ABOUT
My Father

By Liu Ling
ABOUT MY FATHER

PREFACE

Since a lot has already been written about my father’s “official” life, I refrain from writing more; preferring to concentrate on “Family matters”. I try not to base my writings on rumors or hearsay, but on what I know or what my mother told me. The major portions are derived from the three foolscap brief autobiography written and typed by C.Y. Liu himself -- in English. During the “War Years” my father was rarely home. I have devoted a whole chapter titled “BABA” included in the Part 1 of the Liu Family Trilogy named “A Muddle-head’s Childhood”.

I do not wish to reflect in the glow of my father’s “glory”, so here is the little bit of what I know.

Liu Ling

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CHAPTER ONE

HOW IT CAME ABOUT

When I was a fledgling; my father had once written me a letter; translated as follows:

“Ling Ya-Tou <Servant-girl or Hand-maiden, in jest>,

Letter received. you are still at a tender age. If you wish to go now; we would always be worried about you. Your situation is not exactly the same as when I went abroad. Besides; if you leave home now; by the time you graduate from university and come back in at least ten least ten years time you would have changed from an ugly duckling to a young lady. During this time; whether we could even see you would be a problem. This is not even considering about the expenses you would have incurred during this period.

The standards of education abroad is not necessarily higher or better. As a matter of fact; many subjects and courses taught there are not relevant to your needs. Even if you studied them; it would have been a waste of time and money. So I think it would have been far better if you wait until you graduate from High School and then think about going abroad to study. Then, you would be only away for four or five years and we would not feel you would be absent from home for such a long time and thus cause us a lot of worries.

Your English has indeed improved. I am pleased. I wish you could give your brothers some advice and instructions so they can also advance like you. Then I would be even more pleased.
Niang (Liu Ling’s mother) has recently bought many Chinese novels. I hope when you are not so busy with school work you could read them in your leisure to improve your interest in History, etc.

Signed; Father on the 20th."
no month or year given

I have long forgotten about this letter. Niang had kept it for me for years and only handed it back to me when I visited her in Australia in the 1980's. I guess Baba wrote it when I was still in Middle School in Hongkong.

From the time I was small I had always been very fond of “chewing” books. Text books of course, were given the top priority, but all my spare time was spent in reading novels and books on history. So after reading Baba's letter, I asked Niang about the books he had mentioned in his letter. In retrospect I even remember seeing them when we were still living in Hongkong. Because it was so damp there Niang usually aired everything once a year in the sun to prevent stored things turning moldy. Those books were old classics printed and bound in the old fashion style. The illustrations were very fine and the paper thin and delicate. They included “The Red Chamber Dreams”, “Monk Going West”.....all those I had rented and read behind her back when we were living in China.

To my questioning, Niang apologetically said that she had already donated the lot to a local library when she moved from the house for the last time....so I never had the luck to possess the treasures that I coveted all these years.

Time passed. My father had passed away on 10th May, 1973 in Sydney and my mother passed away on 1st August 1992 in Canberra. During the last few years I had sorted out heaps of letters and other
materials pertaining to the lives of these two people who gave me life; provided for me and nurtured me through the years. I feel compelled to write down what I had gleaned before they get obscured by time ...when fiction creeps in and gets woven into facts.

What I knew as a child I had already put down in the Muddle-heads memoirs. So here I continue my Father’s Story.
CHAPTER TWO

THE TURNING TIDES

It was only after the death of my mother in Australia in 1992 that I went there to sort out her belongings of a life-time. I brought back numerous photo albums; plus a few books amongst other miscellaneous things. It was only when I started doing this project that I got the books out and found that they had once belonged to my father. Just to think that he had actually thumbed through them; perhaps got ideas and materials for the book he wrote that I translated in a later chapter of this book.

I had always been fascinated by any book about two periods of World history which existed side-by-side: the Victorian Era of Great Britain and the Ching Dynasty of China. I was also intrigued by two parallel key figures of those times: Queen Victoria of the British Empire and Empress Dowager Tzu-Hsi of China; living at the opposite sides of the world. Queen Victoria reigned for 36 years (1837-1901) and Dowager Empress Tzu-Hsi was the power behind the dragon throne for 47 years (1862-1908). These two astute and powerful women never met; but the events that happened in China and the British Empire were closely intertwined and interwoven between the East and the west. The old saying that, “East is East and West is West; the twain shall never meet”, held true only before the “discovery” of Cathay.

My project, once started, has almost become like the process of making a quilt. I am learning myself as I go along. Now I just jot down a brief outline of these two key figures of this era; setting the scene just before the birth of my father.

Empress Dowager Tzu-Hsi was a Manchu; a member of the Manchu
Clan from Manchuria that founded the Ching Dynasty which lasted from 1644 to 1912. The Manchus were an alien race outside the Great Wall to the majority of the Han race. In order to keep the Manchu race “pure”; the ruler’s marriage partners (which could be as many as three Empresses at the same time plus hundreds of concubines and hand-maidens) were all chosen from the Manchu household. Baby girls were registered at birth; waiting to be chosen to be presented at court; bringing wealth and honor to the chosen families. In this way, any daughter born to a Manchu household had the “potential” of being an Empress one day. So at a young age (some say at the age of sweet sixteen), Tzu-Hsi was selected and entered the palace. The reigning Ching Emperor already had an Empress (Empress of the Eastern Palace) but no heir. Tzu-Hsi, being very astute, caught the Emperor’s eye and produced a son. In this way she was elevated to become the Empress of the Western Palace, a title given to her when she produced the only heir to the throne. So to keep the story simple; she would now be referred to as Empress Tzu-Hsi.

The Royal Palace of Peking where the Emperor lived with his royal harem was also known as the Forbidden City. This was because no other male apart from the Emperor was allowed to set foot within the four walls. Except the eunuchs; the castrated male serfs who could wield enormous and gain wealth through corruption and black-mail. They were the ones that controlled the royal household; including the ruler. Empress Tzu-Hsi always had one by her side; Lee Liang-yin, who was her eyes-and-ears for mutual benefits. When her husband the Emperor died at a young age of only thirty one, her son ascended the throne when he was only six years old. Tzu-Hsi became the Empress Dowager and also the power behind the throne. Actually “behind” the throne, shielded from view by means of a curtain or screen, as a woman was not allowed to preside in court. Her son reigned for 13 years (1862-1974) and also died young. Once again the Ching Dynasty was without an heir. Tzu-Hsi then appointed the son of her late husband's younger brother to be the next Emperor. This Emperor was Kuang-Hsu. He was only four years old when he
ascended the throne and reigned for 34 years (1875-1908). He knew the urgency of reforming the feudal system and modernizing (or westernizing) of China to check the foreign powers getting in control of the country. But when the Dowager Empress found out about his “schemes”, she ordered the Emperor put to “house-arrest” in the Summer Palace. She was assisted by General Yuan Shi-Kai, who was on both sides; depending on the circumstances. The Emperor’s reforms lasted only one hundred days and later were abolished by the Empress Dowager. China had already been much weakened after the two Opium Wars. The first one from 1840 to 1842 ended with the Treaty of Nanking, which legalized the Opium trade and ceded the island of Hongkong to Britain. The second opium war from 1857 to 1858 which ended with the Treaty of Tientsin with Four Nations: Russia, the United States, Britain and France, which forced China to open up more ports plus China paying indemnity. Again in 1860 the Allied forces occupied Tientsin and Peking, and burnt the famous Yuan Ming Yuan Summer Palace, and signed a further Treaty at Peking; ceding Kowloon to Britain. The Ching Dynasty then also had to deal with the internal turmoil of the Tai-Ping Rebellion (1851-1854). During Tzu-Hsi's reign there was also the Boxers uprising in 1900 which eventually led to the siege of Peking (55 days in Peking) with the Foreign Forces united against the Boxers defending the fortified Legation Quarters in Peking. Empress Dowager fled with Emperor Kuang-Hsu to Sian. Before leaving the Royal Palace, she dispatched an order to have the Emperor’s favorite concubine thrown into a well and drowned. To protect their “rights” in China, the Eight Foreign powers (Russia, Britain, Germany, France, the United States, Japan, Italy and Austria) formed an Alliance to fight against China on China soil. The forces moved on towards Tientsin (the port of Peking) captured it and then moved to Peking and pillaged the whole city and set it on fire. They occupied the city on 14 August 1900. On 7 September 1901- the Ching Government signed a treaty of peace with eleven countries (the eight ones mentioned above plus Belgium, Spain and Holland) whereby China was forced to pay an indemnity of 450 million
taels of silver to be paid in 39 years; the foreign countries were also entitled to station troops to protect the Legation Quarter and along 12 strategic points along the railway between Peking and Shanhaiguan situated at the eastern end of the Great Wall. Tzu-Hsi held onto her power and died in 1908. But before relinquishing her power, she appointed the next Emperor; Pu-Yi, who was her sister’s son. Emperor Kuang-Hsu also died within days of Tzu-Hsu. It was said she “dispatched' him as well when she was in sick-bed and settled all her affairs to her liking. Pu-Yi was only two years old when he came to the throne and his reign only lasted three years. The Ching Dynasty fell in 1911 when Pu-Yi abdicated, thus he became the last Emperor of China. China became a Republic in 1912.

