

RUSSIA

In the Black Sea is a warship that might as well be flying the flag of death at the masthead. She's a Soviet cruiser under orders to proceed from the Black Sea to the Baltic. Stalin has given the order to weigh anchor and full steam ahead - with the threat of death to the entire crew if they fail to obey. And that places them in a bit of dilemma because they say if that cruiser puts to sea she will sink. She is in such bad shape that every time the twelve inch guns have been fired they have ripped up the deck. And the boilers threaten to burst when the engineers try to get steam up.

And, on top of that is a superstition of the sailors, who declare their craft is doomed by bad luck, because she was formerly the Czar's own cruiser, the Sevastopol. The captain is delaying, trying to find some way out, some release from Stalin's ill-omened order.

SCANDAL

There's a warship scandal in Peru, and an investigation is going on in Esthonia. Esthonian judges have opened court sessions to find out whether anybody swindled Peru. Two high Esthonian officials are accused, ~~XXXXXX~~ August Kerem, former Minister of Defense, and General Torwand, former Chief of the General Staff. They are taking the stand in their own defense and are calling the former president of Esthonia and an assorted collection of generals and admirals to testify in their behalf. It's a gold braid trial in northern ~~Esthonia~~ European Esthonia and it's making the headlines in tropical American Peru.

This international affair concerns the sale of warships. The two defendants sold a couple of fighting craft to the Peruvian government. They ^{boats} were second-hand terrors of the sea, or rather third hand or fourth hand. ~~The information goes~~ They belonged to the old navy of the Russian Czar. During the World War, the Germans got hold of them. Then England seized them from Germany, and later gave them to Esthonia as a present. More recently, some German promoter showed up and in a complicated deal the two Esthonian officials sold the used ^{fourth-hand} warships to Peru.

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With Peruvian crews aboard, the two Russo, Germanic, Anglo, Esthonian veterans armored ships of war started to sail across the broad Atlantic. They got as far as Lisbon and that was all. They broke down, put in to harbor, and were declared unfit. Haval experts said it would be suicide to try to sail them across the ocean blue or even down the creek.

Naturally, the Peruvians felt that they were stung. So they let out a pathetic Peruvian plaint, saying the Esthonians had sold them a couple of lemons. The Esthonian officials made countercharges. They said the two ships were capable of fighting in any naval battle, but that the Peruvian crews didn't know how to run them and put them on the bum. The present court proceedings are designed to find out whether there was any graft or bribery connected with that international warship transaction.

ELECTION

Our habit of holding elections on Tuesdays gives us a timely pre-election weekend, to mull over the political issues and personalities that figure in the race for ballots. This year it's true ten time over, because this weekend leads us to one of the most significant mid-term elections this country has ever staged. It certainly will have a meaning all its own, and that meaning will predominantly concern the New Deal. Thirty-three governors, thirty-five senators, a whole new congress, and legions of minor officials will be elected.

The most sensational battle of course is in California, where the native sons and the native sunshine are all tangled up in the wild idiosyncrasies of Upton Sinclair's apostleship. Of course it looks as if Upton Sinclair and his radical Epic program of social salvation is scheduled for a licking. The problem is, what will the licking mean? How much of a blow will it be for the New Deal? The answer to that is confused by the hasty way the President and his lieutenants ran in the opposite direction from Candidate Sinclair and his economic, poverty-ending epic flights of fancy.

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delectable electable tickets, tickets with a hope, five are already Congresswomen. There is just one feminine newcomer, Mrs. Mary Ann Clark of New York. In North Dakota, there is a woman candidate for Governor, and her campaign is one of those interesting family affairs. Mrs. William Langer is in the race, not for herself, but for her husband. She's out to vindicate Bill Langer, who was ousted from the Governor's chair. The last time we heard about one of those wifely vindication campaigns, was in Texas, where Ma Ferguson vindicated and vindicated and vindicated.

~~But oddities and curiosities aside, the dominant feature will be -- in what proportion will the Democrats and Republicans divide up the congressional mantels and senatorial togas. It is of the utmost importance to the President to hold his two-thirds majority in the lower house, and thus have unhampered control, even on those questions that require a two-thirds vote.~~

~~Some of the states will vote on prohibition, whether or not to retain their own local dry laws on the statute books.~~

~~Florida, West Virginia, Kansas, Nebraska, Idaho, South Dakota~~

~~and Wyoming will battle it out on the old familiar alternative -- wet or dry.~~

GAS TAX

Eyes of American motorists will be fixed on Ohio and Michigan, on Tuesday. Because of proposed State constitutional amendments.

It all concerns the paradox of gasoline and oysters I mentioned the other night, a comic case of a general diversion of gasoline taxes. The gas tax was put on in the first place for the building and maintenance of roads. Quite logical! But the temptation to get hold of any available money is too great for politicians. I've just heard of one instance where gasoline tax money in this country goes to support a fish hatchery; in another case a swimming pool. So all over the country car owners are rising up in arms, because they are taxed as a special class to support things in general.

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The gas tax is a poor man's tax, because it's not the rich that own most of the cars. Old cars use just as much gas as new ones -- and more.

In Ohio and Michigan car owners have now put their protest in the practical form of proposed amendments to the State

Constitution, amendments which forbid the gasoline tax to be diverted from its proper rational use, the building and maintenance of roads.

Lee B. Palmer, for many years President of the Ohio Farm Bureau Federation, and now President of the Ohio Highway Users Federation, points out that Ohio takes thirty million dollars a year from the gas tax intended originally for roads. One-fourth goes to the schools, and three-fourths of the remainder for general expenses. So a mere fraction is applied to the roads. This is ~~an~~ happening all over the country, with the result that in many places roads are going to pot, although the car owner is paying through the nose for their upkeep. That's what the motorists of Ohio and Michigan are determined to stop by means of amendments in their State Constitutions.

