

1

GOOD EVENING EVERYBODY:

The United States Supreme Court convened again today and in the thick of the furious argument over President Roosevelt's proposals to hamstring its power it handed down a ruling. Naturally, everybody was on the alert for the tribunal's first decision since it came under the fire of the New Deal partisans. For months the Supreme Court has had several key measures of the New Deal under consideration. If its decisions on those New Deal measures turned out to be favorable, Washington people said, the force of the arguments for changing the complexion of the court would be seriously weakened, -- for the time being at least.

As it happened, (one of those major New Deal issues was decided by the nine Justices today -- on the Emergency Gold Legislation. And the ruling was favorable to the Roosevelt administration. The Court upheld that epoch-making Gold Measure which Congress passed in the throes of the money crisis of Nineteen Thirty-Three. It was a close decision, five to four.)

NEUTRALITY

There's a curious juxtaposition in today's news. With one breath we hear of neutrality, and with the other armaments.

The neutrality question came up in the Senate this afternoon. It was evoked by Senator Key Pittman of Nevada, chairman of the important committee on foreign relations.

(Mr. Pittman spoke up for the Neutrality Bill he is offering, the measure which he fondly hopes will keep Uncle Sam out of the next war whether it breaks first in Europe or in Asia. Its popular tag is "the cash and carry bill" which fairly indicates its nature.) On superficial consideration it looks as though it should achieve its object without depriving American manufacturers and producers entirely of the <sup>ir</sup> foreign markets in wartime. But ~~severe~~ critics who have examined the bill carefully and <sup>who have</sup> studied the history of previous wars declare it will do nothing of the sort. Of course extremists are calling for acts of Congress which will forbid Americans to have any <sup>trade relations</sup> ~~intercourse~~ whatsoever with foreign nations who are at war.

On the other side are the upholders of tradition who say

that Uncle Sam's ships have a right to go anywhere at any time, and that Americans should have complete liberty to sell what they have to whom they please, no matter what the circumstances.

The Nevada Senator took a crack at both these extreme partisans on both sides. His bill, of course, represents a compromise. (If it's passed belligerent governments can buy anything they please except munitions from America but they'll have to pay cash for it and carry it in their own ships.) The Key Pittman theory is that under his measure there would be no submarine torpedoing of American ships. That's the theory.

It was a policy of drift that carried us into the World War in 1917, says Senator Pittman. And, he admits that his bill would mean a wholly new policy for Uncle Sam. However, the neutrality legislation passed a couple of years ago was also a departure from precedent.

Uncle Sam will not abandon his claim to freedom of the seas if Congress passes the Pittman Act, says the Nevada Senator. People who don't agree with him claim that his proposal would, as in 1914, give American support to the nation with the strongest navy, particularly in a European War.

The guessing in Washington is that Mr. Pittman's bill will be passed after much red hot debate.

ITALY FOLLOW ARMAMENTS

51

On the heels of this news from London, comes a quick retort from Rome. This armament race business is an endless affair. Mussolini counters the British Government's announcement with a new plan of his own. He told the Fascist Grand Council that, in addition to the tremendous sums of money already spent by Italy, there must be still heavier appropriations. He took cognizance of the fact that in these armament races, it's the longest purse that wins. And so far John Bull has the longest purse in Europe. It's all like a game of stud poker, with the sky the limit.

~~However~~ <sup>And —</sup> the Duce admitted that he could not match John Bull's raise of ten to fifteen billions. So his plan will be to build faster and faster airplanes, faster and faster destroyers and submarines, to protect his colonial policy and to safeguard Italian interests in the Mediterranean.

## ARMAMENTS FOLLOW NEUTRALITY

After this, it's interesting to hear the latest news about the armament race in Europe. John Bull is building up <sup>his</sup> ~~his~~ war machine at almost war time pace. Instead of the seven billion dollar appropriation announced a few weeks ago, he'll spend no fewer than ten. That's the latest figure given out by the Baldwin Cabinet, the government's estimate of what must be spent to make that far flung empire safe.

But observers who read behind the government figures say it will be even more than ten billions. If you add up all the warships, all the airships, all the tanks, cannon, lethal machinery that the Admiralty and ~~the~~ War Office and ~~the~~ Air Force are planning, the total will come closer to fifteen billion<sup>s</sup> than to ten.

~~John Bull is obviously taking a leaf out of~~  
~~Mussolini's book. In his~~ <sup>In these</sup> new defense plans, <sup>Britain</sup> ~~he~~ is leaning with particular emphasis on warships and aircraft. No fewer than ten super-dreadnoughts, battleships of the first line, are to be laid down within the next five years. As for fighting airplanes, contracts are being let for them by the thousand.