The Ching Dynasty lasted from 1644-1912; a total of 268 years. The Empress Dowager bequeathed us the Ching-style of clothing called “Chi-pao” or “cheong-sam”: the dress with a Mandarin collar and slits at the sides. Apart from this, she also left us the eccentric stone-boat in the Summer Palace in Peking. It was especially built for her amusement for her 60th birthday; using the money collected for establishing a strong navy to defend China from the invading gun-boats. The Summer Palace is now open to the public; locals and foreign tourists alike.

Now Queen Victoria was born to Edward, the Duke of Kent; the fourth son of mad King George the Third. Edward had married twice. The second time he was married to a widow with two children. Later Alexandrina Victoria was born to them at Kensington Palace on 24 May 1819. She was crowned Queen on 28 June 1838. She was married to Prince Albert of Saxe-Coburg in 1840 and they had altogether nine children. Victoria was widowed in 1861. Prince Albert her consort was only forty-two when he died but she was besotted with Prince Albert all her life to the ends of her days. She lived to be 82 years old (1819-1901).
Instead of eunuchs, she had favorite man-servants. She had an Indian secretary called “the Munshi” and a Highland servant, John Brown. Victoria was proclaimed the Empress of India in 1877; adding the jewel to the British Empire. All her children were well “matched” so she had royal connections in Germany, Coburg and Gotha Schleswig-Holstein, Prussia, Waldeck & Pyrmont and Battenberg, as well as at home in Scotland. She had many Prime Ministers during her reign; some had become a father figure to her like Lord Melbourne and Disraeli. She was at logger-heads with Gladstone and Palmerston. She reigned for 63 years (1837-1901) and she was the last sovereign of the House of Hanover. Queen Victoria left westerners with prudish (Victorian) thoughts and colonial thinking. Now vanishing?

During the times of Queen Victoria and the Empress of China; these two must have occupied each other’s thoughts on many occasions; for the numerous dealings and events that occurred during the reigns of these two rulers were intertwined and interwoven. Their deeds and decisions had affected and influenced thousands of lives with the outcome that the Ching Dynasty collapsed and China eventually became a Republic, while Great Britain’s power reached its zenith when Queen Victoria became the Empress of India.
CHAPTER THREE

MY FATHER'S ERA (1897-1973)

First of all I must mention that after the Yuan Dynasty of China (1279-1368) under the Mongol Empire that brought Marco Polo to the court of Kubilai Khan, China was once again isolated during the following Ming Dynasty (1368-1644). Then the “foreign devils” came. First were the Portuguese explorers to seek trade with the Far East. By 1557 Macao was ceded to the Portuguese as a base for warehouses. This was followed by the Dutch who took over Taiwan as a base. In 1636, the British Empire jumped onto the band-wagon under the banner of East India Company, mainly to trade for tea and silk. In order to stop the loss of revenue in silver from Britain; they paid for the goods by selling opium grown in India to the Chinese. To the traders this was a fair exchange (perhaps the start of the Free Trade? I gather the drug trafficking actually started from our west to the east). By 1820, the amount of opium shipped to China was 4,000 chests, each weighing about 133 lbs. It increased to 40,000 chests in 1838 causing the depletion of silver in China and also a great financial hardship. This eventually led to the two opium wars during the Ching Dynasty. China then had no worthy navy to combat the foreign “gun-boat policy”. Even though China invented gun powder, it was only used for fireworks and not for guns. During the reign of Queen Victoria the Treaty of Nanking was signed. Opium Trade was legalized. Other ports in addition to Canton were opened up and the island of Hongkong was made a British Colony. The British were allowed to live in “concession areas” in China under British law and not Chinese law. This was the first unequal treaty to be signed during the Ching Dynasty, setting a precedent. Many more unequal treaties followed so China was cut up like a ripe melon to be shared amongst the eight nations joined in the foray.
In 1911 there started the Fourth of May Movement; one of a series of uprisings, master-minded by our Father of Democracy, Dr. Sun Yat-sen. In 1912 the party led by Dr. Sun Yat-sen succeeded in ousting the Last Emperor Pu-Yi of the Ching Dynasty. Pu-Yi abdicated on 12th of February that year and Dr. Sun Yat-sen founded the Republic of China and became elected as the Provisional President. However; the conniving General Yuan Shi-kai (who also had assisted Empress Dowager before) wanted to control China instead and also aspired to be an Emperor himself. He forced Sun Yat-sen to resign and had himself elected in his place. Meanwhile, the First World War broke out in Europe (1914-1918) and also in 1915 Japan demanded “21 regulations” set out in favor of Japan. To add to the confusion General Yuan Shi-kai died in 1916 and in 1917 China was involved in war with Germany and Austria. In Russia there was also the Bolshevik Revolution setting up a communist government. Happily in 1918 the First World War ended when President Wilson of America declared Peace.

During my early education in the British Colony of Hongkong in the 1950’s, the sections on the cause and effect of the Opium Wars and why Macao and Hongkong were ceded to foreign countries were totally deleted from our Chinese History syllabus. It had become a closed subject to our enquiring minds. Even though I had been living abroad since 1963, I had become an assiduous “China Watcher”, looking in from the outside. It has taken me years to ferret out the truth. Hongkong would be returned to China at midnight on 30 June 1997, turning another page of history.

As I have mentioned before, I am basing most of my materials on three foolscap pages of an autobiography that my father wrote himself. So to beef up the interim periods, I have added some letters and articles my father wrote. They not only fill in the gaps, but make the story more coherent. The rest were based on what my mother told me and my own experiences. So, I am slowly fitting in the pieces of the puzzle, slotting
events into place and hopefully a clearer picture will emerge and we can all make some sense of my father’s era of 1897 to 1973.
CHAPTER FOUR

What My Mother (Niang) Wrote About My Father (Baba)

“Baba was born in Kaifeng, Honan province of china on 18th Dec 1897 (by Lunar calendar it was 26th of the 11th Moon), during the twenty-third year-reign of Emperor Kuang-Hue of the Ching Dynasty. He had many siblings and was the fourth and youngest son born to his parents. Baba's forefathers originally were from Sao-Shing of Jia-Jiang Province. (Sao-Shing is the place where the famous Shao-Shing Wine is produced.) His forefathers moved from Sao-shing to Kai-feng in later years. Baba was the fourth generation of Liu living in Kai-Feng as seen in the Family Tree using "Generation-middle names” system.

Note: In old China each member of a “generation” of the same line is given the same middle name and then a personal name. There are also usually two personal names: one used officially when in school and office and one used by family members. By looking at the middle-name one can easily deduce which generation a person belongs to in one particular family line. So Baba's given Middle-name was Ching and Personal name Yee. He was known as Liu Ching Yee in public and Ben Yee to his mother. This system is not as simple as it sounds as in Chinese phonetics; each Chinese character has four “tones”, so the sound YEE in his personal name has two different Chinese characters, each with its own meaning.

Since he was the youngest son in his family his mother doted on him. His pet name at home was “Little Fourth son”. Baba was brought up under the traditional Confucius thinking of “Honor thy Father and Mother”, actually not too far from the Christian belief. His mother was also a devout Buddhist.
Once I read an article written on my father's family background and it mentioned that Baba's forefather’s family business in Kaifeng was involved in making dim-sim in an eatery and production of bean-sauce in a factory. I had written to Niang to ask her whether this was true. She replied that, “Baba’s forefathers were in the business of selling paper products in Kaifeng. She had never heard about the restaurant business mentioned to her before.”

Since Niang’s family name was also Liu, I also enquired whether she and my father were related somewhere along the line. Niang explained that it was not likely as her original family name was not even Liu but Soo. This was because her father was formally “adopted” by his maternal Aunt who had no children to carry on the family name. Her married name was Liu, so Niang's father (my maternal grand-father) changed his surname from Soo to Liu. Niang's father originally came from the south (Kuantung Province) and her mother from Tientsin (North) while my father's forefathers came from the east and west; so the fore-runners of my parents had come from the four corners of China; not remotely related.

In another letter Niang wrote about Baba's childhood, “When your father was young he attended a school set up at home with a private tutor to learn the Chinese Classics. For his High School years he attended a Missionary School run by Americans. 

NOTE: Baba wrote, “Between 1911 and 1917 he was attending Kaifeng Preparatory School”. (from Autobiography).

At this time father wore a long pigtail as was the tradition imposed upon the Chinese by the ruling Manchus. To enter a foreign school he had to cut off his queue (Chinese pit-tail). This he could not do without getting the consent of his mother. Bound by the Confucius Rules that fulfilling one’s “filial duties” is considered one of the top virtues. Dutifully Baba had asked his family elders to plead for him and thus he got the permission to go to the barber. In another letter Niang wrote: “I heard your Grandmother (paternal) telling the story that Baba and his third
brother (one year his senior) were the best of friends. They used to share the same bed to sleep on, using opposite ends to lay down their heads. In Kai-Feng’s old family home there was a Chinese date-tree growing by the court-yard wall. Baba loved to climb this tree to pick dates to eat. Right next-door lived a young lady who wore her hair in two long plaits. Every time Baba spotted her over the wall, he would yell to his elder brother, “Third Brother, come quickly and have a look at this lovely maiden with two plaits!” In this way Baba became a sort of “match-maker” as Grandmother arranged for the marriage between her third son and this maiden-next-door with two long plaits. Thus she became your Third Aunt. She was older than your Third Uncle by three years.”

