

GROUND GAINS MADE; NEW B-29 BLOWS STRUCK

(Continued From Page One)

show, and preparing to evacuate Amoy and Swatow. These three cities and Foochow are the major ports on the Chinese coast since guarded by Formosa, whose air defenses have been largely neutralized by daily raiding bombers from the Philippines.

B-29s, packing the power of the Pacific air war, attacked Tokyo and Hamamatsu industries with demolition bombs today, adding to the announced devastation of nearly 60 square miles in Japan's six largest cities. Guam headquarters for the 21st bomber command announced more than 300 Superforts made the attack on Hamamatsu. It is 60 miles from Nagoya, twice set afire this week in 50 plane incendiary raids which left nearly a fourth of Japan's third largest city destroyed, including 33 specific military targets.

WEATHER

City	Max.	Min.	Precip.
Eugene	64	43	Trace
Klamath Falls	48	37	12
Sacramento	66	43	12
North Bend	59	42	0
Portland	63	48	0
Reno	54	36	Trace
San Francisco	60	42	Trace
Seattle	64	48	Trace
Medford	64	43	Trace
Red Bluff	64	43	Trace

Northern California—Mostly clear today, tonight and Sunday, but with some cloudiness today over mountains. Warner.

Washington and Oregon: Partly cloudy today, tonight and Sunday. Warner Sunday.

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Roy ROGERS in "SONG OF TEXAS"

Serial Comedy News

EDITORIALS ON NEWS

(Continued From Page One)

SCHOOL CHILDREN to throw grenades in a die-in-the-last-hole defense of the empire.

RUMORS that high-up Japs are talking peace persist—peeving the Tokyo radio considerably. It says today: "Widespread peace speculation in all quarters of the globe EXCEPT JAPAN has become a source of annoyance to us. Japan is too much occupied with keeping the war going to bother with such things."

THE Chinese, whose intelligence service is often pretty good, have claimed for some time that there is an underground peace movement in Japan, headed by former Premier Prince Kono and supported secretly by Jap big business interests anxious to avoid further destruction of property.

(You may have noted in recent European dispatches the doleful squawk emitted by the current head of the Krupp family when he was captured in Essen.)

DON'T be fooled by all this Jap peace talk. It doesn't necessarily mean a thing. History makes it quite clear that peace moves usually begin shortly after a war begins. Aggressors are always willing to quit as long as they are still swollen with loot.

Don't really prick up your ears until the Japs begin to hint that they might surrender unconditionally.

STALIN comes today a little farther into the open in the Polish affair.

He issues a statement standing pat on his existing provisional Polish government as the BASIC CORE of future Polish governments—which, he says, must pursue a FRIENDLY policy with Russia and NOT follow the policy of the "cordon sanitaire" (quarantine) against the soviet government.

One gathers that he means business.

DON'T get all hot and bothered about this Polish ruckus.

We know we're not going to war with Russia over it. Russia probably knows it as well as we do. We common run of people, who aren't taken into the confidence of the insiders, have a strong suspicion that FACTORIAL troubles lie somewhere at the root of it. The Poles who have been thrown out would doubtless like to get back into feeling, of course, that they would be far better rulers of the Polish people (outs who want in always feel that way).

But WE aren't going to WAR WITH RUSSIA because the London Polish government-in-exile has been tossed out and another Polish government put in. For one thing, we don't know how the BULK OF THE POLES THEMSELVES feel about it.

There will be a lot of sparring around (including considerable bluffing) before Europe gets all settled down again. This Polish business is a part of it. So is the business of Tito and the Yugoslav ambition for more territory which make scare-heads in the news today.

You will drive your car with much more confidence if it is properly insured. See Hans Norland, 118 North 7th Street.

SURVIVORS OF FRANKLIN TELL RESCUE STORY

(Continued From Page One)

incident of the entire disaster to me. Many of these men could have abandoned ship without any criticism in face of the repeated explosion and almost certain sinking of the ship.

"We all thought she was going to sink."

"About two hours after the initial bombing, we were able to set up an emergency hospital just below the flight deck in the junior officers bunkroom off the fo'c'sle. There, more extensive medical assistance in the form of plasma and blood transfusion and surgical treatment could be instituted. Again, great tribute must be paid these ingenious airmen who doubled as medical corpsmen and undoubtedly saved numerous lives.

