# Schedule of Regular Flights

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<th>ROUTES</th>
<th>MON</th>
<th>TUE</th>
<th>WED</th>
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**LEGEND**

- Round trip & 3-day weeks per month.
- Service temporarily suspended
THE ROLE OF RADIO IN AVIATION

By JOHN DE TARR HICKS

(Chief Communications Engineer)

Modern flying as we have now in China would be almost impossible to carry on without radio. Radio contributes to the safety of the aircraft in that it provides navigational aids, communications and weather reports and forecasts.

CNAC’s communications system in China renders service to other airlines and operating agencies including the Chinese Air Force, U.S. Army Air Force, Pan American World Airways, Air France, Hongkong Airways, BOAC and CATC.

CNAC maintains 54 radio stations in China. Each radio station is a complete aeronautical station including point to point communication facilities with other stations, ground to air communication facilities to communicate with planes that are flying, and a medium frequency radio beacon transmitter which is used for navigation purposes.

In each of the 54 radio stations there is at least one qualified meteorologist or weather observer. With these meteorologists CNAC is able to provide the best aeronautical and meteorological service in China.

CNAC’s radio stations transmit an average of 6,000,000 words a month. This figure is increasing monthly as we increase our operating schedules.

In the Communications Division of CNAC there are over 600 employees. Approximately 50 per cent of these communications employees are ground radio stations operators. Most of these operators were trained by CNAC.

The Communications Division is now opening its sixth radio operators training class in Kunming comprising over 50 students. These trainees were picked from over a thousand applicants from all over China by interview and written and oral examinations. The school will be conducted in the wartime “Hump Hostel,” which is full of memories of the round-the-clock entries and exits of pilots and mechanics, who kept the dining room operating on a 24-hour schedule. Hardly had the mattress of the bed occupied by an outgoing pilot cooled but that it was taken over by another weary airman.
Ninety-nine per cent of all the radio transmitters used by CNAC numbering in excess of 300 were manufactured by the radio factories of our company. This equipment was particularly designed by CNAC engineers to meet CNAC’s requirements for its operations in China. This equipment is so designed that it may be readily transported by air—and usually is. (Recently we shipped two 1,000 watt short wave transmitters to Bangkok by air. The equipment arrived safely and is now in operation in Bangkok.)

Radio is indispensable as far as conducting the traffic end of our business is concerned. Reservations are made pertaining to the transportation of passengers and cargo, and even preliminary negotiations regarding contracts are carried on by radio.

Radio is also very important from the maintenance point of view. For example, if an airplane is damaged by a truck while it is on the ground at Amoy Airport, the captain communicates with our Lunghwa office. Lunghwa asks information on what parts are necessary to put the plane back into shape, and is generally told to arrange for the airlift of such parts as elevators, ailerons or wing tips.

There are a number of instruments aboard each of our aircraft, including two radio instruments used exclusively for navigation. These instruments make it possible for the aircraft not only to keep the right heading but also to establish a fix by means of cross bearings.

Another instrument for navigation has been installed in two of our planes. This latest thing in air radio navigation is called LORAN, a name derived from Long Range Navigation Aid. This long range navigation equipment when used over water will enable the pilot to fix accurately his position and compares very favorably with the best celestial equipment for accuracy. It is also designed so that it cannot be jammed by stray stations or enemy stations. It has the advantage of extreme light weight and compactness and any skilled operator can completely tune and synchronize the equipment while the aircraft is in flight.

Each of our airplanes is equipped with two direction finders—one type being a direction finder by which the pilot takes bearings manually, the other type being an automatic direction finder. This type merely requires that the pilot tune in the radio beacon ground station and the bearing is taken automatically. By using these two instruments the pilot is able to establish his position in relation to the ground stations and to make a safe descent and landing under instrument conditions.
There have also been a great many new flight instruments developed during the war and immediately after the war. It is generally considered that the DF and the ADF (Direction Finder and Automatic Direction Finder) will continue to be a permanent part of the airplane. The DF is generally known as the town finder, the airport finder or the island finder.