In 1917 Baba sat for an exam to apply to go to America for further studies. He did this without telling his mother as he did not want to upset her; being newly widowed. After he had learned he had passed the exam and that he had to leave home; once again he asked his family elders to plead for him and offer penance to gain his mother’s permission to go abroad. I myself remember clearly the story Baba told me himself many times of his luck in the “beginning”. This is when he sat for the Scholarship Exam to go to the States in 1917 when he was just twenty. When the results came out he went to the bulletin board to check out the list. He searched for his name from the bottom up. The bottom names would win the least sum of scholarship while the top name would win the most. He was totally confident that when he got to the top of the list he would not say, “Oh my god! I didn’t make it!” , but he was sure to say, “I didn’t win the least but the most!!!” So he had always set his sights high. He also told me that he won because he was the only one taking the exam who knew what a "crawfish" was. He said “luck” was with him.

NOTE: Baba wrote: “Passed Provincial Government Examination 1917. Crawfish was the word that ranked me as the 1st of the group. 1918 Spring went to Cheng-Yang Magistrate as a tutor.” (from Autobiography)
CHAPTER FIVE

ABROAD (1918-1924) and RETURN TO CHINA (1924-1930)

The First World War ended in 1918. China was in the 7th year under the Republic Government. However, it was a military one and China then was not yet “politically” unified. Different Fractions broke out each with its own Warlord; some for Dr. SunYat-Sen and some scheming against him. In 1919 the Fourth of May Movement was on in China galvanizing the “Nationalism Movement”. Unfortunately Dr. Sun died of cancer in 1925 (1865-1925) and left China once again in chaos. The notorious Warlord Period lasted from 1916 to 1926 -- a period of utter confusion to me. Different regions were under different warlords with a lot of in-fighting; back-stabbing; plots and sub-plots and internal intrigues. There were Generals, Marshals, bandits, usurpers and there is no well defined “good-guy” or “bad-guy” to help me along. So this period has become a grey area to me. It all depended where one was at the time and whom one barracked for. Baba's departure to the States and his return from abroad fell within this period: utter chaos. Even the names mentioned are confusing to me when translated into English. I could hardly find a text with both Chinese characters and English translations together to finger-point a certain person mentioned, especially when I am not “well versed” in this period of Chinese history. So it’s best I gloss-over the parts I’m wading through to get on with the story.

Baba wrote in his autobiography:
“Went to the States in Autumn 1918. Entered University of California, 1918-1920; transferred to University of Michigan, 1920-1922, to take up Aeronautical Engineering and graduated."

I can add here that Baba first went to the University of California to study Medicine; then he transferred to University of Michigan and obtained a Masters Degree in Aeronautical Engineering which was a very
new science then. Baba thought he would be more useful to his own country on his return when he was thus qualified.

He continued:
“Experience:  Joined the Continental Motors in Detroit as student engineer. Because of an accident) on account of losing one quarter of (my) middle finger on my right hand; left for New York to join the China Society as Chinese Secretary. Then (I) joined the Kirkham Products Co. which produced the first flying boat.

April 1924 (I) went back to China.

By the recommendation of the Education Commissioner to Wu Pei-Fu; I went to Loyang where Wu Pei-Fu asked a driver to test my knowledge on automobiles. Then the war broke out in October between the Chi and Feng factions and Wu wired me to join him in Peking. Soon Fung Yu-Shiang (Ling - should this be “Soon, Fung Yu-Shain..” or is Soon part of the name?) revolted and I was stranded in Peking. In 1925 (I) went to Mukden (Shenyang) to teach in North-Eastern University; then resigned to join the Aviation Department under Marshal Chang Hseu-Liang at a lesser pay. (Here I) designed for an engine compatible with the 400 H.P. Propeller the Department bought but did not arrive with the plane. However, the Management did not dare to try (my propeller) on the plane; for fear that it might suit the plane (and work) and invoke too much pride (actually jealousy) amongst other members of the Department caused by a green engineer. When the original propeller arrived; they found that my design was exactly of the same size and worked on the plane just as well.

In 1926 Kwo Sung-Lin revolted and I was caught in Chang-Li. Two days later I boarded the young Marshal's S. S. Cheng-Hai at the (Port) of Tsing-Huang-Tao and then sailed to Hu-Loo-Tao to Darien (Da1ian). From there (I) went to Mukden by rail. In 1927, Fengtien Army went back to Peking. (in the same year) I got married to Cheng Shu-Ying in Kai-Feng, but made (our) home in Peking.
In 1928 (I) was made the Commissioner of Industries in Kaifeng. Later (in the same year) I retreated with the Fengtien Army to Changteh in the summer, leaving my wife in Kaifeng (as she was with child). At Chengteh I learned I was appointed as the Vice-Minister of Agriculture and Labor to the Old Chang's Cabinet. In November 1928 (I learned) my wife had died during childbirth.

It was actually Niang who had written down Tseng Shu-Ying's name in Chinese characters for me. As I had mentioned before, the Anglicized sounds of Tseng Shu-Ying do not give any inkling of the actual Chinese characters and therefore the actual meaning to the words. Most Chinese names do have meanings. Niang had also told me that she had heard that Baba’s first wife was an educated person and he had got on well with her and had written poems to her. When she died giving birth she had left a vermilion lacquered box which Baba had always kept with him and also an antique enamelled watch which Baba had given to me. After Baba’s Death, Niang also gave me the vermilion box to keep as a memento. Baba had also written poems to Niang as Niang had also shown them to me. However after Niang's passing I could not find them amongst the things she left behind. I still possess the little vermilion box and the enamel watch. Often I would take them out to think of the previous owner of these things. Had her baby daughter survived, I would have had the sister I always longed for.

Baba continued in his autobiography:
"In 1928 (I) retreated with the Fengtien Army, Old Marshal was bombed to death by Japanese plotting at Mukden. In 1929 The Young Marshal killed Yang and Chieng.”
CHAPTER SIX

LIFE WITH MY MOTHER (1930-1938)

Baba continued in his Autobiography:
“In 1930 I was appointed to the Chinese Eastern Railway as the Chief of the Track Department. I married Liu Wei-Ying.”

Baba married Niang; my mother Liu Wei-Ying on 19th April 1930. She had the same family name “Liu” as my father; but they were not related as explained before. My mother was due to take her final examination in the Teachers Institute in Tientsin when my father pressed for an earlier marriage date. Niang consented reluctantly. She went to Harbin where my father was stationed for the wedding ceremony, accompanied by her eldest sister. They travelled by train.

Niang told me the following story about Baba’s “filial duties” towards his widowed Mother:

“No matter where Baba lived, he would always find ways to arrange for his Mother to come to join us. In this way paternal Grandmother had lived with us in Harbin, Nanking, Gooling and during the war at Bei-pei. Three weeks after Baba and I got married in April 1930; utilizing the orthodox Russian Easter break, the “gang” arrived from Baba's hometown in Kai-Feng. This not only included the Matriarch herself, but also her other married children and her grandchildren in tow, making a contingent of ten to descend upon the newlyweds. We gave up our matrimonial bed to the Matriarch to use. Baba sincerely believed in ‘Four generations living under one Roof’, a much sought after ‘blessing’ in the Chinese tradition and Confucian teachings. In addition to this,
Baba also adhered to, ‘Thou art thy brother’s (and sister’s) keeper’ in its true sense.”

Baba continued:
“In 1931 (9th April) Ping was born. He died later at the age of ten. Also in 1931, Japan invaded Manchuria on 18th Sept 1931. I managed to stay on (in Harbin) till the autumn of 1932 when I maneuvered to escape to Peking.

Early in 1933 I was appointed as chief of Track Dept of the Peking-Sueyuan Railway. Then (I) gave it up on account of factionists.

In 1933, under the National Government, (I) assumed (the position) of the Director of the Metropolitan Aeronautical Factory. Made the first Java Plane, then modified the New Lfe (is “Lfe” correct?) Plane.

In 1935 (I) transferred to Nanchang from Nanking.

In 1937 (I) tried to establish my own factory at Nanhu and Wuchang, but on the outbreak of Sino-Japanese War the Aeronautic Commission cancelled its order of fifteen training planes a year. So I left and retired to Lushan.

In 1938 Dao-Nien was born (on 2nd January).

In the summer of 1938 I left Lushan for Hankow where I was persuaded to join the Aeronautical commission. Right away (I) was sent to Kwanghsi to look for caves in order to accommodate the plane factories. Before leaving for Kwanghsi I went back to Lushan to take out my family.”

