Correspondent Tells Story Of Blockade In South China

By FRED HAMPSON

PUSAN, Korea, Dec. 13 .- (Delayed) - (P)-There are a few leaks, but the nationalist blockade of Communist South China ports is keeping tonnage down to a trifling minimum.

Shanghal's waterfront, once among the three or four busiest in the world, is so dead that when an occasional big ship sneaks in, it is top news, celebrated through the city.

American ship Sir John Franklin of the Isbrandtsen line.

Shelled By Nationalists
Running in, the ship was shell.

ARTHUR BOYER Civil Engineering and Surveying Room 324 Pacific Building Phone 1413-J

he city.

I left Shanghai aboard the eccepts which hover constantly at escorts which hover constantly at the Yangtze river mouth. Damage was not extensive, but the vessel was well-peppered with three-inch and smaller caliber missiles. That was on Nov. 29.

The U. S. State department pro-tested to the Nationalists.

When the Franklin went out

Dec. 9, there was no trouble, al



SENATOR'S A SODA JERK—U. S. Sen. Hubert H. Humphrey of Minnesota spends his time during the recess of Congress helping out in the family's drug store in Huron, S. D. Although a graduate pharmacist and a partner in the business, Humphrey also pitches in behind the soda fountain, where he is seen lending a hand (and a dishcloth) to Delores Timm.

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though we were stopped by a destroyer escort. A boarding party inspected the cargo manifest and passenger list, and waved us on Farther out another Nationalist warship ignored us.

Still farther out we sighted a small British freighter, waiting a chance to run in. Out beyond what appeared to be the three mile limit was a British frigate at anchor.

There have been as many as 11 ships at a time hovering off the Yangtze, trying to reach Shanghal, but in three weeks only the Franklin and a small British freighter from Hong Kong made it. There have been as many as 11 ships at a time hovering off the Yangtze, trying to reach Shanghal, but in three weeks only the Franklin and a small British freighter from Hong Kong made it. Ironical Occurence

Ironically, the British ship, the Elsie Moller, was damaged by Communist shore guns on her way out. Apparently the Reds mis-

The Communists are mum

about their military failures, but rumors put their losses as high as 70,000 men and thousands of junks and sampans.

When I left Shanghai there was a rumor that they were preparing a fourth expedition with 20,000 small craft. Owners of such vessels were busy dismantling or hiding them to avoid requisition.

The Red charges that the United States and Britain instigated the blockade do not make sense. Ships of both nations have run the blockade at great danger and expense with no help whatever from the Communists.

The Reds criticize western nations for not using their navies to break the blockade, yet they themselves forbid foreign warships to enter territorial waters — and that's where the blockade is.

Before being permitted to leave Shanghai I was called to the central police station and questioned two hours. The questions ranged from, "How did you cover the Civil war?" to "What is your opinion of the Communist management of Shanghai?"

To the latter I replied that I thought Communist officials were unwise in refusing to see foreign correspondents because there were many important questions that should be answered in the interests of all parties.

"What questions?" the Communist say they think the western powers should break the blockade since they do not recognize the legality of it. Yet you yourself forbid foreign warships from escorting and protecting foreign merchant ships through Chinese territorial waters, and that's where the blockade is. You are not able to protect these ships yourselves yet and you won't waive your order so that others can protect them why is thar?" why is that?"

He looked at me for several

econds and then replied:
"I think that is a very good uestion."

question."
"Will you arrange for me to see Chen Yi (military mayor of Shanghai) so that I may ask it of him?" I asked.

him?" I asked.
"I am sorry," he replied, "but I am a very small official. I cannot do it. But it is a good question."

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our busiest time of the year. We expect to be asked to put through more than three times as many calls between distant points as on a normal day.

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MEDFORD, Dec. 21 — (A) — An automobile overturned on a curve here Monday night an killed the driver, Glenn Vernon Scotth 2;

killed the driver, Glenn Vernon Smith, 32.

It rolled over several times and struck a car from Grants Pass, injuring four persons.
The injured were William W. Rigley, 29, route 1, Grants Pass; his wife, Iva; and two children, Joyce, 2, and Lois, 6. Three other children in the car were unburt.

The northbound Smith car falled to round a slight curve and colled into the Rigley vehicle.

Hospital attendants said the Rigleys were not seriousy injur-ed, but were badly bruised. They were en route to Klamath Falls, where Rikley planned to go to

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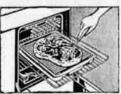


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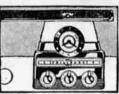
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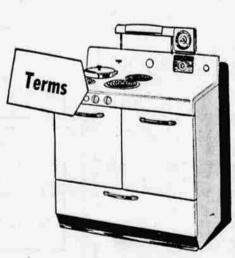
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