

GOOD EVENING EVERYBODY:

Tonight this program will be broadcast from two widely separated places, New York and Rio De Janeiro in Brazil. At Rio now Lowell Thomas is waiting to tell you about things he has learned during the fast trip by air, during which he has made stops in the West Indies and along the coast of South America. So I'll make haste with a quick survey of the headlines in the news.

It happens that our first bit of news tonight lends itself to brevity. American forces have seized a new position in the South Pacific - another island in the Solomon Archipelago. Today's Navy Communique relating the event is exceedingly terse and sparing of words. It merely states on June 30 during the early morning combined U. S. forces landed at Rendova Island in the new Georgia group. No details have been received, the bulletin concludes.

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Rendova in the New Georgia group is in the Central Solomons. It is northwest of Guddalcanal and next door to the Island of Munda, site of an important Japanese air base. The island would be important for an American offensive against Bouganville or Rabaul, the number one Japanese base in the Southwest Pacific. The Japanese had some installations on Rendova, although we can't say what enemy forces may have been on the island when our troops landed. There was some fighting and this afternoon's late Navy communique states that mopping up operations are now going on.

CHURCHILL

Winston Churchill made another of his great speeches today. He predicted large scale action in the Mediterranean by the end of summer and announced what he called "a total defeat of the German U-boat attack." Churchill stated since mid-May scarcely a single merchant ship has been sunk in the North Atlantic and in May alone more than 40 German submarines were sent to the bottom. Churchill repeated previous assurances that Great Britain will fight the Japanese to the end. He pledged that when the Nazis were beaten, Great Britain would throw every man and every ship and every airplane into the war of the Pacific, "for as many flaming years," he said, "as are needed to make the Japanese ~~in their~~ turn submit or fight ~~thru thru~~ until the death." He reiterated ^{the} slogan "Unconditional Surrender" and declared that the British Empire does not plan to acquire new possessions, will seek no profit, we want no territory or agrandizement. We expect no reward and will accept no compromise.

INVASION

Here is something that looks like an invasion sign. It's a late bulletin from Spain telling of a big Allied convoy consisting of cargo ships and invasion barges loaded with troops. "This convoy," say the Spaniards, "steams from Gibraltar into the Mediterranean today."

CONGRESS

of subsidies. The ban on subsidies was approved by the Senate - 63 to 13. The House of Representatives 160 to 32. This is another rebuff for the White House which has been insisting that payment of Government subsidies to food producers was necessary to prevent uncontrolled inflation. That seems to round up the larger headlines in the news. And now for Lowell Thomas at Rio.

MEDITERRANEAN

The bombing news from the Mediterranean pictures two names - Messina and Reggio Calabria. These are of the largest consequence when you consider where they are. They are on the two sides of the Straits of Messina, which separate Sicily from the Italian mainland. Messina is on the Sicilian side: Reggio Calabria on the mainland side. The straits there are only two miles wide and are traversed by a ferry route, the two cities being the points of the ferry. One could easily see the import of the news that American and British bombers smashed heavily today at Messina and Reggio Calabria. This was a climax of 96 hours of unremitting air attack against the two terminals.

Tons of high explosives smashed the docks and piers knocking out the structures on which the ferry must depend. The picture is one of air power cutting the life line between Sicily and the Italian mainland.

This afternoon Congress voted to kill the Administration Plan to roll back food prices by means

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Being in Rio De Janeiro tonight I feel I ought to talk about Rio but I've only just stepped out of an Pan American plane that brought me down from Natal. I'd like to repeat though what so many other travellers have so often said - that Rio is indeed one of the sights of the world, and to encircle it the way we did, well, it was breath-taking from the air. I tried to get through to North America by short wave several times since I left New York and since I turned my Sunoco broadcast over to Ambassador Hugh Gibson just a week ago. I tried it from Belem on the Equator on the mouth of the Amazon. I wanted to report from there to you on what extraordinary things your brothers husbands and sons have been doing, and of my experiences with them in Cuba and Puerto Rica and the Windward islands, Trinidad, Dutch and French Guiana and in Northern Brazil, and even by short wave I couldn't make it. And then last

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NIGHT I tried in vain to get through from Recife, capital of Pernambuco. I wanted to tell you about the visits that I just paid to our boys in the regions south of the Amazon, along the route that our aviators are taking as they wing their way to the various warfronts of Africa, Europe and Asia, General Bragdon, a distinguished officer of the Army engineers, with whom I have been traveling Prentis Merle, Viney and Pierson of the engineers and Colonel Worry (?) of the Army Air Force - they have been saying to me - that without these air fields that we have been visiting air fields built by Pan American and by the army with the help of the people down here, it would have been impossible to defeat Rommel over in Africa - in other words to win the war this air route from North America to South America to Africa had to be developed and they and their associates - well they have been doing it in a hurry.