Each aircraft is equipped with an HF (High Frequency) short wave transmitter and receiver. This equipment is used in order that communications may be maintained by the aircraft with the ground stations and in order that the position of the aircraft may be reported to the ground station at all times. The short wave facilities are also used to obtain weather information, expected arrival time of the aircraft and to collect other pertinent and necessary information. Messages of this system are transmitted by means of the CW (Morse Code).

There is also installed on each of our aircraft an additional set of high frequency transmitters and receivers known as command transmitters and receivers. This equipment is used by the pilot or aircraft commander to communicate by voice with other aircraft and the airport control towers when required.

In addition to the HF (High Frequency) command transmitters and receivers there is also installed on each aircraft a very high frequency transmitter and receiver called VHF. This equipment is particularly favored by the aircraft pilots to communicate by voice with control towers and approach control facilities as it is practically static free. This instrument is also used for communications between planes.

CNAC has had night landing facilities ever since it moved to Lungwaa Airfield in February, 1946. Night flying was discontinued for a time but has now been resumed. Night landing facilities consist of a runway; lights; a radio approach system; a boundary marker and a radio beacon located south of and in line with the center of the runway. The principal radio beacon at Lungwaa is 7.4 miles south of the south end and in line with the center of the runway. The inner marker or boundary marker is located 1,150 feet south of and in line with the center of the North-South runways. There are a principal runway south and north and two additional auxiliary runways not normally used.

As evidence of the skill and efficiency of CNAC's Chinese communications workers, the writer, who is the chief communications engineer and head of the communications division, is the only foreign member in the division.

— 3 —
The Chief Pilot seems to be very busy writing letters to his missus who is staying with the Mantoux. He is a Lieutenant Colonel stationed at Westover Field, Mass. Flight crew members are complaining aplenty about the way some of the southern stations are treating them, specially Rangoon. Capts. Conner, Hendricks, Hills and Jamison are checked out. Ray Goetchius is looking as important as he can since he was elected Chairman of the temporary Board of Directors for the Shanghai Airlines Club. The club is going to be quite a fabulous establishment, I hear, something like Billy Rose's "Diamond Horseshoe" and New York's "Stork Club" rolled in one. The bulletin that "Peachy" Michiels put out should take the cake. Other heircraft have been added to the Belski family, a girl and a boy to Bill Cowden of Pan-American. Now that Calcutta is a cholera infected port, flight crew members are urgently requested to go to the Dispensary for a check-up after each flight there.

Some junior members of Kitty Shilling's flock have been elected to work on the Trans-Pacific run, which of course doesn't suit the taste of the other girls. Cupid isn't so mischievous these days to the Stewardess Section. So far there is going to be only one wedding and the lucky girl is Cynda Wong. Hansel Kwok of Flight Operations wants to try his wings but so far he has been discouraged from all quarters. Jim Byrne admits that he would be very happy if he had a son like Y. T. Chin. What is wrong about being a godfather?

There will be only two active flight engineers on the Trans-Pacific route now that W. T. Sturgess has resigned as of October 10th, 1948. Good luck to you, Bill. A survey of the white collar girls shows that there are only four stenographers in C.N.A.C., one at the Head Office and three at the airfield. What is it that other companies have that CEENAC hasn't?

Our chief nurse, Rebecca Chan is leaving us and Judy Tan is taking her place at the Dispensary. Capt. J. E. O'Dwger has been asking for a list of flight and ground personnel's addresses. When asked why, he sheepishly and blushingly said, "I'm going to get married." There goes another man's freedom! John Cory is now rattling off Chinese these days ever since he's bought that series of "How to Brush Up Your Chinese in Six Easy Lessons." There should be a Company regulation requiring every crew member to speak and understand passable Chinese. Capts. Frampton, Healy and Shaddy have been checked out on the C-46 type aircraft. The Managing Director has approved the employment of additional ground personnel to Flight Operations so now every time a person turns around, he sees a new
face. Daisy, our Girl Friday, has a busy time keeping track of them. Rumors have been floating about that there will be additional help very soon in the Chief Pilot's Office.

