

Cameras Tell Why Dynamite Cannot Blast Kiska Japs

AT AN ADVANCE BASE IN THE ANDREANOF ISLANDS, Alaska, April 10 (Delayed AP)—Airborne dynamite has, so far, not succeeded in blasting the Japanese off Kiska and Attu islands. Cameras tell why.

That "why" is a fragmentary textbook of Japanese-leapfrog island-to-island warfare.

Further, this lens study gives the first account of how the Japanese built a submarine and airplane base on American soil.

Sub Base Begun

For the past nine months, photographs interpreters have watched the Japanese begin his sub base, from scratch to the neat laying of row upon row of tundra sod on the roof; watched him build reservoirs, and now they watch the Japanese clap before his Shinto shrine.

Obviously, military details cannot be divulged but the reader will get enough material to balance reality against those published Mother Gooseisms: "The Japanese grabbed Kiska after Midway to save face;" "They are starving;" "They have abandoned Attu and may be evacuating Kiska."

Although Kiska may have been part of the Midway plan, it was independent. The equipment was intended for Kiska and Kiska alone, and the troops which landed at the American island did not come from troop ships turned back at Midway—those Midway-intended troops showed up in the South Seas.

Japs Steam In

Without interruption, the Japanese steamed into Kiska harbor with cruisers, seaplane tender, destroyers and fat cargo and troop-laden ships. He worked fast. He quickly built a tent city large enough to roof 3000; unloaded bulldozers to make roads, trucks to carry cargo, AA guns and coastal batteries to repel any possible air or surface attacks.

Meanwhile the Japanese depended upon his surface guns to hold off any raids, and he brought a dozen float-type Zero planes and eight four-motored Kawanishis to scout and fight the long-flying Catalinas which our navy might send in from Dutch Harbor, which he thought the nearest base.

Because the Japanese made the Kiska grab without a word leaking despite the radio-equipped American weather station, it is possible that the Japanese put a small reconnoitering party ashore a few days before the actual occupation force arrived. Hence the radio silence.

Dummy Planes

About the first thing the Japanese did was cagey. He staked down six canvas plane dummies on Trout Lagoon spit, within the harbor, to divert a possible United States plane attack. Those dummies remained until the Bering sea winds shredded the canvas.

During the first two months, dozens of ships came and went. On July 21, for example, there were nine vessels in the anchorage, including three cargo ships.

By this time, the Japanese began changing tents for wooden shelters and on the same date there were as many frame buildings as tents on the treeless island. Then, as weather gave him more time, he replaced the early flimsy structures with substantial buildings, sandbagged eave-high.

Orderly Job

The major construction, in orderly manner, was: roads, a submarine base, a seaplane base, a fighter runway.

Meanwhile, anti-aircraft and coastal batteries began to appear.

In the light of today's events,

we know the Japanese began a mainstem highway system which went to places where he is doing business today.

The roads are the busiest on boat day. Twenty-one 50-foot barges lighter the cargo. When ashore, it is piled neatly and, almost at once, 25 (since more than doubled) heavy duty trucks haul it to the dispersal areas alongside the roads, where it is put under heavy, painted canvas. Once the ships' holds are empty, at convenience the stores are moved into sandbagged or underground storage shelters.

Fast System

Thus, the goods do not clutter up the beach and the ships can leave faster and be bomber targets for a shorter time.

As roads expanded, more anti-aircraft and coastal gun emplacements appeared and, as the roads were studied under a heavy reading glass, foot by foot, there appeared radio stations and fuel and ammunition dumps and a powerhouse.

More recently the Nipponese built a road from the main camp to the highest ridge approaching Kiska volcano. It is well constructed, and the end of that road is not a mere outpost. It is intended for heavy loads which cannot be carried on baggage rickshas which the Japanese have on the island.

These rickshas, with removable wheels, are the Japanese jeeps for rocky terrain.

