

## WEEKLY NEWS ANALYSIS

By Edward C. Wayne

## German Air Blitz on Island of Crete Results in 'Defense to Death' Fighting; U. S. Attitude Toward France Changes As Vichy-Berlin Strengthen Relations

EDITOR'S NOTE—When opinions are expressed in these columns, they are those of the news analyst and not necessarily of this newspaper.  
(Released by Western Newspaper Union.)



NEW YORK.—One of the U. S. navy's new torpedo boats (foreground) and a coast guard cutter are shown cutting through the water of the Hudson river during recent maneuvers. These 55-mile-per-hour craft are equipped with torpedo tubes and depth bombs to battle larger destroyers and submarines.

## CRETE:

## An Air Test

The big island of Crete, which Prime Minister Churchill said would be defended "to the death" by an army composed of General Freyberg and New Zealand, British and Greek troops under his command suddenly became the center of the war when a dramatic and unexpected invasion of the island was made by air-borne Nazi troops.

There were some early reports that the Germans were coming along in normal transports, but there was little doubt that the air test was pre-emptive, and that the world was witnessing the first large-scale such endeavor since the days of the invasion of Norway, and of the Low Countries, particularly Holland.

Britain reported that the first 1,500 soldiers who landed in chutes were wearing the New Zealand uniform, and coldly announced that "they could expect to be shot." All of them, it was quickly reported, were either killed or rounded up rapidly.

Germany as promptly retorted that if any of the parachutists were treated as spies and shot, Germany would reply "ten to one" in kind. But the British and Greeks didn't have long to wait or long to contemplate what to do with the first 1,500.

By the second morning of the invasion the British radio was reporting that the Nazi invasion force was 7,000, and on the second afternoon hiked this figure to 11,500.

This brought the German force to at least one full division, and a good way into the second division. And the British quickly estimated that this figure meant that the Germans had from 2,000 to 3,000 airplanes on duty in southern Greece.

The usual silence and mystery as to what actually was transpiring immediately was clamped down by the British ministry of information, which contented itself with issuing such generalities as "the situation is in hand," leaving it up to the Germans to give the world what information could be gleaned.

The German claims, as usual, were broad, the Nazis asserting that many important points had been captured, and that many British planes had been destroyed "on the ground."

British sources seemed willing to admit that the Germans had utter mastery of the air, but General Freyberg said that every hilltop had its sentinel in Crete, that an elaborate method of signaling had been worked out, and that even those parachutists who arrived at night were promptly spotted, reported and given action from the ground forces.

Neutral observers, however, pointed out that in order to effect large-scale landing of troops who were not parachutists, the Germans must have obtained at least temporary control of landing fields, or must be using emergency fields.

British reports told of many transport planes shot down with their cargoes of men, both on the island and into the waters surrounding it. However, they also told of huge, unwieldy transport planes towing numbers of gliders loaded with men and munitions, a mode of transportation not reported in wide-scale use before.

How large the force on Crete was remained a military secret of the Greeks and the British, though there was considerable figuring done by

those who had followed the course of the invasion of Greece. The British claimed that most of its army in Greece had been taken back to Egypt, there to rejoin the army of the Nile, and to be rearmed from new supplies, part of which had come from the United States.

While it was known that some forces got into Crete, and that the Greeks salvaged considerable portions of one of its armies, the quantity was largely a matter of guesswork.

Most of the troops who got back to Egypt were Australians and British, hence most observers believed there was probably about one division of New Zealanders in Crete, and possibly the same number of British, and perhaps two or three times that number of Greeks.

British dispatches admitted practically complete control of the air by the Germans over Crete, and hence it was considered still more likely that the Germans, who had no particular need of Crete, might be trying the attack to test out in actual warfare what the parachutists could do when well-supported from aloft.

## VICHY:

## A Turning Point

The flop of Vichy strongly into the Nazi encampment proved likely to prove a turning-point as to America's entry into the war. For one thing, it flopped one popular poll on convoys from a minority to a majority, and the administration in Washington, which had been accused in some quarters of watching these polls before acting, promptly announced that the convoy question has practically been settled.

