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U. S. PLANES RAID JAPANESE POSITIONS ON KISKA ISLAND SIX TIMES IN ONE DAY

SENATORS VOTE UNION REGULATION

Colorado Measure Passes Second Reading on 21-to-10 Poll.

The Paid Circulation of the Sunday Post in Denver and its suburban territory now averages 138,135—and it is continuously growing.

Average Paid Sunday Circulation for February, 298,859

The Paid Circulation of THE DENVER POST Yesterday Was 173,916

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YANKS MAKE HEAVIEST SERIES OF ATTACKS ON NIPS' ALEUTIAN BASE

Navy Surface Forces Bombard Enemy Shore Installations in Central Solomon Area Near Munda

Washington, March 17.—(A. P.)—The heaviest series of air attacks ever made on Japanese-held Kiska island in a single day was carried out Monday, the navy announced Wednesday, when American planes raided the Aleutians base six times between dawn and dusk.

In the south Pacific, meanwhile, light naval surface forces bombarded Japanese positions at Vila in the Munda airbase area of the central Solomon islands. This was the third time that American warships have penetrated into the enemy sector of the Solomons to bombard shore positions at or near Munda.

While the navy was thus reporting on recent actions, Elmer Davis, director of war information, told a press conference that only five Japanese out of 15,000 escaped death or capture in the battle of the Bismarck sea March 2, when twenty-two Japanese warships and other vessels were destroyed by Allied air might.

About 100 Japanese escaped drowning and reached shore, Davis said, but of this handful only five escaped.

Davis gave the lie to recent Japanese broadcasts that the United States had suffered serious naval losses in the south Pacific, declaring: "Every one of our naval losses

has been announced and by no stretch of the imagination can they be called serious."

Navy communique No. 314 said:

North Pacific:
"1—On March 15, heavy and medium army bombers, with Lightning (Lockheed P-38) and Warhawk (Curtis P-40) support, carried out six heavy bombing attacks on Japanese installations at Kiska. Results were not reported.

South Pacific:
"2—During the night of March 15-16, light naval surface forces bombarded Japanese positions at Vila on

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U. S. PLANES RAID JAP POSITIONS ON KISKA SIX TIMES IN SINGLE DAY

Heaviest Yank Attack Shows Quickening Tempo of Offensive Action in Pacific as Wave After Wave of Bombers Blasts Enemy.

(Continued From Page One.)
the southeast coast of Kolombangara island. Good results were reported and no casualties were suffered by our forces.

"3—On March 16:
"(a) During the early morning, army Flying Fortresses (Boeing B-17) harassed enemy positions at Kahili and Buka in the Bougainville area and at Munda on New Georgia island.

"(b) Later in the morning Daunt-

less dive bombers (Douglas) with Wildcat escort (Grumman F4F), attacked enemy positions at Vila. Results were not reported.

"(c) Later in the day Lightning fighters strafed shore positions in the vicinity of Viru harbor on New Georgia island."

The communique reflected a quickening tempo of offensive action at both ends of the Pacific battle line stretching from the Solomons in the south to Kiska at the western end of the Aleutians archipelago in the north.

Whether this speedup in attack might foreshadow heavier actions designed to wrest strategic positions from enemy possession was a subject of speculation in usually well informed quarters here, but was without official comment.

The Monday raids on Kiska were at least two-thirds as heavy as attacks by our Aleutians air force during the entire month of February. In that month there were nine bombing forays against the Japanese base and more than 1,000 bombs were dropped. Ten enemy planes were shot down and no American planes were lost.

WAVE AFTER WAVE OF YANKS ATTACKS.

WAVE AFTER WAVE OF YANKS ATTACKS.

Details were lacking here as to the results of the Monday attacks, although a navy spokesman said that the wave after wave of American bombers with their fighter protection carried out their work of destruction entirely in daylight.

Since even now the days are not long in the far northern latitudes, this apparently meant that the Japanese had no time to recover from one attack before another was upon them.

Including the six raids reported Wednesday, there have been twenty-three raids reported on Kiska in the last six weeks.

The air attacks in the Solomons on Tuesday (Solomons time) appeared to have been chiefly harassing raids but executed on a broader scale than most of those in recent days. They included both the Bougainville area of the northwestern Solomons and the Munda area of the central Solomons, Kahili and Buka being on Bougainville and Vila and Viru harbor being in the vicinity of Munda. The attack on Munda was the ninety-fourth made there since Nov. 23.

ALASKAN AIRFIELDS DISGUISED AS CANNERIES SAVED NAVAL BASE

Nip Spies Muffed Job and Invasion Fleet Sailed Into Trap When It Tried to Sneak Up on Dutch Harbor.

(By EUGENE BURNS.)

An Advanced Alaska Base, March 17.—(A. P.)—The fact Dutch Harbor, the navy's Alaskan stronghold, is not in Japanese hands today may be due in considerable measure to the nonexistence of two salmon packing companies.

These firms had no entity as the salmon canneries they purported to be. But they were very real covers for one of the Alaska defense command's most remarkable achievements—the secret construction of two air fields to guard Dutch Harbor from just the sort of attack Japan tried to make upon it last June 3.

The camouflage worked perfectly. The enemy's approach to the naval base met with completely unexpected aerial opposition, and this confusion was obvious. For hadn't intelligence reports to imperial headquarters made clear there was no airfield within 800 miles of Dutch Harbor?

TRANSPORTS NEVER GOT NEAR DUTCH HARBOR.

