

L.T. P. & G. THURSDAY, JULY 7, 1949

(Sustaining)

GOOD EVENING EVERYBODY:

I am broadcasting from a museum tonight -- the Melton Museum in Norwalk, Connecticut. It's a fabulous place. But before I tell more about it -- let's take a look at the day's news.

The Senator from New York is -- John Foster Dulles, appointed by Governor Dewey today. Taking the place of the retired Senator Bob Wagner, Dulles will serve an interim term until December first - when he will be replaced by a senator to be elected in November.

Which leaves a question - will he run in November, as the republican candidate? Governor Dewey said today - he thought not, Dulles merely to take a temporary post.

But that's important, with international affairs so much in the foreground. The Atlantic Security pact is about to be passed. Then will come the proposal to provide American armament for the free nations of Europe - and John Foster Dulles is the top Republican foreign

policy expert, serving on delegations to international conferences.

The Dulles appointment reduces the Democratic majority in the senate from twelve to ten. But the democratic leaders are not perturbed -- because it is certain that the Republican expert on world affairs will support the Truman foreign policy. At the same time, the Dulles appointment, giving the G O P a new senator, will be offset in December, when Republican Senator Baldwin of Connecticut, resigns to become a state judge. His successor, to be appointed by democratic governor Chester Bowles, will be a Democrat , presumably.

MILITARY

President Truman decries the assumption that the Secretary of Defense might become a military dictator. At his news conference today, he was asked about the bill approved by the Senate, which increased the power of the secretary. Might not that have military dictatorial possibilities?

The President replied that this was absurd, because the president is the commander-in-chief of the armed forces; so, how could any secretary of defense take over?

NAVY

The navy warns that because of a lack of funds, the striking power of the fleet will be sharply reduced during the next twelve months. The statement was made to a Senate sub-committee by Navy Secretary Matthews and Chief of the Naval Operations Admiral Denfield.

In his testimony late today, Admiral Denfield took issue with a statement made by President Truman -- the presidential declaration that our policy should be to have armed forces capable of rapid expansion in the event of an emergency -- thereby avoiding too much of an economic strain.

The admiral quotes the Presidential pronouncement, and says it's okay, so far as the two world wars are concerned. "In both of these wars," he says, "our Allies absorbed the brunt of the enemy's attack until we entered the war. But," argues the chief of naval operations, "this situation in all probability will not occur again."

Which amounts to a challenge to the President's argument that what we need is, not such large armed forces on hand, but the kind that can be expanded rapidly.

ECONOMIC

Here's a truman expression on the subject of our economic situation--bullish. That stock market expression was evoked by the form of a question from a newmans, who asked the president whether he felt bullish or bearish about business conditions?

The president said ---look at the stock market.

~~The~~ wall street prices ~~having~~ ^{been} been going up. Evidence for his reply--bullish.

STEEL

In the threat of a steel strike -- Federal mediation. Today, U S Steel and the unions were summoned to send representatives to Washington for a conference on Monday -- called by Federal Mediator Cyrus Ching. He will try for agreement -- and, failing the problem would go to President Truman, in an attempt to avert a national emergency -- a steel strike.

Senator Nolan of California has introduced his bill to give president Truman the power to intervene in the Hawaiian dock strike. The measure, brought forward today, would enable the president to invoke the taft - Hartley act. In addition to all of which senator Nolan suggests--an airlift. He says that if ~~the~~ presidential intervention fails, we should set about supplying Hawaii by air. That is how seriously the long drawn out dock strike has tied things up out there in the Pacific--needing an air lift.

SHANGHAI

In Red Shanghai the American vice-consul has been arrested, maltreated, and is being held incommunicado by the communists. This was announced tonight by the State Department in Washington, which reveals that Vice-Consul William B. Olive was guilty of a mere traffic violation -- failing to observe a traffic order during a Red parade. Communist police seized him and he was, in the words of the State Department, "struck and kicked."

Now kept in a Shanghai jail -- nobody allowed to see him.

The case of Alger Hiss is in the hands of the jury tonight. -- following a fifty-five minute charge from Federal Judge Kaufman. The judge made it sharply clear that everything should depend on whether or not the jury believes the story told by Whittaker Chambers, with due consideration of the evidence brought forward to corroborate Chambers. That made emphatic, the jury retired to form a decision.

In Washington dramatics were to be expected, with Westbrook Pegler giving testimony about labor unions. He appeared before a congressional committee today. Pegler, who has blasted so savagely against corruption in unions, and whose crusading disclosures helped send several notorious labor racketeers to prison.

