

Good Evening, Everybody:

After several week's hard work President Roosevelt's advisors have accomplished another step in his extensive recovery program. This step is the plan for reorganizing and putting ~~on~~ *life* ~~a new basis~~ ^{into} the country's transportation system. The plan to achieve this was laid on the President's desk today by Secretary of Commerce Roper.

This scheme ~~xxx~~ as drawn up by the Secretary and the President's other advisors, will somewhat change the present scope of the authority of the Interstate Commerce Commission. The administrative side of the work of the I.C.C. will be turned over to a new division of transportation of the Department of Commerce. This division will be run by an assistant Secretary of Commerce. There will be four sub-divisions under him, each of these under the command of a director.

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The judicial or semi-judicial functions now exercised by the I. C. C. will remain undisturbed. Incidentally, it is expected that as soon as the President has had time to study the bill carefully, it will be offered to Congress.

Of the four new sub-divisions proposed by the Department of Commerce, one will control land transportation; the other will have charge of waterways; a third will guide aeronautic affairs; and the fourth will have authority over communications.

This means that in the first division will come the railroads, all motor transportation and public lines. By the creation of the second division the regulation of inland waterways will be taken away from the War Department ^{and} the Bureau of Navigation and the Shipping Board where it rests at present, and given over to this Department of Commerce-sub-division.

The Aeronautics Division, of course, is quite new, and it is proposed to transfer the Weather Bureau to this, ~~Division~~, taking it away from the Department of Agriculture. The Communications Division will control radio, telephones, and telegraph, thereby ~~taking~~ ~~it away~~ doing away with the federal Radio Commission and taking away from the I.C.C. the supervision of telephones and telegraph.

SHOAL

(Senator Norris of Nebraska introduced in Congress today a bill to carry out the plan outlined by President Roosevelt's message to Congress yesterday. This is the plan to create the Tennessee Valley Authority, the body which will not only put the long uselesss Muscle Shoals plant to work, but carry out a vast project of public improvement in the entire valley of the Tennessee River.)

It ^{is interesting} ~~is interesting~~ to observe that this bill to carry out the ideas of a Democratic President is being offered by a Republican Senator. To be sure, Mr. Norris is a Republican Senator who supported Mr. Roosevelt for election. But there's a far stronger reason why Senator Norris' introduction of this measure is eminently fitting. For twelve years Mr. Norris has been pleading ~~it~~ with his own party to put Muscle Shoals to work. It has been his pet dream. As the Nebraska Senator said today: "President Roosevelt's message is the most wonderful, comprehensive, and far reaching humanitarian government document that has ever

come down from the White House. *And that's some praise for a Republican to a Democrat.*

The Tennessee Valley Authority will be, as indicated yesterday, somewhat similar to the Port ~~of~~ Authority in New York, with the exception, of course, that it will be a federal body. It will be a corporation of three men. These three will be appointed by the President subject to the approval of the Senate. They will have the general supervision of the plan.

The Tennessee Valley Authority will also be empowered to issue bonds, this bond issue to be secured by the income the corporation ~~would~~ get^s from the sale of electric power.

Thus, in effect, Uncle Sam goes into the electric power business. He will produce, *distribute*, and sell electricity.

Another feature of the bill is to authorize the building of *the* Cove Creek dam in Tennessee. This will be constructed under the supervision of the Secretary of War as soon as appropriations are available. It is expected this Cove Creek dam will mean the spending of thirty-four million dollars by Uncle Sam.

AKRON

An interesting situation developed at today's session of the Naval Board of Inquiry into the Akron disaster. This was a difference of opinion between Lieutenant Commander Wiley and the two other survivors of the catastrophe. The difference of opinion concerned the cause of the giant airship's smashing.

Commander Wiley told the court that the crash of the Akron into the sea brought about the smash-up of the Akron's frame. But Richard ~~xxx~~ Deal, the rescued Boatswain's mate and Moody Erwin, metalsmith, agreed in testifying that from their observation the ship's frame was buckling in mid-air before she ever hit the water.

Reports indicate that the point of difference is important. And on it depends to a considerable extent the arguments which ~~dirigible enthusiasts~~ people who believe in dirigibles can advance for the building of more such ships. Incidentally it is pointed out that the Akron was so large that her tail might have been dragging in the water without some members of her crew ^{up forward} being aware of the fact.