President Roosevelt, it was said, does not like the word convoys, and is more in favor of the navy taking over portions of the Atlantic and Pacific, even as far as the Red Sea, for instance, and helping to create protective lanes through which aid-Britain ships could move safely.

This is the method American shipping experts have liked from the start, but it was significant that America's course was charted along these lines the day after the polls reported 52 per cent in favor of convoying and 41 per cent opposed and the other 7 per cent "undecided."

Public attention then turned to Vichy, and Secretary Hull warned France that she would have to give this country a plain and honest statement of just what her collaboration with Germany would consist of before France could hope to restore Franco-American relations to a state of amity.

This attitude was indeed a far cry from the days of 1917 and 1918, and the time when the first doughboys landed in France with "Lafayette, we're here" as their slogan.

Hull's strong declaration came at the same time when it was announced that a British flotilla was hovering about the ports of Martinique where the French aircraft carrier Bearn and other vessels were bottled up. There was some disquiet over the report that these ships had been out at sea, but the British reported they were "simply on maneuvers."

But if they were poised for an attempt to run the British blockade, it was likely that there would be either fighting or scuttling or both in the South Atlantic, well within our "sphere of influence."

## Big Job



This is General B. C. Freyberg, a New Zealander, who was in charge of the Greek-British defense of the island of Crete when the Nazi forces first loosed their air blitz against that stronghold. When the British were forced to withdraw their air force his duty became a gigantic task.

## PLANES:

## And Months

Statistical proof that thousands of planes, like Rome, can't be built in a day was given by Admiral Towers, who reported to Secretary of Navy Knox that in the past 10 months the navy has gained 1,304 planes of all types.

The navy now has 3,476 planes of all types, including trainers, and this compared with the British estimate that Germany was operating about 2,000 to 3,000 planes in the Battle of Crete alone, not counting those in use in other theaters of the war.

It also was significant that Admiral Towers' report to Mr. Knox was that the navy already is experiencing a shortage of pilots, which compared with Germany's reported 100,000 pilots trained before the war started. In fact, it was this pilot training program which first called the attention of the world to Germany's rebirth as a military power in spite of the restrictive efforts of the Treaty of Versailles.

Of the 1,304 planes which the navy has added to her forces, only about 600 of them are combat types, Admiral Towers revealed.

The goal of 50,000 fighting planes for the American army and navy combined was, therefore, envisioned as far in the future, Admiral Towers revealing that not until January, 1942, will the existing shortage of pilots be relieved. Not until then will the number of pilots begin to catch up with the number of planes.

## DRAFT:

## A New Plan

Pennsylvania called out in excess of 18,000 young men in the draft, trying out what was called a "new plan" aimed to "give the selectee a break."

The plan was this. The 18,000 were to be called out, and immediately given a searching examination along all lines, including their final medical examination by the army doctors.

Then they were to be returned to their homes and jobs, those who were eligible to army life being placed on call in from 10 to 30 days, and the rest of them to return to their normal jobs, secure in the knowledge that they would not be called.

This was aimed to remove much of the uncertainty which grew out of the previous method of selective service picking. Dr. William Mather Lewis, selective service director of Pennsylvania, said he was advised that if the experiment proved a success there, it would be applied to the entire nation.

At the same time President Roosevelt put into being the OCD, or Office of Civilian Defense, with Mayor Fiorello LaGuardia of New York its head, working without salary, as will all of his intermediaries.

Also plans for the home guard were worked out at Washington, this group to function entirely separately from the OCD, which would ostensibly have a membership of millions of American men, women and even children.

## Washington Digest

### Hess Known for Loyalty To Hitler, Nazi Germany

Was to Succeed Goering as Nation's Leader; Washington Legislators Closely Study Letters From Constituents.

By BAUKHAGE

National Farm and Home Hour Commentator.

(WNU Service, 1345 H Street, Washington, D. C.)

WASHINGTON.—It's a mad world these days and Washington is a nervous corner of it.

Outside the iron pickets which surround the White House, human pickets walked. Their banners protested against convoys, against sending American soldiers abroad to fight. Soldiers who may be sent abroad to fight charged the protesting pickets, knocked down the men, pushed the women around. Home-returning theater-goers stopped to cheer the soldiers.

On Capitol Hill mail protesting against convoys poured in.