^{Peg} ~~He~~ has developed a skin-'em-alive style of writing, excoriating with a pen dipped in vitriol-scathing and sardonic on any topic he tackles.

So Westbrook Pegler, on the subject, of his pet hate, labor racketeers - was likely to be a dramatic session. It was all of that, but the high ^{spot} ~~spirit~~ was not what you would expect. The hearing produced a surprise, ^{one that} ~~was~~ was different - a sudden twist worthy of any stage play. With a turn - about of reverse English, it was a surprise at Pegler's expense.

The master of newspaper column satire brought

With him a suitcase full of copies of union constitutions - which, ^{he} said ~~he~~, were fixed and rigged in such fashion that the rank and file members had little to say in the affairs of their union. He hurled accusation^s against sharp union lawyers, who doctor the constitutions in a way to keep the workers from throwing out the leaders, the union bosses. As examples of undemocratic labor organisations, Pegler mentioned the united mine workers run by John L. Lewis, the American Federation ^{Musicians} run by Petrillo and the Teamsters Union. Citing an outfit under communist control he pointed to the United Electrical Workers.

~~Then came a bit of drama, according to the script not so unexpected. The columnist charged that members of the Ladies' garment workers' union had to make forced contributions. He read ^a letter from a woman in Jackson Heights, New York, who declared she was deprived of her vacation money because, in the words of~~

the letter - "I didn't pay a donation to the united Jewish appeal." Pegler told of another woman who said she had been warned she would not get her vacation pay, because she wanted to give only three dollars to the cause of the state of Israel, instead of a day's pay. This woman worker, said Pegler, had informed him that she might be present at the hearing today.

Whereupon, in the audience, a gray haired woman arose, and came forward - saying that she was the one. She giggled, and apologized. "I'm too excited," she babbled - and was told to take a chair to give testimony later on.

The drama of the unexpected came when Pegler was telling about stacks of letters he received from union members who, in Pegler's words - "have been kicked out of their unions, lost their jobs, or threatened physically because they attempted to reform the unions."

He mentioned several names and cases, and then came to a carpenters's union in Baltimore. He said that several members had written him about their union

attorney,. The lawyer told them, in Pegler's words---"not to write to Pegler because he will give you a bad press."

Whereupon there was an interruption. It came from a member of the congressional committee, congressman Andrew Jacobs of Indiana^{IND.}. He spoke up, saying: "You know, I can tell you about that. I was the lawyer for those carpenters." Pegler stared in amazement. Here was the union attorney, against whom he was making the accusation, now a member of the committee hearing the charges.

Congressman Jacobs then went on with an explanation of what he said to the union members about writing to Pegler concerning some complaint of theirs -- and a puzzling explanation it was, a regular enigma. The congressman said to Pegler "I told them I didnt think you would write it up, because Bill Hutcheson (head of the carpenters) was involved."

Pegler blinked, and asked, "Are you implying that I am connected with Hutcheson?"

"No, but you didn't write it up, did you?"

To this Pegler admitted that he did not, in his words, "follow through" in that particular case.

Which leaves us with a puzzler, and your guess is as good as mine.

In today's epic of thrill on the trans-atlantic airway, lets look at the stories of several of those aboard the great airliner. With fifty-one passenters, they took off from shannon, Ireland. the pilot--H G Gul^bransen of Lake Prospect, New York.

He tells how the first sign of trouble came eight hundred miles out at sea, when the flight engineer reported a drop in oil pressure in the outer engine of the right wing. The pilot tried to feather the propeller, but it was no good. Sparks were flying from the propeller hub, and these ignited magneisium parts of the engine.

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melted by the intense heat of burning magnesium.

But the strato-liner itself did not catch fire.

All the while pilot Gulbranson was heading back to Ireland doing magnificent flying--while the engine, out on the right wing, was burning off.

One of the passengers aboard was

Paul McNutt, former high commissioner to the Phillipines. He tells how the plane, when the engine caught fire, dropped from nineteen thousand feet to about six thousand. The loss of altitude was a plunge so dizzy that Paul McNutt says it was "absolutely terrifying."