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RITUAL

When lavender twilight falls upon
This quick-pulsed traders' bastion,
The tow'rs of jewels turn dark at the base
And appear remote in time and space,
Transforming this loan-shark's citadel
Into a shrine where love may dwell—
I pause in my work on a thin vignette
To light a fragrant cigarette
The exorcism of whose smoke
Will to my mind your face invoke.

The burned out butt then drops to the ground.
But hypnotized, I hear no sound.

—FLORABELLE WANG

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A LETTER TO A FRIEND

Dear Friend:

I am very glad to have your letter of August 1, 1948, in which you asked my opinion in regard to many vital problems of life, and must apologize for my delay in answering you.

It is a great pleasure for me to learn that, after a competitive examination, you have been employed as a Junior Engineer in an airline. At this time of the year, when thousands of college and university graduates find it pretty hard to secure a job to earn their living, you are really lucky and
have gained confidence that your study in the past has not fooled you. However, in your letter, I sense a strong feeling of dissatisfaction. You said that your working environment is so bad that you have to deal with people whose educational standards are far below yours. You told me that they are generally uneducated, rough and hard to please. You find that your chief is but a common and clumsy fellow. He does nothing more than signing official papers, smoking and phoning. What is more important, you expressed doubt as to your future. You studied civil engineering in the university and are now working for practice. In my opinion, this is your advantage. In the days to come, you will know that, in China, thousands upon thousands of men are working merely for a living. They have lofty ideas as you do when they are fresh from school. They hope to work for their own interest and also for good future prospers. But how can they give up all these in the long run? I do not intend to discourage you and consider myself a good philosopher of life. You are young, vigorous and enthusiastic. You have received higher education. But you are still weak and inexperienced in the handling of many other things beyond the door of school. If you can keep off your mind the idea that you are a college graduate with a handful of special knowledge, you will have a chance to learn many things unknown to you before and find that the people around you are not all strangers. I do not say that you my suspend your pursuit of knowledge as soon as as you leave school. It is my belief that one’s success depends largely upon his strong and unconquerable determination to win his battle for a goal. Some people have determination but no goal. Others have their goals but no determination. They will both be common men when they are old. May I ask what you expect yourself to be a civil engineer, an industrialist, a scientist or an office clerk?

There are two groups of men in the world. One group is active, ambitious, daring. The best representatives of this group are world heroes, famous politicians and notable public figures, while the worst may become robbers, kidnappers and brute outlaws. Another group is passive, mediocre and soft. They are usually the common men who do not wish to change the world and live peacefully throughout their lives. What is your choice?

When you are in low spirits, please feel free to come to my house for a chat. I have many witty friends about me. Their conversation will fill you with hope and faith. Remember that life is a battle. You are now a fighter.