"Word was finally passed to us, after the wounded had been cared for, that a cruiser was coming alongside and we could evacuate the wounded personnel to that ship. Again the pilots pitched in and under most distressing conditions managed to tenderly carry these wounded ladders and cat walks up to the flight deck, now listing at a 13 degree angle. We managed, somehow, to remove all wounded to the Santa Fe in spite of the heavy seas and without further injury to the men."

One of the ship's doctors was trapped and killed in the sick bay below. Two others were trapped in other portions of the ship and unable to reach the flight deck until late in the afternoon.

The first bomb struck directly between two planes of two men we talked to.

Lt. DeWayne H. "Ted" Stegner of Downey, Calif., 26-year-old bomber pilot, was preparing to take off with the rest of the planes. He was the last man off.

"That bomb hit right behind me and blew my plane off the deck. But I was still able to fly. The elevator was blown right out of the hole. The bomb blew me off the bow in the direction which I was going. I was able to keep airborne. I was so scared I just flew around a little bit. Hundreds of thoughts were going through my mind. Eventually I rendezvoused with a group of eight other bombers and four fighters and completed our assigned mission which was to strike shipping in the harbor of Kobe. After the strike we landed on other ships. The Franklin could not be used."

Young Stegner's parents are Mr. and Mrs. D. O. Stegner and live at Downey. His crewman was ARMI/c Joseph Reynolds of Blue Field, W. Va.

We next interviewed Lt. (jg) Harry Kincaid, 26, Oak Hill, W. Va., and a former Washington and Lee university student.

"I wasn't flying that day," Kincaid said. "There were 15 planes and 24 pilots. I was in my room on the main deck, sound asleep. After the first blast I got dressed and started toward the hangar deck. It sounded like a gigantic popcorn popper with the small ammunition going off on the hangar deck. The fellows were in their planes, ready to take off. All tuning up.

"We tried to get down to the

hangar deck and on the way took a wounded boy standing at the forward elevator to a bunk room for treatment.

"We were gathered on the fo'c'sle deck and just at that time all the explosions started, bombs going off. You didn't know what was going on. We just knew we had been hit. Most of us just stayed there and the explosions kept up for almost three hours.

"Then we got all the hoses we could and ran back to the hangar deck and some went to the forward part of the flight deck. Took around two hours to get 200 people up on the flight deck, up the single ladders. We couldn't see back behind the superstructure because of the smoke and flames. We manned the hoses and patched people up temporarily in the bunk rooms. Then the light cruiser Santa Fe came alongside and rigged up a breeches buoy. First they took all the stretcher cases on the breeches buoy. Then the cruiser broke away and the second time just ground along side us. The executive officer of the Franklin ordered all pilots and crewmen to get these wounded men who could walk and help them to the Santa Fe. There were lots of men with minor burns helping.

"Rayhill and I were dragging a big hose. A big explosion blew up in our faces. He dropped the hoses and ran like mad forward. These pictures you see of two blurred figures running—thats us.

Lt. Theodore "Tommy" Eger of Palmyra, Mo., was right behind Stegner, ready to take off. His name is pronounced "Eager," good name for a pilot. His folks are Mr. and Mrs. Ben Eger. He had quite a story.

Saw Explosion "I was right behind Steg. The dispatcher was just getting ready to signal me to 'rev' up and I saw a plane come right down about 20 feet above the flight deck—it was the Jap plane. I felt the explosion of the bomb. It struck right between our two planes.

"I saw the flame flash up on the port side of the deck and immediately felt a lot of heat. It was hot! I got out of the plane with my aircrewman, now missing, and ran over and got behind the island structure. Planes and bombs started exploding almost immediately and I stayed there just a few minutes. The flames and smoke forced us over the side. We were both wearing flight gear and life preservers. We went down the rope together. There was an awfully heavy sea. Twenty to 30-foot swells. I joined a large group of men hanging onto a floating life net about a couple of hundred yards from the Franklin. Then I passed out from shock and exposure.

Regains Consciousness "Ensign George Grabow of St. Louis, Mo., helped keep me afloat. He's here at the station now. I stayed on the net until we were taken aboard a destroyer in about 2 1/2 hours. I regained consciousness sometime later.

