

AVIATION

Good Evening, Everybody:

Aviation news is coming so fast it almost seems as though the <sup>press</sup> telegraph tickers were stuttering to get it out. ~~fast enough.~~ In the first place, both the planes that were racing for Oslo, Norway, had to come down. Thor Solberg and Carl Petersen, the boys who took off from Floyd Bennett Field yesterday -- well, I am sorry to say, they crashed at Placentia Bay last night. Their huge sesquiplane cracked up when they were only fifty miles from Harbor Grace, Newfoundland.

On top of that a dispatch to the Pittsburgh Press adds the information that their rivals in the race, Clyde Lee and John Bochkon, were forced down at Burgeo, Newfoundland. This place is three hundred miles away from Harbor Grace. Lee and Bochkon, you may recall, were the boys who started in a smaller but faster plane from ~~Barre~~ Vermont. They were better off than their competitors in their race to Norway because they were able this morning to continue their flight to Harbor Grace, where they landed at twenty minutes past eight. Both planes, it

seems, ~~made~~ met with stormy weather, rain and fog. In fact, the visibility was so poor that persons on the ground had difficulty in identifying them properly.

All this makes it evident that Captain Jim Mollison, the Scottish trans-Atlantic flier, behaved like a cagey Scot in deferring his return trip to England until he got Doc Kimball's O.K. on ~~the~~ weather conditions.

Incidentally, I am glad to be able to tell you that there were no personal injuries. The big sesquiplane of Solberg and Peterson was hopelessly wrecked and apparently there is no chance of their continuing their flight. Lee and Bochkon, from all accounts, will be able to go on.

Then there is another plane wreck to report. This happened to Langdon ~~R.~~ Post, a member of the New York Legislature, who was making an airplane tour, campaigning for the Roosevelt-Garner ticket. Mr. Post and James Elkus, in whose plane Mr. Post was touring, were wrecked trying to make a landing somewhere in the Ozarks. ~~last night.~~

There is a somewhat dramatic side story to this accident. Mr. Post, comparatively a novice in politics, made a brilliant record in the New York Legislature in a ~~very~~ short time. In point of fact, more intelligent observers declare that Langdon Post was one of the few members of that curious body who exhibited both intelligence and a serious sense of responsibility to the people who elected him. To put it bluntly, Langdon Post, though his reputation is not yet national, is a ~~swell fellow,~~ <sup>great chap, a grand guy,</sup> without affectation but with a plentiful supply of brains. Consequently, his friends, <sup>say</sup> Tammany, <sup>has</sup> ~~have~~ just refused him renomination for his job, and apparently the plane in which he was riding crashed just in time for him to get the bad news. Political editors point out that obviously Langdon Post was turned down for renomination by Tammany to discipline him. He was the only Democratic member of the Legislature to vote for the inquiry which resulted in the charges for the removal of Mayor Jimmy Walker.

*Oh yes, and* The <sup>re is a</sup> human touch to the story of the crash of Solberg and Petersen. <sup>It</sup> <sup>was.</sup> ~~concerns Petersen's wife.~~ The news of the



wreck did not come through until after <sup>she</sup> ~~Mrs. Petersen~~ had waited anxiously for twenty-nine hours. When the newspaper men went to her, carrying the information that her husband was uninjured though wrecked, Mrs. Petersen, who has the picturesque first name of Hjo<sup>ti</sup>ardis, exclaimed over and over again: "It's a miracle! It's a miracle! I thought surely they were gone. I couldn't rest, I couldn't sleep, I couldn't eat." And she added, "Well, he's safe and that's all I care about. I don't care about the old plane." *all I care about is good old Pete.*

On the other hand, <sup>that</sup> ~~the~~ flying family <sup>~~headed~~ presided</sup> ~~of George~~

*over by Papa Geo.*

Hutchinson arrived safely at St. John, ~~Newfound~~ New Brunswick.

All ~~the~~ eight passengers and crew of their giant Sikorski amphibian were making ready today to take off on the second lap of their flight to Europe. ~~The second lap will be to either~~

~~Harbor Grace, Newfoundland, or Labrador.~~ It took the Hutchin-

sons only six hours to fly from Floyd Bennett ~~Field~~ Airport on

Long Island to St. John. *And then they flew on to the Island of Anticosti in the mouth of the St. Lawrence.*

## TEETH

While we are flying around over eastern Canada this evening -- in the news, here's an appropriate item. Nobody can say that the Canadians are not a progressive people. I don't know that anybody would ever want to say it. But at any rate, nobody would get far with the statement.

Here, for instance, is a man in Montreal, who's teething for the third time in his life. A dispatch to the Toronto Star relates that he's a cook on a grain-carrying ship. He's only forty-two years old. Twelve months ago a dentist extracted all that were left of his second set of teeth, the teeth you and I use if we have any. The dentist made a set of what we call, in the States, store teeth for the ship's cook. But he had only had them in his mouth for a month when a third crop began to sprout. The cooking gentleman now can boast of nine new teeth. If it weren't for that dispatch to the Toronto Star, I'd say that was surely a Tall Story.

