

L.T. - SUNOCO. WEDNESDAY, DEC. 5, 1945.

GOOD EVENING EVERYBODY:

I'm broadcasting from Mitchel Field, Long Island, tonight -- headquarters of the First Air Force under General Bob Douglas. Around me at the moment are several hundred leaders of Industry and Labor, and officers of the Army, Navy, the Air Forces and the Marines. I'd like to reel off a list of about twenty of their names, just to give you an idea of who is here, representing you. They've been spending the day talking about this nation's biggest problem of the moment, the returned veteran. Or I should say, the returned veteran and the community, because it's a combined problem.

There are representatives in this room tonight from forty-five states; some four hundred and fifty in number. Just to mention a few: General Omar Bradley is here on one side of me, one of the number one generals in command of land forces in the greatest of all wars. Over here also is General Spaatz, who, report has it, will be the next chief of the Army Air Forces. Ted Silvey, an official of the C.I.O. who handles problems concerning veterans, is just in front of me. And, industrial leaders like

Thomas J. Watson of International Business Machines. Allan Pryor, executive, and head of the famous New York Advertising Club.

But before I say anything about what they have been doing today, here is the day's news, some of the highlights that have been coming over the special wire that the Western Union people put here for me today so that I might attend this important affair and introduce the panel of speakers who are to take part in the final discussion tonight; among them, General Bradley, Major General Graves-Erskine of the Marines who commanded the Second Marines at Okinawa; General Deolittle, and others.

HURLEY

There was roaring and shouting, table-thumping and banging, at a Congressional Committee hearing this afternoon; the stately Senate Committee on Foreign Relations. The uproar may still be going on - because the latest off the wire from Washington pictures the Committee as still in session.

The occasion for all the noise was the appearance of General Pat Hurley, recently resigned as American Ambassador to China. He was presenting to the Foreign Relations group his accusation that American policy in China had been sabotaged by pre-Communists in the State Department.

There were loud exchanges between the former Ambassador and Senators on the Committee - Chairman Tom Connally of Texas, in particular. The suggestion was made that General Hurley, in making his charges, was looking for publicity. That drew wrathful retorts from Hurley. He shouted that he hadn't come before the Committee

to be prosecuted, and he wouldn't be led around like what he called: "A bootlegging witness."

The gist of all the noise was a list of five names, the former Ambassador accusing five State Department officials of being pro-Communist. Two of these he had named previously - George Acheson and John Service, both of whom are now State Department advisors to General MacArthur in Tokyo.

The other three, named today, were Arthur Ringwalt, now assistant chief of the division of Chinese affairs in the State Department, Fulton Freeman, his assistant, and John Davies, Jr., now second secretary of the American Embassy in Moscow.

Hurley declared that Acheson, behind Hurley's back, had recommended to the State Department that lend-lease armament be supplied to the Chinese Communists.

Chairman Senator Connally asked - "Why had Acheson wanted to help the Reds?"

Hurley shouted back that Acheson wanted to destroy the government of the Republic of China - and he shook his head so vigorously that his glasses nearly tumbled from his nose.

"Did Acheson say those were his reasons?" demanded Connally.

"No," Hurley thundered, "I say those were his reasons."

He added that John Service had made a report advocating the overthrow of Chiang Kai Shek, and that this report was circulated among the Chinese Communists.

Republican Senator Bridges asked whether Service was the same diplomat who was involved in what the Senator called - "A scandal." That referred to the fact that Service was one of six persons arrested last Spring by the F.B.I. Some of those

arrested were called Communists, and the whole thing was in connection with charges that secret information had been leaking out of the State Department. Service was exonerated by a Federal Grand Jury. Hurley today refused to say anything about that particular affair.

Hurley stated that out in China he was on the verge of success in bringing about an agreement between Chiang Kai Shek and the Chinese Communists - when the news came that Acheson and Service had been appointed advisers to MacArthur in Tokyo. That spilled the beans, said he, because the Chinese newspapers, particularly the Communists, took the Acheson-Service appointments to mean that Hurley did not really represent American policy in China.