The British government's defense plans are being backed up by a shrewdly conducted campaign of propoganda. The danger of attack from the continent of Europe is <sup>daily</sup> being presented to the British taxpayers in dramatic form, ~~almost~~ ~~daily~~. For instance, the British public has been informed that every man, woman and child in Great Britain is to be supplied with gas masks. <sup>These are</sup> ~~They are~~ being turned out at the rate of a hundred thousand a day. Before the end of the year gas masks will be as inseparable a part of the furniture of an English home as cricket - bats and tennis raquets.

DUEL

For a while it looked as though Marshal DeBono, the General who started the Ethiopian campaign, was trying to emulate the laurels of Dr. Franz Vargas of Budapest, the insatiable duelist. Marshal DeBono took umbrage at the sneers that Alessandro Lessona, the Italian Minister of Colonies, let drop. Minister Lessona is supposed to have made caustic remarks because General DeBono couldn't finish what he had started and Marshal Badoglio had to be called in to finish it.

DeBono challenged the Colonial Minister to a duel.

52  
What's more, he said that when he had finished with Lessona, he would take on General Italo Balbo, Governor of Tripoli. When the controversy became public, it brought frowns to the ever ready face of the Duce himself. Frowns and remarks indicating extreme displeasure. The Black Shirt chief didn't interfere himself, that being beneath his dignity. But he let it be known in the severe language of which is is a master, that he was fed up with the squabbles between DeBono and the younger members of the Fascist high command. It seems they have been quite frequent of late, though until now no inkling



leaked out.

For a long time there has been no love lost between the seventy-one year old DeBono and the younger Fascisti. Feelings were strained even when <sup>the</sup> General ~~DeBono~~ sailed to take supreme command of the Italian forces of Ethiopia. Indeed, the aged <sup>De Bono</sup> ~~General~~ is said to have trumpeted forth the accusation that if he didn't succeed as expected in Ethiopia, it was because Lessona didn't back him up, didn't send him the supplies he needed.

53  
The animosity between DeBono and Air Marshal Balbo has a different origin. They say Balbo intimated in DeBono's hearing that there was graft in Lybia, while DeBono was Governor-General.

What the Duce dislikes most about all this is that it has become public and the subject of wide and not any too respectful comment in the foreign press. So said he, "It's got to stop and subito, immediately." So the differences between the belligerent Marshal and the Colonial Minister was referred to a Court of Honor. A jury of leading Fascists debated the matter and, obeying the Duce's wishes, concluded that there ~~was~~

were not sufficient grounds for a duel between two such exalted officers of the Black Shirt high command. So, there'll be no duel in Italy's high life.

MONKEY LOVE SONG

Akeley v.

Mar. 17  
1937.

Doctor Maynard O. Williams of the National Geographic Society, sends us word from the other side of the Pacific Ocean. He is in Sumatra about to try a most unusual experiment. Before leaving these shores the Doctor and some of his friends recorded the love call and chatter of Susie, a monkey in the zoo. Dr. Williams ~~right now~~ has Susie's love call with him, possibly under his arm right now plunging into the heart of the Sumatran bush. There he will crank up a phonograph and let the wild life listen to Susie. The question is: Will the male monkey population of Sumatra be enticed by the phonograph record of Susie's love call? Doctor Williams will be concealed nearby, in a blind, with a movie camera.

I have a visitor tonight who is an authority on the jungle, <sup>Mary Jobe</sup> ~~Mrs. Carr~~ Akeley, widow of the great African traveller. Mrs. Akeley came in to tell me about something else. Let's ask her about Susie's love call. Mrs. Akeley, do you think the monkeys of Sumatra will respond to

**RETAKE**

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Akeley v  
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54

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Dr. Maynard Williams' canned version of Susie's amorous monkey talk?

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MRS. AKELEY:- It's an interesting idea. If moose will answer a human moose-call, I see no reason why the male members of Sumatra's monkey land should not respond to Susie on the gramophone. My husband had talked about making a similar **experiment** in Africa shortly before he died. He had planned to make a record of the sounds of gorillas in captivity, take them into the Congo and see if the gorillas ~~there~~ would talk back to the phonograph.

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L.T.:- Mrs. Akeley, I believe you ~~have~~ have a news item.

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MRS. AKELEY:- Only this. Today we are celebrating the Silver Jubilee of the Campfire Girls. Two million American girls have belonged to this famous organization since it was founded by Dr. and Mrs. Gulick. And the Twenty-fifth Anniversary of any event that affects two million girls is of some importance, I am <sup>sure.</sup> am

~~am sure. I hurried back.~~

I hurried back to New York today from a speaking tour to help in one of the most important events, the National Founders Luncheon, <sup>at the Waldorf,</sup> at which it was agreed that what the Campfire Girls need most of all at present are more leaders to push the movement in each locality.

