

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. In March 1954 the highway from Changchou (N 24-32, E 117-42 to Chaoan (N 23-44, E 117-12) was two lanes wide and 161 kilometers long. The highway was composed of crushed stone, sand and mud. The maintenance of the road was done by organized road crews and by residents from various sections of the road. There were vehicle ferries at Chiuchen (N 24-02, E 117-42) and Kaot'ang.
2. In March there were eight scheduled busses daily between Changchou and Chaoan. There were no scheduled transport service, but trucks, varying in number from 3 to 20, transported freight between the two places. Most of the trucks transported dry cargo from the state-operated stores in Swatow.
3. Military supplies were transported in convoys of army trucks which were covered with green oilcloth and camouflaged with branches on a bamboo frame. The truck bodies were painted green, and Chinese characters "4 Army" followed by a number were marked on the hoods. Each truck carried two guards who kept a strict watch over the vehicles. In the first week of January, a convoy stopped near the Changchou Transportation Company. The trucks were closely guarded, and a bystander who moved near to them was not permitted to approach closer than three meters from the trucks. The oilcloth did not completely conceal the cargoes, which appeared to be boxes of military supplies.
4. There was a ferry at Sunghsu (N 24-28, E 118-01) for trucks travelling from Changchou to Amoy; the trip took from 20 to 30 minutes. Most of the freight shipped between Amoy and Changchou was carried by boats, a one-day trip, because shipping rates were lower than by trucks.

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