ADD PEARL HARBOR

Here's the latest. General Gerow accepts responsibility for the failure in Washington to check on Army defenses at Pearl Harbor. This refers specifically to the message sent by Pearl Harbor Commander General Short, who informed the War Department that he had put an anti-Sabotage alert into effect. That meant the gathering of planes together at one place - which was protection against sabotage, but it made the planes a mark for Jap air raiders. General Gerow stated today that his department, the War Plans Division, had failed to evaluate properly General Short's message about a sabotage alert.

PEARL HARBOR

The Pearl Harbor investigation heard testimony today from Lieutenant General Leonard Gerow, who at the time of Pearl Harbor was chief of the War Plans Division of the Army General Staff.

ARNOLD

General Hap Arnold warns us against -
an aerial Maginot Line. The Commander of the
Army Air Forces declares that the present air
supremacy of this country may turn out to be a
snare and a delusion - if we rest on what we've
got: and if we don't keep American sky power in
a state of continual development.

In the Army and Navy Journal, General
Arnold argues that the atomic bomb has caused
a revolution in the strategy of Air power. Take
the great aerial armadas of World War Number Two,
the giant sky fleets that smashed Nazi Germany.
Because of the atomic bomb, these are now, in
the words of General Arnold: "As outmoded as
the Macedonian Phalanx." ~~And~~ And if we become
complacent and don't keep up with the new weapons
that are being developed, our present air supremacy
"may prove as hollow," says the Air Forces Commander
"as the legend of the Maginot Line."

LABOR

Another big strike looms tonight - Chrysler. It was announced in Detroit this afternoon that negotiations between the Chrysler corporation and the auto workers union have collapsed. In the face of Union demands for a thirty-per cent wage increase, negotiations for a new contract have broken down. So maybe there will be a Chrysler walkout - in addition to the General Motors strike.

The news from Detroit continues to insist that the Union wants to settle the General Motors dispute before President Truman can put his fact-finding idea into effect - before a board, named by the President, can begin an inquiry into the causes of the strike.

As we heard last night, Walter Reuther, Vice President of the Auto Workers Union, was to have met officials of General Motors today @ but that appointment was called off suddenly

Reuther, with General Motors Assenting. The Union Vice President started out on a hurry-up trip -- but just where is not known. The impression of haste in all this leads to the notion that quick developments may be in prospect for the General Motors strike.

More and more toady the Unions are pictured as growing increasingly angry at President Truman - after the White House proposal that the General Motors strike be called off by the Union while a fact-finding board makes an investigation. There is a good deal of talk of a break of friendly relations between the C.I.O. and the Truman Administration.

To return here to Mitchel Field for a moment, the Air Force played host today, because General Arnold had said: "Our interest in the Air Force doesn't stop just because the bombs are no longer falling." With which all the other arms of our military service agreed. Hence this meeting.

The main conclusion reached in the discussions this afternoon was that it isn't exactly the veteran who is the problem, it is the community and the veteran. They have mutual problems they must work out together.

Your son, your father, coming home, wants a job. He also needs some time out to settle down. And then, a certain amount of understanding on the part of us here at home is necessary. The man who has been at war, hundreds of thousands of them -- has been through experiences that are not so easy for the human being to go through. Fear is one of these. Monotony is another. Regimentation is a third. Homesickness, too. He's tense. To get him out of that, takes time, and understanding from all of us.

Colonel Howard Rush who has done so much for the rehabilitation of veterans, was in the middle of all this today. Also Ted Silvey, of the

C.I.O. And they have been telling me about the need in every community, for a place where the veteran can go and get help: someone to advise him on any problem that he may have.

NURNBERG

The news of the Nuremberg trial last night was a little heavy - the legal side, the juridical angle, the technicalities of law. To make up for it there is another kind of Nuremberg story tonight - a thriller of terror and suspense, with fast action and hairbreadth escape -- a story that the movies have never equalled.

The trial of the Nazi war criminals got around today to the matter of plots against Hitler. And, these included the bomb plot, the conspiracy of the German Generals -- when in Nineteen Forty-Four they nearly blew Der Fuehrer to Kingdom Come. - And the explosion did ~~him~~ injur him severely.