PHILADELPHIA

This time tomorrow evening I shall be talking to you from Philadelphia. After the broadcast I am slated to speak at an open meeting of the Philadelphia Motor Truck Association at the Elks Club.

This meeting concerns not only Pennsylvania people but a host of other ^{folk as well,} ~~people besides.~~ The wise men at Harrisburg who make Pennsylvania's laws are meditating a piece of legislation which is aimed at all trucks that use the highways of the Keystone state. Consequently it threatens to affect anybody who makes, sells, buys, or even consumes anything transported over ^{Pennsylvania's} ~~Philadelphia's~~ roads.

The meeting will be open to the public, ^{and the} ~~without charge.~~ ^{principal} ~~the other~~ speakers will be Councilman Edward Kelly of Philadelphia, and J. Howard Pew, President of ~~the~~ the Sun Oil Company.

MULROONEY:

Are the New York City newspapers sore at Governor Lehman? Well, pick one of them up tonight and look at the editorial page.

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Up to now, Mr. Lehman has had the support and the approval of both the Republican and the Independent papers of Gotham. But now he has taken Commissioner Mulrooney away from the *ice department* and made him head of his Beer Control Board. Consequently Mr. Mulrooney resigned as Police Commissioner of New York City.

It is almost universally admitted that with ^{perhaps} one exception Ed. Mulrooney has been just about the best Commissioner New York's finest have ever had. He is as the newspaper's commet^r a "cop's cop". He has dodged the limelight, he has avoided trouble and he has improved the morale and efficiency of the New York Police Force beyond calculation.

For more than two years, ever since they realized what a good Commissioner this man, Mulrooney, was, ~~going to be,~~ New Yorkers ~~have~~ for the first time in many, many years quit worrying about the Police Department, which was always a storm

center in Municipal politics.

~~Commissioner~~ Mulrooney resigns as Police Commissioner to take a lower salary as the so-called Beer Czar. And Gothamites in general, and the newspapers in particular and ~~very~~ loudly, are grumbling at Governor Lehman.

PAN AMERICAN

This is Pan American Day. One of the principal events was a gathering of representatives of nearly all the nations of the Western Hemisphere.

The principal addresses were delivered by Senor Ruiz, Consul General of Mexico, Dr. Varela, Minister of Uruguay, and one of Uncle Sam's famous elder statesmen, John Bassett Moore. Judge Moore is generally considered to be this country's foremost authority on international law. He has had the honor to be our member of that greatest of all international bodies, The World Court at The Hague, one of the most knowledgeable men of ~~the~~ our day. He eloquently denounced the popular idea that the appropriate cure for war is more war.

In its place he advocated reconciliation, and said:-

"There is an ideal of justice toward which every nation, every people, every individual should aspire. This ideal can be attained only through the reconciliation of our conflicting views and conflicting interests. We are

not all alike. No two men and no two women are alike. No two nations are alike. We differ in race, we differ in creed, we differ in color; and, as each group inclines to regard the things in which it differs from others as marks of its own superiority, all differences tend to provoke antagonism. But it is our duty to fight against that.... Each of us is supposed to love, and certainly ought to love, his own country. But this cannot excuse us for being on bad terms with our neighbors."

Judge Moore, short, stocky, white pointed beard, white hair, and smiling face, looked like a benign Santa Claus. Just now, the world sorely needs more men of his type.

SHAW

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George Bernard Shaw arrived in New York today as per schedule and once again ~~x~~ did the unexpected thing. He showed himself to New York reporters in an entirely new role, a silent role.

Confirmed Shavians the world over may be astonished to learn this. G. B. S. had nothing to say. "Fancy that, Hedda." The only words Mr. Shaw consented to utter to a young regiment of importunate reporters was that he was holding all his words in leash for his address at the Metropolitan Opera House in New York tonight.

~~There were~~ Reporters to the right of him and reporters to the left of him and cameras in front of him vollied and thundered. But G.B.S. remained silent.