I've been in jungle countries since leaving New York, some of it more vicious even than the jungles

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that I saw in Africa, India and Malaya and everywhere I have encountered our boys and I have found them doing a great job and a doubly tough job too because they all want to be flying planes and driving tanks at the front, and these jungle regions of Equatorial and South America - well they seem to our boys to be at the opposite end of the world from the battle fields where the heroes are. As I came flying down to Rio late this afternoon I was intending to tell you of an adventure that I have just had - a 500 mile flight out over the Atlantic through an old volcano, and by the way, there I found our boys too, and what a surprise that was. An island that not many travellers have visited but instead of telling about that, I think that here is something much, much more important. We have a lot of men scattered throughout South America now and through the islands of the Caribbean, many of them in places with the romantic sounding names - one island where the Buccaneers of long ago did

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whatever Buccaneers did, and where the Portuguese, the Spanish, the French, the British, and the Dutch built forts and fought each other. But your fathers, and your husbands and sons - they haven't had time to enjoy the aura of history in these regions. They've been fighting the jungle - they've been battling against tropical insects and fevers - they've been risking their lives at it too - they've been doing it in order to win this war for all of us and they deserve your thanks and mine and they deserve decorations that they haven't gotten and that they may never get - yes, and they could do with more mail from you, cheerful mail telling them what you've heard about the great job that they have done and that you are sure that they are going to overcome all the dangers of the tropics, and take care of themselves and then return home every bit as much the heroes that the men are who fire long range guns at the front, without ever seeing the enemy at whom they shot.

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I've been with these men of ours as they worked in the jungle along with the French prisoners from Devel's island and with the Brazilian prisoners on a jagged mountain in the Atlantic Ocean and with Indians at the ~~mouth~~ Mouth of the Amazon and there is nothing too good for these fellows - nothing too good that I could say about them.

In another night or two from somewhere I'm going to try to get through to you again by short wave to tell you a story or two of what I have seen. Anyhow, I'm collecting a lot of them to bring home, and now, back to the man who once was our distinguished Ambassador right here in Brazil, and who now is graciously taking my place on the air while I am in Brazil. So, so long until tomorrow or day after tomorrow, and I now return you from Rio de Janeiro to Hugh Gibson in New York - and by the way, what have you got to say Hugh James?

AERIEL OFFENSIVE

The sixty days of the great Allied aeriell offensive has produced results far greater than the cost thirty times greater than the cost, says London. The British estimate that for every dollar's worth of material spent in launching the day after day attacks, the Nazis suffered destruction to the extent of \$50. To be sure the sixty day air offensive has been costly - the British and Americans have lost 730 heavy bombers and more than 7,000 air force personnel. London estimates that the cost of operating the bomber fleets during the two month period will run close to \$200,000,000, but it figures that the damage done to Nazi Germany amounts to at least \$15,000,000, and that gives the ratio of about 50 to 1. The Allies are able to endure the cost much better than the enemy can the destruction. The Allied aircraft factories are vastly out-producing those of the Axis. Britain alone is building aircraft faster than Germany is while the United States production exceeds that of any nation on

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earth, so we can stand the bomber losses. The havoc wrought by air warfare exceeds anything that could be accomplished by a land army and unless it consisted of millions of troops and encouraged huge losses. Aviation officers are convinced that the war of the air is by far the cheapest way.

GOPERS

Several weeks ago there was a story in the news about tthe Gopers being saved at the caiptol building in Washington, in the Senate restaurant. Gopherus Polothemus to use the technical name, and the story was that it tasted fine. Now Antikok of Nelvindale, Michigan, has a suggestion to make. She says that ~~xxx~~ she and her father are commercial turthe trappers - that is, her father runs after the turtles and traps them while she acts as his assistant. Then she goes on to say there are 55 species of turtle in the United States and millions upon millions of pounds of turtle flesh which in these days of meat shortage could supply delicious and healthful food for the American peopel. Which of the 55 species sould we eat? All turtles are tasty, says this tortoise trapper and she urges us to call them tortoise, instead of turtle.

GRAND OPERA

Here's a comic tale about solemn grand opera and it concerns a horse's tail. Muston Thomas baritone star of the San Carlos Opera Company, tells of the time he got the greatest applause - singers like to tell about their big moments. He appeared in a performance that required him to sing on horse-back. He got an old nag and rode him out onto the stage and started to sing, but the horse refused to face the footlights and the audience. The nag turned around and Muston Thomas found himself chanting to the scenery in the back of the stage. He couldn't get the horse to turn - so still singing, he himself turned, swung round in the saddle and sat in it backwards, singing over the horse's tail - the nag had a long tail and liked to swish it, but not in time with the music - the swishing tail was off beath through all the aria. Muston says he almost followed the rhytm of the tail instead of the conductors baton.