

Col. Emmens Named Representative On Allied Board For Control Of Rumania

MEDFORD FLIER IS APPOINTED TO IMPORTANT POST

Lt. Col. Robert G. Emmens, Medford aviator who participated in the historic Jim Doolittle bombing raid on Tokyo in 1942 and subsequently spent 15 months in Russia where his plane was forced down, has been named as one of four United States military representatives on the Allied Control commission for Rumania, the war department has announced. Lt. Col. Emmens, recently home on a brief leave, has been serving as deputy commander at the army air base in Greenville, S. C.

The commission is composed of Russian, British and United States delegates who will supervise, under the direction of the Soviet High Command, terms of the armistice between Rumania and the U.S.S.R. It is understood that Col. Emmens will probably bear chief responsibility among American delegates for the aviation terms of the armistice.

Other American members of the commission are Brig. Gen. Cortlandt Van Rensselaer Schuyler, U.S.A., Com. Philip B. Brannen, USSR, and Lt. Col. Grady C. McGlassen, army quartermaster corps.

Long Held Secret
Return of Col. Emmens and other members of the bomber crew to this country was for many months a strict military secret since they had been interned by the Russians in accordance with international law. Official release of the news of their return was made known last week approximately the same time as the announcement of the colonel's appointment to the Rumanian commission. Exact details of their return from Russia were not revealed, however.

The five fliers interned by the Russians were Col. Emmens, then a first lieutenant; Lt. Col. Edward J. York, San Antonio, Tex., then a captain; Second Lt. Nolan A. Herndon, Sulphur Springs, Tex.; Sgt. Theodore H. Laban, Kenosha, Wis., and Cpl. David W. Pohl, Wellesley, Mass. These men were the only crew of the 16 carrier-based bombers who managed to land their plane without destroying it.

Story Finally Told
On April 24, 1943, six days after the historic raid, the Rus-



LT. COL. ROBERT G. EMMENS

sians revealed that they were holding the American aviators and until that time nationality of the aviators making the raid was not known. The war department shortly after stated that army planes had made the raid but it was not until April of 1943 that the full story was told. At this time the Japanese admitted executing several of the Doolittle fliers who fell into their hands after bailing out over China.

A Russian communique in April of 1942 stated that the American bomber had landed safely at Khabarovsk, 800 miles northwest of Tokyo, 400 miles northeast of Vladivostok and 200 miles inland from the Pacific. No statements were issued by the fliers and correspondents were not allowed to visit them.

The story reveals that preparations for the raid were made at Eglin Field, Fla., where a naval instructor trained the fliers on the problem of getting their 26,000-pound planes off the short carrier runway. It was planned that the U. S. S. Hornet would carry the bombers to within 400 miles of the Japanese coast, protected by a task force. Originally it had been decided that the planes would take off at dusk on April 19, 1942, bomb Tokyo, Yokohama, Nagoya, Kobe and Osaka at dark and fly on all night and

make emergency landings on fields built just for this purpose by the Chinese.

Plans Go Awry
These carefully laid plans were upset by a Japanese patrol boat which spotted the task force at 7:30 a. m. on April 18 while the force was still some 800 miles off the Japanese coast. Doolittle, fearing that the boat might have radioed information of the force, quickly decided to take off at once and allow the ships to turn back to safer waters.

At 8 a. m. the planes began taking off the cramped deck, loaded with five-gallon gasoline tins. They reached their destination, successfully bombed the targets and escaped from the Japanese mainland. Beyond the mainland, however, they ran into trouble because they now were arriving over China in the dark instead of at dawn. They carried no radio equipment and the emergency fields were unlighted.

Not a single plane reached a field. Two came down in the China sea and others made belly landings in rice paddies. Most were abandoned in mid-air and the crews took to their parachutes, one out of approximately 50 men being killed in the parachute landings.

Happy Ending
No one has hazarded a guess

as to why the remaining bomber lost its direction, but its landing in Russian territory undamaged and with its crew unhurt has now happily ended with all members of the crew back on duty with the army.

While in Medford recently Col. Emmens visited relatives. He is the son of Mrs. J. J. Emmens, 1443 East Main street, and the late Dr. Emmens. His wife and small son, who had been with the colonel in South Carolina, returned to Medford to reside while the officer is carrying on his new duties with the Rumanian commission.

High School News



Student Reporters Margo Gammit and Joan Hoppe

The Roller Skating club started its season with the first session on December 4. They now have about 50 members and membership is still open. At the club's first meeting the following officers were elected: President, Marilyn Wright; vice president, Carl Winklebeck; secretary, Betty Trullinger; and treasurer, Betty Shaw. Dues are one dollar a month and three sessions will be held each month. After the club gets under way, members may have a skating show, according to Mr. Sidney Bouck, adviser.

