

P.T. - Sunoco. Tuesday, March 18, 1941.

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The focus of the war turns again to the bleak gray ocean, the North Atlantic in early Spring. Several days ago, the news of the conflict dwelt with emphasis and fantasy on - the Battle of the Full Moon. ~~And~~ Now the weather has obscured the skies of northern Europe. The thundering contest of planes and bombs has slackened, and the center of interest shifts to the attempt of Nazi Germany to cut the lifeline of ships that permits the Isle of Britain to live and fight.

Today Winston Churchill, the Prime Minister, uttered these measured word: "We must regard this Battle of the Atlantic as one of the most momentous ever fought in all the annuls of war."

He said this at a luncheon of the Pilgrim Society, ^{in honor of} ~~at which the~~ new American Ambassador Winant and Averill Harriman, President Roosevelt's Aid-to-Britain Envoy, ~~were present.~~ The two American dignitaries spoke glowingly of Britain's cause and America's aid. Winston Churchill responded with characteristic eloquence: "At such a moment, in such an ordeal," said he, "the words and acts of the President and the people of the United States come to us like a draught of life. And they tell us by an ocean-borne trumpet-call

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that we no longer are alone."

He proclaimed that Britain in the struggle at sea would be victorious. He told how yesterday he had been informed of the sinking of three German submarines, and spoke of being cheered by what he called -- "Such a delectable triple event." Churchill expressed confidence, but conceded that the sea losses of Great Britain had been on the rise.

This admission is dramatized by today's official report. The Admiralty gives the figure for the sinking of ships during the week ending March Ninth. Twenty-five vessels sent to the bottom, a total of ninety-eight thousand eight hundred and thirty-two tons.

This latest reported week of sinking brings the total for the war up beyond the mark of five million tons. This in eighteen months is more than the World War U-boats of the Kaiser sank in the first thirty months -- almost twice the time.

A dispatch from Berlin today tells of a new stroke in the war at sea -- accomplished by torpedo speedboats. They attacked a British convoy yesterday and sank ten thousand tons -- says Berlin.

The figures for shipping losses are not all of the story. They do not include vessels damaged. There is considerable speculation of

how serious this factor may be -- for air bombing is as likely to damage ships as sink them, and Nazi warplanes are constantly raiding the shipping lanes.

In his address today, Winston Churchill touched upon a theme of immediate American interest -- German sea raids on this side of the ocean, American waters. Churchill spoke of Nazi U-boats and -- battle cruisers. Churchill's words are as follows:-

"Not only German U-boats but German battle cruisers," said he, "have crossed to the American side of the Atlantic - and have already sunk some of our independently routed ships, not sailing in convoy." Then he added this significant statement: "They have sunk ships as far west as the forty-second Meridian of Longitude."

That matter of longitude is of peculiar interest -- bearing on the question of whether or not the Nazi raiding craft are operating within the Pan-American Neutrality Zone. The forty-second parallel of longitude is far to the east, far outside the neutrality zone in the North Atlantic. But it's within that zone in the South Atlantic - where South America bulges so far to the east. We've had reports of German surface raiders operating down there.

But most to the point is the question about the waters off our

own Atlantic coast, and here the Churchill statement dramatizes a headline report in the news today -- that a Nazi submarine is on its way across the ocean to sink ships on our side of the pond. This rumor leaked out, and was attributed to British Ambassador Lord Halifax. And now we have confirmation. This afternoon Acting Secretary of State Sumner Welles said - yes, it was Lord Halifax who informed the State Department that a German submarine was on its way. He brought the message to the State Department yesterday, saying this was word from the British Navy - the British naval authorities wanting to transmit the information to the naval command of the United States. The report was strongly denied in Germany today. But then the German submarine command would hardly broadcast the movements of one of its U-boats.

