



Offensive by Allies Nearing, British Told

Joint Sessions of Parliament Advised that Time to Strike is Close

Washington, D. C., Oct. 21—

Enemy submarines, unquestionably Japanese, are becoming increasingly bold off the coast of Oregon and Washington. Censorship has suppressed many details of the activities of the under-sea boats, but of late the bars have been lowered a little and more information has been made available to the public through the press. Since a few days after Pearl Harbor the Japanese have been operating off the northwest states, British Columbia and Alaska with their submarines. They know that coast area like a book; in the days when the Maru ships were a large part of west coast commerce the skippers rarely had recourse to pilots; they sailed in their ships themselves.

The submarines have traveled at will, despite the dawn patrol of shore-based interceptor planes or the sharp eyes of volunteer watchers on the beach. As yet the navy has not seen fit to inform the public whether any submarines have been destroyed (if any were sunk) south of Kiska. Communications have declared various Japanese subs have been sent to Davy Jones' locker in the Aleutian area. That the armed forces are aware of the presence of enemy U-boats is intimated by the tightening up of the dimout regulations and more recently by directives to eliminate sky glare.

The first enemy shells dropped on continental United States was the banging away at Fort Stevens by a large Jap submarine. That made headlines but failed to scare the people. Came next the dropping of incendiary bombs in Siskiyou national forest, near Brookings, by a small biplane which was part of the equipment of a Jap underwater craft. Before the attempt to fire the forest, enemy submarines had sunk a cargo vessel off the strait of Juan de Fuca and damaged a merchant ship that managed to make a British Columbia port. Next came a couple of tankers destroyed off the coast of southern Oregon within four days of each other—one torpedoed some 50 miles from Coos bay. The war has been brought home with a menace in the lanes of commerce.

There is dissatisfaction with the navy censorship. The Bremerton-built heavy cruiser Astoria was sent to the bottom on August 9 with two other heavy American cruisers, but the navy suppressed news of the loss for more than two months. In the same engagement the Australian cruiser Canberra was sunk but the Australian government lost no time in making the announcement. More than a quarter of a year lapsed before the people were told that the carrier Yorktown had been wiped out by the Japanese. No admission has yet been made that cargo boats in convoy to Murmansk were destroyed, although German radio claimed almost complete destruction; navy merely said the Germans were exaggerating. Navy, it will be recalled, declared there were no Japanese in the Aleutians when the Tokyo radio had already asserted that the little brown men were at Kiska. The policy of censorship needs working over, revamping and placing some confidence in the good judgment of the American people.

Drafting of the 'teen age youths will present another problem for employers in the northwest. It will mean that employers of seasonal labor will have to reach down to hire boys 15 and 16 years old—practically high school youngsters. This past summer the 18 and 19-year old boys were employed, but employers declare that few of them took their job seriously and they would skylark around, with apparently no sense of responsibility or appreciation that there is a war in progress and that everyone has a part in

(Continued on Page Four)

Turnover of Tax Money Reported

A turnover of \$10,411.68 in tax money collected in October was made today by the sheriff's office to the county treasurer.

Of the total \$1,200.18 was from the 1940 rolls; \$2,265.58 from the 1941 rolls and \$5,945.92 from the 1942 rolls.

Distribution of the money, made by the treasurer, follows: county general fund, \$2,081.26; county road fund, \$104.15; City of Bend, \$1,226.66; school districts, \$537.18.

Japanese Digging in to Hold Last Foothold in Aleutian Isles

Activities Seen From American Planes as Enemy Troops Burrow Into Winter Quarters

Headquarters, Alaska Defense Command, Oct. 21 (U.P.)—Two remaining garrisons on Kiska Island—last Japanese foothold in the Aleutians—were reported today to be digging furiously to "hole up" for the winter.

Burrowing like gophers despite bombing and strafing by American planes, the enemy soldiers dispersed equipment, threw revetments around gun emplacements, dug holes for storage of supplies and sunk steep-roofed huts deep into Aleutian soil.

