

GOOD EVENING EVERYBODY:

Moscow announces that Soviet troops are closing in on the city of the great dam - that famous dam on the River Dnieper. They have hurled the Nazi forces under a rain of bullet shells and bombs. There is still no confirmation of the story that Russians have been able to drive across to the opposite bank of the Dnieper, but Berlin reports that large Soviet forces are attacking to occupy six large islands in the broad stream, islands near the site of the dam.

Moscow reports the capture of more than eleven hundred and fifty towns along the Dnieper and in White Russia - mostly in White Russia, where a thousand inhabited places were occupied. The recapture of towns has been an important feature ■■ in the Russian

war news for ~~it~~ a long time, and it is a good clue to the forward sweep of the Russian armies - and the headlong retreat of the Germans.

## ITALY

The British capture of Foggia today appears to have been a brilliant operation. It involved a swift twenty-two mile thrust, made with such speed that it took the Nazis in Foggia by surprise. However, Berlin Claims that the great base was evacuated - "according to plan". Whenever the Nazis retreat, they repeat the refrain - "according to plan". They must have a lot of plans.

British headquarters gives us the story of how the lightning thrust trapped the Nazi garrison at Foggia:- They were taken utterly by surprise, couldn't get away, fought fiercely, and were wiped out.

Many an American aviator in the last war will have a vivid impression of the importance of the capture of Foggia. For it was there that a lot of American aviators trained. Since then, of course, the Foggia Air Base has been vastly expanded and improved, and now,

it has one of the finest airfields in the world - at least it was until the Allies began bombing it. The air base was heavily damaged, but our side will put it into shape in a hurry, and then Foggia will be one of the great strong points of United Nations air power.

It is so located that raids can be launched from there into the Balkans and into Austria. But, of more immediate importance, air power based on Foggia can play a short range and decisive part in the clash for Naples. In the Battle of Salerno, General Clark's Fifth Army had to depend upon aircraft carriers for fighters, and carrier planes are not up to land planes. Now, land based air power, centered at Foggia, will be quickly available for overwhelming sky action against the Nazis around Naples.

In the ground battle for that great port -



Naples - today's news is - further advance by the Fifth Army. The progress is slow - but it's progress. The Germans are fighting strongly in difficult country, and it is heavy battling for every inch of the way. Today Allied troops captured a town called Leoni, after a seven mile advance. Leoni is forty-eight miles east of Naples, and we can see General Clark's strategy - his right wing, the eastern flank of his forces swinging around to the east of Naples, threatening an encirclement.


## ROME

We hear new stories about the Nazi seizure of Rome, and these relate that the Germans twice broke agreements they had made and then shelled the center of the Eternal City with field artillery.

The day the Armistice between Italy and the Allies was announced, the Germans pushed into the suburbs of Rome. Italian troops resisted and there was rifle and machine gun fighting in the suburban streets all night. The Nazi cannon opened fire on the center of the city of the Caesars. They hit a few public buildings and houses and another agreement was made - whereby the Germans were allowed to occupy a telephone station and two radio stations. They broke that one too, and pushed into Rome from all sides -- occupying the City.

## AIR WAR

The target for last night was Hanover, again, with the British R.A.F. smashing the Nazi "city of rubber". Hanover's greatest war importance lies in its huge synthetic rubber plants. The R.A.F. encountered strong opposition - Nazi night fighters out in swarms. But the bombers got to the target and hit it with tons of explosives. Also, British bombers blasted Emden - as a follow up to yesterday's big American raid against that submarine center. The British pilots were guided by the fires started by a thousand tons of American bombs.



MARSHALL

There was a vigorous denial today of charges that there is friction in the War Department, friction between the Army chiefs and the Administration. The denial was made by General Marshall as Chief of Staff. He telephoned to leaders of Congress and told them in downright fashion that there is complete harmony between the command of the Army and the Administration.

This follows a whole series of charges in Congress - charges that President Roosevelt is allowing political considerations to influence military strategy. Also - the accusation that General Marshall is to be removed from his post as Chief of Staff and kicked upstairs - this at the behest of the British. One Congressman stated that there was to be an Army shakeup in an attempt to do, what he called - "convert the War Department into a New Deal political organization".