That afternoon Washington was stunned to hear that a young farmer in Scotland helped a German officer who had just dropped from the skies, into his cottage and gave him a glass of water. The officer was Hitler's trusted lieutenant, Rudolf Hess, and the news of his sensational flight dropped into the midst of the Washington melee, to make confusion worse confounded.

The fighting pickets, Hess in the headlines, pushed history back for me. Pickets were attacked in front of the White House at the beginning of World War I. I saw Hitler lay the accolade of succession to Nazi leadership upon Hess the day World War II began.

Some of the fighting pickets of 1914 are staid grandmothers today.

## HESS PARTY LEADER

If you had asked me, in 1939 when I was broadcasting from Berlin, who of all men in the Nazi party would be the least likely to desert its leader, I would have said Hess. He was not a striking figure, he did not parade in the brilliant uniforms of Herr Goering, he did not make the fiery speeches of Herr Goebbels. But he was the real head of the party, the inside man. And so when he suddenly turned up in Britain, I could not believe that he was there except to be about his leader's business.

I can see Hess that day in Berlin. It was a solemn sight, the hurriedly called meeting of the Reichstag in September, 1939. There may have been many in Germany then who still hoped that Britain and France would not fight for Poland. Hitler had promised he would gain his ends without shedding German blood. The bitter memory of the last war, the starvation, the defeat, the humiliation were still sharp in the memories of the people. Then they had had no victories to cheer them.

Hitler himself was pale and worn when he walked into the Kroll Opera house where the Reichstag meets. His speech was restrained, he seemed to me like a man who had made his will and said his prayers. He spoke almost apologetically, said his greatest desire was to be the Reich's first soldier. Then he announced that he was going to the front, "and," he added, "if anything happens to me in battle, Party-comrade Goering will be my successor." Goering, in a gaudy uniform, on his high pedestal, saluted. The crowd cheered.

Then Hitler turned to the right, where the tall, lanky Hess was seated on the stage in his simple brown uniform. "And if anything happens to Comrade Goering, Comrade Hess will be his successor." The crowd cheered. Hess rose deliberately, looked at his chief and saluted.

I could think only of a great, well-trained and faithful St. Bernard slowly and obediently answering his master's whistle.

It is hard to believe that this man would desert his master. Hess was fervent. He may not have been as religious as his frequent calls upon the Almighty may have indicated, but he had a fanatical devotion to Germany. His loyalty to Hitler from the earliest contact with the Fuehrer-to-be was based on a great faith—on a belief that Hitler, and Hitler alone, would save Germany.

## Legislators Study

## Letters From Voters

The senator I wanted to see was busy and I was waiting in his outer office talking to his secretary who was an old acquaintance of mine. He had a sheaf of letters in his hand. In spite of the rules for keeping the windows closed in order not to disturb the air-cooling system in the senate office building, the window was open. A breeze caught one of

the letters. It dropped on the floor and I picked it up.

"I don't want to lose that," the secretary said, "it's important. Read it."

It was an emphatic protest on the subject of a measure before congress, written in a firm hand, in good, straightforward English.

"Notice the paper," said my friend, "see that hole in the corner. There was a string through that. The pad was fastened to the telephone. And it was written with the pencil tied to another string. I happen to know the man who wrote it. He runs a flour and feed store, but I'd know just about the type of writer it was from the paper."

"Why," I asked him, "is it that important?"

"It's important because the people who write on that kind of paper, with a pencil, are important people to us. They elect us."

(This secretary always said "us" because he had been in politics with the senator for 10 years, ever since his chief was a member of the state legislature.)

For the past few weeks letters like that—and other ones, too, which I'll speak of in a minute—have been flooding the post office in the Capitol building. They have concerned the question of convoys. And they have had a lot to do with how congress voted.

## LETTERS SPUR DEBATE

When the letters stop, the debate stops. That's an axiom. And on an important question the number of letters grows each day until it reaches a peak. Then suddenly the number drops. The drive is over. It's time to vote and settle the issue.

There are several kinds of letters which come in to congress, to commentators and writers. There are the "nut" letters which are easy to identify. They don't count. There are the form letters, or letters which, though sometimes they are individually written, all have the same phrasing. They are organized propaganda, easy to identify and to assay. Then there are the letters on expensive stationery. Usually their writers are known. They are in the minority. Then there are the letters I spoke about first. Not always in pencil or on scratch paper. But simple and spontaneously written. They count.