The disclosure today was that the conspiracy of the Generals was preceded by two other attempts; two similar plots to kill Hitler, and arranged by high officers.

The first of these produced nerve shattering terror and suspense.

That attempt was made on July thirteenth, Nineteen Forty-Three, after six months of the most careful scheming. The ~~pmk~~ plotters were high commanders at German Army Headquarters in Berlin.

Hitler was making a trip by airplane to the Eastern Front, then deep in Russia, and a time bomb was placed under his seat in the plane. The bomb was fitted with a chemical fuse. No ticking of a clock under Der Fuehrer's seat. The plotters had tested this chemical type of fuse repeatedly, and were sure it would work.

Hitler took off, and at Army Headquarters in Berlin the High Command officers waited for the news, waited tensely for the flash. They had vivid mental pictures of what they expected to happen - the plane speeding through the air and the bomb under Hitler's seat going off with a shattering explosion, the plane and ~~th~~ Der Fuehrer blown to smithereens.

Presently a message came, and their hearts

dropped into their shoes. A telephone call ~~gave~~ gave the routine information that the Hitler plane had landed safely at its destination. Something had gone wrong with the chemical fuse - it failed to work.

The plotters were in desperate danger. They knew, that in the course of routine, the Hitler plane would be inspected, and the package with the bomb would be found in the compartment under the seat. The Gestapo would be able to trace it als, and, that would mean death to the officers at Army Headquarters in Berlin.

Their only chance was to get that bomb before the routine inspection of the plane was made - and that life-and-death task they gave to the officer who had placed the infernal machine to begin with. He was Lieutenant von Schlabrendorf, of an aristocratic Prussian military family.

Von Schlabrendrof made a breath-taking

trip to the place where the plane was, got there with all possible speed - and talked fast to the guards. He told them that a secret package of documents had been placed in the plane, that it had been incorrectly addressed, and that he wanted to correct the mistake.

The guards said, "Oh, that package," Yes, it had been found under the seat and been taken to the proper place to be investigated. The young officer, half mad with anxiety, raced to that place. There the package was just about to be opened - as he came rushing in. The secret of what it contained was about to be disclosed - right in his face.

He talked fast about confidential papers - the package must not be opened. His talk was so convincing, and his credentials from Army Headquarters in Berlin so impressive - that he carried the thing through. In a minute Lieutenant von Schlabbrendorf, breathing deep sighs of relief, was

on his way out - with the package.

And that plot was never discovered.

The Gestapo never found out -- whereupon the high conspirators went on with New attempts to kill Hitler, none of which succeeded.

FOLLOW NUREMBERG

On the more imposing side - the Nuremberg trial brought to light today a miscalculation by Goering, a miscalculation that may very well have cost Germany the war. Four and a half months before the outbreak of hostilities, (General Spaatz, this will be of special interest to you and to all of your airmen here.) Four and one half months before the war the Nazi Number ~~Two~~ Man Goering gave his assurance that Britain would be defeated in the air.

Goering made the statement to Mussolini and the Foreign Minister of Fascist Italy, Count Ciano. He spoke officially as the builder and commander of the powerful German Air Force, the Luftwaffe.

Britain at the time was trying desperately to build an air Force, working feverishly to construct planes. Goering told Mussolini and Ciano that the British aircraft construction program would not succeed in producing anything much until

Nineteen Forty-Two, and that the British Air Force, therefore, would not be able to put up any effective resistance if war were to break out soon.

That was Goering's miscalculation. He was right about the inability of the British construction program to turn out any great number of planes. But he failed to foresee that the small British Air Force, with a few such superb planes as the Spitfire and Hurricane, would be able to hold his own giant Luftwaffe when the final test came -- and win the air battle of Britain; after which they would have to deal with something almost non-existent in 1942 -- American Air power that drove Goering's legions from the sky and played such a great part in paralyzing Germany's war machine.

And that just naturally brings me back to Mitchell Field, where I am -- and now Hugh, back to Radio City where you are.