

JAPS TO RE-OPEN YANGTZE TO USE AS TRADE ARTERY

Third Power Traffic Will Be Permitted on China's Main Waterway, is Word.

Tokyo, Dec. 18.—(AP)—The Japanese forces in China have decided to re-open the Yangtze River below Nanking to third power commerce under military restrictions, the foreign office announced today.

The decision was made known to United States Ambassador Joseph C. Grew in a half-hour conversation with Foreign Minister Admiral Kichisaburo Nomura. He was understood to figure prominently in American-Japanese conversations aimed at settling outstanding differences between the United States and Japan.

The Yangtze River, which is the main artery of trade and commerce with vast central China, and opens up to foreign trade the greater part of China proper, was closed to third power traffic in August, 1937, one month after the beginning of the Japanese war in China.

Now, said a foreign office communique, the Japanese forces in China "have decided to make preparations with a view of lifting the ban on navigation in the Yangtze from Nanking downward under certain restrictions for the maintenance of peace and order and for military operations."

The decision, it was stated, resulted from the fact that "absolute military requirements calling for closure of the lower Yangtze area have become amenable to gradual modification." The communique continued:

Japs Misunderstood
"It is greatly regrettable in this connection that Japan is misunderstood in some quarters as if she were intending to act in an exclusive and monopolistic manner."

"The Japanese government is not acting with a view to shutting out in the future economic activities of other powers in China. As a matter of fact they are not reluctant to open even the Yangtze, Pearl and other rivers. (The Pearl is at Canton.) It is hoped in the light of the above explanation that Japan's real intention will be understood not only by the United States but by other powers."

"A Japanese spokesman in Shanghai said it would be 'quite a long time' before the decision would be put into effect. 'I cannot say in terms of days or weeks or months,' he said. 'Various problems have to be solved first.'"

"(American business quarters in Shanghai were not overly optimistic over the announcement, pointing both to the vagueness of the date of lifting of the ban and to the military restrictions which still would be in effect.)"

SCOUT TROOP 3 WILL BE GUESTS OF LIONS

Boy Scout troop 3, co-winners of the 1939 council rally, will be dinner guests of the troop sponsors, the Lions club, at the regular Lions club meeting Tuesday evening at 6:30.

The troop will present its regular investiture service and court of honor at 7:30. All parents and friends of the scouts are invited to attend the court of honor.

Use Mail Tribune want ads.

Europe's War Goes to Sea



Map highlights recent events in Europe's war, which has taken to the water. (1) British flyers, returning from an aerial fight near the scene of the World war battle of Jutland reported sighting a German naval squadron (inset), arousing speculation as to a possible new battle there. (2) In the north Atlantic, British patrols sought the German pocket battleship Deutschland. (3) There was speculation that the German liner Columbus, reported sailing from Vera Cruz, might be trying to lure British warships into a battle trap. (4) The German pocket battleship Admiral Graf Spee was sunk at Montevideo, as British warships and the French battleship Dunkerque waited for her to make a dash for freedom. The crippled British Exeter was expected at Puerto Belgrano. (5) The British Renown and Ark Royal were reported seeking the German Admiral Scheer off Capetown.

ANNUAL BANQUET HONORS CARRIERS OF MAIL TRIBUNE

Annual banquet for Mail Tribune carriers was held last night in the Hotel Medford. The party is given once a year as a mark of appreciation of the work done by the city, motor route and outside carriers during the past 12 months.

Gerald T. Latham, Mail Tribune circulation manager, presided and called up the following carriers for short impromptu talks: Richard Wright, Robert Bryant, Clinton Neely, Joe Beach, Edward Evanson and A. B. Allen. Don Krouse, assistant to Mr. Latham, also gave a brief talk.

At the conclusion of the dinner, motion pictures of modern airplane transportation and of the McDonald basin sports area were shown, the former by Max C. Henne, manager of United Air Lines here, and the latter through the courtesy of the Rogue Snowmen.

The evening ended with attendance at the motion picture show at the Rialto theater where George Hunt, theater owner, was host.

GRAND JURY REPORT SLATED LATE TODAY

The grand jury reconvened this morning after a recess since Thursday, and was expected to file its report late today on a number of matters investigated the past ten days.

The district attorney's office reported the grand jury was scheduled to hear a "short matter" today, before making its report.

The grand jury has been looking into the fatal shooting of Zera E. Dahack, and matters left over from a previous session.

Closing time for Too Late to Classify Ads is 1:30 p. m.

MOTHER ADMITS SAWING UP BODY OF LITTLE SON

Baby Smothered Wednesday Is Hidden in Closet Until Dismembered With Saw.

Philadelphia, Dec. 18.—(AP)—A newspaper puzzle contest returned a murder charge instead of a prize award today for a 35-year-old mother, who, Detective Captain James Ryan said, confessed suffocating her 20-month-old son, sawing up his body and hiding the torso, wrapped in the newspaper, near a cemetery.

Ryan quoted the woman, Mrs. Tillie Irelan, as saying she smothered the baby last Wednesday night with a blanket and pillow. For two days the body lay hidden in a closet of her room at a boarding house. Saturday she bought a saw, dismembered the boy and carried the torso to the cemetery, a block away.