Yours sincerely,

T. Y. Yu
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<td>C. Y. Waung</td>
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<td>Aug. 26, 1948</td>
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<td>Aug. 24, 1948</td>
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<td>Aug. 21, 1948</td>
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<tr>
<td>C. H. Chao</td>
<td>Transferred from Peiping to Shanghai as Radio Operator-in-charge</td>
<td>Aug. 11, 1948</td>
</tr>
<tr>
<td>D. B. Sze</td>
<td>Transferred from Peiping to Ninghsia</td>
<td>Aug. 12, 1948</td>
</tr>
<tr>
<td>Y. T. Chen</td>
<td>Transferred from Tsingtao to Hkangkong</td>
<td>Aug. 14, 1948</td>
</tr>
<tr>
<td>C. H. Hsiang</td>
<td>Transferred from Shanghai to Tsingtao</td>
<td>Aug. 11, 1948</td>
</tr>
<tr>
<td>C. Wang</td>
<td>Transferred from Chinchow to Shanghai</td>
<td>Aug. 25, 1948</td>
</tr>
<tr>
<td>C. C. Hu</td>
<td>Transferred from Laifeng to Chungking</td>
<td>Aug. 29, 1948</td>
</tr>
<tr>
<td>Y. K. Larr</td>
<td>Transferred from Amoy to Canton Radio Station</td>
<td>Sept. 8, 1948</td>
</tr>
<tr>
<td>S. Y. Ting</td>
<td>Transferred from Taiyuan to Shanghai</td>
<td>Sept. 5, 1948</td>
</tr>
<tr>
<td>C. H. Wu</td>
<td>Transferred from Shanghai to Peiping</td>
<td>Sept. 4, 1948</td>
</tr>
<tr>
<td>Y. L. Chu</td>
<td>Transferred from Peiping to Taiyuan Radio Station</td>
<td>Sept. 3, 1948</td>
</tr>
<tr>
<td>M. C. Chow</td>
<td>Transferred from Nanking to Sian Radio Station</td>
<td>Sept. 11, 1948</td>
</tr>
<tr>
<td>S. Y. Liang</td>
<td>Transferred from Kwel in to Shanghai</td>
<td>Sept. 13, 1948</td>
</tr>
<tr>
<td>T. H. Kwan</td>
<td>Transferred from Kunming to Peiping</td>
<td>Aug. 22, 1948</td>
</tr>
</tbody>
</table>

**BUSINESS DEPARTMENT**

<table>
<thead>
<tr>
<th>NAME</th>
<th>MOVEMENT</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. S. Lu</td>
<td>Transferred from Head Office to Bangkok as Station Manager</td>
<td>July 15, 1948</td>
</tr>
<tr>
<td>P. C. Hsiung</td>
<td>Transferred from Head Office to Hongkong</td>
<td>Aug. 25, 1948</td>
</tr>
<tr>
<td>Diana Wu</td>
<td>Transferred from Hankow to Peiping —ditto—</td>
<td>—ditto—</td>
</tr>
<tr>
<td>L. C. Mao</td>
<td>—ditto—</td>
<td>Aug. 29, 1948</td>
</tr>
<tr>
<td>Beatrice H. H. Ouyang</td>
<td>Transferred from Canton to Shanghai Booking Office</td>