Towles

Nov. 1, 1934.

^{Francis}
SIR ERNEST AND ARTHUR E. TOWLE AND L.T.

Newspapers today are calling attention to the arrival in America of two of the world's foremost hotel men. One, Arthur E. Towle, head of a string of hotels in the British Isles. He has come to America to address the Convention of the Hotel Men's Association.

With him, his brother, Sir ^{Francis}~~Ernest~~ Towle, Managing Director of an international chain of hotels. In fact, Sir Ernest has been the President of the International Hotel Men's Association, therefore is known among hotel men the world over.

They have just been on the Observatory in the RCA Building here in Rockefeller Center, looking out over Manhattan Island from the seventieth floor. And on their way out they have stopped here in the studio.

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We have always heard how Scotchmen invade England and run nearly everything. Here's an Englishman who has reversed the rule. He ~~must~~ runs a vast hotel domain in Scotland. One is the great Gleneagles Hotel, ~~known~~ known to golfers the world over.

Do you visit America very often, Mr. Towle?

MR. ARTHUR TOWLE:- I came over here as a young man, to learn my business. I got a job at the old Majestic, here in New York City, as a steward-clerk. After I had gained some knowledge and experience I returned to Europe. That was thirty-five years ago, and I am rather ashamed to say that this is my first visit back to America.

people of Europe to come --o-- travel in America.

L.T.:- *And,* Does it seem like the place you left thirty-five years ago, Mr. Towle?

tranquil quiet -- especially --o-- political quiet.

MR. ARTHUR TOWLE:- Great Heavens, no! The changes have been so vast that today I have felt like Alice in Wonderland, going through the mirror and seeing something she didn't believe possible. For example the Waldorf-Astoria where we are staying is like some vast hotel in a giant's fairyland.

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L.T.:- And now, Sir Francis Towle, you have such large
- in addition to your five great London hotels,
international interests, what about this world unrest?

--o--

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Francis
SIR ERNEST TOWLE:- There are only three big democracies

left. And if we, Common people, are going to rule the earth, we have got to pull together. Travel should be made as inexpensive as possible. Visés should not cost so much. Hotel prices must be kept down. The transportation lines must do their part. Some way ought to be found for encouraging the people of Europe to come and travel in America.

--O--

L.T.:- Yes, as you are traveling now, in this land of tranquil quiet -- especially political quiet.

The interest rate will be five per cent. That's the figure the President has set, although it had been proposed to allow a six per cent interest in some parts of the country.

The essential meaning is that the government, ~~will~~ by guaranteeing loans ~~will~~ banks make to home builders, ^{will} thereby enable the banks to make more loans, release capital and make the money in the banks available for the home builder who wants to

The labor news today is mixed, but not good. It sounds like home-sweet-home to the tune of fifteen billion dollars. That's the way the music critics, ~~the~~ I mean the political experts, figure it out. No official sums are given for the President's huge new home building program, but the dope is that it will run into fifteen billion dollars within ten years, ~~ten years~~, in a giant government effort to provide cheap housing.

Let's be clear about the terms of this immense financial program. The government will not lend money: It will guarantee loans made by private capital, such as banks. Uncle Sam will guarantee mortgages up to eighty per cent of the assessed values of a home owner's property. The interest rate will be five per cent. That's the figure the President has set, although it had been proposed to allow a six per cent interest in some parts of

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Labor leaders have been hoping that there might be a review enable the banks to make more loans, release capital and make of the Code, a chance for them to put through some changes, such as the money in the banks available for the home builder who wants to the thirty-hour week. But that ~~will~~ and nobody seems to be borrow.

LABOR

The labor news today is mingled, bad and good.

The bad part of it comes in the form of riots near Wilkesbarre, Pennsylvania - rock throwing and fist fighting, noise and tumult.

That's not so unusual in these parlous ~~times~~ days. The odd feature comes in the fact that the battle was not between employer and employee. Two labor factions, two mine unions, fought it out.

It was the United Mine Workers of America versus the United Anthracite Miners of Pennsylvania. The Anthracite miners fought to keep ^{the} mine workers out of a coal pit. A thousand men went to it in a wild, rough and tumble, battling up and down the streets of several city blocks. Some of the boys left the battlefield on stretchers, but nobody was seriously hurt. They kept up their shindig for a few hours, then got tired and quieted down.

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Labor leaders ^{had} ~~have~~ been hoping that there might be a review of the Code, a chance for them to put through some changes, such as the thirty-hour week. But that ^{'s out} ~~won't happen~~ and nobody seems to be

making any great complaint. Reports from the automobile industry indicate that the Code has been working well as it stands, and government officials hope that by keeping labor ^{and} capital relations in a condition of status quo, other motor ~~xxx~~ manufacturers will follow Henry Ford's example and probably announce plans for increased production.

There's a probable likelihood of an Oriental Prince visiting our shores -- brought across the ocean by a horse. I don't mean he'll ride a horse across the stormy sea. The story goes this way: The young Prince is Ali Khan, son of His Highness the Aga Khan, that immensely wealthy head of an Indian Moslem sect, also a dominant figure of the English turf. A group of American sportsmen want to buy one of the Aga Khan's renowned thoroughbreds -- Badruddin. And the Americans insist that if the deal is to go through, the horse must be accompanied by the Aga Khan's son, Ali Khan. They want Prince Ali to ride Badruddin in a couple of amateur races over here, because the son of the Aga Khan is one of Britain's best amateur jockeys.

And while we leave Prince Ali to ride Badruddin I'll ride Shank's mare -- off the air -- and --

So long until Monday.

KHAN ENDING

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