was detained; 38th group army commander Xu Tingyao, and corps chiefs Yao Chun & Chen Ji were revoked their posts; and 35th group army commander Deng Longguang & 46th Corps Chief Heh Xuan were reprimanded by one account. Shortly after lunch, over 30 Japanese planes bombed Chiang Kai-shek's office and bunker for about one hour, causing a casualty of about a dozen bodyguards. One year before, Japanese bombed Chiang Kai-shek while he was at Huangshan in the outskirts of Chongqing, and two years before, Japanese bombed Chiang Kai-shek while he was in Wuchang.

At Liuzhou, the bridge over Liu-jiang River, which was built without concrete and steel, were

completed by late 1940 against the bombardment by Japanese who already took over Nanning in Nov. Railway Nanning-Liuzhou was discontinued for construction. In Sept 1940, the segment of Liuzhou-Laibin was completed. Japanese withdrew from Nanning of Guangxi Province in Oct 1940,