<td>July 29, 1948</td>
</tr>
<tr>
<td>Elizabeth Liang</td>
<td>Transferred from Peiping to Hankow</td>
<td>Aug. 11, 1948</td>
</tr>
<tr>
<td>Howard Y. Cho</td>
<td>Transferred from Head Office to Chinchow as Acting Station Manager</td>
<td>Aug. 30, 1948</td>
</tr>
<tr>
<td>K. S. Lee</td>
<td>Transferred from Shanghai Booking Office to Kunming as Acting Station Manager</td>
<td>Aug. 31, 1948</td>
</tr>
<tr>
<td>NAME</td>
<td>MOVEMENT</td>
<td>DATE</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Y. Lee</td>
<td>Transferred from Peiping to Shanghai Booking Office</td>
<td>Aug. 31, 1948</td>
</tr>
<tr>
<td>T. C. Liu</td>
<td>Transferred from Peiping to Taiyuan</td>
<td>Sept. 1, 1948</td>
</tr>
<tr>
<td>Y. S. Lee</td>
<td>Transferred from Tientsin to Taiyuan</td>
<td>Sept. 6, 1948</td>
</tr>
<tr>
<td>K. S. Chao</td>
<td>Transferred from Shanghai Booking Office to Swatow as Acting Station Manager</td>
<td>Sept. 6, 1948</td>
</tr>
<tr>
<td>Margaret Lew</td>
<td>Transferred from Operations Department to Shanghai Book Office</td>
<td>Sept. 8, 1948</td>
</tr>
<tr>
<td>H. H. Lee</td>
<td>Transferred to Singapore as Station Manager</td>
<td>Aug. 30, 1948</td>
</tr>
<tr>
<td>Regino C. K. Yap</td>
<td>Transferred and status changed to Chief of Passenger Service Division</td>
<td>Aug. 21, 1948</td>
</tr>
<tr>
<td>E. M. Chang</td>
<td>Transferred from Nanking to Shanghai Booking Office</td>
<td>Sept. 11, 1948</td>
</tr>
<tr>
<td>C. S. Ku</td>
<td>Transferred from Tainan to Taipaih</td>
<td>Sept. 12, 1948</td>
</tr>
<tr>
<td>J. C. Shen</td>
<td>Transferred from Nanking to Chinchow</td>
<td>Sept. 14, 1948</td>
</tr>
<tr>
<td>C. T. Lu</td>
<td>—ditto—</td>
<td>—ditto—</td>
</tr>
<tr>
<td>T. S. Chen</td>
<td>—ditto—</td>
<td>—ditto—</td>
</tr>
<tr>
<td>C. T. Kiang</td>
<td>Transferred from Head Office to Peiping</td>
<td>Sept. 16, 1948</td>
</tr>
<tr>
<td>Sophie Liu</td>
<td>Transferred from Peiping to Shanghai Booking Office</td>
<td>Sept. 15, 1948</td>
</tr>
<tr>
<td>D. L. Lee</td>
<td>Transferred from Kunming to Lanchow as Station Manager</td>
<td>Sept. 18, 1948</td>
</tr>
<tr>
<td>A. P. Liu</td>
<td>Appointed Acting Station Manager of Peiping for the time being</td>
<td>Sept. 20, 1948</td>
</tr>
<tr>
<td>S. F. Kiang</td>
<td>Transferred to Amoy as Station Manager</td>
<td>Sept. 21, 1948</td>
</tr>
</tbody>
</table>

