

LOWELL THOMAS - SUNOCO, FRIDAY, JULY 10, 1936

GOOD EVENING EVERYBODY:

The hot weather seems to have cracked down on the news tonight. And -- maybe it's a relief not to have so much heavy stuff in this sweltering weather.

Today, although slightly cooler than yesterday -- set an all-time record for July Tenth. One striking figure comes from the North. It's hot as the blazes in Canada, a hundred and eight at Hamilton, Ontario. Heat deaths throughout the United States mounted to three hundred today. At Troy, New York, twenty-six women fainted at a meeting. The Women's Auxiliary of the Veterans of Foreign Wars was holding a session and twenty-six of the lady delegates keeled over. In New York City hundreds of women, working on.

a W. P. A. project, were busy sewing. Seventy-five passed out, stricken by the heat. In the drought-stricken West it's yesterday's story -- only worse. The wheat crop utterly ruined. The corn crop threatened. The Government hurrying relief to the stricken people of the farms. Plagues of insects are swarming, and forest fires are burning. And in many places new hot weather trouble is added -- shortage of water. In New York State health authorities have sent out a warning -- don't waste water. Because if this heat continues there may be a serious shortage.

Yes, maybe it's a good thing that in weather like this we are not over-burdened with weighty and portentuous news; so let's go on to things light and airy, that won't strain our brains.

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48
That The weather forecast for tomorrow offers scant prospect of relief from the heat ^t ~~is~~ ^{is} ~~That is~~ of uncomfortable significance to all of us, but it has a special point for some big doings that will be staged in New York. Tomorrow, the ~~great Tri-Borough Bridge~~ ^{— the Moses monument —} will be opened, that majestic span, seven years in building, which crosses the East and Harlem Rivers and connects Manhattan, the Bronx and Long Island. President Roosevelt will arrive from Washington to preside over the ceremonies.

Under the bridge, off the Long Island shore, there's a narrow strip of land -- Randall's Island. On this there's a new stadium which will be opened tomorrow with one of the great athletic events of the year -- the Olympic tryouts. A glittering array of stars will do their athletic stuff to see who will represent the United States in the games. Frank Wycoff, Archie Williams, Ben Eastman, Don Lash, Bill Boathron, Glenn Cunningham and Jessie Owens, as brilliant as he is dusky.

So you can see why the heat is of especial significance for the Tri-Borough Bridge-Randall's Island fiesta tomorrow.

49
1

What effect will the scorching day have on the athletes in their Olympic tryouts? ~~You'd think offhand that the burning heat would mean --~~ less likelihood of records being broken. That's what I thought, ~~and I might be making that sort of prediction right now~~ -- only I called up Frederick W. Rubien, Secretary of the American Olympic Committee. I talked with him this afternoon and he said -- ~~only~~ the hotter the weather, the better the athletes will like it. On a scorching day there's more probability of records being broken. The heat helps the athletes to get warmed up quicker. They don't have to do so much rubbing and running around to get their muscles unlimbered. They don't tire themselves out with so much warming up.

"Of course," said the Olympic secretary, "it's a break for the boys from the South. They're used to scorching weater. And," he added, "it's great weather for Glenn Cunningham." That sounded interesting -- and the explanation went on ~~it~~ with a reference to the familiar story of how Glenn first got into the running sport, to help cure his legs, after they had been badly burned by fire. His legs are still scarred and seered from the

~~burns, and hot weather helps them.~~

~~I said: "So you consider the hot spell a good thing
for the Olympic tryouts?"~~

Then he added: —
~~"Yes, for the tryouts," he replied.~~ "All the greatest
records in the American Olympics were set, in the hottest kind
of weather. There's only one bad thing about it. It doesn't
concern the tryouts, but the Olympic Games themselves. The boys
~~may~~^{may} strike chilly, clammy weather in Berlin. So it may not do
them any good to have got ^{ten} used to performing in a heat wave over
here."

Olympic
So there, from the Secretary of the [^]Committee itself,
^{is}
~~you have~~ an Olympic slant on the weather.
[^]

TERRY

50
Hot weather is baseball weather and the teams were in action all over league-land, Major and Minor. One's attention is taken to St. Louis, where the New York Giants played the Cards. At first base for the Giants -- Sam Leslie, not Billy Terry. Of course Terry, the manager and one-time star of first basemen has been in the game for ^{a long} ~~some~~ time now. But today brings final and definite word that Memphis Bill is through -- through for the season, through for all time. That's what the doctors say and prescribe an operation on his trick knee. The Docs wrinkle their critical brows and tell Terry he should not have played at all this year, with that stiff ~~knee~~ knee of his. There's a cartilage torn in the joint, and he only made it worse, hobbling around, fielding grounders and running bases. So now the knee is as stiff as a board.