From the grandstand seats above American pilots annoyed the Japs and watched while the new garrison at Gertrude Cove on the southern fringe of the island and across a volcanic ridge from the main Kiska camp, attempted to build their winter cover.

The constant enemy activity on Kiska contrasted sharply with reports of observation flights over Attu and Agattu, westernmost of the Aleutians.

Continued aerial reconnaissance failed to reveal any further indication of Japanese occupation at Attu, and also none at Agattu—although the latter fact was held of less importance by observers who said no large encampment or fortifications have yet been observed there.

In a number of cases recently, Japanese soldiers on Kiska have pitched their tents in bomb craters, presumably for temporary shelter from the shellings being given them almost daily until they can get their huts dug in.

DeGaulle, Laval Appeal to French

Revolt Asked Against Demand for 150,000 Workers for Germany

London, Oct. 21 (U.P.)—Advice from the continent indicated today that the appeal of Gen. Charles De Gaulle, fighting French leader, for "revolt against treason" was likely to have more success than chief of government Pierre Laval's demand for 150,000 more skilled Frenchmen for German war factories.

Both leaders—one of the free, the other of the Vichy French—spoke to the French nation by radio last night. De Gaulle's remarks were broadcast by the British Broadcasting Corporation two hours after Laval finished on radio Vichy.

Opposition to Laval's program, designed to provide 150,000 French for German industry, was reported today throughout France. At one place, workers refusing to go to Germany were deprived of ration cards, a new anti-Nazi clandestine broadcaster on the continent said. They rioted, and police refused to obey orders to fire on them.

At Lyon, police attempted to put workers forcibly aboard a train for Germany. At the last moment, the train was blown apart by a mysterious explosion and the workers remained at Lyon. Many workers were reported crossing the French border into Switzerland.

Three Flying Fortresses Lost

London, Oct. 21 (U.P.)—American Boeing Flying Fortresses carried out daylight attacks today on the Lorient submarine base and an airbase near Cherbourg, losing three planes—the largest fortress loss suffered thus far in a single operation.

The largest number of fortresses lost on any previous raid was two. In the big American air force attack on Lille, four big American bombers were lost—two fortresses and two Consolidated B-24's.

Willkie's Talk To Be on Monday

New York, Oct. 21 (U.P.)—Wendell L. Willkie reports to the nation Monday the observations and results of his round-the-world aerial trip as President Roosevelt's personal representative.

He will speak from 10:30 to 11 p. m. (EWT) in a broadcast originating in New York and carried by the four major networks—NBC, CBS, Mutual and Blue.

ORDERS EXTENDED—The OPA had another 10-day extension of temporary restraining orders against four Oregon meat packers today. The packers, accused by the OPA of "upgrading" beef and veal, reportedly were about to reach a settlement whereby government inspectors will grade the meats.

Airmen Carry Fight to Japs In Solomons

Plane Attacks May Have Resulted in Delay of Enemy Offensive Action

Washington, Oct. 21 (U.P.)—American airmen, having bombed and strafed Japanese troop and supply concentrations on Guadalcanal island almost continuously for four days, are carrying the burden of combat activity in the battle of the Solomons today.

Officials here were unable to say from this distance whether those relentless air attacks by army, navy and marine fliers were responsible for the delay in the anticipated enemy offensive. But the fact remains that the offensive has not materialized although the navy as late as Sunday announced that a "strong assault" against the air field on Guadalcanal was expected.

Attack Air Base—(Allied planes of Gen. MacArthur's Australian command continued their support of the American Solomons forces by blasting again at the big Japanese air base on Bougainville island and shipping in the vicinity. They were believed to have inflicted heavy damage.)

All signs still point to such an offensive sooner or later. Large numbers of enemy warships and auxiliaries are massed in the area. Secretary of the Navy Frank Knox said the Japanese have not yet thrown their big punch at the Americans. He apparently was referring to the great concentration of ships south of Shortland island, about 350 miles northwest of Guadalcanal.

Effect Not Known—There was no indication in the navy reports of the effectiveness of the American air raids on enemy positions and, because of the thick jungle, it was doubtful that a complete picture of damage done was available even to the commanders on Guadalcanal.