LONDON

From London comes the ~~xxx~~ news that John Bull is face to face with two serious strikes. And this crisis is looming just as Ramsay MacDonald's government is celebrating its first birthday.

A special dispatch to the New York Evening Post reports that one of these strikes is impending in the textile industry. This industry in England is located almost entirely in the County of Lancashire of which the city of Manchester is the center. If this strike occurs it will involve no less than 400,000 workers. A vital meeting is now being held between employers and leaders of the unions.

The second strike concerns the omnibus drivers and conductors of London. The company wanted to put on a cut in wages. This the bus drivers and conductors refused to accept.

So far, says the New York Evening Post, ~~the~~ John Bull's government has kept it's hands off both disputes. Of course the textile strike threat in Lancashire is much the more serious of the two. From all ~~xxx~~ accounts there seems little hope of peace at the eleventh hour. Both sides have dug themselves in. Violence is already reported from one district. Public sympathy is with the



strikers.

On the other hand there is something to be said for the employers. They have been trying to get the textile workers to accept wage cuts. But even with those wage cuts the Lancashire manufacturers would be unable to meet world competition. Economic experts believe, as a matter of fact, that the day of Lancashire supremacy in this field throughout the world is past. There are no less than 63 million spindles in England. These spindles went a long way toward making ~~what looked like~~ a prosperous empire until the World War. It is now estimated that 25 million of these spindles will have to be scrapped before the industry will be on a paying basis.

And this news ought to interest textile manufacturers and workers in the ~~old~~ U.S. A., and in India, and elsewhere.

BERLIN

There's an ominous note in the news from Germany today. Another dispatch to the New York Evening Post has it that the rumpus over the death sentence of those five Hitlerites in Silesia is loaded with dynamite. The dispatch says that today it took on the proportions of one of the most serious threats to the authority of the State since the rebellion of the Fascist leaders in 1923.

Hitler and his followers are ~~very~~ far from taking this sentence lying down. The lawyer for the condemned men has announced that he will not ask for a pardon. He will demand a retrial on the grounds of self defense.

On the other hand the legal advisers of the Von Papen ~~government~~<sup>cabinet</sup>, -- which Hitler has called the guillotine ~~government~~<sup>cabinet</sup>, -- say that the action of the Hitlerites is a direct threat against the government. They describe it as a denial of the principal<sup>le</sup> that the State and the State alone has a right to hand out justice.

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## FARM STRIKE

Well, the law is using tear gas on those Iowa farmers. ~~already~~. A dispatch to the Baltimore Post from Sioux City, Iowa, reports that deputy sheriffs laid down a barrage of <sup>tear</sup>~~the~~ gas bombs along the highway near Council Bluffs, Iowa, today. This they did with a hope of driving off the picketing farmers. It happened just about the time when a group of fifty men broke the seal on a freight car at Danbury, Iowa. From this freight car they drove a herd of squealing pigs back into the stockyard pens. In no uncertain terms they ordered the owner to "load em up and take em back home."

This is the second time in two days that the strikers have <sup>bashed</sup>~~bust~~ into a freight car and released live stock.

The report says "strikers" but, as a matter of fact, it is not definitely established whether the men who did this were striking farmers or sympathizers.

The barrage of tear gas was laid down after the pickets had stopped several trucks and automobiles, jumping on

~~XXX~~  
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~~to~~ the running boards of the cars and jerking out the ignition ~~keys~~ keys. Others opened the hoods and tore the wiring of the automobiles loose. The tear gas barrage forced the pickets to retreat and traffic was resumed.

Then a dispatch from Omaha, Nebraska, reports that there were one thousand pickets ~~doing~~ about camp fires all night long. And they succeeded in blocking a considerable part of Omaha's live stock and produce supply. That is, such part of it as normally comes from Iowa. They flogged down trucks carrying hogs, cattle and produce, and their campaign already has ~~resulted~~ resulted in a minor victory. In Lincoln, Nebraska, creamery owners ~~raised~~ the price of milk from \$1.40 a hundred to \$1.80.

Nevertheless, the farm strike continues to spread. The dairymen of Wisconsin will hold a meeting on the second of September to decide whether they will join the strike. The milk producers of Minnesota will get together at Farmington in that state this coming Saturday, to decide the same question.

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And, by the way, it isn't only in the land of Uncle Sam that farmers are asserting themselves. Here's a dispatch from Paris relating how fifty ~~wheat French farmers~~ French wheat farmers invaded the floor of the Produce Exchange in the French capital today. They came in fuming and blustering. They announced their conviction that all wheat traders were thieves. And that was one of the mildest things they said, ~~about the traders~~. All business on the Paris Produce Exchange was ~~halted~~ halted for quite a while. Finally, the gendarmes were called in. They cleared the floor and arrested two of the fifty invading farmers.