Kept Her From Parties
She told police she had been separated from her husband for eight years. Unable to obtain steady work as a children's governess, she said she decided she could not raise the boy. Ryan also quoted her as saying the boy interfered with her work and kept her from attending parties.

Mrs. Irelan's appearance before Coroner Charles H. Hersch last night followed only 25 hours after a motorist, attracted by a bundle in a street gutter, found the torso. Detectives later found the missing head, arms and legs packed nearby in a small suitcase in the rooming house closet, awaiting disposal.

Pencil impressions of a name and address, written under a picture puzzle in the newspaper covering the torso led detectives to the woman. All except the words "Tillie" and "1750" were obliterated.

Confesses All
After scientific efforts to bring out the unreadable parts failed, detectives made a house-to-house check of all homes bearing the number "1750," until they located Mrs. Irelan.

Taken to police headquarters for questioning, Ryan said she said "Well, I guess I might as well tell you all about it. I did it. That's my baby."

Ryan said Mrs. Irelan had placed her baby in the care of

K of P Chief



Guy H. Johnson, (above), grand chancellor of the Knights of Pythias lodge, Domain of Oregon, will meet with local Talisman lodge members this evening for a special session at 8 o'clock in the Knights of Pythias hall, Chancellor Johnson resides in Pendleton.

a friend when she took the room in the boarding house a little more than a week ago. Wednesday she smuggled the baby into her room.

MORE EXPLOSIONS TWIST WRECK OF NAZI BATTLESHIP

(continued from page one)

the cannon of British warships lying in wait outside the Montevideo breakwater.

It saved German naval pride of ignominy of seeing the once-mighty Graf Spee out of battle for the rest of the war, tied up in internment by Uruguay.

Those were the only other alternatives. Too, it seemed the choice of prudence. Safely hidden in the glowing furnace she became beneath the waves were the secrets the Germans had built into this fighting ship—10,000 tons of speed and power no allied ship of comparable size could match.

Crew Reaches Safety
Before the Graf Spee went under, apparently broken almost in two, every member of the crew which went out to scuttle her had reached safety. They, including their captain, went aboard other boats.

The rest of the crew—except

those left dead and wounded in Montevideo after the battle with three British warships from which the Graf Spee fled riddled to this port last Wednesday—had been put aboard the German freighter Tacoma.

The master of the Tacoma was arrested last night for violating a port-closing order when his ship, which had followed the Graf Spee's course, returned here.

The Graf Spee's chief engineer and three members of the crew who were among the last to leave the ship were brought into the port captain's office under government arrest. Officials said they were wanted for questioning about exactly how the blasting was done.

Six Chinese cooks from the Graf Spee were brought into port aboard the Uruguayan minelayer Lavelleja and arrested.

Officials said it was uncertain when the Graf Spee crewmen aboard the Tacoma, an undetermined number, would be landed. The Tacoma was anchored off shore.

Captain Bitter
Sacrifice of the marauder which had cost Great Britain nine merchantmen, although it disposed of the issue of what to do about her, left to Uruguay the bitter protest of Captain Langsdorff that she had left him "no other solution than to sink my ship."

Left to all the American republics was the question of representations to the European war's belligerents to avoid a repetition of the sea battle with their 300-mile neutrality belt.

Forced by an expiring Uruguayan time limit to leave her neutral refuge, the Graf Spee headed toward the sea Sunday at 6 p. m. (1:30 p. m., PST).

One hour and 25 minutes later, a thunderous explosion in the bows sent flames and smoke towering to the sky.

Two more rumbling blasts followed. They echoed for many miles and sent thou-

sands of startled Uruguayans to their roof-tops to witness what they thought was a second great naval battle off America's shores.

Quick Destruction
In three minutes—at 7:28 p. m. (2:58 p. m., PST)—the Graf Spee was a scuttled ship, a fearful, burning hulk, steaming and hissing under 25 feet of water.

All Montevideo saw or heard her blow up, the Nazi swastika still proudly flying, as a sunset haze drifting in from the sea was about to hide her from the shore and from the guns of British warships waiting below the horizon.

Soon only her superstructure showed, and even this sank from view about a half hour later when a second series of explosions shot a column of flame and smoke from the wreckage, apparently as flames reached munitions and fuel untouched by the first blasts.

The ebbing tide early today uncovered parts of bow, stern and some remaining superstructure. This correspondent, making a two-hour launch trip around the water grave, found the Graf Spee almost split in two, but still upright.

Last Move Seen
From the tower of Montevideo's tallest building, I saw the Graf Spee first move out of the harbor limits as though headed toward sea, where powerful telescopes could see a British cruiser—identified by one official as the 10,000-ton Cumberland—on patrol.

When three miles offshore and still well within Uruguayan territorial waters, the German warship went hard to starboard.

She moved slowly for a time with the slower Tacoma in her wake. Then she appeared to anchor as a pair of tugs from Buenos Aires, one of them towing a barge, drew alongside.

My telescope picked out what looked like seabags and small bundles of supplies being thrown into the barge. Within

a few moments, the crewmen came tumbling overboard into the barge, the tugs and the launches.

They swiftly moved away. Then came the explosion. Thousands ashore watched in open-mouthed astonishment as a great plume of smoke rose over the wreck. Then a second explosion, and a third, and the Admiral Graf Spee settled to her death with flames bursting above her.

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