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L.T.:- Mrs. Carl Akeley, ~~who has just told us about the Silver Jubilee of the Campfire Girls,~~ is famous for her travels in Africa with her husband, Carl Akeley, and for ~~journeys~~ in Africa that she has made all alone since his death. She is the author of RESTLESS JUNGLE, and is associated with the ~~famous~~ American Museum of Natural History. *And now she's talked to us about Susie's love call and the Campfire Girls.*

## ACCIDENTS

Here's a pat on the back for New York -- and Boston. During the month of January they were the safest cities in the country: fewer automobile accidents, the lowest death rate. But, here's a shock. Throughout the country the motor accident rate for January reached an all-time high. The National Safety Council believes the mild open weather was to blame because this caused a big jump in the volume of travel.

Twenty-eight states reported more casualties this January.

The only states where there ~~was~~ was a drop were Arizona, Iowa, Indiana, Rhode Island, Kansas, Washington, South Dakota and Nevada. In Nevada there was a hundred percent improvement over ~~of~~ January 1936 -- probably because Nevada had terrific snowstorms.

Now, if there had been heavy snows here in the East the ski trains would have carried tens of thousands of those people who were running around in their cars. And, maybe that would have meant ~~a lot of~~ <sup>more</sup> skiing accidents.

I wonder if there's anything in that old saying that if March comes in like a lamb it will go out like a lion?



Here in New York it's like balmy Spring, this St. David's Day, the day of celebration for the Welsh. And if that old lamb and lion saying is true, it should be a day of celebration for the hundreds of thousands of skiers who have been disappointed so far.

However, there's some snow in the country, and from Mt. Ranier and Sun Valley, to Lake Placid, Mt. Mansfield and Mt. Washington, the shout of TRACK was heard over the weekend. Thousands of bronzed skiers, bursting with health, came pouring into Grand Central station in New York this morning, with here and there a skier arriving in a wheel-chair.

MURDER

56

There are curious angles in the publicity attached to the Redwood murder case. Over the weekend, the first sensation was an out-and-out charge by John J. Breslin, Prosecutor of Bergen County, New Jersey. He made the explicit accusation that the assassination of the Sandhog Union leader had been definitely planned by Samuel Rosoff, millionaire subway builder and Joseph Fay, a rival Union leader. Rosoff retorted with a categorical denial. He had a meeting this afternoon with a group of strikers who went back to work on one of his tunnel contracts. <sup>And he</sup> ~~He~~ took occasion to make them a speech. "Don't pay any attention to what you read in the papers," he shouted. "They've been trying to make a sucker out of me and you know it."

Late this afternoon came a new angle. Apparently we may expect soon to hear whose finger squeezed the trigger of the gun that murdered Redwood. Such is the statement that came from Prosecutor Breslin. He wrapped this in mystery with the intimation that sensational revelations are at hand.

57  
The only details vouchsafed so far are that a man whose name is being kept secret called on Mrs. Redwood and told her he knew who had contrived the murder.

From other things the Prosecutor said, it is inferred that this new mystery witness is a leader of one of the labor unions in New York. He is to be brought to a police station on Manhattan Island tonight and questioned.

FAGG

American aviation, that is civil aviation, has a new boss today. Secretary Roper of the Department of Commerce lost no time in announcing the successor to Eugene Vidal who resigned as Director of the Bureau's Air Commerce. The new man is Fred Fagg, Jr., of Evanston, Illinois, hitherto a professor in the Law School of Northwestern University. Though nothing <sup>much has</sup> ~~was~~ heard of him till now, it turns out that Professor Fagg has been connected with the Department of Commerce for some time, revising the regulations for airlines.

58

The rest of Secretary Roper's announcement makes it clear that those shocking accidents on the west coast within the last few months have precipitated a complete reorganization of the Air Bureau of his Department. The general belief throughout the aviation industry is that Eugene Vidal resigned because he was nettled over the criticisms that have been leveled against the Department since those tragedies. ~~Mr.~~ Vidal himself said nothing for publication. But apparently there's no dissension between him and his former chief, as ~~Secretary~~ Roper says that ~~Mr.~~ Vidal will continue to help the Air

Bureau as advisor and consultant.

8 1/2

The professorial new Director <sup>is</sup> ~~of the Air Bureau, is~~ somewhat of an unknown quantity so far as his experience and background are concerned. The first superficial reaction of people in the aviation industry is, "What qualifications has a professor of law to supervise practical and experienced flying men?" But the fact that Professor Fagg was called in some time ago to revise <sup>country's aviation</sup> the regulations, indicates that he probably has some qualities or knowledge which entitle him to the job. At any rate, he will certainly have a practical flying man as his assistant. Major R.W. Schroeder was named Assistant Director by Secretary Roper. Every flying man in America knows "Shorty" Schroeder. As you may suspect, he's called "Shorty" because he's about six feet four. He used to be one of the hardest and most audacious test pilots in the world. ~~He used to pull off some of the most incredibly daring manoeuvres when testing planes.~~ But he never had a serious accident. The rumor is that he quit flying and took

59

to desk work because the cabins of modern planes are ~~so~~ too short for Shorty's legs. And that word shot brings me to ~~so~~ long - until tomorrow.

59 1/2