On top of that Terry has a broken finger, the digit in splints -- which makes it unanimous that he is out for the season. Instead of being a player-manager, he will keep on as just a manager. The end of the career of a great first-baseman,

who just two years ago was awarded the prize as the most valuable player in the National League. It isn't so melancholy as it would be if he were a young brilliant rookie. Terry is forty now, grey old-age in baseball. He has been playing for twenty-three years, fourteen of them with the New York Giants. So he has lived a long and full life at first base, and maybe it's time for him to make his managing and master-minding a full-time job. It's likely he will be on that job for a long time to come. The Giants seem out of the pennant race ^{this year} going nowhere with great speed. But Memphis Bill has proven his managerial talent in many a previous season. He's the manager type - cool, maybe a bit hard-boiled, utterly sure of himself.

He succeeded John McGraw as boss of the ~~ex~~ Giants, that masterful and preemptory Mugsie, the hardest of them all. When Terry took over the job McGraw had a soft moment, brimming with kindness. He went to Bill with a fatherly air. "Terry", he said, "I know it's a new job for you. But I'll always be at home if you need any advice." It's on record that Terry never did show up at the McGraw home for advice.

JOE HUMPHRIES

Yes, and Joe Humphries is through -- for good this time.

(The greatest of all fight-ring announcers, Joe-the-Beaut Humphries, is dead. The heat plus his recent illness was too much for the master of the booming voice. He passed away at his home in Fairhaven, New Jersey.) Joe Humphries was one of twenty-four children. His voice was one of the most famous in the land. He began using it in the days before radio when lung-power counted more than enunciation.

Joe's popularity was emphasised at the time of the Baer-Braddock fight, the first important fight he had missed announcing in many years; and seventy thousand fans arose when it was announced that Joe-the-Beaut was ill. (I can still hear Joe's shout: -- "the winnah!")

DAYTONA

52
Sport and speed are going to be somewhat poorer, if they don't succeed in doing something about Daytona. That remarkable fifty mile beach, which year after year, has been the ideal of the swift whirl of racing wheels, is threatened by the forces of nature. The powerful and destructive energies of wind and tide and erosion are slowly changing that perfectly level stretch of sand, ^{and sea shell,} on which a racing car could buzz along for miles without jarring over an uneven inch, that fifty mile stretch of hard sand has begun to warp. Slight humps have appeared -- so slight they wouldn't mean a thing in ordinary driving. But when speeds get above one hundred and fifty miles an hour, even the smallest warp ^{or} ~~of~~ hillock may be deadly.

If nature is determined to put the Daytona speedway out of commission and turn it into just another seaside beach -- what can be done about it? That's what government engineers right now are trying to find out. They're studying the tides, they're sending divers down to various depths to make observations, they're gathering samples of the sand. When they have made a

complete and minutely accurate survey, then they are going to build a miniature duplicate of Daytona and experiment with it. Perhaps in that fashion they will find a way to block the destructive effect of wind and tide. If they don't succeed Daytona won't be a paradise for speed on wheels any longer.

53
—
It will be just some more surf for swimmers, and all speed runs will be made on those Utah salt flats where Sir Malcolm Campbell made over 300 miles an hour last year.

ROYAL YACHT

There is a personal as well as nautical dramaⁱⁿ the sinking of the Britannia today, that yacht of renown which flew the pennant of British royalty for forty-three years. Today the trim hull was taken out to sea and scuttled, and tonight lies on the bottom of the ocean floor. The Britannia sank without publicity or cheers of music, a silent passing. The yacht was a favorite of the late King George, the sailor King - and it was in accordance with his will that she was sent to the bottom today. King George the Fifth, ~~who~~ knew the famous craft was through, her racing days done - and ~~who~~ knew likewise that his son and successor ~~was not in love with the sea, no nautical branch of royalty.~~ Edward the Eighth is not a sailor king.

54
It was that other Edward - the Seventh, who had the "Britannia" built to suit his royal seafaring taste, when he was the Prince of Wales - back in eighteen Ninety-Three, ~~That Prince of Wales, was in of the sailor tradition. He was a great skipper,~~ and raced the Britannia himself. Four years after she was built the yacht was declared "out of date", "passe." The

Britannia was sold and passed to a series of private owners. But Edward the Seventh had a warm spot in his heart for the boat, and he bought it back. Thereupon the out-of-date Britannic set sail on a series of racing triumphs. ~~When she was new she beat the American cup yacht, the Vigilant, in twelve out of seventeen starts, although it wasn't a race for the cup.~~ The glory of her lifetime career is told by the figures. In six hundred and fourteen first class races, the Britannia carried off three hundred and sixty prizes.