The Congressman said the idea was to enforce a world-wide W.P.A.

In addition to General Marshall's denial of friction, we have word from Secretary of War Stimson, who today authorized Congressman McCormack of Massachusetts to state: "The President has a very high regard for General Marshall and profoundly respects him and his ability".

Chairman Andrew May of the House Military Affairs Committee declared that he believed it was time to name a Supreme Allied Commander, and for this supreme post General Marshall was, what he called, "preeminently fitted".

## SPIES

In New York, the two convicted spies, Lehmitz and Despretter, were sentenced today. What's the penalty? It might have been death. They pleaded guilty of doing wartime espionage for Nazi Germany. However, the sentence inflicted is less drastic. Not death - but prison terms of thirty years.

## RAILROAD

The White House announced today that the railroad men have been denied their demand for a wage increase of three dollars a day. Three hundred thousand operating employees of the railroads asked that amount of pay boost. The case was considered by a special board, which now says - no. The board, however, does recommend a raise - an increase of thirty-two cents a day in the basic wages of the railroad workers.

ROOSEVELTS

Today at the White House news conference, the President was asked a rather personal question. A reporter inquired - had Mrs. Roosevelt told him about her twenty-five thousand mile trip to the southwest Pacific Theatre of War, and had she anything much to say about it?

The President replied - yes, the First Lady has been talking about it almost ever since she got back.

Well, the First Lady got back Sunday - and this is Tuesday, which makes it a pretty long time for steady conversation. Fellows, have you ever listened to your wives that long at a stretch?



## MARSHALL FIELD

Today a citizen of Chicago received what was undoubtedly the greatest birthday present in history - an inheritance of between seventy and seventy-five million dollars. He is Marshall Field, of the great Chicago Merchant family, who now is a busy newspaper owner, executive and editor. The fabulous birthday gift was made under the provisions of a strange will, a last testament of thirty-seven years ago.

One of the romances of American business, in the great business era of the late nineteenth century, was the career of Marshall Field the First. He was a merchant of Chicago who accumulated millions, and earned the title so characteristic of the period - merchant prince. His name was famous throughout the land, along with those of other legendary millionaires Gould, Vanderbilt, Morgan.

Marshall Field died in Nineteen Six, and left a will, the purpose of which was to hold together his vast fortune and increase it over a period of years. The will directed that only a comparatively small sum should be paid to the Marshall Field heirs, until finally the fortune should be divided between the two grandsons of the merchant prince - when they became fifty years of age. They were half grown boys at the time. So for long years the fortune was ~~kept~~ held together, and the will decreed that the income must be piled onto the principal to make the fortune greater. The original Marshall Field estate was worth Fifty-six Million Dollars, and the piling up after his death increased it to well over a Hundred Million.

Of the two heirs, the ~~gt~~ two grandsons of the merchant prince of Chicago, one did not live to receive his share of the giant estate. He died a

mere eleven years after the execution of the will - a young man far short of fifty. So that left the whole thing to the other heir, Marshall Field-the-third. Five years ago, the accumulated income of the estate had become so great that he was given Forty-six Million Dollars. Today, he is fifty years old, and today he received the ~~bulk~~ bulk of the fortune - a birthday present of between fifty and seventy five million dollars.

Marshall Field says that the enormous bequest won't change his course of life one bit. He will just go on running the newspapers, one in Chicago and one in New York.

Today he made his first purchase with the money of his new inheritance, buying Ten Million Dollars' worth of war bonds.

## WORLD FLIGHT

Today is September Twenty-Eight, Nineteen Hundred and Forty-Three; and nineteen years ago today, four U. S. Army fliers ~~and~~ completed Man's First Circumnavigation of the globe by air. I wonder how many remember the names of those four fliers? Major Frederick L. Martin, now a Major General in the Air Force, was in command of four Douglas Army biplanes took off from Lake Washington, near Seattle.