At this time the War with Japan had started in full swing. According to Niang, Baba had moved his large family from Nanking to Gooling (part of the Lushan Range of mountains, a summer resort) where we had lived for almost three years. Niang said actually three summers and two winters. I certainly remember the house where we lived, the snow we played in, the birth of my brother Dao-Nien and the escape down the mountain running away from the Japanese. By the time Baba came back
to fetch us, Niang had already organized to get us down the mountain in separate groups.

Baba continued his side of the story:
“Quite a surprise and a good episode to meet Mother in a hotel, brother and sister-in-law and children in a refugee camp and my own family on the street of Dehan. In Nanchang, we (again) divided into two groups: my mother, brother and sister went to Hunan to join my brother-in-law Huang and I and my family and sister-in-law and her children went to Hengyang by way of Chi-an. We got to Hengyang on the night of the Autumn Moon just in time for an air-raid (Japanese) and we got bombed. We continued our way to Kweilin by train and got bombed again. After settling there for a while we continued onto Liuchow; taken there by a mischievous truck. There we were also bombed. We were then living on a (house) boat. Once again we uprooted and went to Kweiyang, taking a ride on a truck belonging to Central Aeroplane Co. After arranging for my family to settle in Kweiyang I had to leave for Chungking (the War Capital of China). One night (in Chungking) I learned that Kweiyang was bombed at the time of rehearsing the air-raid warning system. All communications were cut off, even the telephone lines. The next day I learned that my family was safe. They (my family) decided to come and join me in Chungking. After some hardship, they managed to arrive at Bei-Pei (a village near Chungking) where I bought a house to accommodate them. Then Mother came from Hunan to Bei-Pei to live with us.

Note: For further materials on this period; please refer to Chapter 1: Running Away and Chapter 3: Grandma of “A Muddle-head's Childhood”.
CHAPTER SEVEN

THE WAR YEARS (193-1945)

Though I am far from being a historian, I would still like to first
capsulize this period of Chinese History. The time element was made
csembler when the use of the Lunar calendar in China was changed in
1912 to the Christian one. This happened at the time when Pu-Yi, the
Last Emperor of the Ching Dynasty abdicated in February 1912 and the
Republic of China came into being. Civil War was rife between the
Nationalists (or Kuomintang under Chiang Kai-Shek (1887-1975) who
was once Dr. Sun Yat-Sen’s military advise) and the Chinese Communist

The First World War was going on in Europe between 1914 and 1918
when the Civil War was going on in China; superimposed also by the
Warlord Period as well. So a lot was going on when the First World War
ended in 1918 and the Peace Treaty was signed at Versailles in January
1919. The Chinese delegation requested that the Foreign Powers
terminate all the special privileges they had obtained in China (mostly
through Opium Wars) and abolish the Twenty-One Demands made by
Japan and accepted by Marshal Yuan Shi-Kai when he was in control in
1915. However, this was denied and the Peace Conference unfairly
transferred Germany’s leased rights in Shantong Province (eastern China)
to Japan. This led to the Famous May Fourth Movement in 1919 when
3,000 students gathered on the Tiananmen Square in Peking to protest;
wanting to free China from the semi-colonial and feudal state it had been
in. This later turned into a patriotic movement. Mao Tse-Tung was one
of the leaders of May 4th Movement of 1919. Since the death of Dr. Sun
Yat-Sen in 1926, the two opponents Chiang and Mao had been fighting
each other in China; before, during and after the Second World War. On
top of this in 1931, Japan faked an incident in Mukden (Shenyang) for an
excuse to send troops to Manchuria. Then Japan set up the deposed Pu-Yi
in Manchuria as a puppet ruler of “Manchukuo”, a new state under the control of Japan. The incident at Mukden in 1931 was known as the September 18\textsuperscript{th} Incident mentioned in history books, marking the start of the Japan Invasion of China and henceforth taking China bit by bit. In 1932 Japan attacked Shanghai. Kuomintang, instead of fighting the Japanese, were more intent in chasing the communists. This precipitated the Long March which started in October 1934. 80,000 men and women retreated on foot for 12,500 Km and arrived in Shaanshi, a mountainous area in north China. The survivors (only 20,000 made it) of this march arrived at their base at Yenan one year later in October 1935. At the same time in 1935 Japanese troops had moved south of the Great Wall towards Peking and Tientsin with the intention of taking over the five northern provinces of China. The situation was so serious that it was “maneuvered” to capture Chiang Kai-shek in Sian in order to persuade him for a cease-fire against their own kind but to join forces together to fight against the Japanese, their common enemy who were at their very door-steps. Chou-En-Lai was sent as a mediator and he succeeded in ending the Civil War which had already lasted ten years with many lost lives. This event was recorded in history books as the Sian Incident of the 23rd November 1936.

On 7th July 1937, Japan attacked the Marco Polo Bridge in Lugouchow, located just south-west of Peking. This started the all-out assault by the Japanese on Chinese soil and the Chinese united forces fought back. This was the beginning of the Sino-Japanese War which lasted for eight long years (1937-1945). Japanese troops moved fast from 7th July 1937. In less than one month Japan occupied Peking and Tientsin (Port of Peking). By November Japan took Shanghai and in December the capital. Nanking fell with 300,000 Chinese massacred. In October 1938 Wuhan and Canton fell. The government retreated to the war capital of Chungking in Szechuan Province in the same month. Chungking is situated right in the center of China surrounded by impassable mountains and east of Tibet. Between 1941 and 1942 a puppet Regime was set up.
in Nanking by Japan with a Chinese traitor, Wang Jing-Wei in charge. Wang was a Japanese sympathizer. Chiang, in the War Capital of Chungking gathered military supplies via the Burma Road, built by Chinese labor, and air-lifts from India to combat the Japanese. On 7th December 1941, Japan attacked Pearl Harbor and Hongkong. Hongkong was defended by 14,000 Commonwealth soldiers (including a lot of Canadians) against 40,000 Japanese with air and naval support. Hongkong surrendered on Christmas Day 1941, with many lives lost. By this time the war against the Japanese had escalated to become World War II.

In 1945 President Roosevelt died and Truman was sworn in. The first atomic bomb was dropped on Hiroshima on 6th August and the second one on 9th August on Nagasaki. The devastation caused the unconditional surrender of Japan on 9th August 1945 and the end of World War II. But in China, Civil War broke out again; still between the Nationalists and the communists with the same life-long opponents.

Baba continued with his Autobiography:
“Once I had settled my family in Bei-Pei. in 1939, I had to go to Chengtu (capital of Szechuan Province) to join the C.O.A.A. (what is the meaning of “C.O.A.A.”) In the winter, I was sent to Sinkiang Province to establish a Russian Aid Aeroplane factory. When everything was arranged for the construction, I returned to Chungking for further instructions. This was for drawing up agreements and documents for Sun Fu to sign with the Russians in Moscow. After a few months stay in Chungking, nobody seemed to know what Sun Fu and his party did in Moscow. I then went back to Sinkiang and found that the factory was well on the way of completion. (I) went to the factory but was treated like an outsider. I even had to ask for passes to go through the factory. It was a one-sided game, so I came back to Chungking and asked C.O.A.A. for consultation.
1941: Ping died. (born 9th April 1931; died 18ⁿᵗʰ Sept in 1941 by accident in school at Bei-Pei. He was ten years old)
1941-Willie was born. (Liu-William Lung: born 25ᵗʰ Sept 1941; about one week after Ping died.)

I was supposed to go to the states to take charge of the Lend-lease program (for aeroplanes), but on 8th Dec, the Pearl Harbor Incident happened just before the time I should take off-for Hongkong. Therefore my journey was delayed till November of 1942. I flew from Chungking to India, Karachi, Cairo and Khartoum, across the African continent to Accra; then Ascension Island to Natal, Brazil. From there to Miami, Florida, then to Washington, D.C., arriving there in January of 1943. 1944 I took part in the first Civil Aviation Conference in Chicago in October as the Chairman of the 5th Commission. Mother died on 9th October 1944 in Bei-Pei home. 1945 President Roosevelt died in April right after I took part on signing the Agreement of World Airlines in organizing the I.A.T.A. (International Air Transport Association) in Havana, Cuba, 1945.

World War II ended on 5th June 1945 but the Jap War was still on.

In August the First Provisional Civil Aviation Conference opened in Montreal, Canada; I was the Chinese Chief Delegate. At this time the Jap war also ended.”

Colonel C.Y. Liu received many medals during his life. The one he was most proud of was the Award of the Legion of Merit, for services from January 1943 to August 1945, as Executive Officer of the Chinese Air Force Mission in the United States, presented by the war Department, Pentagon. The citation was signed by the president (Harry Truman).