**FINANCE DEPARTMENT**

<table>
<thead>
<tr>
<th>NAME</th>
<th>MOVEMENT</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. C. Kwang</td>
<td>Transferred to Chinchow as Accountant</td>
<td>Sept. 22, 1947</td>
</tr>
</tbody>
</table>
A group of CNAC older timers photographed on the roof of the Dollar Building in 1930.

Hongkong Governor going aboard CNAC Skymaster to Peiping

CNAC's first DC-2 airplane in front of Hangar No. 33 photographed in 1935.
CNAC Staff members are photographed during their first community sing held at the Bank of China Building on Saturday, Sept. 25, 1948.

An interested audience, composed of CNAC personnel and their families and friends, enjoys the first public concert given by the CNAC Glee Club on Saturday, September 25, 1948.

CNAC office in the terminal of Haneda Field, TOKYO.
十一月二十日

再度飛抵西昌

十二月二日

試航緬甸並東南亞喪親事	

八日

緬甸飛抵東南亞

十二月十七日

緬甸飛抵東南亞

三十一年

一月十七日

鴻程振興

二月十四日

舊事重提

五月十四日

雲雲各界

六月十四日

詣VALID

三月廿五日

緬甸飛抵東南亞

六月十七日

緬甸飛抵東南亞

七月十六日

緬甸飛抵東南亞

九月十六日

緬甸飛抵東南亞

十一月十七日

緬甸飛抵東南亞

十二月十八日

緬甸飛抵東南亞

三十二年

一月十七日

緬甸飛抵東南亞

二月十三日

緬甸飛抵東南亞

三月十五日

緬甸飛抵東南亞

四月十四日

緬甸飛抵東南亞

七月二十五日

緬甸飛抵東南亞

八月十二日

緬甸飛抵東南亞

九月十七日

緬甸飛抵東南亞

十月十日

緬甸飛抵東南亞

十一月十八日

緬甸飛抵東南亞

十二月二十一日

緬甸飛抵東南亞

三十三年

一月一日

緬甸飛抵東南亞

二月二日

緬甸飛抵東南亞

三月十六日

緬甸飛抵東南亞

四月二日

緬甸飛抵東南亞

五月二十五日

緬甸飛抵東南亞

七月十二日

緬甸飛抵東南亞

八月十四日

緬甸飛抵東南亞

九月十七日

緬甸飛抵東南亞

十月二十七日

緬甸飛抵東南亞

十一月十八日

緬甸飛抵東南亞

十二月二十七日

緬甸飛抵東南亞
天津路二号消息

一、国际红颜长自美国来
　　国际红颜长自美国来，九月间，金山站开出了第一班飞机，乘客十五人，第二班三十三人，月底一班可以满载，便将金山站业务前途甚可乐观云。
　　二、借顾长来奉代理金山站。金山站已有时日，久不回美国，顾长来便借了九月间，金山站开出了第一班飞机，乘客十五人，第二班三十三人，月底一班可以满载，便将金山站业务前途甚可乐观云。
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奏女處組樂音

曲春迎」闕

秋限無

江邊的國銀行大廈四壁，傳出一陣陣
的美妙的音樂。假後的世，悲涼的秋
木然無動於中，又有幾人能不陶然而樂
，當美名的樂聲和人心弦時，有幾人能
心焉往呢？

當中聳起的中國國銀行大廈四壁，傳出一陣陣
的美妙的音樂。假後的世，悲涼的秋
木然無動於中，又有幾人能不陶然而樂
，當美名的樂聲和人心弦時，有幾人能
心焉往呢？

一

空

天地

之

時的籌備，想帶一份輕鬆活潑的情緒
，給賓客忙碌日緊張的人，就選定這
t天，給予第一次演奏會。鼓勵和勇氣

使得這誕生僅僅四個月的興設，大膽地在大眾面前露臉。

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使得這誕生僅僅四個月的興設，大膽地在大眾面前露臉。
由於潮汐的奇覇，就這十分鐘，也非常動人。但據說它的速
北平原裏的中原士大夫，向來沒有看見過海的，近到杭
州，看见錢塘江頭奔騰的潮勢，不免即認為是中型奇觀，於
是從南宋建都臨安（杭州）以後，錢塘觀潮，便被定為一帝
都景物之一。自宋迄今，這一年一度的盛景，也才如此
地為然。
記潮觀寧海
K.Y.

從安龍鎮搭浙江公路局的汽車到輪渡，時間還要半小時。這半小時，汽車在一片茶葉的原野，村莊中過去，經過了幾條小溪後，我們就遠遠地看見那一片綠色的錢江水色了。

十二時四十分光景，我們走上泥濘之地，不能舉步的堤岸，堤岸上，搭着一連長列的茅棚，棚下安置着簡陋的坐覺，木架，樁作觀潮台，這時早我們先來的男女老幼，已坐滿了各處，正在興奮期待着潮來呢。

一時二十分光景，正當我們低頭啃著公路局供應的野餐，忽聽左近有人喊：來了！來了！說著，我便覺得上面席帳上，好像落著雨，一片沙沙作響，接著電光般地，已經遠遠的，有一條紅線，深深地捲向龍船，象兩條巨蛇，向那東北渡段，向我們滾浪衝來。這時我們幾十人，興奮地大叫：潮來了！潮來了！

雨呢，就在想著，這次的潮水會有多大呢？……

這當，因為恰巧正是大風風的腦際拂上潮頭，所以剛到寧海的観潮者，往後轉向。第二天的觀潮羣中，全空了。

我們是十八日早上，搭七時半分的錢塘號快車自上海北站出發，中午到達杭州不遠的安龍鎮。由於潮潮特別謹慎，所以四面八方，觀潮的人，蜂擁而至。京杭鐵路局和浙江公路局觀潮處的電報到達後，消息一出，三天的客位便被一搶而空。我由於特別的機緣，才得在第一號的觀潮處，坐了一個位子。
習

慣

在家裡，老人總喜歡做一些手工活，如縫補衣服、編織毛衣等。這些習俗不僅能讓人放鬆心情，還能培養孩子的耐心和動手能力。生活中，我們也要多留意這些傳統的習俗，並努力將它們傳承下去。

