

Hess "Peace Mission" Jaunt Seen as Useless Gesture With Both Sides Vowing Death War

By KIRKE L. SIMPSON
Special to The Statesman

The first glimmering of light on the fantastic and almost unbelievable "Hess mystery" comes in the form of word from both London and Berlin that his motive was to talk to the Duke of Hamilton, an old sports acquaintance, and try to bring about some sort of peace parleys.

If that was his purpose, there is not the faintest inkling from either side that he will succeed. Both of the armed camps in Europe have been vowing war to the death, and there is no sign that either is ready to accept peace on any terms even remotely acceptable to the other.

Time alone will tell whether Hitler's one-time most intimate lieutenant is a psychopathic case, as Berlin makes him out to be, or whether he is a perfectly sane man whose flight indicates schism in the Nazi leadership, as London has insisted.

The case has led to a fierce battle on the nerve front, with both sides laying down terrific propaganda barrages. The world's confusion about the meaning of the amazing incident is far from cleared away, and much remains that is inexplicable on the basis of present knowledge.

It is, therefore, a relief to turn from the welter of speculation aroused by the Hess flight to other war circumstances much easier to appraise.

There is now available a graphic eye-witness story of a British-axis air and sea power clash in the eastern Mediterranean that challenges special attention. It came from Larry Allen, war-seasoned Associated Press writer who was aboard the British flagship and who tells in detail of the ineffectiveness of a sustained torpedo-attack on a heavily guarded British convoy.

His report specifically refutes Rome-Berlin claims of heavy damage inflicted on merchant and naval units so vitally important to Britain. All arrived unscathed at their Egyptian destination.

As Allen recounted the scenes he witnessed that night, it was the blasting barrage of British side batteries, the guns designed to ward off destroyers, which prevented the axis torpedo-planes from launching their deadly missiles. His description of the fight makes it crystal clear that there are distinct limitations upon the effectiveness of the torpedo-attack against big warships at sea.

Without question, the most recent air and sea power clash in the east must be scored in favor of sea power. That might prove more important to Britain than the Hess incident.

Brand Named To High Post

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Judge Brand to the circuit court will not be made for several days, the governor indicated. Names of State Sen. William Walsh, J. N. McInturff and H. S. Murphy, all of Marshfield, have been mentioned as possible successors.

Judge Brand was born at Oberlin, O., 54 years ago. He holds degrees from Oberlin college and Harvard university law school. After his graduation from Harvard in 1914, he moved to Marshfield and there served as city attorney from 1917 until 1927, when he became circuit judge.

The new justice has also been a member of the board of governors of the Oregon state bar, the Marshfield city council and the Coos county welfare association. He is married and has one son.

Even in 1933 Party Meet Hess Was Non-Conformist



In early days—Adolf Hitler, left, Rudolf Hess, center, and Dr. Robert Ley, leader of labor affairs for the Nazis, are pictured above at a Berlin meeting of Nazi chiefs in 1933, at a time when Hess was the Führer's personal representative in the party councils. Prime Minister Winston Churchill Wednesday grilled the former deputy Führer in a hideout to which Hess was whisked shortly after his spectacular flight from Germany and his perilous parachute jump to the banks of Loch Lomond, Scotland.

Conflict End Seen Motive

British and Germans Agree Purpose Was to Seek Peace Solution

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and it was dissolved before the war began.

This explanation of the strangest case of apparent desertion in all history came at a pause in the great propaganda duel between the British and Germans over the Hess affair. London had opened up with a new kind of "war of nerves" intended, as one Briton put it, to make the German leadership and high command "sweat."

The British radio went on a 10-a-day broadcast schedule that had the objective of promoting unrest among the German people. What is he doing and what will he do? What is he saying—what secrets may he let fall? These in effect were the reiterated questions with which London beat the air waves of Europe.

The Germans took the line that Hess was politically and mentally incompetent and the Berlin wireless thus sought to shelter against the London storm: "The world can only be forwarded. Later history will tell the truth. . . It is pretty clear what kind of statements we have to expect, judging by British propaganda methods."

"Naturally," said a German spokesman, "Rudolf Hess was not initiated in the plans of the Reich's supreme military leadership which—as is known—are available to a circle of only a very few persons."

Aside from the Hess affair, the day—a day of emergent concern over American intentions—saw two warnings not to enter the war pointed against the United States.

In Vichy, the French government approved, under circumstances still being suggested by a finger-shaking at Washington, a new deal for further "collaboration" with the conquering Germans. The details were not disclosed; just how far French cooperation is to go remained one of the great imponderables of the war.