But here is another interesting point. Just because there are more letters on one side of a question than there are on the other doesn't mean that the apparent majority is an evidence of the real attitude of the community. More people who are against a measure will take pen in hand than those who are for it.

One senator, in a community where we all knew the sentiment for a particular reason was very much pro-convoys, told me his letters were running three to one anti. "They would have to run ten to one against a measure before it would mean that the majority of my constituency were against it," he told me.

## PROPHET IN WASHINGTON

A prophet has come to Washington—but he will not prophesy!

He is John Maynard Keynes, tall, slim, precise. He was a member of the British delegation to the Paris Peace conference of 1919. With the ink hardly dry on the Versailles treaty he wrote that "... the Carthaginian peace (a peace of force) is not practically right or possible ... The clock cannot be set back ... without setting up such strains in the European structure and letting loose such human and spiritual forces as ... will overwhelm not only your 'guarantees' but your institutions, and the existing order of your society."

I asked Mr. Keynes, who is here in Washington as a British treasury official to consult on the lend-lease law, if he thought it was necessary to prepare for a new kind of peace.

"Yes," he answered, "but I am much more concerned now with fighting the war."

Mr. Keynes believes that we must raise money for defense by a type of forced borrowing, a method by which a part of all salaries are deducted and turned over to the government. After the war, these forced savings, according to Keynes, would help tide over the period when defense production drops off and thus help to avoid a depression like the one that followed the last war.

## Buy Vessels to Link New Bases

Army to Spend \$23,000,000; Plan to Expand Forces in Alaska.

WASHINGTON.—The war department has completed plans for a \$23,000,000 program for additional vessels to serve Atlantic bases leased from Great Britain and the army garrison in Alaska, it was learned.

Plans for a "tremendous expansion" of the Alaska force also were disclosed. Details could not be learned, however, because of tightened army regulations that no information will be given on plans to strengthen outlying defense posts.

The ship purchases will be made by the quartermaster corps, the coast artillery and the air corps, it was said. Most of them will be small craft of varying types which can navigate easily in small harbors and shallow waters at the various bases.

## Other Phases of Program.

It was understood that \$1,600,000 of the funds would be earmarked to pay for three passenger-freight boats of 3,000 tons each which would be capable of transporting about 600 men and 1,500 tons of freight.

Other phases of the program were said to include:

Air corps—Acquisition of a number of small armored boats, rescue ships, picket boats and other shallow-draft vessels.

Quartermaster corps—Purchase of two 300-foot passenger-freight boats of 3,000 tons each which would be capable of transporting about 600 men and 1,500 tons of freight.

Coast artillery—Eight whale boats and two motor sailers for target and general defense work and four mine planters.

## Order Greater Speed.

Greater speed also was ordered for the government's cargo ship-building program, and maritime commission officials predicted that vessels totaling between 3,500,000 and 4,000,000—the World war rate—would slide off the ways in 1942.

Arrangements have been made for 40 new ways for the mass production of 312 merchant ships under the war-aid appropriation. In addition, 51 new ways are built or building for the construction of 300 "ugly duckling" ships ordered under the government's emergency shipping program.

The 91 new ways, combined with existing facilities of private yards, will be sufficient to attain the record World war output of ships, a high maritime official said.

## Welsh Mother of Six

## Children Rears 17 More

CARDIFF, WALES.—Cardiff's "No. 1 Mother," as she is known, who has six children of her own, and who adopted 17 others, recently celebrated her golden wedding anniversary.

She is Mrs. George Hawker, 73. "I've finished with my hobby now," she said, when asked if she would like to celebrate the occasion by adopting another baby. "They are too much trouble for me now."

Several times during his married life her husband, who is also 73, walked home after work to find a strange baby on his wife's knee.

She says she has had a happy life and her husband agreed with her that the children made a happy marriage even happier. "They were all fine kiddies," he said.

Once they had so many children that they had two pews reserved for them at the chapel.

Only four of the children, three of her own and the seventeenth adopted child, were at home, but all the others, spread in all parts of the world now, had remembered and sent telegrams of congratulation.