在一個溫暖的下午，我們一家三口在太陽下散步。母親在前面領路，父親則在後面跟隨。我看著父親的背影，心中感動不已。我非常喜愛這份家的溫暖和和平。

在這個時代，我們應該記得這些傳統的習慣，並努力將它們傳承下去。這樣，我們國家的文化才能得到更好的發展。
金山寄语

其行

和社會能更多聯繫，消息溝通，公私兩兩其益！

條胞呼奮金山為金山，亦有所謂之為大埔或三番市者。華

來金山已是第三次，因此對這元國的一切已不感到興

趣或新奇。金山辦事處的事務，也並不知一般人想像中的空

間。業務忙的事果是忙碌，業務清淡的站整天計劃着如何搞

機，如何宣傳，事情亦復不少。加之除了業務外，金山站還

有很多支節的事，如資料、法律諮詢，美籍眷屬往返等，因

之站上各位同仁也是忙碌非凡，尤以財務方面更見辛苦。最

近業務日見起色，從／空飛》到／滿載》在此工作的同

仁，雖然忙碌一些，精神倒是痛快不少！

美國的物質文明是不可否認的。橋樑公路，地下水車，大

建築，確是魁偉浩大。但是扭轉無線電夢，僅是些雛鳥的爵

史。中人是那麼多，奴奴的來，又奴奴的去，取了一個尺碼

很快的走了。生活的緊張，已成了一種方式，這或著也是美

國人易得心臟病的主要原因。猶他及戰時重慶，冷酒鋪或茶

座中的一角，安靜的坐下那種雅情逸趣，美國人是不会領略

的。星期六的下午，在亞爾培路和珈飛路的轉角上坐着撐皮

鞋，陽光照和，掲戴著尖尖的玳瑁；行道上母親推著嬰車

安詳的步伐，使你頓時可感到一種滿足，是和平的滿足；

離了祖國？風土人情全然不同，所留下的是各種憧憬而已。
沙漠中的駝隊——錦州站

吳超遠

在東北治陝時期，日人和圍着一堆一堆人的雜貨，從東北的幾個重要城市進貨，這些貨物中最重要的是煤、鐵路和船運。利後，交通便利，錦州便成為東北的物資集散地，所有煤的貿易都匯集於此。這不僅有利於東北的發展，也有利于日軍的侵略。