Major Martin, and his copilot Sergeant Alva Harvey, ran into a mountain in Alaska. From then on Lt. Lowell Smith was in command. Smith today is a full Colonel in the Air Force, in command of a great air base at Tucson, Arizona. The four Douglas planes were built by the same Donald Douglas who is now building a vast number of the best planes that we are using in this war. The Round-The-World-Cruisers



were named after four cities: Boston, New Orleans, Chicago and Seattle. It was the Seattle that plunged into the Alaskan mountain.

In the Chicago with Lieutenant Lowell Smith, was Lieutenant Leslie Arnold, now also a Colonel in the Air Force, stationed in England. The other two fliers who made the complete circuit were in the New Orleans, Lieutenant Erik Nelson and Second Lieutenant Jack Harding. Erik is now a Full Colonel, at Air Force headquarters in Washington. "Smiling Jack" today has his own business in Dallas, Texas, building parts for the Air Force.

Then there was a fourth plane, the Boston, which went down in the North Atlantic between the Faroe Islands and Iceland. Lieutenant Leigh Wade, who flew the Boston is now a full Colonel in the Air Force, in command of the great U. S. Air Base just

outside Havana, Cuba; and his side partner, Sergeant Henry Ogden is today in England, head of the Lockheed Overseas Corporation.

On the First Flight Around the World, in Nineteen Twenty-Four, the planes New Orleans and Chicago in three hundred and sixty three flying hours, spread over a period of five and a half months, flew a distance of twenty six thousand three hundred and forty-five miles. The planes Donald Douglas built for them were two seaters, with open cockpits, driven by four-hundred-and fifty horse power twelve cylinder Liberty engines.

I happened to be historian of that First Flight Around The World, that came to an end just nineteen years ago today. And I remember how huge we thought those planes were. But in comparison with the ships of the air that our fliers use today, they were

were mere pygmies. And present day airmen fly four-engined planes of almost incredible horse power.

In addition to the men who actually made the flight, many others played an important part, going out to distant parts of the world, to establish temporary bases. One of these, Lt. Clayton Bissel, is now a Major General in the Air Force. Until recently he was in command in China. Captain Burdette Wright today is the head of the great Curtiss Wright plant in Buffalo. Then there was Lt. St. Clair Streett who had charge of all the organization work for the flight. "Bill" Streett is now a Major General in command of Uncle Sam's Second Air Force. And most of the others who worked on the job are full Colonels today.

Oh yes, and our Army airmen on that flight, averaged seventy three miles an hour. Which makes this

next story all the more interesting.

SPEED

From a United States Air Base in Britain, we get a story of speed - the greatest speed ever attained by man. That's what it probably was. It happened in air battle, and was quite involuntary - the pilot had no intention of setting a record for speed.

Second Lieutenant Robert H. Knapp of Norwich, New York was piloting a Thunderbolt fighter plane, escorting Flying Fortresses. He was at twenty-eight thousand feet, when in the course of regular battle maneuvers, he started a vertical dive, and couldn't get out of it. The throttle of his motor froze, and so did the controls of his plane. He couldn't check



the motor, which kept hurtling him downward with all its vast power. Nor could he guide the ship out of its vertical dive.

The instruments on the Thunderbolt will register a speed of six hundred miles an hour - and no more. He was going faster than that, and today Intelligence Officers, on the basis of full reports, reckoned that Lieutenant Knapp was travelling at eight hundred and forty miles an hour.

The speed of sound is seven hundred and thirty-five miles an hour. Last spring an American test pilot made a record of seven hundred and eighty miles an hour. And Lieutenant Knapp was going approximately sixty miles an hour faster than that.

He plunged over twenty-three thousand feet to the five thousand foot level - before he was

able to get his controls working again, and level off. When he landed, the paint was peeled from the aelerons of the plane, slashed off by the wind of the terrifying speed. But the American fighter plane showed no structural strain. The Thunderbolt had stood up perfectly at a speed of Eight hundred and forty miles an hour.

And nineteen years ago today Air Corps Lieuentants Smith, Nelson, <sup>and</sup> Arnold, /Harding made the First Flight Around the World at an average speed of seventy-three miles an hour. So in nineteen years we have stepped up the speed of planes from seventy-three miles to eight hundred and forty miles an hour!

What do you think of that Hugh?