To welcome home the Black Tornado, Oregon state football champs, the Medford high band and student body met the team at the depot, when the boys returned Monday morning. As the team stepped off the train, the

band played "On Medford", while the students cheered. Several other selections were played before the students returned to school, having been excused until 10 o'clock.

Medford senior high's eight outstanding girl volleyball players went to Ashland December 7, to represent the Girls' Athletic association. They played the girls' team of the Southern Oregon college of education. Girls who made the trip included: Mildred Shellabarger, Aletha Emerick, Evelyn Byrne, Fanny Sullivan, Joyce Clares, Barbara Olsen, Carmen McGrew, and Shirley DeMoss.

Recently throughout the high schools of the nation, there has been a movement to promote the reading of the Bible. As a result of the poll taken by chaplains and preachers over the United States, a selection of the finest passages in the Bible has been compiled for the students to read. A book report credit is to be given when the passages have been read. It is hoped by the teachers that the students, having a taste of this truly great book, will be interested in further reading of the Bible.

Medford senior high's triple trio entertained the Women's Rotary club Wednesday of this week. The members who sang included: JoAnn Gilmore, Harriet Houghton, Evelyn Watkins, Dolores Wilkinson, June Elliot, Margaret Drysdale, Joyce Fraley, Marjorie Hammond, and Marilyn Wright. The selections were: "Virgin's Slumber Song", "Jesus Is Born", and "Holy Night".

A number of students from the art department drew pictures from life and results were so "life-like" that their drawings were placed in the display case in the main hall. Student artists included: Beverly Dark, Vernice Vroman, Louise Ellis,

Glen Crocker, Hortense Jennings, Dolores Poutre, Barbara Maddox, Evelyn Byrne, Joan Adler, Margaret Drysdale, Al Cleven, Gleria Preston, Kathleen Seekatz, Gail Coddling, and Bob Robinson.

Kiwanis club honored the Black Tornado, Wednesday, by having each Kiwanian take a member of the football team to lunch at the Holland hotel. Guest speaker was Dr. Redford, president of the Southern college of education. The topic of his talk was the West Virginia industry. Carl Reich was presented with a prize.

Boy Scouts Assist In Seal Sale Drive

Boy Scouts of Medford are again this year playing their part in the fight against tuberculosis by assisting in the seal sale drive of the Jackson County Public Health association. Mrs. Ruth E. Bauer, county chairman, stated yesterday, "Christmas seal sale posters were distributed" by the Boy Scouts to strategic parts of the

city and placed where they will call attention to the sale, which will continue until Christmas.

CPL. ALDEN R. WRIGHT WINS CONDUCT MEDAL
Air Service Command Depot in England — Cpl. Alden R. Wright, son of Mr. and Mrs.

Mark F. Wright, route 4, box 359, Medford, Ore., was recently awarded the good conduct medal for exemplary behavior, efficiency, and fidelity at this large air service command depot in the ETO. Prior to his enlistment in the service Cpl. Wright was employed by the Paine Field Sub Depot, Everett, Wash.

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"HELLCAT's the Name for It!"

Maybe you've seen some of those GI's with Tank Destroyer emblems on their shoulders. They're a great bunch of guys — proud of their service — and for months they've been itching for the day when the hush-hush lid would be lifted so they could tell the world what it's all about.

We know how they've felt — for they've been training with Buick's baby — the M-18 Hellcat — dreamed up, developed and brought to production by Buick men, with the enthusiastic aid of Ordnance experts.

Then came the big day. The Hellcat went into action, with its 55-mile top speed and its heavy-slugging 76-mm. cannon.

Fresh from the fighting front, an official Army observer called it "the hottest

thing in armored warfare," which was grand news to our ears.

But what really warmed our hearts was the flood of letters — thousands of them — which poured in from the men who've worked and trained and lived with this destroyer, once they learned that Buick builds the Hellcat.

Buick powers the Liberator, too. And our mail has been heavy with letters from flyers, telling us how much faith they've come to feel in those great-powered, Buick-built, valve-in-head aircraft engines.

So pardon us, please, if we feel a bit proud about the way these boys write us. Such cheers as theirs are the finest reward anyone could ask or hope for.

"There isn't anything in the army that can compare with it"

"FOR SPEED, POWER AND FIGHTING ABILITY THE M-18 TAKES THE CAKE".....

"Believe me, these destroyers are absolutely terrific"

"A sweetheart to drive and work on — I have done both"

"I believe it's the most distinctive and most manueverable weapon in the army today"

"We of the Tank Destroyers believe them to be the answer to everything"

"You sure came out with a name that fits them"

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BUILDS THE M-18 HELLCAT

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