Mrs. Hawker, proudly holding them in her hand, said, "All from my lovely family."

## Kit Carson's Old Spoon

## Is Found in Arizona

PHOENIX, ARIZ.—A rusty old spoon bearing the engraved name of Kit Carson has helped trace the route the famous Indian scout took across northern Arizona almost 100 years ago.

J. J. Parnell of Phoenix found the spoon four years ago near Ash Fork in the northern part of the state. The other day he decided to get around to the long-delayed task of polishing it.

As he rubbed off the rust and grime, Parnell saw the engraved name "Com. Kit Carson" appear on the handle.

Carson's expedition across northern Arizona has not been definitely fixed.

## Woman Parachutist Trains Air Cadets

Enjoys Jump From Planes Even After 494 Leaps.

TULARE, CALIF.—Mrs. Faye Lucile Cox, who claims the title of world's champion woman parachutist, says she still enjoys jumping from high flying planes even after 11 years and 494 jumps.

Mrs. Cox is a member of the office staff of the Rankin Aeronautical academy at Tulare and is known in the service as a "chute rigger, her duties including the inspection and packing of parachutes.

She has been assigned to instruct air corps cadets who will report for training under her supervision in use and care of parachutes.

Academy officials said they believed Mrs. Cox was the only woman 'chute rigger in the country training air cadets.

Merlyn Cox, her husband, air show operator, said he let her make her first jump in hopes of curing her of the urge.

"It didn't work," Cox said.

They met in a small Nebraska town while Cox was on a barnstorming tour. She said she hadn't even had an airplane ride until then. Two weeks later she joined the show.

Included in her record of 494 jumps are two balloon ascensions and the world's record for delayed opening parachute drops for women.

A list of instructions prepared by Mrs. Cox for beginners in parachute work emphasized the following points:

Clear the plane, stiffen the body, pull the cord and relax for contact with the ground. Touch the ground first with the toes, bend to the knees—never stand up—and above all, never worry about the "chute opening. If it was properly packed it will open.

## Scientist to Hunt for

## Bones of Folsom Man

ALBUQUERQUE, N. M.—A New Mexico university anthropologist will turn bone-sleuth this summer in an attempt to solve the baffling case of the Folsom man who vanished 25,000 years ago from North America as abruptly as he had come.

The Folsom man left his trail from the Gulf of Mexico to the tip of Alaska, but although many diggings have revealed his camp sites, no actual bones have been discovered.

Dr. Frank C. Hibben plans to search two areas in Alaska for remains of the Paleo-Indian, tabbed the missing link between the aboriginal inhabitants of Siberia and Indian tribes of North and South America.

Dr. Hibben theorizes that the tribesmen migrated across the frozen Bering straits and wandered down through the Yukon valley. He unearthed an archeological stratum, below one identified as a Folsom layer, in which appeared stone points resembling those found in the Lake Baikal region of southern Siberia.

The Folsom Man's trail is marked by unique implements crudely shaped from stone. He is believed to be the only primitive man to have carved in his weapons a channel similar to that on a bayonet.

## Spring Thaw Touches off

## Series of Odd Mishaps

PARK CITY, UTAH.—The spring thaw came early to Park City this year, and along with sunny skies and warbling birds, brought:

Derailment of a switch engine, when the roadbed settled in the defrosting mud.

A 25-foot long landslide, which blocked one of the city's major streets.

A half-dozen minor accidents in the huge Park City mine, all resulting from shifts in the thawing earth.

A stalled car for Mayor Earl Reaseigh, whose truck mired in trying to cross a filled-in ditch.

## Australia Fosters Drive

## For Physical Fitness

MELBOURNE.—A plan to encourage physical fitness among the men, women and children of Australia has been started by the Australian government.

Working through local authorities, a national fitness council in each state has encouraged athletic clubs and youth organizations to enroll all youngsters in their activities.

## Here Is an Effective

## Cure for Your Insomnia

PORTLAND, ORE.—If you happen to have a friend who is troubled with both insomnia and seeing double—he might seek relief counting sheep for R. A. Jackson, Klickitat, Ore., sheep rancher. Jackson recently shipped a number of lambs to market which included 2,000 twins.