In the 80's I was living in Australia. A relative of mine came to visit me from Mainland China and we took him to do some sight-seeing. It was
25th April, so we first took him to attend the (let me know the meaning for ANZAAC) ANZAAC Day Parade in Adelaide. Bands played, followed by veterans of all wars marching past, most of them wearing their old uniforms and decorations. Some walked some in wheel chairs and some rode in Jeeps and cars. The few left who took part in the Second World War were getting quite frail. My relative was quite moved by the sight and asked me what it was all about. I was stunned to know that he had never heard of the two world wars nor the wars in Vietnam or Korea. I knew there had been a lot of protest from China when the texts books used in schools in Japan deleted the cause and effect of the Sino-Japanese War and denied the atrocities the Japanese troops did in china. In the 1950’s, I was only taught the history of the British Empire in the Colony of Hongkong and was kept in the dark wrapped in a cocoon from the rest. One person didn’t know the existence of another world when in the twentieth century men were exploring the moon and the outer space! So the times had not changed that much since the explorers and traders had come and “discovered” Cathay. The Chinese emperors of old put their blinkers on and hoped the foreign devils would either go away or the emperors pretended the foreign devils didn't exist. To what end?
CHAPTER EIGHT
AFTER THE WAR (1945-1949)

So after the Sino-Japanese war that lasted eight long years in China a peace conference was set up between the Nationalists under Chiang and the communists under Mao, trying to work out the differences in doctrines. The U.S. sent a mediator, General George Marshall. Chou En-Lai was also present. The Conference started on 28th August 1945 in Chungking and lasted for 43 days. However nothing was resolved and the short-lived truce came to nothing. Civil War broke out once again, almost immediately from 1945 to 1949 between the two opponents. At that time Chiang was in control of China in the west and Mao in the North. By August 1948 most of the north, east and central China north of the Yangtze River was 'liberated' by the People's Liberation Army and Peking was made the headquarters of the Red Army. In April 1949 another attempt was made between the two parties to end the civil war; but Chiang “retired” and the vice-present Li refused to sign the truce document. So the People's Liberation Army began to move south of Yangtze River. It took Nanking, the capital of the Nationalists, on 23rd April and on 1st October 1949 the People's Republic of China was formally established. A big celebration was held on Tiananmen Square of Peking and Peking was made the capital; the name changed to Beijing; the Mandarin pronunciation of Peking. Chiang continued to retreat while the People's Liberation Army moved south. So even though the Nationalists had superior weapons and soldiers in the ratio of four to one, the Chinese population just had enough of this in-fighting since 1911. They only wanted a unified China. The inevitable happened. On 10th December 1949 Generalissimo Chiang Kai-Shek retreated from Chengdu in Szechuan Province and flew to Taiwan; assisted by the Americans, taking with him 300,000 of his troops and national treasures to set up his Kuomintang Government.
Now Taiwan also had a long story. It was Chinese territory until the Japanese took it over. Then the Dutch took control from the Japanese after 1623. In 1894 Japan invaded Korea, captured the Korean king and occupied Seoul; and from there moved into Chinese Liaodong Peninsula and Weihaiwei. This led to the Sino-Japanese War. In 1895 the Treaty of Shimonoseki was signed (when Dowager Tzu-Hsi was in control) when Taiwan and the adjacent Penghu Islands were ceded to Japan on demand. During the Second World War Taiwan was under Japan occupation and was heavily bombed by the Americans. All the industrial installation; roads and bridges were destroyed. After the war, Taiwan (it was then called Formosa) was returned to China. When Generalissimo Chiang Kai Shek took refuge in Taiwan he had a small local Chinese population; the support of his troops, his followers plus the military support and financial aid from the U.S. to the tune of three billion U.S. dollars since 1949. Chiang, to his dying days had vowed to fight his way back to Mainland China until his death in 1975, predeceased Mao, his opponent-for-life, by only one year.

Baba continued in his Autobiography;
“In April 1946 the North Atlantic Civil Aviation Conference opened in Dublin. (I) represented the PICAO (Pacific International Civil Aviation Organization) as their honorable guest at the state dinner. Then (I) came back to Chungking in July. From there I went to Bei-pei to pay my respect and give a commemorative service to my mother at her grave. (she had died on 9th October 1944) . Then (I) brought my family out to Hongkong in August. After that I flew to Cairo to participate in the European Civil Aviation Conference, then went back to Montreal as the Council Member of PICAO.

In February of 1947 I was the chief delegate to the South East Pacific Civil Aviation Conference at Melbourne, Australia. There I learned that I
was appointed to the Managing Directorship of CNAC (China National Aviation Corporation) and (I) was asked to come home immediately. On May 1st 1947 I resumed the Directorship of CNAC.”

Baba was the Managing Director of CNAC from 1st May 1947 to 1949. The headquarters was first in Shanghai and later moved to Hongkong in 1949 when Shanghai and Canton were 'Liberated' one after the other.

Then there were two Airlines operating in China: CNAC and CATC (Central Air Transport Corporation). Since these Airlines come into the picture; two excerpts taken from, saga of the “Saga of the Legal Battles”, written in 1959 by C.Y. Liu are included below and translated as follows: (Could you send me original copies of C.Y. Liu’s writings in Chinese? Thanks.)

A BRIEF HISTORY OF CNAC (China National Aviation Corporation)
“CNAC was established on 1st August of 1930; formed by the incorporation of China Airways Federal Inc., of U.S.A. and the Chinese Transport Department. The shares were divided so that it was 55% Chinese and 45% American owned. The Americans provided the airplanes and equipment and the Chinese provided ground service and airport facilities. Actually no one knew the exact value each partner provided; but it was estimated the total asset was worth ten million silver dollars at market value. The contract signed in 1930 was effective for ten years. In 1933 the American partner the China Airways Federal Inc., sold their entire share holdings to Pan American Airways. By 1936, CNAC had purchased a total of nineteen airplants (should this be either airplanes or airports?) at various stages and business was getting quite prosperous.

On 21st August 1938, a CNAC plane (name Kweilin a DC-2) was hit by Japanese enemy plane during its flight from Hongkong to Chungking with a loss of fourteen lives. In 1940; the original contract between
U.S.A. and China matured but was extended to a further five years. (I changed the following information, as the crash on March 14, 1942, killed my uncle, Emil Scott: http://www.cnac.org/emilscott/accid01.htm I do not know how many DC-3 planes CNAC had at this time, but I do know there were no more DC-2’s. And I cannot attest to the Lend-Lease Act of an additional 10 transport planes. I believe your reference to the Flying Tigers and Chennault is not correct.) On 14th March 1942, CNAC’s last DC-2 crashed in Kunming. Fortunately the American Congress passed the Lend-Lease Act and allocated ten transport planes to CNAC to provide transport between China, Thailand and India. Some of these were used for flights over the Hump route (the Himalayas) to airlift supplies during the war against the Japanese. Later in August and also in February the following year (1943) another ten planes were allocated to CNAC (I am not sure about this). In 1945 the contract between U.S.A. and China again matured and it was once more extended, but the new contract changed the share percentage basis to China owning 80% and the U.S.A. (Pan Am) 20%. At this point CNAC bought six planes (DC-4, Skymasters). After the war with the Japanese in 1945, CNAC took part in the repatriation service for displaced personnel in China. This amounted to carrying 210,000 passengers and over 71,000 tons of freight. Up to the end of 1947 CNAC had inaugurated 41,778 Kilometers of flight routes to 34 cities. Generalissimo-Chiang considered that the 4-engine Skymasters were a lot safer than the old model with only two engines. So he 'requested' CNAC to renovate one Skymaster for his own personal use. With this kind of 'request' CNAC could only dutifully oblige. This new plane was named Mei-Ling, after Chiang's wife; Sung Mei-Ling. It was refitted with a bedroom, bathroom, living room, dining room, even a bar; all very luxuriously decorated. Just the chinaware and silverware alone was worth one hundred thousand U.S. Dollars and the whole plane worth nine hundred thousand U.S. dollars. It was presented to Chiang as his 60th Birthday 'gift' setting a precedent in the world for the first luxurious presidential plane used by heads of government.
In 1948 CNAC carried more than 400,000 passengers and over 40,000 tons of freight. At this juncture the International routes included routes flying east to Japan, Korea, Honolulu and San Francisco; south-east to Manila; south to Saigon, Bangkok and Singapore and west to Rangoon and Calcutta. The route between Hongkong to Canton on the Skymaster was the most used because it was so convenient being one flight each way once every hour.”

A BRIEF HISTORY OF CATC (Central Air Transport Corporation)
“The original name of this airline was actually Europa Airline (I think you mean Eurasia Airline?), established on 1st February 1931, in co-operation with the German Lufthansa Airline; with Germany contributing aircraft as one third of the shares and China providing the ground service and airport facilities making two-third of the shares. As to whether the business was profitable or how much money China had forked out to subsidize the company to keep it going was unaccountable. When the Second World War began, Germany could no longer supply the planes, the spare-parts and equipment laid out in the contract to keep Eurasia Airline afloat. Later when China also declared war on Germany, Eurasia Airline was left with one solitary plane with no spare-parts for repairs or upkeep. This plane spent more time on the ground than flying. The subsidy from the Government was also limited as it was like filling in a bottomless pit. At this time, the General Manager/Director (Li) had to haunt the China Transport Department day in and day out, begging for loans or requesting for loans of pilots and aircrafts from China Air Force. On March 1, 1943 Eurasia Airline was renamed as CATC (Central Air Transport Corporation) Airline. Air Commander Chen Choi-Lin was appointed as the General Manager/Director. CATC was allotted ten Air-Force planes on loan to assist in air-transport. In December of 1945 CATC also borrowed U.S. $400,000 from the Szechuan Salt Industry Bank and purchased eleven C-46 planes. These were the surplus Air Force planes in India after the war.
In April 1946 an additional seven C-46 surplus U.S. planes were purchased in Shanghai and in the same year in July, more were added totaling one hundred and fifty planes. These were all C-46 and C-47 models and they were used for repatriation services after the war, transporting more than 48,000 passengers and 29,000 tons of freight.