Naturally, the farm strike <sup>in our own country has put</sup> ~~has got~~ the government's of the middle western states in what is generally called a tough spot. The governors of Iowa and Nebraska are ~~taking steps to~~ ~~be~~ seriously considering what they can do to fend off the violence which everybody fears is inevitable. Sheriffs in Iowa are swearing in extra deputies. Governor Charlie Bryan of Nebraska ordered the state sheriff to advise all county sheriffs to deputize men to uphold the law.

## COAL STRIKE

In the coal fields of southern Illinois there are symptoms of a state of war. A dispatch to the Indianapolis Times relates that an army of ten thousand miner pickets left Staunton, Illinois, today, in motor cars to invade the coal fields. They were <sup>^</sup>proceeded by ~~axxxxxxxxxxxxx~~ the municipal band of Staunton and at the head of the procession were eight hundred automobiles and trucks draped with flags. Leaders of the strike say that before they are through they will have two thousand cars carrying no less than twenty-five thousand men.

In Benton, Illinois, which is the first stop on their march, the sheriff has organized about a thousand special deputies. The <sup>sheriff has declared: -</sup> ~~law has expressed itself as saying,~~ "No strikers are coming into Franklin County." The ~~attorney~~ <sup>attorney</sup>-general of Illinois and five officers of the national guard arrived at Benton. They are holding a conference with states attorneys from three of the southern counties.

The dispatch continues that the march was conducted

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with military precision. The army is divided into companies, commanded by captains. These captains are responsible for discipline among the men.



ADD COAL STRIKE

Drama was injected into the march of the miners when the caravan was halted this afternoon half way between Coulterville and Pinckneyville. The procession of 13,000 miners was confronted with 500 deputy sheriffs armed with machine guns. They ~~then~~ set up <sup>their</sup> ~~the~~ machine guns in the middle of <sup>the</sup> ~~a~~ highway. Other deputies stood by <sup>with</sup> ~~the~~ riot guns, tear gas bombs and pistols. The miners ~~gx~~ gave the deputies what we know in these parts as a Bronx cheer. This aroused the laughter of hundreds of spectators who were standing by. Illinois deputies apparently don't like a Bronx cheer any more than New York coppers. So as they couldn't do anything to the miners, who had offered no violence, they took it out on the spectators and started hustling them from the scene. At latest reports there were no casualties, merely a lot of *razzberries*.

RESCUE

There's a story in tonight's papers that reminds me of some of the thrilling scenes of the great American melodramas of twenty-five years ago or earlier. You know, the "Old Homestead", "Uncle Josh Spruceby," "The Eleventh Hour" and others. You know the sort of thing I mean?, the scene when the heroine or the little chee-ild was saved from the buzzsaw or the express train, literally

at the eleventh hour. This story <sup>was telegraphed to me direct,</sup> ~~comes in a dispatch~~ by ~~the~~ E. K. Hartzell, gen. pass. agt. of the Lake ~~to the Detroit News from Lorain, Ohio.~~

Shore Electric Co., in Sandusky, Ohio. <sup>the story</sup> The hero <sup>is named</sup> Bill Lang. <sup>Bill</sup> is a motorman

on the <sup>Lake Shore Electric,</sup> ~~Lorain interurban railway.~~ A little girl named Lelia Smith <sup>of Lorain, Ohio,</sup> had taken her doll, whose name is

Elvira, for an airing. Not far from home, she was attracted by the glistening tracks of the interurban railway. She put Elvira on the ground for a nap and began to play with the stones on the <sup>alt</sup> ~~ride~~-of-way.

(1) The Lake Shore Electric Limited, bound for Toledo, came <sup>tearing</sup> ~~whizzing~~ around the bend at fifty-five miles an hour with

Bill Lang at the controls. Bill first noticed Lelia when she looked like a spot on the tracks. He thought she was a package. As he approached, he saw the package was a baby.

Bill jammed on the brakes. The car trembled, then slid on the rails. Bill used his sand lever desperately. The speed

of the car hardly checked. *There was nothing more he could do to that.*

So Bill Lang *climbed through the trap door in the platform of his cab,* ~~flung open the door of his cab.~~ Clinging *to the draw bar,* ~~by his eyelashes,~~ *As the Limited tore along* Bill ~~He~~ stuck

out his right arm and with one frantic lurch scooped the child up on the fender.

Lelia's head was cut ~~slightly~~. Her arm was injured. But -- she was alive.

And a thrill like that puts me so much in need of my second wind, that I'm going to *say hate off to Bill Lang* ~~get away from this mike~~ and say "So long until to-morrow."