There were two carriers, two or three cruisers, eight destroyers and four transports in that Japanese force—perhaps as strong an armada as that which struck at Pearl Harbor six months before—and palpably intent on invasion. Those transports never sighted Dutch Harbor and the whole attack resolved itself into a purely aerial stroke at the naval base.

Now, nine and one-half months after the event, Maj. Gen. Simon Bolivar Buckner Jr., of Munfordville, Ky., head of the Alaska defense command, has disclosed the story of the stratagem and its success. General Buckner himself directed the scheme but he attributed a good share of the "final finagling" to his staff member, Colo. Lawrence V. Castner, Oakland, Calif.

"ALASKA WAS NATION'S MILITARY STEPCHILD."

"Alaska was the nation's military stepchild," General Buckner said. "Even after Pearl Harbor our so publicized naval stronghold of Dutch Harbor did not have one protecting airfield within 800 miles, not one. The Japs knew this. Naturally I was concerned because my business is the defense of Dutch Harbor and Alaska.

"I selected Umnak and Cold Bay as two satisfactory air base sites. Umnak is sixty miles beyond Dutch Harbor and Cold Bay is eighty miles closer to the Alaskan mainland.

"When we had appropriations and permission to begin airfields, the question was to keep them secret and not to arouse Jap suspicion."

This problem was solved in part by interning the nearly 200 Japanese in Alaska immediately after Pearl Harbor.

MAIL ADDRESSED TO FAKE COMPANIES.

"To help the deceit along," General Buckner continued, "Colonel Castner named them Blair Packing company and Saxton & Co., while in all official correspondence the jobs were titled project 'A.'"

"All Umnak and Cold Bay mail was addressed to these fake companies and our radio messages conformed to the picture.

"On the west coast ships were loaded with packing cases which had no identification marks. It would not look good to have machine gun cases go to a salmon packing company, would it?"

"Engineers under the supervision of Col. Benjamin B. Talley (of Mangum, Okla.) worked furiously despite ice and high gales to install a steel landing mat within two months.

"The Japs didn't give us much more than that time, but when they came in force sneaking down the Aleutians under cover of heavy fog June 3, we had pursuit and bomber planes on two fields.

CAME WITHIN NINETY MILES OF FIELD.

"They came to within ninety miles of one of our two secret airfields—Blair and Saxton—while their carrier planes scouted our island chain.

Because they brought four transports loaded with troops "it is a

fair assumption that they intended occupation. They attacked Dutch Harbor with carrier planes, and it would have been a good choice for their landing operations.

"However, in the midst of their well planned assault the Japs found themselves attacked from behind by land-based pursuit planes and bombed and torpedoed by land-based bombers. That upset their rickshaw. Their spy work, which made Pearl Harbor possible, had failed.

"Apparently their deduction, and a good one, was: Where there are land pursuit planes and bombers, there is a field, and where there is a field there is a fortification, and where there is a fortification our ships are in mortal danger—particularly carriers and transports.

JAP PLANES SHOT DOWN OVER PASS.

"And so the Japs turned back. To get an idea of what our air force accomplished you might see Colonel Peterson (Leslie O., chief of staff of the Eleventh air force, whose wife lives at Tucson, Ariz.)

Colonel Peterson said: "Two Jap observation planes flew thru Umnak pass—between Umnak and Unalaska island—and Lieut. John B. Murphy shot down the first."

"Then four Jap dive bombers swept over Umnak island. I don't think they saw our airfields. We jumped them in Umnak pass and our Warhawks shot down three.

"In the afternoon, nine Japs tried to come in over our island and they were attacked again. One plane was shot down in air battle, and another was destroyed by ground fire.

GOT TWO TORPEDO HITS ON CRUISER.

"But perhaps more important than our pursuits' work were our bombers. They got two torpedo hits on a cruiser despite the heavy overcast, and a thousand-pound bomb hit on an unidentified ship.

"I am sure that our secret landing fields from which the bombers and pursuit ships were launched forced the Jap to go packing. He went 750 miles to Kiska to make an unopposed landing.

It remained for Capt. Donald W. Nance, Hood River, Ore., assistant to Colonel Peterson, to finish the story.

"Two days later, a squadron of seven Lightnings flew from Cold Bay to Umnak," he related. "En route the flyers saw a 3,000-ton freighter. They circled it several times as they do the many lend-lease ships plying these waters, and when it hoisted a Jap red ball flag they pounced on it

and strafed it with their .50-caliber guns.

"Immediately the ship hoisted a flock of signals and our aviators pulled away. It turned out to be a Russian vessel and it steamed hell-bent for Dutch harbor and minor repairs. There were no casualties.

"I suppose the Soviet captain could not understand the presence of American fighter planes in that area—more than 800 miles from the nearest known American airfields. And perhaps he knew of the Jap warships operating in the area and thought they had taken over.

"And if it hadn't been for Blair and Saxton companies his guess might have been good."

Waiting at the Church!

Just like a bride when the bridegroom fails to show.

We're waiting for the men—and the men aren't coming. They CAN'T. They have gone to war.

We are here. Our big factory is here. A tremendous stock of goods is here. BUT OUR CUSTOMERS AREN'T HERE!

If you were in our position, you would try to make the best of it. You would FORGET about PROFITS, try to ride the storm out, and just STAY IN BUSINESS until the war is over. THAT'S EXACTLY WHAT WE ARE DOING!

We are willing to let

DOWNTOWN
Baur's
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EARLY Dinners
Served 4:00 to 5:30 p. m.
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