In 1947 CATC has a flight route of 27,213 Km to 23 cities including international routes to Thailand and the Philippines.”
CHAPTER NINE:

THE TURNING POINT (1949)

Just a close-up view of the situation in China in 1949.

On 15th January Tientsin was ‘liberated'.

On 31st January Peking followed. All flights from Peking or Tientsin to Tai-Yuan terminated. So From January to February C.N.A.C. changed flight route from Tsingtao to Tai-Yuan, mainly to transport food and sometimes resorted to air-dropping food parcels when there was no place to land.

On 5th February the Nationalist Government moved from Nanking to Canton.

25th Feb: A Nationalist Navy vessel ‘defected’ and arrived at Yiantai on 1st March.

The situation became so serious that the following article, written by Manager/Director of CNAC Mr. C.Y. Liu, was published. Translated as follows:

CONQUER THE PRESENT DIFFICULTIES

The 31st March 1949 issue of CNAC Monthly Bulletin

“Following the recent months of rapid changes of the political and economic conditions; our Corporation (CNAC) is also moving into a difficult situation. The Administrators of our various Departments; because of their duties; have been cracking their brains trying to solve the problems and handle the situation. Not all of my colleagues can understand the present predicament. Since it deeply involves every one of us; it must also gravely affect our emotions; our lives and in turn our
families. At present the problem involves all of us as a UNIT; so this problem belongs to each one of us.

In retrospect; in looking at our past year’s (1948) efforts; we have done a lot to be proud of. This is mainly due to the sincere co-operation between China and America and also the united efforts of all Departments; their good planning and management and in turn their workers. So during the first few months of the past year; the Company has shown good profits and great optimism for the future. Both figures for transport of passengers and freight have increased five-fold. The finance of the Company has been stabilized and is now making profits. We have even ended up with a surplus after paying off all the accumulated debts in the past. With the surplus funds we purchased ten freight planes used presently on the routes between Tsingtao and Tai-Yuan and these contributed most of the revenue in paying off this big organization’s vast expenditures.

From November last year; the Company’s future; linked to the devaluation of the dollar; suddenly started to worsen; to the extent that the Company's deposits in the Government Bank had devalued to one tenth of its original value. The Balance Sheet suddenly went into the red; making everyone’s income unreliable. Following this was the furious increases of the price of fuel oil; likened to a wild horse running loose. At the height of its increases; the company had to use 70% of its entire revenue to pay for the cost of fuel. This made life very difficult. Also in December it was very unfortunate also there were two plane crashes. So apart from the loses in assets; our morale and reputation have taken a severe beating.

At the beginning of this year (1949) ; a sector of our staff and equipment was moved south (to Hongkong) and another sector with families has been reallocated to Taiwan. The move to the two destinations and building new facilities added a tremendous extra load to our troubled
Finance Department. Due to the political situation during the last six months the company has also terminated the flight routes in the north and north-east of China and at the same time reduced other flight routes; also flight frequencies and total area covered. The economic situation was so bad that everybody was poor and 'travelling' had become a luxury item few could afford. The prices of goods had also reached a record-high so that there was no profit in the freight business. With the present reduced freight routes and frequencies the planes also had rarely been full. Because of all this; the total revenue of the company had been reduced to less than 20% of what it used to be. The other 80% of the revenue depended on a few routes still operating under the unusual political situation; and even these could vanish at any moment. So with a total revenue of less than 20% the Company still has to support a few thousand employees. Just to think of all these people; each one counting on getting water from a drying well....the situation now is so perilous that it’s needless for me to explain.

These difficult problems and situations worried us Administrators in every Department. We constantly try to come up with a solution; to find a way so that our organization would be able to continue to support a few thousand workers who depend on the Company for a livelihood. Right now we have quite a few plans on the drawing board and some already are being carried out. For example: by starting new flight routes to overseas countries in Malaysia to increase our foreign revenue. Also we can transport regional products or seasonal goods to make up a full load to increase our freight load. Another measure we can take is to create an Economy class ticket to attract tourists. At the same time we should improve our passenger service and advertise our improvements. All these plans are in hand. But the most important consideration is to economize and prevent wastefulness. We all know that ‘a penny saved is a penny earned’. We must not only try harder to make an extra cent; but we must also try to save every penny as well. The principle of making an extra cent and also saving an extra cent should apply to everyone. In this
way we all can help to solve the problem that belongs to all of us. If anyone wastes one cent or not contributing to earning one extra cent; then this person is not in keeping with our total concept and it’s everyone’s duty to correct this person.

The Managerial Team of the company has decided upon a policy that there will be no reduction in staff as far as possible; in spite of our financial difficulties. This policy is made because of two reasons:

1. We are aware that under the poor economic situation there is little prospect for new employment in our country. Cutting our staff would only increase the seriousness of the unemployment problem.
2. Our technicians and engineers are the end-result of many months if not years of intensive training. We need them and appreciate their services...therefore we should retain them and offer them a helping hand to ride out the storm together as we are all in the same boat.

So our policy is not one sided. The Company stands by its people and its people stand by the Company. We go hand-in-hand. Although the Company is in difficulty; but this does not mean there is no solution. The Company must find a way to go on and also to retain all jobs. So this has become a very unusual situation for all of us. The difficulty weighs like a ton of bricks on the Managerial Team and hangs like the sword of Damocles over heads. How to solve this problem and jump over this hurdle depends on your understanding and support. If the Company survives this ordeal; then we are all saved. If the Company, like a boat at sea sinks because of the storm; then we, being in the same boat, will no doubt be swallowed up by the waves as the boat goes down.

Because of this, I appeal to the few of you among us who do not fully understand the difficult situation. So to those who have fallen out of step; and those who feel dissatisfied and full of complaints; please understand what faces us all as a UNIT...don’t do anything contrary to
the welfare of all of us so that you will be criticized and abandoned by the rest of us.”

On 23rd April the Red Army took the Capital of the Nationalists: Nanking.

Between 3rd to 25th May the Red Army took Hangchow, Wuhan, Sian, Nanchang and Linbo and moved towards Shanghai where the head-office of C.N.A.C. was situated. CNAC had started evacuating from Shanghai from December of 1948: moving the Head-office to Taiwan but all the Maintenance Equipment to Hongkong. The move had only been completed in the middle of May. The other Civil Airline CATC moved to Canton.

27th May: Shanghai was ‘liberated’.

3rd June: The Governor of Hongkong formally informed CNAC of the Acquisition of CNAC Maintenance Plants at Kai Tak Airport.

20th June: Tsingtao was ‘liberated’.

By the middle of July CATC was forced to move again from Canton to Hongkong.

25th August: a CATC plane ‘defected’ from Canton to Nanking.

26th August: Lanchow the capital of Gansu Province fell.

5th September: Si-Lin capital of Chinhai Province fell.

11th September: Civil Aviation Workers' Union was established in Hongkong with over 400 members: 85% CNAC Members; the rest
consisted of about 30 CATC Members; also a few from Jardine Airlines and Cathay Airlines. Their main aim was to oppose moving to Taiwan.

12th September: Chiang had ordered CNAC to move entirely to Taiwan.

14th Sept: Taiwan Government delegated the Head of the Transport Department to fly to Hongkong to oversee the move to Taiwan.

19th Sept: A naval ship ‘defected’ to Shanghai with all men onboard. A General belonging to the Red Army was assassinated in Hongkong by the Taiwan underground.

22nd Sept: Hongkong Government allowed CNAC to postpone its vacating date from the Maintenance Plant at Kai Tak. CNAC moved the equipment to the Bailey Plant.

23rd Sept: The Nationalists Air Force ordered eight planes to sink the Naval Ship that defected on 19th September. They succeeded their mission.

1st Oct 1949 the People's Republic was formally established in Beijing (formally Peking).

2nd Oct: Soviet Union formally recognized the new government at Beijing.

So to recap at this stage:
Earlier on 27th May the Red Army had already 'liberated' Shanghai forcing CNAC to relocate. Chiang had ordered the Company to move to Taiwan, but most of the employees preferred to move to Hongkong. There was an office in Hongkong already plus a large Maintenance Plant for airplanes at the Kai Tak Airport. Then the Hongkong Government issued an Order of Acquisition of the Maintenance Plants. Again the
situation became so perilous that the Managing Director C.Y. Liu wrote another article translated as follows:

**A MATTER OF LIFE AND DEATH**
10TH OCTOBER 1949 ISSUE OF CNAC MONTHLY BULLETIN

“In March this year I wrote an article in the CNAC Monthly Bulletin detailing the difficult situation the Company was facing and also pointed out how this difficulty could influence all of us in a serious way. And because of this, I had appealed to each one of you for your united effort and support to overcome the difficult situation at that time.