The Japanese have landed no troops on Guadalcanal since last Thursday (Solomons' time).

No report has been received of any offensive thrust against American positions on Guadalcanal since last Thursday, either although large numbers of Japanese troops are on the island.

The navy released that information in its latest communiqué a few hours after the Rome radio was heard broadcasting that "the greatest battle ever fought in the Pacific" was in progress on Guadalcanal.

Truck Accident Fatal to Two Men

The bodies of Clifford Lyons, of Eugene, and Roy Leeman Johnson, of Sutherlin, who were killed in a truck accident east of the Santiam junction and five miles west of the Suttle lake lodge late Monday night, were removed yesterday to Eugene by an undertaker there.

There were no eyewitnesses to the accident but it was apparent that the truck in which the two men were riding left the road and plunged down a canyon after turning over several times. The bodies were thrown clear of the truck.

Lyons' neck was broken and Johnson apparently died from a fractured skull, according to the state police.

The wreck was discovered yesterday morning by Stanley Dimmick, employee of the state highway department, who was patrolling the area in which the accident occurred.

The two men were employed by M. C. Shaefer, sub-contractor on the Redmond airport job, and were bringing the truck and equipment from Portland to Redmond. They had been instructed to travel on highway 97 but instead took highway 20.

Assault With Weapon Charged

Prineville, Oct. 21 (Special)—A preliminary hearing was held Monday night before Percy Smith, justice of the peace, for Eddie Pauls, who is charged for assault with a dangerous weapon. Pauls was arrested for allegedly sticking a gun in a woman's back Friday night. He will be held in custody until the grand jury meets. Bail was set at \$1,000.

NAMES RE-ASSIGNED—The navy has assigned to four new cruisers the names of the four cruisers lost in the Pacific—Vincennes, Houston, Quincy and Astoria.

Marines 'Dig In' on Guadalcanal



There's more than one way to fight a war and here's an alternative. With bayonet and shovel a U. S. Marine digs his own fox hole and arranges protective sandbags out beyond the front lines as "mopping up" operations continue against enemy Jap patrols attempting to oust American forces from Guadalcanal Island in the Solomons.

Earthquake Sways Most of California

Little Damage Done; Los Angeles Area Is Shaken for 30 Seconds

Los Angeles, Oct. 21 (U.P.)—A moderate to strong earthquake was felt in southern California today, and reports indicated it was most severe in the Imperial valley near the Mexican border.

Taller buildings in Los Angeles and San Diego swayed to the east and west with the motion of the tremor, which lasted about 30 seconds in Los Angeles and approximately three minutes in El Centro, Imperial valley city.

The seismological laboratory at California Institute of Technology in Pasadena reported the quake "was a good sized one at some distance." Attendees said it was impossible immediately to locate the epicenter.

Reports from areas in which the quake was most severe indicated little if any damage had been done. Plaster was cracked and knocked from the ceiling of some buildings at El Centro. In Brawley, 10 miles to the north of El Centro, the motion was described as vertical. No damage was reported in that city.

Madras Man May Be Jap Prisoner

Berlin, Oct. 21—(German Broadcast Recorded by U.P. in London) The DNB news agency said in a dispatch from Tokyo today that four United States airmen have admitted "inexcusable bombing and machine gunning of civilians, school children and non-military objectives" at Tokyo.

The Americans were questioned after the raid on Tokyo April 18 and sentences already have been pronounced on them, according to the announcement made by the Japanese imperial headquarters press department.

They were identified as 2nd Lieut. Edward M. Hollmark, 27, of Dallas, Tex.; 2nd Lieut. William Farrow, 23, Darlington, S. C.; Jacob Deshaizer, 29, from Madras, Oregon; and Harold Spatz, 21, flight mechanic from Kansas.

Portland, Oct. 21 (U.P.)—It was still unknown here today whether the Tokyo radio broadcast threatening severe punishment to Corporal Jacob D. Deshaizer, 29, Madras, was based on a real capture or not.