Fuel Dumps Seen

Fuel dumps along the lesser roads are recognized easily. At one place, the Japanese covered a dump with garrison-type camouflage. A bomb, dropped in the droopy net, left a raging fire.

Excavation for the submarine base, complete with marine railway shops and shed, began within two weeks and the work progressed orderly. The main building was sunk deep into the ground, so that only three feet of the heavy, tundra-covered roof emerged. Even the shops were built into the hillside behind the base.

The site was tailor-made, the depth calling for a minimum of excavation. Near the site were wave-terraced flats which made ideal gun platforms. At first the enemy mounted nearly a dozen anti-aircraft guns. Today bombers draw fire from more than twice that number which command this area alone.

Base Operated

By September, the base was in operation. Four midget submarines were in the base while larger subs were in the harbor. The four midgets met an inglorious, dry land death. The larger were strafed.

The sub base is made to accommodate short range "Sydney" type subs, and the one-man variety which first appeared at Pearl Harbor. Would Japan have launched her short range submarine building long before the war, had she not counted heavily on such operations bases as Kiska?

Before long, a ramp 50 feet wide and 250 feet long appeared; made of heavy six-by-twelve-inch timbers. Then two hangars—and there was a seaplane base. The buildings were sunken, and heavy timbers supported a roof which deflected traced bullets—perhaps of metal. This, too, was tundra-covered.

Hangars Finished

Within four months of their landing, the invaders completed work on two hangars and had poured the concrete foundation for a third. On October 1, a near-hit damaged the largest hangar, and on the following day the new foundation was



King Feisal 2d of Iraq, wearing British battle dress, is helped into a tank near Baghdad by Britons of the Middle East forces. The 7-year-old ruler took a ride in the tank and also a jeep during a display of army vehicles. This is an official British photograph.

smashed and the wall studding flattened.

No work was done on the hangars after the second bombing. The Japanese apparently changed their mind about wanting a seaplane base—largely because an American fighter and bomber base had been built in the western Andreanof islands—and they switched within a month to the construction of a fighter strip on the mountainous island, to be finished by the time good fighter weather was due.

The fighter strip, upon which hundreds of Nipponese have sweated for the past three and a half months, should be ready Easter day.

From a mile high over Kiska, the buildings look like angle-worm diggings. Actually coming in a low level, the revetments look all of their four-to-eight-foot thicknesses. Their roofs, for incendiary and camouflage purposes, also are covered with sod.

The houses are well constructed and winds, which came in 106-mile gusts on a nearby island, left them intact.

The Japanese built two water reservoirs—one for bombing; one for water—almost immediately upon landing.

Since the first of January, the

enemy has used his hillside to greater extent; putting up what look like lean-tos. They very likely cover underground shelters which may extend into the hills.

Chevron-Shaped Buildings

At the opening to a building, the Japanese wedges in a chevron-shaped revetment, about four feet thick and 14 feet long and eaves high. One side of the V ends inside the wall; the other, outside.

Because of the Japanese superstition that evil spirits cannot turn corners, it was suggested that this chevron was intended to keep them put. However, pilots who have risked their necks to drop 1000-pound bombs within 25 feet of the buildings, did not see so much as the front door open. They know that the purpose of the chevron is to keep out unwelcome blasts.

1A Man Masks as Woman to Avoid Military Draft

PORTLAND, April 20 (AP)—Federal authorities filed a selective service act violation charge today against a man they said masqueraded as a woman to escape the military draft.

Russell P. Kramer, chief of the Portland FBI office, identified the man as Douglas A. McDonald, 23.

He said McDonald's draft classification was changed from 4-F to 1-A by the LaGrande board and that McDonald moved to Elgin about April 1, destroying his draft registration card, donning a dress, a wig and taking a woman's name. Suspicious neighbors in Elgin asked the FBI to investigate, Kramer said.

STALEST BREAD

The Field Museum of Chicago has the stalest loaf of bread thus far discovered. The loaf was made in Egypt approximately 3500 years ago.