Today, after six months of continuing worsening conditions, things actually turned from bad to worse. What faces us now is not a matter of how to overcome just a difficult situation, but how to SURVIVE. The aim of this article is to draw to everyone’s attention that our very survival is being threatened...and also to point out a way to combat this threat so that our survival will be ensured.

From May 1st this year the Headquarters of the Company have ‘formally’ moved from Shanghai to Taiwan and most of the Departments have either reallocated to Taiwan or Hongkong to resume business operations. The total cost of the move has reached ten million Hongkong dollars. Because of the heavy use of pay load to transport company assets and personnel in the move, we suffered a heavy loss in business and this does not even account for the personal losses suffered by the staff in financing the move of their families and chattels to another place.

The Company’s reallocation is like a person suffering through a serious illness. Logically, after such debilitation, the invalid should take remedies like nourishing food and regular bed-rests etc. to recuperate. But alas the Company has no such luck. From May, the important routes to major cities of Nanking, Tsingtao, Hankow, Nanchang, Sian, Changsha, Lanchow and Foochow were all terminated because of the
political situation. Even though we inaugurated new routes to Siamen, Woochow, Macao, Mongee and Ze-Jiong, the revenues engendered were far less than what we use to have. The accounts clearly state that in April this year our total flight time was 7,789 hours; in August it dropped to 4,000 odd hours; more than halved in six months. The data also tell us that our staff numbers dropped from 4,406 in May to 3,794 in July; a reduction of 20%. With vastly reduced income to support such a large family is like the invalid I mentioned having just recovered from a serious illness and forced to carry a heavy load. You can imagine his faltering foot-steps! Lately the financial situation of the Company has not been good and there is no prospect of any upswing in the next six months. In fact it can even get worse as the war has intensified. The economy of the country has gone into recession. Different taxes have increased and money devalued. Tourist and freight business have fallen off sharply. The whole situation has affected us all adversely in the transport business. To lessen the responsibilities we are carrying, we are forced to ‘tighten our belts’ to suit the present difficult condition. We have to cut down expenses in every way. From July, all flight staff received cuts in salaries (average 25%) and as a result, the Company can count on a saving of about U.S.$30,000 a month by sacrificing the staff’s living conditions. Also in July a stiff restriction was imposed upon the usage of gasoline. This cut down about 20,000 gallons of gas, another saving of U.S. $10,000 a month. From July, various Stations also started a budget system in forecasting future expenditures, thus reinforcing a tighter control in finance. We have also just established a ‘Fuel Control Department’ which handles buying, storing and rationing of all fuels. So on one hand, the new Department can manage negotiations with oil refinery companies for fuel at more reasonable prices in order to reduce the cost of transport and on the other hand, it can plan further avenues leading to faster service and less waste. I have mentioned all of our recent united efforts in achieving our aim. Because of these measures, some of my colleagues will unavoidably suffer temporary personal loss
and inconvenience. But I believe they will understand the purpose of these implications and give us their full support.

In retrospect, let us look at the recent crisis and inspect what we all did. Not only did we overcome this difficult situation; but in doing so, made a very good job of it. This pleased me a great deal and I am most appreciative of what you have done.

As mentioned before, the Company is like a sick person not fully recovered from one ordeal, but from last month (August) is suddenly ravaged by another storm. It’s common knowledge that our Company had established an Airplane Maintenance Plant at Kai Tak Airport in Hongkong long before the War in the pacific. We returned to Hongkong after the Second World War. Actually our company was the first airline to resume flights in Hongkong. At that time there was absolutely nothing left at the airport (being all destroyed by the Japanese bombing on 8th Dec. 1941 before Hongkong surrendered). But a little at a time, we finally restored it to what it used to be. Then the situation on Mainland China worsened. We were first encouraged by the Civil Aviation Department of Hongkong to reallocate to Hongkong. They welcomed us with open arms. So we concentrated on transferring all existing equipment from various other Stations to Hongkong. From last winter, because of the increased flights in and out of Hongkong, it became obvious that the original Maintenance Plant was not big enough. So we obtained proper Permits and were allocated two empty lots on the north and south of the runway (of Kai Tak Airport) to build extra Maintenance and Storage Plants. The Company invested one million American dollars in the construction. The work on these new buildings was completed in six months. At this opportune time, the Hongkong Government went back on their verbal and written agreements. Using the needs of the British Air Force based in Hongkong as an excuse, the Colonial Government started procedures to acquire our new plants.
It started on 3rd June 1949 when the Governor of Hongkong, on meeting me for the first time, personally informed me of his decision to acquire the CNAC Maintenance Plant at Kai Tak Airport. Within one month, on 18th June, I wrote to the Hongkong Civil Aviation Dept. about the difficulty in moving. Instead, I offered the use of all our equipment to the British Air Force based in Hongkong at any time they request. I did not get any response to this letter until 23rd July. The Hongkong Aviation Authority refused my offer and stuck to their guns. Instead, they gave us a deadline to vacate the buildings within two weeks. I then decided to negotiate with both the London and Hongkong Governments via the channels of the Foreign Affairs Departments. I also requested the Transport Department (of the Nationalist Government based in Taiwan) and the Chinese Foreign Affairs Department for assistance. To facilitate the matter, the Chinese Foreign Affairs Dept. delegated Mr. Chan Sion-Jiun and C.N.A.C. delegated engineer Mr. Chan Yi-Chu. They flew to London to assist the Chinese Embassy there regarding this case. The C.N.A.C. Pan American shareholder representative, Mr. Allison, also left for the States to seek his government’s advise to protect the American interest.

On 29th July and 11th August, on two separate occasions, the Hongkong Government issued an Order of Requisition of buildings located on the north and south of the runway; giving the deadline of 15th August to hand over. At this time the negotiations in London about this case got nowhere. In the end the Chinese Ambassador, Tsang, telegrammed to suggest that the case be resolved through the channels of the law courts.

As the deadline was imminent, to avoid the acquisition to take place, we had no alternative but to file a law suit at the Supreme Court in Hongkong on 12th August against the order of Requisition.
On 13th August the Supreme Court issued an Injunction order to delay the Requisition until the case had been tried in court. Once the original order of Requisition had been quashed by the Court, the Hongkong Government took a new measure by passing an Emergency Order on the night of 15th August.

On 15th August at 2.30 p.m. under the Emergency order, a new Requisition order was issued and over this the Court had no power to interfere. By 5p.m. the same day, the police Force had taken over the buildings located at the north of the runway with the result that all flights of C.N.A.C. ground to a halt the next day (17th August).

Because CNAC handled more than 40% of the flight transport business in Hongkong, the sudden stoppage created havoc in air traffic and the unjust action caused furor both in Hongkong and abroad. Due to this situation, the Hongkong Government was pressured to hand back the Propeller Maintenance Workshop to the Company so flights could be resumed. However, the Requisition Order was still in effect; only the hand-over date was delayed for three weeks, allowing CNAC to prepare to vacate the buildings.

On 19th August all flights returned to normal.

Now at this juncture, although the negotiations are still proceeding via our government (Nationalist), but we are at a disadvantage against the colonial powers of the British, I am afraid we are at the losing end. So we have now resorted to at on one hand, to request our Government to ask for compensation for all losses incurred from the British and on the other hand, to prepare for retreat when necessary.

One can only surmise the motive behind the Hongkong Government’s action against CNAC. The Governor of Hongkong has implied at various times that the requisition could be for political reasons. Maybe also it is
combined with military reason. If it was for the former reason (political), then how could you explain that in Hongkong, where there are many political parties and they are all permitted to voice their opinions in publications, meetings and gatherings that only our company was singled out? CNAC, like many other companies in Hongkong, is a purely commercial corporation with hardly any political affiliations, so we scarcely give them any problems on the political side. If the requisition is for the latter reason (military), then we would like to ask why we are again the only company to be acquired by them and not any of the others located in Kai Tak Airport? To my mind, ACQUISITION CANNOT BE DONE UNLESS IT'S JUST. WHEN IT IS DONE UNJUSTIY, THEN IT'S TOTALLY BIASED.

From the above, one can guess that the action by the Hongkong Government, is not done for political or defense reasons. It all boils down to business competition, jealousy and rivalry by the British owned Aviation Company. The expansion of CNAC has put BOAC at a disadvantage. The Hongkong Government merely used the acquisition as an excuse or cover-up so they can turn their aviation business to their advantage.

So, to be straight forward, I can say that after this ‘direct-hit’, if we are forced to move again to somewhere else, it wouldn’t be hard to imagine the immense loses that would incur. We would all have to bear all the costs; either in loss of business or loss in time. We have received tremendous support from all our staff, government officials and especially our friends in the media from all over our country during our confrontation with the Hongkong Government. As a member of the corporation of CNAC, we must always remember this unreasonable, unjust, biased and totally intentional attack. For the first time in over twenty years of our CNAC History, we have arrived at a moment of trial: A MATTER OF LIFE AND DEATH. As long as we live and want to survive, we must take the measures to tighten our belts, bite the bullet,
forsake all considerations for oneself, unite together to work towards one goal of our company. The day will come when all will be clarified and what is rightly ours will be returned to us.