It was a mixed act the playwright put on when the Empress of Britain bringing Mr. Shaw, arrived in New York. One scene of it showed G. B. S. in the role of a sprinter running away from ^{the news hounds.} ~~reporters~~ One newspaper man describes him as skipping blithely about with the agility of a pet goat, his pinkish whiskers floating in the breeze. As Lindsay Parrot observed in the New York

Evening Post, even if he didn't make a statement, Mr. Shaw almost got writer's cramp answering notes, notes that were sent to him by the press, notes that were sent to him by the publicity ~~xxxxx~~ men of the C.P. R., notes sent to him by the Captain and officers of the ship begging him to open his whiskers and let some words come

forth for the benefit of his conscience which he has referred to as the American boob.

One of the communications that G. B. S. sent out after he had barricaded himself in his stateroom, read as follows:

"The New York press may return to its firesides and nurse the baby until tomorrow morning. I am in training for the ~~xxxxxx~~ Metropolitan Opera House tonight, and may be regarded as deaf and dumb for the moment. My regrets and apologies. Signed G.B.S. "

One enterprising newspaper man put his mouth to the key hole of the Shavian stateroom and shouted: "But Mr. Shaw. There isn't any baby to nurse. Do come out." To which the only reply was/silence as of the sphinx .

Dr. Archibald
Henderson.

University of
North Carolina.
Bernard Shaw's
official biographer.
April 11, 1933.

Later in the day Mr. Shaw's chief spokesman in America, in fact his official biographer, Dr. Archibald Henderson, from the University of North Carolina, announced with tears dripping from his typewriter that George Bernard Shaw is today the most misunderstood man in America.

The suggestion that a man who has written and published so many millions of words as G.B.S. is misunderstood, has all the earmarks of a novel idea.

So weeping copiously I've brought Dr. Henderson to the studio. The Doctor, as all Shavians know, is professor of Mathematics at the University of North Carolina in his more sedate moments. So it's been rather a mystery how he could have devoted such a prodigious lot of energy and enthusiasm in the last quarter of a century to being the Boswell, the adoring biographer of the great G.B.S. He has written two enormous fat books about him and countless magazine articles, interviews and pamphlets.

So now doctor, with your best southern accent will you tell the folks what you and George Shaw have been up to today.

DR. ARCHIBALD HENDERSON

Thank you, Mr. Thomas.

I was happy this morning to welcome to the shores of America Mr. and Mrs. Bernard Shaw whom I last saw in London in 1924. Shaw's world tour on the Empress of Britain, of the Canadian Pacific Lines, has been unprecedented. No other private citizen or man of letters has ever been so persistently interviewed. Mr. Shaw is a new kind of sailor, one who has -- not a wife, but an interview -- in every port. He is looking extraordinarily fit and ruddy, and tells me he has been very busy on the voyage, writing a new play which he has almost completed.

When I congratulated Mr. Shaw on the splendid sale of his latest work "The Adventures of the Black Girl in Search of God" I told him the reviewers did not know how to place it, whether to call it an essay, a short story, or a theological pamphlet. He laughed and said:- "The nearest analogue to it in world literature is Voltaire's "Candide." This was particularly interesting to me, as in "Play Boy and Prophet"

I called Shaw the Voltaire of our days, who, as Communist, had substituted for Voltaire's famous "Shibboleth," "Ecrasez l'Infame", the new Shibboleth of the modern Socialist. Smash capitalism. Hitherto in the dramatic literature of the English-speaking peoples, we have had no great comedic figure, no Voltaire, no Rabelais, no Heine, no Swift, no Mark Twain. Bernard Shaw as comedic dramatist fills the long vacant niche in the unending gallery of the immortals.

Whether one agrees with him or not, Bernard Shaw is today our one thinker and critic in world terms and in universal-terms, and for that good fortune we should be genuinely grateful.

ENDING

In The Beacon, a publication put out by the Hamburg Bank of Brooklyn, I read the following:-

Timid wife to husband, who has fallen asleep at the wheel, "I don't mean to dictate to you, George, but isn't that billboard coming at us awfully fast?"

I don't mean to dictate to Jimmy Wallington here, but Jimmy, don't you think it's time for you to wake up and take the wheel of this Sunoco Aircraft?

JIMMY:- Ho hum. Okay, Lowell.

L.T.:- Well, he seems to be awake, so --

SO LONG UNTIL TOMORROW.