RETAKE

Memory flashes back to the dramatic days of Nineteen Eighteen, when the newspapers blazoned the headline - "Ships attacked by U-boat off American coast!" The submarines of the Kaiser raided our own American waters, sinking ships. The memory of this still lingers - but it's confused. The people at large have only vague ideas of what happened. Recollection, these many years later, suggests most vividly the name of the submarine - DEUTSCHLAND. People will tell you that this was a mercantile undersea craft - and that's true. Before the United States entered the war, the DEUTSCHLAND made a sensational voyage to ^{our shores,} ~~the United States,~~ took aboard a cargo of copper, and returned to Germany; - an undersea freighter. Few will remember ^{however} that the DEUTSCHLAND was later converted into a ~~XXXXXX~~ war submarine, and as a U-boat ^{came back -} made a hostile raid along American shores - sinking ships.

The fact is that U-boat operations in American waters were on a larger scale than most of us think. How many German submarines came over here to attack our shipping? Most of us would have a hard time to make a guess. It happened that ^{some} ~~a few~~ years after the end of the conflict I wrote a book telling the story of the German

U-boat ^{war,} ~~campaign~~ ^{Direct} The material was gathered in Germany, and

naturally I made a special effort to get the American angle.

From records of the German Admiralty, ^{in Berlin many facts were} ~~the story was procured,~~ ^{procured and checked.}

In Nineteen Eighteen, the Germans had built a number of submarines of the largest class, veritable cruisers of the undersea.

These were the type ordered across the Atlantic to raid shipping

and lay mines from Cape Cod to Key West. ^{The} Mines were laid; for

example, in Chesapeake Bay, at the entrance of the harbor of

Baltimore, America's greatest war-time port. Several dozen ships

were sunk all along ^{our} ~~the~~ coast. ~~XXXXXXXXXX~~

^{sent over here?} How many U-boats were ^{there?} ~~there?~~ The records of the German

Admiralty disclosed that seven of the biggest submarines were sent

to raid American waters. ^{It} These seven were: the U-151, which was the

first. It left Germany on April Fourteenth, Nineteen Eighteen, and returned in July.)

^{it} The U-156, which left Germany on June Fifteenth - and never returned. On its way back ~~to Germany in September,~~

~~the U-156~~ struck a mine in the North Sea and sank.

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→ Two U-boats left Germany together in June, raided in American waters, and returned to Germany in October. These partner submarines were the U-140 and the U-117.

^ Next, the U-155 - ~~that was~~ the former DEUTSCHLAND, the merchant submarine converted into a fighting craft, ~~The U-155~~ ^{again} arrived off the American coast on September Seventh and didn't get back to Germany until after the Armistice.

The same for the U-152 ^{then} The U-139 never got across the ocean, was on its way, but was recalled as the war ended.

I imagine that most people will be surprised to learn that seven U-boats were sent ~~to~~ across ~~the ocean~~ to attack ships in our waters, and that six were actually in destructive operation over here. How close ~~to~~ home this all came is illustrated in an account given by the commander of the U-151. ^{In his story} ~~In the story I got~~ ^{to me} ~~from him~~, he related how his U-boat was sneaking into Delaware Bay to lay mines. It was night - the craft was running submerged. "Suddenly," said the Captain of the U-151, "there was a heavy lurch that took me right off my feet. The boat ~~by~~ bumped two or three

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times against the bottom and then leaped to the surface as though grasped by a giant hand.

"She won't stay down, I can't control her," the engineer sang out." ^Π The fact ^{was} that the shock of the U-boat hitting the bottom had disabled the steering and diving apparatus. So there was a crippled U-boat of the Kaiser in one of the busiest of American waterways - Delaware Bay! The captain continued his narrative as follows:- "The channel ran with freakish and powerful cross-currents, and these caught us and were hauling us about. We were as if dragged hither and thither by some unearthly strength. I felt a strange motion," he said. "We were going round and round. The currents were spinning us like a top. Up we went to the surface, revolving like a crazy thing in waters where a ship might run us down at any moment. Lights ahead, and a looming form in the darkness. A large steamer came toward us. It passed us a few hundred feet away! Two other steamers passed close by! The currents pulled us so near the lightship that we could hear its bell. It sounded," said the U-boat captain, "like the tolling of a death knell.

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Down below the men worked feverishly, fighting to get the steering and diving mechanism back in order."

