

YANKS OCCUPY ANOTHER ISLE IN KISKA AREA

Three Midget Submarines Abandoned by Japs in Retreat.

Washington, Aug. 23.—(A. P.)—Spreading out from recaptured Kiska, Canadian and American troops have seized the little island of Segula and are consolidating positions on Kiska and in the adjacent Aleutian area.

Segula, twenty miles east of Kiska, could have been used by the Japanese as an outpost for their main base, but the only information available, the navy said Monday, was that the landing had been made "with no Japanese being found."

A communique telling of the landings also reported that three Japanese midget submarines, which the enemy apparently had attempted to destroy with bombs before fleeing from Kiska, had been

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found on the marine railway at the submarine base there.

Navy communique number 461:

"North Pacific:

"1—United States and Canadian troops are continuing the occupation of positions on Kiska and in the adjacent area. A landing has been made on Segula island, about twenty miles east of Kiska, with no Japanese being found.

"2—Three Japanese midget submarines, apparently damaged by demolition bombs, were found on the marine railway at the submarine base on Kiska."

Segula is approximately five miles square.

KISKA'S FALL STARTS SQUEEZE ON JAPAN

Allies Now on Offensive, Says General De Witt, With Northern Jaw of Pincers in Full Working Order.

(By Associated Press.)

Occupation of Kiska island without a shot being fired—one of the strangest military events of the war—places the Allied war machine on the shortest route to Tokyo, military chiefs agreed Monday. "We are now on the offensive in the Pacific," said Lieut. Gen. John L. De Witt, commander of the western defense command. "The Jap is on the run. The reoccupation of Kiska has cleared our shortest highway to the Japanese empire."

Vice Admiral Thomas C. Kinkaid, commander in the north Pacific, agreed that it means "we have completed our northern road to Japan." "Our completed chain of air and naval bases also will protect our surface vessels and our shipping units two-thirds of the way to Tokyo," he said.

Maj. Gen. William O. Butler, commander of the Eleventh army air force which paved the way for invasion with a steady, devastating bombing thru treacherous weather,

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FALL OF KISKA PUTS ALLIES ON OFFENSIVE

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said the way is now open for the operation of a multiple-jawed pincer closing on the enemy.

"The Eleventh air force is now the northern arm of the pincer," he explained. "It is slowly closing in on the Japanese empire in coordination with the Seventh air force in Hawaii, the Thirteenth air force in the Solomons, the Fifth air force in New Guinea, the Tenth air force in India and the Fourteenth air force in China."

While American and Canadian troops, some clearly disappointed at not finding some Japanese to kill, turned their big guns seaward in the possibility the enemy might return, speculation deepened as to just what became of the Japanese garrison of perhaps 8,500 men or more.

Gen. De Witt expressed the belief the Japanese completed their withdrawal on Aug. 8, escaping in submarines or barges, and added that he thought it doubtful many ever reached land.

The American task force landing on Kiska Aug. 15 found that the enemy had fled and took undisputed possession of the heavily fortified Aleutian air and naval base.

Admiral Kinkaid said United States surface craft shelled "objects" in the fog at night "after the Japanese began their evacuation of Kiska," and added that "we believe we sank some of their ships, but this cannot be confirmed."

FIRST TIME JAPS HAVE TURNED TAIL.

This was the first indication that the Japanese may have been attacked in their flight—a flight which marked the first time they had abandoned the Samurai warrior code and failed to stand their ground to the death.

Relentless air bombardment for weeks prior to the invasion undoubtedly killed a considerable number of the garrison. More than five and one-half million pounds of bombs were dropped on military targets there within a year. Two of the bombing raids were the heaviest in the history of Pacific naval warfare.

"It was expensive," Admiral Kinkaid said, "but we saved thousands of lives."

General De Witt tauntingly asked "Where is the Japanese fleet?" as he interpreted the significance of the occupation. His question paralleled that of the Japanese after Pearl Harbor: "Where is the United States fleet?"

"The Jap navy is in hiding, dispersed," the general said answering his own question. "Part of it is on the ocean floor."

JAP THREAT ON KISKA WALL GIVES AMERICANS A LAUGH

Trucks Half Buried and Shattered Huts Tell Force Of Bomb Attacks; Scanty Supplies Hint Garrison Was Getting Hungry.

(By RUSSELL ANNABEL.)

Kiska Garrison, Aug. 18 (Delayed).—American and Canadian soldiers who participated in the occupation of Kiska got quite a kick out of an attempt in Japanese humor scribbled in black letters on plasterboard in the main Jap command hut, where Brig. Gen. J. W. Barnett of San Francisco was establishing headquarters of the assault forces.

"We shall come again and kill out separately Yanki jokers," was the Japanese scrawl.

Officers and men, alike, laughed grimly at the Japanese taunt, or threat, or whatever it was intended to be. Because, all thru this rainswept, muddy camp the chief complaint of hard-bitten soldiers was that the Japs had failed to stay and fight.

"Listen," said one American officer who read the words on the command hut wall, "those Japs were so glad to get out of this trap that it would take Tojo himself to lead them back."

The occupying troops found virtually every object in the camp riddled by bullet holes or punctured from the force of bomb explosions. The miserable Japanese huts were soaked by streams of icy rain thru bullet holes in the roofs.

Japanese jeeps and trucks were half buried under earth and rocks thrown up by bomb explosions. Windows in most buildings were shattered. Even in the harbor, the scene of wreckage continued. Three large freighters, blackened by fire, were beached under the cliffs, while the masts of another showed above the water, crowned by a tattered Japanese flag which flapped dismally in the rain.

COULDN'T BELIEVE JAPS HAD GONE.

I came ashore in a landing barge with twenty men. Naturally, we had wondered for a week under what circumstances we would arrive on this beach—but none of us thought we simply would run the boat into the sand and walk up to the encampment like a bunch of sightseers. We simply couldn't believe it was true.

"Do you suppose this is a trap?" queried Lieut. Bernard Tabachnik of Philadelphia. "Maybe they are hiding in their damned tunnels and will come swarming out in a suicide charge like that of Attu."

But the Japs never did come out and we merely went up the beach and followed a crooked alley in among the rows of slatternly huts which looked more like gypsy shacks built on a garbage dump than barracks and officers of a powerful military encampment.

SCANTY SUPPLIES TELL THE STORY.

The Japs left a variety of canned goods, dried peas and beans as well as the usual rice and oatmeal. Here on Kiska, they left behind considerable coffee, something which was missing from their menu on Attu. Both Attu and Kiska were stocked with the customary quantities of sake and Japanese beer. Most of the storehouses which I examined were pretty well depleted and almost everything showed the pinch of the United States blockade as well as the destructive bombing attacks of the last year. An unidentified scout warned me not to pick up any Japanese candles.

The candles were poor efforts at booby traps which the Japs left behind.

The Japanese apparently attempted to disable all motor vehicles when they decided to flee rather than fight, but in many cases the damage was only superficial. American mechanics easily repaired dozens of Japanese jeeps, trucks and motorcycles. Lieut. Robert

Cadigan of Boston was kept busy supervising the repair for minor damage to Japanese tanks.

The Japanese telephones were of a French type, highly ornamental and boasting chromium fittings, but our officers said they were impractical for field work. Our radio experts had the same to say about the Japanese radio equipment.

One type of Japanese automobile was a two-cylinder job which obviously lacked power for any practical use especially on the type of roads the Japs were able to build on Kiska. These roads were little better than goat trails.

Their motor trucks apparently were of so little use that in construction of an airport the laborers found it easier to haul materials up a mountainside by hand-made grass ropes.