At this point one of the pilots cracked: "Eger died for his country once until we pumped him out!" "The next time I met my air group was in a hospital. Most of us went there. I was two weeks in the hospital and then flown back to the states."

Ensign Wallace L. Young, 22, Medford resident and son of Mr. and Mrs. E. R. Young, 329 N. Riverside, was on the flight deck in a torpedo bomber when the Jap plane came in.

"Awful Close" "I looked up in time to see the plane start its run and watched its bombs fall. It was about 20 feet up. Awful close.

I got out of the plane and crawled back to the fantail under the propellers of planes behind me. Together with several other pilots we milled around trying to find some fresh air to breathe. Then when the first major explosion started, we abandoned the fantail and I straddled a gun mount, preparing to go down a rope. Another explosion jarred me loose and I fell about 70 feet into the water. When I came up I inflated my Mae West but due to holes in the top, the air went on through and I was forced to swim.

"I learned to swim in the mighty Rogue. "With Ensign R. E. Tucker and Lt. Fred Vieweg, we swam to a nearby raft and were later picked up by a destroyer.

We rejoined our outfit later at an island base. My aircrewmen were ARMI 1/c Bill Walt of Kansas, the radioman, and AMO 2/c R. E. Wilkinson, the turret gunner. I thought they were lost. I was sure happy to find them four days later.

Two other men who are at the station and saw the Franklin crippled, were AMM 1/c John William Rosenkrantz, 23, son of Mr. and Mrs. H. E. Rosenkrantz of Oshkosh, Wis. He was in the plane with his pilot, Lt. F. T. Page of West Virginia, and ACRM Stanley W. Krula. "We got out onto the flight deck and went down the line to a life raft. The smoke and flames were thick. You couldn't see."

Said ACOM Paul Day, 25, son of Mr. and Mrs. F. P. Day of Easley, S. C.: "I go with the air crew as reararmament man and handle the bombs on aircraft after each strike. I was standing near Dr. Sherman when the bombs struck. I cared for the wounded and like everyone else, did what I could."

Gruesome Days The next five days aboard the Franklin were the most gruesome, in the opinion of Dr. Sherman.

"I interspersed between operating on other wounded, found later, and taking care of people who were ill. The flight surgeons had to dig out and identify and bury almost 500 victims of the catastrophe. The ship's chaplain assisted in this unpleasant detail.

"It was assumed by those of us who remained on ship that a great many pilots in the planes on the flight deck were instantly killed. Three days later, while engaged in burial detail, a ship pulled up alongside and a great many of these pilots were shouting and gesticulating. We were profoundly relieved. They had been blown over the side."

POLE ARREST SAID SEPARATE ISSUE

(Continued From Page One)

government. At Yalta President Roosevelt and Prime Minister Churchill pledged recognition of the Warsaw regime as soon as it was organized on a broader basis.

The Russian leader broke his silence on the Polish issue as reports were heard here that arrangements were being pressed for a meeting of the Big Three. His statements were contained in a reply broadcast by the Moscow radio to a letter written by Ralph Parker, Moscow correspondent for the London Times.

MARINES MISSING; CANOE OVERTURNED

(Continued From Page One)

200 feet deep at the point where the accident evidently occurred. Lt. Henry McNamara, officer in charge of aquatic activities at the barracks, is in charge of the attempt to recover the bodies. Major G. Luck, a naval aviator, has obtained use of a plane from the naval air station and will assist the search party by aerial reconnaissance.

Officers Investigate Col. George Van Orden, commanding officer, and Cpt. Lowell Coggeshall, senior medical officer, went to the lake early Friday after receiving word of the accident. Sheriff Lloyd Low lent equipment and the assistance of a deputy in

making the search for the bodies. The two missing men had been here about six months. Van Deest had planned to take leave soon to return to Kansas to get married.

U. S. AWAITS WORD ON CONFAB ISSUES

(Continued From Page One)

powers of wanting to create a "collective dictatorship" of the world, other delegates reported. Senator Vandenberg (R-Mich.) replied with a plea for "confidence and faith" in the big nations, in peace as in war.

A group of Latin American leaders, reported to number nine, banded together to stall any further action on major conference issues until Russia has clarified her position on regional

defense treaties, such as those proposed for the American hemisphere. Pending this they are particularly unwilling to approve a big-power veto vetoing United Nations peace-making machinery.

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