

ALUMNI ACTIVITIES

SAN FRANCISCO

The San Francisco Chapter held a Football Banquet meeting at Hellwig's Restaurant in San Francisco on January 12, 1940. President *Howard Vesper*, '22, presided. *Bob Bowman*, '26, gave a report of the nominating committee and the following officers were elected for the year 1940: *Manley Edwards*, '26, President; *Louis Erb*, '22, Vice-President, and *Robert Freeman*, '32, Secretary-Treasurer.

Howard Vesper read a clipping from the Pasadena Star News written by Dr. James A. B. Scherer in which he had commented favorably upon his impression of the San Francisco group after his meeting with them on October 13, 1939.

Art Allyne, '26, upheld the tradition of all Football Banquets by giving an interesting and amusing dissertation upon his study of human nature in men's wash rooms. Colored motion pictures of Treasure Island, a sports short and a picture of the manufacture of R.P.M. motor oil were shown through the courtesy of Howard Vesper and the Standard Oil Co.



At Palomar

SAN DIEGO

The San Diego chapter has been having an active year under the presidency of *Perry Boothe*, '31, and *Martin J. Poggi*, '37, as Secretary-Treasurer. At the organization meeting in September the speaker was a gem expert, Mr. J. B. Ware of San Diego.

On Sunday, November 5, 1939, a picnic was held at Palomar Mountain. Fifteen members brought a total party of forty to enjoy the picnic facilities and the hospitality of *Byron C. Hill*, '25, and *T. V. Watterson* at the Observatory.

March, 1940

NEW YORK

The California Tech Club of New York has developed interest among men in the New York area with two interesting meetings recently. On January 26th a luncheon meeting was held at the Alice McCollister Restaurant in Greenwich Village attended by a substantial number of New York members as well as several out of town guests including *Professor Sorensen* from Tech, *Prof. Wm. Lewis*, '26, of Cornell, and "Chuck" Schweiso formerly of the Tech Y.M.C.A. The luncheon was held during A.I.E.E. Convention Week and Professor Lewis announced the nomination of Professor Sorensen as President of the American Institute of Electrical Engineers.

One of the most interesting meetings ever held by the New York group was that on the evening of February 20th at the Francis Lynn Restaurant at Central Park South. Capt. *Harold R. Harris*, '22, Executive Vice-President of Pan-American Grace Airways, was the main speaker of the evening. He described many of the interesting details in connection with the development of the "Panagra" Airway System along the west coast of South America for which he was largely responsible. Mr. Harris also brought along several reels of color movies taken at different parts of the Pan American Airway System. Incidentally the pictures were filmed by *Palmer Miller*, '24. Forty-three members and guests were present at the meeting.

SINGAPORE

Last fall on their way to India in quest of more information on the nature and behavior of cosmic rays Doctor Millikan and his two assistants *Victor Neher*, Ph.D., '31, and *William Pickering*, '32, Ph.D., '36, arrived in Singapore. What befell them there and in Rangoon is best told by quoting directly from Bill Pickering's letter.

"The day after we arrived in Singapore we had a surprise when the telephone rang and the local chapter of the C.I.T. Alumni

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ALUMNI DANCE

The Fourth Annual Alumni Dance was held in the Biltmore Blue Room on the evening of January 27th and was attended by nearly 300 alumni, and 94 members of the Class of 1940 as guests of the Association. Members attended the dance from as far as Boulder Dam, Imperial Valley, and San Diego.

The music of Hal Lomen and His Orchestra was enjoyed by all especially the programming of the music to include pieces popular in the last two decades. In addition, numerous tunes were selected by those attending for the extra dances. The success of the dance was largely due to the efforts of the Dance Committee of which Fred S. Scott, '30, was chairman.

SACRAMENTO

During January *Glen Chamberlain*, '31, who is employed in the State Bridge Department in Sacramento, staged a little party for all the Tech men he could round up in that section of the world. *Walter Grimes*, '29, came up from Rio Vista where he is working for the USED supervising the dredging of various channels in the delta, to chin with *Moe Gewertz*, '28, and *Harris Mauzy*, '30, both of the State Bridge Department. *Bill Wheeler*, '33, who is working in the Division of Architecture checking plans for school buildings came, as did *Willard Snyder*, '39, and *Ed Sullivan*, '39, from the Bureau of Reclamation office. Three other Tech men were home with the flu and had to send their regrets. It turned out to be a lively bull session and many thanks are due to Chamberlain for getting the gang together.

CIVILS

The Navy Department has announced an examination of candidates for appointment as Lieutenant (junior grade) in the Civil Engineer Corps of the U. S. Navy. Civil engineering graduates who are interested should contact Prof. Franklin Thomas at the Institute immediately as the closing date for applications is April 15th.

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.