There is no need now for me to further explain as we all understand the perilous position our company is in. But we must not feel discouraged and beat a retreat. We must preserve our brilliant twenty years of Civil Aviation History in China and let it live on.”

THE OUTCOME
12th Oct 1949 The Nationalists Government retreated from Canton to Chungking.

14th October 1949 Canton was ‘liberated’.

End of October 1949 Generalissimo Chiang summoned the two managing-directors of CNAC & CATC to report to Taiwan. Chen said he was indisposed; did not go. Liu went but Chiang ordered to keep him there by force. Liu escaped. Chiang posted a reward for Liu’s head.

9th November 1949 at about 6:30 A.M., twelve planes belonging to CNAC & CATC left for Beijing and Tientsin and arrived about noon. The two companies left a total of 71 planes on the tarmac in Hongkong Airport, equipment in Storage Plants guarded by the Workers' Union. About 90% of all workers signed to support the move to New China.

A letter was handed to Mr. E.M. Allison, the American Representative of CNAC offering continuation of the co-operation as CNAC was a civil airline.

29th November 1949 the Nationalist Government moved from Chungking to Chengdu.
30th November 1949: Chungking was 'liberated'.

12th December 1949: The Nationalist Government moved from Chengdu to Taiwan. There Chiang stayed with his followers.

UPDATE

From then on two series of court cases ensued regarding the assets and properties of these two airlines. A total of 28 cases were heard both in Hongkong and in the States. They lasted until 29th July 1952 in Hongkong. Later the whole affair turned political.

7th January 1950: Great Britain formerly recognized the People's Republic of China.
CHAPTER TEN:

EBB TIDE (1950-1973)

In Baba’s Autobiography his last paragraph was:
“On 9th November 1949 (I) flew to Peking.

During the Chinese New Year (Feb 1950) I came back again to Hongkong. After my return I heard the rumor that I was killed on a flight that crashed in the mountains of Lanchow.

I have been sick all these years till today”.
It was dated 20th April 1966

Even before Baba’s return to Hongkong the law suits had began in Hongkong regarding the properties & assets belonging to the two Airlines CNAC and CATC. The court cases ballooned into 28 cases both in Hongkong and in the U.S. because of appeals, retrial, suits and counter suits starting from 24th November 1949 and dragged on until 1st June 1955.

Note: Further information is contained in a manuscript titled “Saga of Legal Battles” written by C.Y. Liu which was published (in Chinese) in 1987. I had only partially translated it. One day I hope to complete it when I get all the relevant materials together.
(Again, I would love to have copies of C.Y. Liu’s writings. I may have someone who would like to work on translating these writings. Please think about this. Thanks, Tom.)

All this took a toll on Baba’s health.
Actually Baba had been suffering from gout (hereditary) and later high blood pressure for quite sometime. He had a series of strokes in Hongkong. The first time was about 1961 when I was still living there.
It happened at home and Niang was advised by his friend Doctor Lok not to move him to hospital. Later he had two more strokes; around 1963 and 1965 when he was hospitalized. He told me of the following story: “When I was in a coma I ‘dreamed’ that I saw a very beautiful garden full of flowers in bloom. Surrounding the garden there was a garden fence with a gate, so I opened the gate and entered the garden. Within the garden it seemed like there was a building with an office inside and there was a lot of people queuing up to get a ‘number’ to register for something. I went up to get my ‘number’; the person in charge said to me: “your time has not yet come you’d better go back.” And with these words in my ears I woke up.”

Baba always maintained that it was a message he must not neglect. When he finally recovered, he became a devout Baptist as the Hospital was run by Baptists. From then on he went to church faithfully every Sunday, taking Niang with him for company even though she didn’t make the conversion.

In his later years in Hongkong he also took up studying Chinese herbal medicine. It took him four and half years to achieve his first ambition and obtained a certificate. He had studied Medicine (western) for two years when he went to the states (1918-1920) before changing to Aeronautical engineering. It was a great pity that Baba never met Dr. Sun Yat-Sen, who graduated from the Hongkong College of Medicine in Hongkong in 1892 during another time of upheaval.

Baba also never wavered in his consuming interest in aircraft and later in the nineteen sixties, in the race between U.S.S.R. and U.S.A. in sending the first man into Space. I remember Baba said to me once: “if I live long enough to see the first man go to the moon and come back and tell me if the moon is made of blue cheese as westerners say or there’s Cheng-O there grinding herbs with her rabbit (Chinese mythology) I’ll be happy to end my journey on this earth....”
Baba followed the news of Yuri Gagarin of the U.S.S.R. launched into space for the first orbit around the earth on 12th April 1961, closely followed by America’s 1st astronaut Alan B. Shepard Junior who made a sub-orbital orbit on 5th May in the same year. Baba was elated when on 20 July 1969 Apollo 11 astronauts Neil Armstrong and Edwin Aldrin landed in the sea of Tranquility on the moon.

Baba lived to see men go to the moon and come back. His wish had been granted. For me, the mystery of what's up there is shattered forever and I lament I could no longer indulge in the fantasy of the beautiful Cheng-O living in the moon and dispensing herbs to save mankind on the day of Harvest Moon.

In March 1971, Baba and Niang moved to Australia. After settling in the new country, he and Niang went to Canada, U.S. and Europe in October of 1972 for a sentimental journey. It was Niang's first trip to North America to visit her sister and brother and their families. She had not seen them for years. And for Baba; he wanted to visit his Alma Mater in the University of Michigan and some of his old friends now living abroad. He told me that the boarding house for men only where he had stayed while studying had gone co-ed. He even located the very room where had lived and was amused that a young blonde girl answered his knock to the door.

Baba and Niang visited me of course on their journey out. I was then living in Canada and they stayed with me for a few days. At this time Baba was on high blood pressure pills and diuretic pills as well. Wherever I took them to sight-see, he always asked me to check out where the washrooms were first so he could make a dash.

The doctor also ordered Baba to take daily exercise, so Baba followed the instructions religiously. He walked for one hour daily along the seashore. At this time in Vancouver there were piles and piles of huge logs of drift-
wood brought ashore by storms and left stranded on beaches. Baba had asked me, “those fine wood material; who do they belong to? Aren’t they wasted just lying there? Those are the best materials for making coffins as they have been ‘seasoned’ in seawater and would never rot. I must think of a way to ship it to China or even dragged the logs there by a tug-boat.” So I could see his brains ticking-over as he planned on another project that presented itself.…

Note: Chinese people, like the Egyptians, think much on after-life and place a great emphasis on acquiring the best coffin to ensure a better after-life. Even the Chinese words for coffin mean “to shut in treasures”. One sometimes keeps a jewel box in the shape of a coffin for ‘luck’ and not just for Halloween.

Early in 1973 Niang told me that Baba was again indisposed. Baba was very fond of coffee but the doctor only allowed him to take only one cup a day. Niang said, suddenly Baba could not talk clearly but he could still write the Chinese words for ‘coffee’ on a piece of paper to show Niang that he wanted his daily cup. After a few days he could no longer remember how to write the Chinese words, but instead, he drew a little coffee-pot to show what he meant. On the last day he could no longer swallow food and was frothing at the mouth. In the end Niang had to send him to the hospital. The doctor said he had a stroke and was again in a coma.

I took some days off work in Canada and flew down to Sydney to visit my father. Niang had told me that she could still communicate with Baba through an earlier arrangement they had made many years before. He had learned from Medical journals that when one was paralyzed, the only muscles one could utilize were the ones controlling the movement of the eyes. So, if he was ever in a condition like that, to show he understood he would open his eyes and then roll his eyeballs upwards to signify he understood what was said.
I found Baba in a private room, all hooked up with intravenous paraphernalia. His eyes were closed and he was laying very still looking wane and thin. Niang urged me forward to lean over his ears and I said simply: “Baba, Mei-Mei (my pet-name) is here. I have come.” I saw Baba slowly open his eyes and then he rolled the eye-balls upwards. Niang and I both knew and assured that he was aware that I had come from Canada to his bed-side. Apart from acknowledging my presence, he closed his eyes again. I was comforted by his acknowledgement. The doctor said Baba was beyond any help the western style of medicine could offer him. They had done all they could. However, the hospital kindly allowed an acupuncturist to come daily to give him the treatment Baba believed in. At this time acupuncture practice was not yet legal in Australia. The hospital was in keeping with public demand, even permitting staff doctors and interns to come and observe the treatments.

Baba lingered on for a few months. Finally he died of pneumonia on 10th May 1973 in Australia. Aged 76 years.

Baba was not afraid of death. He said he had been sent back once before. When his time comes, he could go quietly. And he did.

Baba was born a product of his time. He did what he had to do. It has taken all this time for me to understand him just a little. Not as a father figure, but as a person and as a human being.
Harbin, China (1931)

1931年於哈爾滿

劉敬宜
C.Y. Liu

劉偉琪
Liu Wei Yung

長子

劉得生
Son & Heir
Liu Piny

劉敬
Liu Ching

張宜
Yee
1. After 1945 w/ CNAC
2. Student in U.S.A. (1938-1941)
3. 1941 in U.S.A.
4. After the War
5. New York during the War (1942-1945)