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 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT
 CD NO.

50X1-HUM

COUNTRY China
 SUBJECT Transportation - Highways
 HOW PUBLISHED Daily newspaper
 WHERE PUBLISHED Hong Kong
 DATE PUBLISHED 11, 22 May 1952
 LANGUAGE Chinese

DATE OF INFORMATION 1952
 DATE DIST. 3 July 1952
 NO. OF PAGES 3
 SUPPLEMENT TO REPORT NO.

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SOURCE Hsing-tao Jih-pao.

COASTAL ROADS OF KWANGTUNG AND HAINAN BEING DESTROYED

It is reported that many of the highways along the coast and leading from the coast of Kwangtung and Hainan Island have been destroyed or are being destroyed on official orders as a defense measure due to the fear that the Nationalist forces may attack the mainland.

KWANGTUNG COASTAL ROADS BEING DESTROYED -- Hong Kong, Hsing-tao Jih-pao, 22 May 52

Canton, 21 May (special dispatch) -- The Highway Construction Joint Commission of the Kwangtung Military District and the Kwangtung People's Government was established in Canton on 15 November 1950. Its function is to direct the construction of all the important highways in the province and to determine and execute the policy and operational plans pertaining thereto. For example, the commission mobilized the students in the civil engineering courses of the Chung-shan, Ling-nan, Kuang-chou, and Kuo-min universities and the T'ien-yu Industrial College to participate in highway construction in connection with over 100,000 peasant laborers. In this way, the construction or reconditioning of the important highways in all parts of the province was completed in March 1951.

Since then, the policy has been changed. Since March 1952 the hasty destruction of important coastal roads, but not of all the interior trunk highways, has been going on. This action has been taken as a precautionary measure against an attack on the mainland by the Nationalist forces. Fearing lest the Nationalist troops might advance inland by the highways, the authorities have not hesitated to sacrifice the labor and materials used in building the roads, and are now demolishing them.

In the region of the mouth of the Chu Chiang, the section of the Pao-Hui highway (Pao-an--Hui-yang) from Sha t'ou-chiao to Hui-yang has been destroyed and rendered impassable. Portions of the roads along the coast from T'ang-chia-wan in Chung-shan Hsien, through Yai-men in Hsin-hui Hsien, Tu-hu and Na-fu in T'ai-shan Hsien, Cha-p'o in Yang-chiang Hsien, Shui-tung in Tien-pai Hsien, and even as far as Chan-chiang, have all been destroyed in spots, so that they are little more than quagmires, and cannot be considered as roads.

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At present, with respect to three highways in Kwangtung which have international connections, the situation is as follows.

1. Canton -- Chung-shan highway, which connects Canton and Macao. This route starts from Canton, passes through Ta-liang, Yung-ch'i, Kuei-chou, Hsiac-lan in Chung-shan Hsien, Ch'ang-chou, crosses by bridge to Shih-ch'i, and thence to Macao. This highway has not been completely destroyed; only the eastern [southern] end along the coast has been destroyed. The western [north-ern] end is still usable by trucks, buses, and military vehicles.

2. The Canton -- Shen-ch'uan highway, which connects Canton and Hong Kong. This route is still open all the way through. During the Sino-Japanese war, this highway was used extensively for the transportation of munitions from Hong Kong inland. At present, this road is not only being destroyed, but is being widened by 2 (English) feet, so that in case the Canton -- Shen-ch'uan railway line should be bombed, highway transportation by truck would be possible.

3. The Canton -- Vietnam highway. This route starts from Canton, passes through Ch'ang-sha in K'ai-p'ing Hsien, Yang-chiang, and Tien-pai, to Tung-hsing in Fang-ch'eng Hsien, where traffic can cross the border to Vietnam.

This highway has not been destroyed; trucks transporting munitions are using it unceasingly.

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Concerning central Kwangtung, although portions of the roads in Hsin-hui, T'ai-shan, K'ai-p'ing, En-p'ing, Ch'ih-ch'i, and Yang-chiang hsien have been destroyed, the following sections have not been destroyed:

1. Chiang-men--Hui-ch'eng--Ssu-shih-chiu-hsu (in K'ai-p'ing Hsien)-- Ts'ang-ch'eng -- Hsin-hsing
2. Tan-shui-k'ou (in K'ai-p'ing Hsien)-- Ho-ch'eng -- Sha-p'ing
3. Tu-hu (in T'ai-shan Hsien) -- Ch'ih-ch'i-ch'eng
4. Yang-chiang -- Yang-ch'un -- T'ien-t'ang in Hsin-hsing Hsien

All the others along the coast have been destroyed, including, specifically, the road from Kuang-hai (112 48, 21 58) through Hai-yen (112 38, 21 53), Ta-yang, and An-ho.