In Rome, competent informants declared that new discussions among Germany, Italy and Japan had been under way for some days there and that the big thing appeared to have been the question of use of convoys by the United States and the prospect of its involvement in war.

Italian newspapers significantly stated that Japan, in entering the alliance, had promised to take on the United States should this country enter the war, and two of the most influential fascist organs alleged in concert that a US assault upon Japan was being planned.

What Japan specifically had promised, however—and it was an important reservation for it left everything up to Tokyo—was that she would act if the United States, or any other new belligerent, "attacked" the axis.

In London, US Ambassador John G. Winant was cheered by a standing audience when he suggested that if the United States and Britain would not "put off for tomorrow what can be done today, the victory for

freedom will come sooner than we dare hope."

The near east returned to the news with unofficial reports in Cairo that German personnel had arrived by plane in French Syria. This raised three possibilities:

That the Germans might be preparing to help the Iraqis against the British; that Germany, under secret agreement with the French, might be striking toward the Suez canal and Egypt; that the Germans merely had gone to Syria in connection with details of the French-German armistice.

BERLIN, Thursday, May 15.—(P)—Germany's warning to American ships to stay out of the Red sea or risk destruction was widely broadcast by press and radio today and one commentator said "he that seeks danger perishes therein."

The truth of this statement, the commentator continued, "will soon be brought to the attention of American war-mongers by developments in the Red sea as well as the Atlantic ocean."

The Wilhelmstrasse reaction to Adolf Hitler's warning declaring the northern part of the Red sea was a war zone after President Roosevelt's declaration opening that route to American shipping was:

"The world has been informed that this region is a danger zone and anyone hurt operating in this area has no basis for complaint."

Youth Escapes France by Air

LONDON, Thursday, May 15.—(P)—Another strange airplane flight to Britain was that of 20-year-old Maurice Halna du Frey, of France, recently.

The youth built his plane secretly in France, camouflaging it with leaves during the day and working by candlelight at night. During his flight to Britain he was attacked by a Messerschmitt plane but managed to evade it. He landed in England after being signalled by a British Spitfire to do so.

Now a corporal in the free French air force, he recently received the empire medal from Air Marshal L. A. Pattinson, commander of the flying training command.

Completion Date Set

PORTLAND, May 14.—(P)—Completion of the Wolf creek highway, shortcut from Portland to the sea, is planned for 1942, E. J. Griffith state WPA administrator, said following announcement that \$660,864 in additional money had been made available.

In One Ear . . . M'Spadden Putts Way to Win in 'Big 8' Match

—Paul Hauser's Column

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muscles outside the jaw can give a lumpy appearance, especially when gum chewers develop the rather common habit of doing all the chewing on one side," says Dr. Hrdlicka.

So there you are, you gum chewers. You've either got to learn to chew your gum like a cow chews its cud, swinging it gently from side to side, or develop a facial contour that looks like the Teomerville trolley right of way.

Just thought we'd warn you.

The city planning commission has found out it doesn't legally exist. That was one thing it hadn't planned on.

The British are now wondering whether Hess isn't pulling a colossal Trojan horse stunt on them. The question seems to be the same asked by that unmusical organization known as the Hoosier Hotshots: "Are you ratty, Hussy?"

New Highway Safety Lights

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traffic engineer working under the direction of Chief Engineer R. H. Baldoek.

The signals are actuated by a detector device set into a concrete block in the pavement. A vehicle passing over the rubber detector pads sets off an electrical impulse that causes the signal to change from flashing red, which means "stop," to flashing yellow, signifying that the motorist may proceed, but with caution.

The highway department plans to time the West Salem signal mechanisms so that motorists approaching the controlled intersections at a speed of approximately 30 miles an hour will be able to pass through without stopping. A motorist driving at a more rapid rate will arrive at the intersection before the red stop light gives way to the yellow "proceed" signal.

The two sets of signals will control traffic moving in opposite directions. Traffic moving westward at the Wallace road intersection will face the automatically changing signal, while eastbound motorists will see only a flashing yellow light at all times. Sided road traffic will always face a flashing red signal and come to a full stop at the junction as in the past.

The other set of signals, at the Kingwood intersection, will operate in reverse fashion, controlling eastbound traffic automatically.

Senate Votes Aid to Farms

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WASHINGTON, May 14.—(P)—Soft wheat took a 3-cent hop on the Spokane market Wednesday, the largest one-day gain in more than a year and based on Washington news that congress had approved 85 per cent parity loans.

Big Bend Baart was up 1 1/2 cents to \$1.07, coast basis. Western white was quoted at 82 1/2, western red and hard red winter at 82.