Deshaizer was said by the Japanese to have been captured after the April 18 raid on Tokyo. An official war department announcement on May 20 listed Deshaizer as one of the five Oregon fliers taking part in the raid with Brigadier General James H. Doolittle.

Last word from the flier was received by Mrs. Paul Deshaizer of Warren, sister-in-law of the corporal, April 14, four days before the raid. His mother, Mrs. H. M. Andrus, Madras, had said in May that his last letter to her was dated April 1, and said, "don't worry about me, mother, I am in no danger."

PLAN HARVEST SPECIAL—Portland, Oct. 21 (U.P.)—Chamber of commerce officials have pushed ahead today with plans for chartering a 20-car special train to carry 1,000 apple pickers from Portland to Hood River Sunday to aid in the attempt to save the \$2,250,000 crop.

Soviets Hold Fast in Muddy South Russia

Initiative Seized by Reds South of Stalingrad, Rains Bog Supply Lines

Moscow, Oct. 21 (U.P.)—Front dispatches said today that the Russians seized the initiative south of Stalingrad and drove the Germans back across several miles of open country amid drenching rains that bogged the enemy's communications.

(The German high command admitted significantly that Marshal Semyon Timoshenko has sent fresh reinforcements into his drive from the north between the Don and the Volga rivers. Radio Berlin had reported yesterday that there were preparations for a big attack northwest of Stalingrad.)

Some of the biggest battles of the campaign in the Stalingrad area were being fought in the barren and unfertilized steppes for possession of isolated water wells, the main objective of both sides. Domination of a single well often means control of an area of hundreds of square miles, dispatches said. The wells are a necessity for the opposing tank, cavalry, and motor patrols.

Defeat Rumanians—South of Stalingrad, an enemy village manned by a Rumanian garrison, fell easily before the Russians, experienced in steppe fighting.

In Stalingrad itself, the Germans were throwing 30,000 storm troops and 60 tanks into a narrow sector in a frantic effort to take the city before winter settled. The red army was smashing every attack.

The communist newspaper Pravda reported that the food situation among the German assault troops had become severe while heavy rains that had fallen unabated for three days threatened to bog down their drive.

The conclusion was implied, though not stated in the communist party organ Pravda's documented description of hunger at Stalingrad, that the nazis' 1,900-mile-long communications, which had for weeks supported one of the greatest battles in history, were at last faltering.

There also was a possibility that the heroic Russian resistance had forced such an expenditure of munitions that the Germans were now being compelled to transport more munitions and less food for their troops.

13 Motors Total 5,000 Pounds

Believed to be the largest single load of car motors turned into the scrap heap by an individual, occurred when Dale Grub, 16, sold 13 motors to the Bend Iron works.

Dale is the son of O. W. Grubb, county chairman of the salvage committee. Dale picked up the motors, cleaned them and hauled them into Bend from his country home. The motors weighed approximately 5,000 pounds.

COUNTY COURT MEET—Only routine business of signing deeds and authorizing bills for payment was conducted at the regular bi-monthly session of the Deschutes county court today.

Scrap Campaign Notes

Oregon stood at the head of the parade of states in its scrap salvage rating yesterday. In this rating Deschutes county was a factor, you may be sure. And Deschutes county is continuing to collect, to accumulate at depots the odds and ends of metal and rubber that will keep America and America's allies rolling on to victory.

Farm scrap is still a big reserve, in spite of the amounts that have been brought in. While crop harvest is on, scrap harvest by individual farmers is naturally slowed down. Large amounts of salvage from this source have been made through the service coordinated under the Bend fire department, but there is much left to be gathered. As fall advances the farmers themselves will play an increasingly greater part in this work.

In the meantime, The Bulletin continues to print its salvage coupon. Fill it out and mail it for prompt scrap collection. Keep the stock pile growing.

It isn't only on the farms, however, that metal is available to help keep America's steel mills busy. There is plenty of it in town, a fact that has been conclusively proved by high school students working on their own drive. Two tons a day is a showing that deserves high praise.