NEW MEXICO'S MINING

Beginnings of the mining industry of New Mexico date from 1683, when gold first was discovered in the Fray Cristobal mountains of that state.

STATE HAS OLD NAME

New Mexico bears the oldest state name in the Union, with the exception of Florida. The name "Nuevo Mejico," was applied to it in 1565 by Francisco de Ibarra, a Spaniard.

If it's a "frozen" article you need, advertise for a used one in the classified.

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Since the first of January, the

-AND THE SPRING TUNE-UP OF YOUR CAR SHOULD BE DIFFERENT, TOO!

NO MORE TOP SPEEDS!
You'll be driving at "35-and-under" this spring—and your car's timing, circuit breaker, carburetor, spark plugs, choke and heat controls should be adjusted for smoother low-speed performance.

LESS DRIVING
Your generator and voltage regulator should be put in top condition now to guard against the possibility of a rundown battery later on. Your battery itself should be checked at regular intervals.

CARS ARE BEING DRIVEN LONGER
As your car's mileage goes higher—as your brakes, lights, tires and steering system grow older—a thorough check-up of these features becomes vital to the safety of you and your family.

SLOWER DRIVING—SHORTER TRIPS
When you don't drive very much or very fast or very far, it's extremely important to keep fresh, clean oil in your engine at all times—because at slow speeds your crankcase ventilation system doesn't have much chance to prevent oil dilution.

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KUHS MUSIC CLASSES TO GIVE CONCERT

To help boost sale of war stamps and bonds, the music department of Klamath Union high school has arranged a Victory concert for this coming Friday evening, April 23, at 8 p. m. Admission to this concert will be by the purchase of the equivalent of 50 cents in war savings stamps. It is hoped, of course, that many people will purchase bonds, which will be on sale by the Klamath Knights at the door.

The various musical organizations have been putting in intensive rehearsal in preparation for this concert. The program for Friday-evening's concert follows:

- Band.
- "The Star Spangled Banner," Key.
- Overture, "Hogroise," Skor-nicka.
- "American Patrol," Meacham.
- "The Star," Rogers.
- "The Lord's Prayer," Cesar Franck. Violin obligato, Mrs. David Burgoyne.
- "Romance," Debussy.
- "Gypsy Choral Fantasia," James.
- Girls' Glee club.
- "Zigeuner," Coward.
- "Softly as a Morning Sun-ribe," Romberg.

Miss Air Force



For her enthusiasm, efficiency and devotion to duty, Civil Air Patrol Sergt. Juanita Wittermeyer of Indianapolis has been named "Miss Air Force" by CAP chief Maj. Walker Winslow.

"Barcarole," Pache.
String orchestra.
Directed by Mrs. David Burgoyne, with Mrs. R. W. Cooper at the piano.
"Cherubim Song," Bortniansky.
"My Own America," Wrubel.
"The Peasant and His Oxen," Smith-Aschenbrenner.
"Great Day," Youmans.
Mixed chorus.
"Victory," Yoder.
Selection of melodies by Edward Grieg, Arr.—Yoder.
"Rhythms of Rio," David Bennett.
Band.
Student accompanists will be Ruth Rogers for the Girls' Glee club; Anita Gwyn, mixed chorus.

Sheriff's Posse Holds Breakfast Ride to Springs

About 50 members of the Sheriff's Posse went for an all-day ride Sunday, leaving at 9 a. m., and returning at 5 p. m. Starting out from the fairgrounds, the group rode to Crystal Springs and back.

Only excitement of the day occurred when Clarence Adams was thrown from his horse, a thoroughbred he was breaking in, and skinned up a bit.

This was the first of many such rides to be held from time to time. Many new persons have made applications to join the posse this year.

MANY VISITORS

California Lava Beds National monument was visited by 36,819 persons during 1940, as compared with 34,201 visitors in the preceding year.

It is our solemn duty, both to our fighting men and to the patriots on the home front, to direct ourselves toward a solution of post-war problems now. — Gov. Dwight H. Green of Illinois.

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