WASHINGTON, May 14.—(P)—Rejecting all republican pleas for economy, the house passed Wednesday and sent a \$177,027,078 interior department appropriation bill to the senate.

Passage followed defeat of a motion by Representative Jones (R-Ohio) to send the measure back to committee with instructions to reduce the total by \$21,469,245, or to approximately the amount the department was allowed for the current fiscal year.

The result of the standing vote, as announced by Speaker Rayburn, was 76 to 104.

The bill as it goes to the senate carries \$21,477,245 more than the current year's appropriation, but \$6,317,270 less than the amount recommended by the budget bureau.

Largest item in the measure was one of \$78,934,000 for construction and operation of western reclamation projects, including several like the \$250,000,000 California central valley project whose completion will be expected to make power available for defense industries.

Byron Nelson, the PGA titlist, finished third with 143. Three tied for fourth honors with 145—Lawson Little, the national open champion, Jimmy Demaret and Craig Wood, winner of the masters. Sammy Snead was seventh with 146 and bomber Jimmy Thomson, who got off to a woeful 79-start, trailed the carefully selected field with 152.

Rise in Auto Prices Predicted by Dealers

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PORTLAND, May 14.—(P)—Inability of automobile factories to slash overhead by 40 per cent was seen Wednesday by Portland's automobile row as assuring substantial price increases if the government orders a projected 40 per cent production cut.

Dealers and factory representatives said that both new and used car prices would go up, but did not estimate by what percentage.

War News Briefs

LONDON, May 14.—(P)—Questioning of Foreign Secretary Anthony Eden in the house of commons Wednesday disclosed that small German torpedo boats have been reaching the Mediterranean by way of the Rhone river and Marseille in occupied France.

Eden, asked if Britain had protested to the Vichy government over the use of the Rhone by such boats, replied: "No. I don't consider this the best course to pursue in existing circumstances."

Senate Votes Aid to Farms

Possibility of Veto Seen; Price Rise for Consumers Denied

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Bankhead said after Eatch explained that he did not believe them. Bankhead added that the estimates came from "theorists" who always fought any congressional attempt to be "fair with farmers."

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World War News Today

By the Associated Press
The Hess mystery appears solved. He flew to see the Duke of Hamilton in hope of starting a one-man peace offensive. London and Berlin agree on the essential facts. Britain goes all-out in propaganda campaign to make the German leadership "sweat" over the Hess affair, beats the air waves to create unrest in the Reich.

Vichy approves new "collaboration" deal with the Germans intended to warn the United States from entering the war; axis nations reported in conference in Rome on US intentions. US Ambassador Winant urges the democracies to show they can act quickly as well as debate in freedom.

WASHINGTON, May 14.—(P)—Heeding appeals by Speaker Rayburn and Secretary McLaughlin, the house passage committee Wednesday reversed a previous vote and killed a provision depriving President Roosevelt of his power to devalue the dollar.

Rayburn requested democratic committeemen to turn out en masse and "vote right" at a specially-called meeting to reconsider action taken Tuesday. The treasury secretary warned that the proposal would "nullify completely the power to devalue the dollar"—a power he said the administration has no present intention of using.

Daughter Born

SILVERTON—Mr. and Mrs. Ernest Beverly report the birth of a daughter at the Silvertown hospital, May 11.

Senate Votes OPM Power

Knudsen Given Full Sway to Channel Supplies' Flow

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presented to the senate. It's just a matter of finding the best way to present it."

The anti-convoys senators reported a general feeling that it would be better to wait until Roosevelt makes his speech of May 27. They would prefer, they said, that the issue be raised first by the administration.

During Wednesday afternoon, the senate approved an amendment recommended by the commerce committee to forbid the seizure of any vessels actually owned by a foreign government. Chairman Bailey said that none of the 84 foreign flagships now in American waters were owned by foreign governments but belonged, instead, to foreign nationals.

Nelson Appliance Firm Changes Name

Nelson Bros. home appliance department will hereafter be known as Nelson Bros. "Bonneville" store and has moved into enlarged quarters in the Nelson building, corner Liberty and Chemeketa, Adolph Nelson announced Wednesday. E. H. Ellis, identified with the store's appliance department for many years, will head the department, which is now housed in space formerly occupied by Cohn Bros. furniture store.

Prominent makes of electric ranges, refrigerators, washers, ironers and other home appliances will be featured at the store.

Rogue Board to Meet

COQUILLE, May 14.—(P)—The Rogue River Coordination board, recently appointed by Governor Sprague, will meet Friday at Grants Pass. Chairman J. E. Norton, Coquille, called the meeting Wednesday after a Salem conference with State Engineer Charles E. Stricklin.