錦州的物資供應，不僅來自錦州，還來自遼寧的其它地區。這些貨物經過錦州運往東北各地，為日軍的侵略提供了物資保障。

錦州的交通便利，不僅有利於貨物的運輸，也有利于軍隊的運輸。錦州的交通便利，使得日軍的侵略活動更加順利。

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述概情業營份月九

一、中美線增加班次

中美線業務日見一興，去程贏償滿載，同程亦見起色，每月兩次之班期，已不足應付。目前

之需要，茲決定於九月廿九日起，增加為每週一班，於星期四抵達舊金山，停倉一班，星期五後，當日即離舊金山，再Cadastro香港。當

間島、香港等地面，於星期日及星期一抵達上海，全程往返僅四日又四小時。

二、籌開星嘉坡及東京線

自本月十四日起，商城行客除經循標準備外，始得購票。本公司為便利赴港旅客，派有專門

人員，代辦客票及住處之訂購，亦可於商場購票，可於港先申請本公司代為辦理。

三、代辦赴港旅客申請手續

於本月起至澳門等地上，旅美之旅客申請手續，凡自港來港的，均須遵照規定，可於港前

申請，具體日期，約在十月中旬。

四、徵求隨機服務員

五、貨運

六、郵運

飛機運至香港轉運，本公司已購香港聯程飛機，可直達上海。
在一類中，包括航空工業

在第一類中，包括航空工業

及航空設備。航空工業，包

括飛機及發動機製造業，及

航空研究工作。此種工業，

須能維持一國之飛機，及其所

有之補充。航空便利，包括

飛機，維護飛機之設備，此

之維護，能在實質上供應飛

機之需要。此種便利，能

在一國之空中威力，有密切之

關係。為此國之實現空

軍之空中威力，在平

時或戰時，可供國家航

行之用。倘有損壞或不完備

時，國家之空中威力，即受

之影響。

一國之航空設備，在平

時須足數其商業航空之用，

並有相當之後備飛機及人

員。爾後一國之航空設備

在今日欲估計其價值，殆

為一國於此種要素，似

然尚有幾種條件，與此

數種因素須互相連貫，方能

使一國潛藏之空中威力，繼

續存在，歷久不變。此數種

條件為：（一）地理：包括

國土之位置、地域、地

形、及氣候；（二）資源；

（三）人口之多寡；人民之

教育程度，與民族性是否適

合於航空事業；（四）國家

對於航空事業之鼓勵，與政府

之實際作為，及航空事業之

發展；（五）國家對於航空

設備之製造及維護，均應

作切實之考慮。
故自一九一二年前，各国

苏联有绝对之控制权。苏

联能管辖其领土，非得

“讨伐”也。一国在大

国之领土内，不受其国

之控制，非得其国之

同意，不得入其国境。

各国在苏联合国领土

内，非得苏联同意，不

得入其国境。在苏联合

国领土内，非得苏联同

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在各国领土内，非得其

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（四）結論

空中威力之要點

屏之譯

一國在政治上有權得以飛行，或開言之，一政治上有飛行權也。並非空談之理論，乃實際上之實在問題。請試言之，何謂之政治上有飛行權？在一九二九年中歐和平會議以前，各國對於天空是如何？一日，一國領土之上之天空，應視為該國領土之部分。此項問題，在當時視若公海，各國得以自由飛航，抑或一國領土之上之天空，應視為該國領土之一部份。此項問題，在當時視若公海，各國得以自由飛航。
（三）通訊課之困難

在東南亞各地，通訊課之困難非常之大。為配合公司業務需要，通訊課需要提供各種電報、電話等通信服務。這些服務包括了本地及國際間的通信，以確保公司的業務運作順暢。在這個方面，通訊課員需要具有高度的專業知識及技術，以便有效地處理各種通信需求。

（四）無線電台之解線

無線電台是公司業務中不可或缺的一部分。它們在遠距離通訊、航行安全、及災難救援等任務中起著重要作用。無線電台的解線工作需要極高精度和效率，以確保信息的準確傳遞。

（五）技術人員之訓練

為了確保通訊課業務的順利運作，技術人員的訓練是非常重要的。訓練內容包括理論知識和實操技能，以確保他們能夠迅速有效地應對各種通信需求。
本公司通訊業務簡述

過去之回顧

航空專用電台在中國之設立，始於民國十八年鐵道部所屬之中國飛運公司，當時之電台負責者，與工作人員均係西人，數月後，始有國人參加。十九年中國飛運公司與交通部郵電管理處合併，改組為中國航空公司後，通訊方面仍由電報電機公司之原有組織，但工作人員自大部易為國人。當時工作範圍僅限於地面通訊，直至民國廿六年，洪其國先生之道爾英文以電報電機與本公司新購置之機，請參閱十六面照片。廿六年全年抗戰爆發後，本公司通訊設備得租借檔案之助，積極補充革新，作戰之用，以後陸續普及之無線電收發電報機，為通訊設置之開始。廿八年龍華重慶先行施工設置，發電機之設置，皆為配合公司復深任務，通訊業務之擴充，逐漸為公司設立之實際，電報電機之應用等。為公司通訊事業寫上新頁。

太平洋戰爭爆發後，本電報電機設置得租借檔案之助，積極補充革新，作戰之用，以後陸續普及之無線電收發電報機，為通訊設置之開始。廿八年龍華重慶先行施工設置，發電機之設置，皆為配合公司復深任務，通訊業務之擴充，逐漸為公司設立之實際，電報電機之應用等。為公司通訊事業寫上新頁。

發電機之設置，電動打字機之應用等。為公司通訊事業寫上新頁。

兩年間之設置，均有成效，始得從事於質之改善與增加通訊線路，以應軍事上之業務需要。最近本電報電機設置之電信，有W以上編力。