In the Tung Chiang region, the main lines are those that connect Canton with the Han Chiang valley. The first of these is from Canton through Hui-chou (Hui-yang) and Hai-feng to Swatow. The second is from Canton through Tseng-ch'eng, Po-lo, Hui-chou, thence northeasterly to Mei-hsien. Of the Tung Chiang region highways, the longest is the one from Hui-chou through Tzu-chin to Wu-hua. The next longest is that from Hui-chou to Hai-feng. Another highway starts at Swatow and passes through Hsing-ning, Mei-hsien, P'ing-yuan, and across the provincial boundary to Hsun-wu in Kiangsi. Of these four highways, the last three are still intact; but certain portions along the coast of the road from Hui-yang through Hai-feng, Lu-feng, to Swatow, have been destroyed.

The important highways in the Hsi Chiang region include the road from Canton through San-shui to Kao-yao, which divides there, one fork going from Kao-yao through Te-ch'ing to the confluence of two branches of the river at Feng-ch'uan and Chiang-k'ou and thence to Wu-chou in Kwangsi; the other fork going from Kao-yao through Yun-fou to Lo-ting. This main trunk line and its two forks as yet have not been destroyed; however, portions of some of the less important roads along the river between San-shui and Kao-yao were destroyed recently.

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With respect to the Pei Chiang region, the most important highway is that from Canton to Shao-kuan (Ch'u-chiang). At Shao-kuan, the road divides, one fork is the Shao-Yu road which passes through Shih-hsing and Nan-hsiung and on to Ta-yu in Kiangsi. Another fork is the Shao-Lo road which proceeds straight northward through Lo-ch'ang and P'ing-shih and on into Hunan Province. Next is the Shao-Ning road, from Shao-kuan eastward to Hsing-ning. These main roads have not been destroyed, but portions of several smaller roads along the Pei Chiang have been destroyed. Among these are the Ch'ing-Fo road (Ch'ing-yuan -- Fo-kang), the Ying-Han road (Ying-te -- Han-kuang), and the Ying-Yang road (Ying-te -- Yang-shan). Where highways are close to the railway they have not been destroyed.

As for the southern section, Chan-chiang is considered the starting point. First there is the Chan-Tung road, from Chan-chiang, through Sui-ch'i, Lien-chiang, Ho-p'u, Ch'in-hsien, and Fang-ch'eng to Tung-hsing on the border opposite Mang-chieh (Mon Cay) in Vietnam. This highway joining Kwangtung and Vietnam is intact. But the coastal road from Tien-pai through Mei-mao and Wu-ch'uan as far as the Lei-chou peninsula, is almost entirely destroyed. There are only a few places on which motor vehicles can run; at other places only enough of the road is left for use by single track vehicles such as bicycles.

REPORT DEMOLITION OF HAINAN COASTAL HIGHWAYS -- Hong Kong, Hsing-tao Jih-pao, 11 May 52

Hai-k'ou (special correspondent) -- There are three main north-south motor roads in Hainan, the east, west, and middle, totaling 1,397 kilometers in length. After repair by the Communist government in August 1951, they were all in good condition. Hsien roads, repaired and usable, amount to 667 kilometers. Previous to the change-over to the Communists, a coastal road around the island has been built.

At present, in view of the stormy international situation, with the circulation of reports that the Nationalists are planning to make a counterattack on Hainan, on 20 April 1952, the Communists authorities, began to destroy the coastal highway, reducing it to the condition in which it was during the war of resistance against the Japanese. This is taking place in 12 hsien as follows: Wen-ch'ang, Ch'ing-tung, Lo-hui, Wan-ning, Ling-shui, Ai, Kan-en, Ch'ang-chiang, Tan, Lun-kao, Ch'eng-mai, and Ch'ing-shan, at places where the highway is close to the seashore.

The method of demolition is to dig trenches, several feet wide and deep, across the road at intervals of 20 to 50 feet. Every so often, according to the lay of the land, defensive bunkers are being built. The people are mystified by this action, and rumors are rife that it must be for the purpose of defense against imminent attack by the Nationalists. At present, only the internal highways are passable for motor traffic. Import and export activities, as well as urban and rural interchange of goods, are seriously affected.

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