Two other passengers were tennis players Louise Brough and Margaret Osborne Dupont. Louise Brough, who won the british championship in the women's singles last week has the highest prize for the courage of the flyers. She says: "The captain and ~~the~~ crew were simply magnificent. Still another passenger was comedian Danny Kaye fresh from

his sensational triumph in london. Leaving england Danny
 was mobbed by fans. Danny Kaye tells how at
 about three AM the passengers were asleep in their
 berths aboard the great statoscruiser. "I woke up
 he relates and heard the engine sounding queer. The
 stewardess came along the aisle and told us we had
 better dress. We were told we might come down on
 the ocean." Says Danny Kaye: "and while I can swim,
 eight hundred miles is out of my range."

There were two passengers from whom we have no
 story at all---two small children. They were asleep
 and all the peril and terror failed to wake them up.
 The two babies slept peacefully in their mothers's
 arms till the damaged strato-cruiser made a safe
 landing, back at shannon.

ADD PLANE

Tonight the passengers in the adventure finally arrived at New York, brought by other planes. The comedian Danny Kaye denies firmly that during the hours of terror he had cracked jokes to hearten the other passengers. He says he was too frightened for comedy. "I was scared like everybody else," says Danny. "I was in no mood for cracking jokes."

PRISONER

In a death cell at Sing Sing, a man with an odd pair of eyes is making a decision of life or death. It's the last chance "cockeye" Dunn has to decide---whether to talk, or go to the electric chair at eleven o'clock tonight. His partner in murder, Andrew Sheridan, is certain to go, the professional assassin who boasted in court that for him killing was, in his words --"just like drinking a cup of coffee."

There were three of them in the death house to begin with--convicted of the murder of a stevedore, in a New York dock quarrel. But one saved himself-- by talking. Yesterday, governor Dewey, at the recommendation of the district attorney, gave Danny Gentile a commutation of sentence -- in return for information about waterfront crime.

PRISONER "2"-----

The same offer is open to Cock Eye Dunn,
and that is what he has to think about tonight.

He knows much about racketeering along the docks
and his choice is --tell it, or go the chair at eleven.

Jimmie Melton

During these weeks of heat waves and light news, this program is on a special schedule- mixing vacation with a quest for novelties. Toward the end of next month, we 'll be back on our proctor and gamble routine, with nelson Case and Ivory. But, meanwhile, our sponsors, P. and G., have given us a chance to indulge our own fancies- Nelson doing a turn as an actor at the summer threatre, while I continue the program, taking time out now and then - going on the air, or traveling to interesting places.

Tonight, for example, I'M a fugitive - making an escape into the past. ~~FM~~ broadcasting from the James Melton Museum of antique automobiles at Norwalk, Connecticut, - ~~where we're~~ Surrounded by an era of thirty or forty years ago. James Melton, the tenor of metropolitan opera fame,

has turned a hobby into an institution- the
autos of the early days.

Today we were riding around connecticut
roads, route seven and the Merritt Parkway, in
motor cars that were on the road when the twentieth
century began the age of automobiling. You should
have seen Eddie Eagan's face - Eddie, the new York
boxing commissioner who is also president of the
Circumnavigators' club. After flying around the
world recently in the latest of ultra - modern
aircraft, he must have been thinking of the
idea of circumnavigating in one of these venerable
gas buggies.

Around me
~~On all sides~~ here in the museum are *a hundred*
~~seventy~~
old automobiles of the ~~most~~ ancient vitage, all
in a state of perfect restoration - not counting
two majestic stage coaches of the days of ~~the~~
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tandems, an enormous collection of prints of pre-historic motoring, varieties of gadgets-not to mention every sort of ancient automobile-horn. They're a favorite, and the guests here like to toot them. So, fellows, lets hear a tune on the automobile horns of old.

(A few sounds of noise)

~~But this would seem to come under the heading of music~~ Sounds like a modernist composition, doesn't it, Jimmie? And music is the word for another collection here - the old-time songs of automobiling. But this tuneful subject would seem to be more appropriate for Jimmy to discuss. After all, James Melton is the famous metropolitan opera tenor. So tell us about the songs, Jimmy..

(Jimmy read titles of songs makes comment, and sings snatches from them. This, for a couple of minutes, until nearly the end of the show.)

Thos. J. Watson, Hill Billy cartoonist Paul Webb, Pol. Stoop & a lot of others have been talking about this.

1/2

Then he's drowned out by a blast from the automobile horns.

They've drowned Jimmy out, and I'd better cut it short, or they'll drown me out. And so -- so long until tomorrow.

Charles Collingwood substituted, from Washington,
on July 8, 11 and 12.

Mr. Thomas involved in Tibet journey.