~~From King Edward the Seventh~~ ^{on} The boat passed _x to King George the Fifth, who was just as much of a ~~mix~~ sailor king as his father. And before the World War, when tension between Germany and England was growing, George of England with the Britannia, beat his cousin, Kaiser Wilhelm of Germany, with his two great yachts, the Meteor One and Meteor Two. So no wonder the Britannia was a craft of renown and sentiment among English seafaring men - "the Brittle," as her crew called her.

A year ago, at King George's Royal Jubilee, the Sailor King found one melancholy shadow to darken the festivities.

The Britannia had a dismal season at racing. She couldn't hold her own against her younger rivals. The King saw that the great royal yacht had come to the end of her voyage. He himself would always keep the old boat; but his heir to the throne, the gay Prince of Wales, had not that same love for ships and the sea, George didn't want the Britannia to be sold down the line, a broken relic of royalty, to be shown to the curious. So in his will he gave pre^{sum}ptory instructions that after his death the Britannia should be dismantled and sunk. And that was done today.

AVIATION

56
(Tonight the question is not - will they start a trans-Atlantic air service? Not even - when will they start it? But - which route will they fly? It is a choice between the northern air trail, via Newfoundland and Ireland, and the southern sky path via Bermuda and the Azores.) The northern route is shorter, but the southern is more balmy. The indications are that both will be used. The short Newfoundland to Ireland jump in the summertime, when the weather is clear and bright, and the Bermuda-Azores flight in the winter, when those latitudes further north are swept by storm and blinded by fog.

(*definite final*
The announcement today is that a trans-Atlantic air service has been arranged by the United States and Great Britain, Pan-American Airways over here and ~~the~~ Imperial Airways over there working in collaboration.) The ships will be of the giant clipper type which Pan-American has been flying so successfully across the Pacific. The ocean passenger route will go into operation soon, mighty soon. Within six weeks, that's the promise given out today.

57

So certain does the Europe to America air service seem that one question propounded today was - why haven't they done it before this? It is odd to think that across-the-ocean commercial flying began with the greatest of oceans, the Pacific when the Atlantic, with far shorter distance, seems so much easier. One reason ^{given} ~~given~~ to us is - that England wasn't ready. For two years we on this side of the water have been prepared, with the equipment, flying skill and experience to do the job. France and Germany have been operating their own air routes across the South Atlantic. But England has been lagging. That's pointed out by William Clemmons, ^{or} ~~writing in~~ Cosmopolitan Magazine. Britain has not been on the job with the right kind of commercial flying technique.

Why couldn't we have gone ahead and done it ourselves? We jumped in and established a cross-the-Pacific air route, without our going into partnership with anybody else. Yes, but we have island possessions in the Pacific. We own those bits of land needed as way stations - Hawaii, Midway Island, Guam, and

the Philippines. But the Atlantic is another story. We haven't any Atlantic possessions to serve as way stations. Great Britain holds the key positions - Newfoundland and Ireland on the northern route, and Bermuda a necessary point on the southern. So we've had to wait until England got all set to join us. Now that has happened. So the skyline across the North Atlantic is at hand - six weeks away.

PROFESSOR

58
When a Professor of Petrology has a vacation and spends it in the Library of Congress - you'd be tempted to call that the height of a bus man's holiday, ~~or a ferry boat captain spending his day off riding on a ferryboat.~~

Dr. Albert Johansen of the University of Chicago is a learned authority in that branch of Geology which treats of the science of rocks -- Petrology. Sixty-five years old, he is a member of learned societies the world over, ~~He is~~ an Associate-Editor of the Journal of Geology. He has written famous treatises, one called -- "Essentials for The Microscopic Determination of Rock Forming Minerals And Rocks," ~~Another is --~~ "A Descriptive Petrography of The Igneous Rocks."

58 1/2
That's the professor who is passing his vacation in the Library of Congress, reading book after book. Volumes concerning Petrology and Petrography, you'd suppose. All about microscopical determination, igneous rocks, granite, basalt, limestone and shales, to say nothing of Devonian deposits and Cambrian trilobites. But that's all wrong. It's dime novels.

PROFESSOR - 2

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Dr. Johansen explains that when he was a boy he was so much
addicted to petrology that he neglected "Old King Brady" and
"Diamond ~~Jack~~ Dick", and ~~Now~~ he is spending his vacation in the
Library of Congress, reading all the thousands of dime novels
on file.

And, as the Library of Congress is also air cooled,
the Professor is foolish like a fox, and --

59 1/4
SO LONG UNTIL MONDAY.