

Recently there was presented before the United States Congress a master plan of express highways providing unusual features for safety and convenience of travel on rural roads and more efficient conduct of traffic streams into and across cities with belt-line distribution roads around larger cities and by pass roads around many of the small communities. In non-mountainous areas the highway would have a maximum of 3 degree (1910 ft. radius) curves and 3 per cent grades and in mountainous sections maximum of 4 degree (1432 ft. radius) curves and 4 per cent grades. Highways of this class would cost in the neighborhood of \$200,000 a mile and would require considerable reconstruction of city street arterials where coinciding with the express highway system.

Contrary to common opinion most traffic approaching a large city wants to enter the city. All too frequently is found the case where wide and well designed rural highways stop abruptly at the corporate limits of cities forcing large volumes of traffic to enter narrow congested streets. While a solution of the problem of rural traffic is well started, the city street problem with respect to arterial routes has hardly been touched.

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J O B S —

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LETTERS

The following letter was addressed to Stuart Seymour, '26.

Lungchiho Water Power Project
National Resources Commission
Changshow, Szechuen, China.
November 29, 1939.

Dear Stuart,

Your letter of July 18, 1939, and the "Class Letters" all reached me sometime ago. I certainly appreciated them and enjoyed reading them very much. I put my letter in and sent them to Hsiao, '26, who is now in Chungking, only 50 miles upstream on the Yangtze River. We meet each other very often.

Hsiao was recently promoted to Assistant Commissioner of the Bureau of Highways under Ministry of Communication. He is very busy reading reports and signing documents.

As for me, I am the director of the Lungchiho Water Power Project. This pro-

SINGAPORE

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Association announced itself. This turned out to be *Bob Stirton*, '30, who is holding down the fort for the Union Oil Company in that part of the world. He said that he thought he was the only alumnus in Singapore. He and his wife then proceeded to show us the town and see that we were properly entertained. Bob had to leave for Bangkok by plane the next day so we didn't see very much of him, but Mrs. Stirton was very nice to us. Among other things she arranged a dinner at which we met the United States Consul, who had just returned from China where he had been with the Embassy in its flight up the river from Nanking to Chungking. Needless to say he had some interesting stories.

"We spent five days in Singapore and then left in the midst of a blackout the day after the sinking of the "Sirdhana" by mines in the harbor. We sailed for Calcutta via Penang and Rangoon. At Rangoon we met more people with Tech connections. This time it was *Dwight O. Smith*, '25, who is the physics professor at a Baptist College associated with the University of Rangoon. He was in Pasadena at the beginning of the year doing cosmic ray work with us, so once again we were driven around to see the sights. This time it was pagodas and Buddhas and the Burma road to China — 1200 miles from Rangoon."

ject consist of three power plants on the Lungchiho which is a small tributary of the Upper Yangtze river. The largest plant has a capacity of 38,000 h.p., with four units of 9,500 h.p. water turbine generators. The dam will be some 600 meters long and 30 meters high, which will create a reservoir of more than 25 square kilometers, with a storage capacity of 314,000,000 cubic meters. The waterway will be a 3 kilometer pressure tunnel. When this is finished, it will be the first large water power plant in China.

JAPANESE WAR

The war between China and Japan is the chief event in the Far East. By the penetration of the Jap's force into our territory she seems to be getting the upper hand. In reality we are on the winning side. Now she is stuck in the mud so to speak, and her fate is in our hands. The war may not end before the European war, but the outcome is certain that we are the victor. You Americans can help us to end this wrestling sooner, if your Senate will pass a law to prohibit the export of war materials to Japan. Our national policy is two fold, i.e., to resist Japanese invasion on one hand and to reconstruct a new China on the other. There are millions fighting at the front, but Hsiao and I are the soldiers for the latter work. If you came to China you would be surprised at the fast progress made in the past two years.

One big handicap is transportation. The traffic on the Haiphong-Kunming Railway is congested. With the non-wholehearted co-operation of the French, our goods move in very slowly. The highway through the mountainous district is a bottle neck, too. With these poor means of communication, some of our machinery ordered two years ago has not reached the site yet. We are doing our work with hand labor, and locally built things. The progress is surely slow, but the works are being carried on.

Our office is at the site. We have an engineering staff of about twenty, and about equal number of clerical staff. About one-third of the staff have their families here, forming a village of our own. We formed a glee club and athletic club to occupy us in the leisure hours.

AIR RAIDS

The location is about 50 miles from Chungking by air and is just on the air route from Hankow to Chungking. When the Japs make a raid on the latter, they always fly over us. Our system of air raid alarm is quite efficient. As soon as the Japs take the air at Hankow we know their intentions right away and make all precautions. When they are about 50 miles from us, we sound the alarm, telling the men to take cover. When we see they are gone, we come out to work again. In the night raids we don't give a damn. We just keep ourselves comfortably in bed, only the light in the vicinity is strictly under control. Though many bombs have been dropped on places some miles away from us, they never discover and bother us. Since they suffered many terrible defeats in air battles, now they dare not fly over us in the day time, but on those nights when there is a bright moon.

I think I have written enough for this time. I beg to stop.

Yours very sincerely,
Y. H. Huang, '26.