The U-Boat Captain concluded his narrative by telling how finally they succeeded in repairing the damaged apparatus - *in Delaware Bay,* and were able to dive once again. "We scurried down and lay on the bottom," he said. "The depths were a snug and comfortable place," *he added - right over here in Delaware Bay.*

AIR WAR

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Today's news brings a grim aftermath of that aviation battle of the full moon. London announces the casualty list. A thousand persons ~~were~~ killed and thirteen hundred injured in the mass bombing attacks on the Liverpool-Glasgow shipping areas last week. That doleful casualty list is for only two days. Compare that with the death toll for the entire month of February - seven hundred and eighty-nine. The figures are a tragic indication of how savage were those air raids in the moonlight.

Tonight's dispatch from London tells of German radio stations going off the air - meaning that British warplanes are hitting back again tonight. They struck heavily last night - devastation of great German ports like Bremen and Williamshaven.

BRITISH TROOPS

Travelers from Greece describe the arrival of British troops in that country. These travelers, crossing into Turkey, tell how they had to give up hotel accommodations in Athens to make room for British officers, who had just landed. They tell likewise of seeing British troops in Salonika. This would seem to be eye witness first hand confirmation of the fact that the British have a powerful army in Greece - taking up defense positions to resist a German attack. This word comes from everywhere - including London.

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However, here's an example of the sort of thing that bedevils a newsman following the day's dispatches. It's a statement given out by the Greek Legation at Vichy, in France. It ~~denies that~~ ^{says no} British troops are in Greece. The statement is as follows: "The royal legation at Greece is authorized to deny recent press reports that British forces have landed in Greece." That seems definite and authoritative, but how can you make it jibe with the preponderance of evidence that military units of Great Britain in great force have joined the Greeks? ~~armies of Greece?~~

ROME

London tonight repeats ~~the rumor~~ that Great Britain has warned Italy that if Athens is bombed, the Royal Air Force will bomb Rome. Hitherto, it has been an accepted thing that the two great capitals of classical antiquity ^{should} will be immune from the high explosive of modern war - their ^{legendary} classical monuments respected.

The London report states that the British warning was conveyed through a neutral power - possibly the Vatican. But from Rome we have a statement attributed to high officials of the Vatican - denying that any such warning about the possible bombing of Rome had been transmitted.

BRITISH AID

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The House of Representatives today began consideration of the seven billion dollar appropriation for aid-to-Britain. Strong declarations in favor of putting up the huge sum were made by Democratic Congressman Woodrum of Virginia and Republican Congressman Taber of New York. The law-maker from Virginia said: "To put seven billion dollars down on the barrel-head in cash carries a message to certain people that they can understand much better than any speeches you or I might make."

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Congressman Taber voted against the Lend-Lease Bill, but he's in favor of the seven billion dollars. He spoke scathing criticism of the Lend-Lease measure. He attacked the attitude and actions of the President. But he said that almost all of us in this country have taken a position in favor of aid to Britain. And said he: "It is time now for us to implement that aid."

FOOD

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~~58~~
President Roosevelt today announced aid to Britain in the way of food. He says he has instructed the Secretary of Agriculture and the Surgeon General to draw up a program to send foodstuffs and agricultural commodities to Great Britain and other democracies.

The President added that the plan might also provide for food to be shipped to such countries as Spain and unoccupied France.

Food for France seems about to become a reality. Today the French Ambassador to Washington told of plans to send two shiploads of American grain ~~to France~~. He described this as - "experimental." They'll experiment with the two cargoes and see whether the distribution of food can be accomplished without aid to the Nazis. The Red Cross will have charge of the task. The French Ambassador stated that the United States is in full agreement, and the project now needs only the final consent of Great Britain - to let the food ships through the blockade. The indications are that London will acquiesce in the plan proposed by Washington.

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~~And now Hugh James.~~

LABOR

Tomorrow this nation will acquire a Super-Mediation Board
~~XXXXX~~ for settling labor disputes in defense industries. This
afternoon, President Roosevelt announced that he will issue an order
establishing the ^{Board, Meaning,} ~~Super-Mediation Board.~~ The order will be issued
~~tomorrow,~~ a major attempt to deal with the strike epidemic in
industries making armament. Who is to head the Board? We don't know,
but rumor mentions Bernard M. Baruch - that same Barney Baruch who
was the ^{able} Chief of the War Industries Board in that other conflict
a quarter of a century ago.

And now Hugh James.

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