

CRIME

A recent report from the Federal Bureau of Investigation of the Department of Justice announced that the F.B.I. had secured three thousand, nine hundred and five convictions - that many criminal careers ended by the "G"-Men. Tonight the total can now be written down as three thousand, nine hundred and seven - increased by two. (Today the federal court in St. Paul, Minnesota, wrote a new paragraph in the record of the kidnapping of William Hamm, Jr. Public Enemy Alvin Karpis, prime mover in that hundred thousand dollar crime, sentenced to prison for life.) His confederate, Charles Fitzgerald, a lesser member of the gang, got the same stretch.

It was three years ago that the Karpis mob abducted the young St. Paul brewer. Then Karpis and Fitzgerald gave J. Edgar Hoover and his men the longest and most difficult chase they had. Old Creepy Karpis was considered the most dangerous, the most cunning, of all the bad men of the last ten years. So today's news from the federal court in St. Paul adds a red letter triumph to the record of the "G"-Men.

One member of the Karpis mob still has to learn his

fate - the former postmaster of Bensonville, Illinois, in whose home young Hamm was kept prisoner while Karpis was collecting the hundred thousand dollar ransom.

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The F.B.I. announces that this represents a complete clean-up of the campaign against kidnapers in St. Paul. The record shows a total - for St. Paul - of twenty-one arrests. Of these nine were convicted, seven pleaded guilty; five were killed resisting arrest; and five were acquitted.

It's impressive reading, when you scan the complete record of the "G"-Men since the passage of the Federal Kidnapping Law four years ago. J. Edgar Hoover's agents have investigated sixty-five kidnap cases - and solved every single one of them. As a result, a hundred and sixty-one criminals, men and women, have been convicted. Of those four were sentenced to death, thirty-one got life, and the others awarded a total of two thousand, a hundred and fourteen years in jail.

That seems the end of a decade of terror from kidnapers in the U.S.A.

COUGHLIN

Explanations from Father Coughlin! The radio priest denies that he urged farmers to repudiate their debts. He was misquoted, he said, but he doesn't blame the reporters - much! He blames the public address system at Hankinson, North Dakota, where he was talking at that Lemke rally. It was an old hand-set that had to be cranked, he explained. And here's what he actually said:

"Unless something is done to help the farmers, they will be forced to disavow their obligations," which is somewhat different from

actually urging them to do so - *telling them to repudiate, as he was reported this morning to have said.*

BUILDING

Things are building up in the U.S.A. I mean in the most literal sense. **T**he building industry is living up to its name. High time too, for it had a large, long vacation, at any rate a considerable section of it did -- during the depression years.

This constructive information comes from the Statistics Bureau of the Department of Labor, ~~in Washington~~. The figure sharks report that in the month of June building activity jumped thirty-four percent over May. That is, in the value of the number of building permits issued. But the increase over June a year ago is far more spectacular, ninety-seven percent, nearly double. That goes for no fewer than one thousand, three hundred and sixty-two cities in the United States.

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For a period of half a year the picture is almost as rosy. Take the first six months of this year, and compare them with the first six months of Nineteen Thirty-Five, and we find ^{that} building jumped ~~up to the extent of~~ seventy-six percent. Adding up apartment houses, individual dwellings, public buildings, the permits recorded show construction done to the value of six hundred and ten million dollars. Building, of course, is one of the basic industries -- work for carpenters, bricklayers, masons, electricians, plasterers, steam-fitters and manufacturers of building materials.

AIR FLIVVERS

For several years now air-minded people have been looking forward to the day when a man could buy him a small airplane for approximately the same price he now pays for a light car. I believe it was Henry Ford who first predicted that it wouldn't be long. The Bureau of Air Commerce now tells us that it's within sight. Experts have been doing research and development work along these lines for two years and the results of their tests encourage them to spread the news that cheap planes will be available for the open market - shortly.

These are no vague, visionary projects the Bureau ~~xxx~~ assures us. On the contrary, small cheap flivvers of the air are right now in actual use by officials of the department. Three types have been accepted by them. And before many weeks pass air enthusiasts believe they'll be flying still another type, a monoplane driven by a standard automobile engine. Then there's still a sky flivver -- supposed to be practically perfected a combination of motor car and plane. This will be equipped with a wingless auto-gyro with folding rotors. In this bus, they say, you'll be able to start from your own front

door, drive along the road to an open field, and there take off into the air by means of the autogyro. They say this kind of home aviation would be already available but for a legal problem involved. That's the problem of license plates. State motor vehicle officials have been unable to decide whether the new automobile-autogyro should be classed as an auto or a plane.

Sounds promising! However, I know several fliers who look forward with dread to the day when air flivvers may fill the skies. They say sky traffic accidents may be terrific.

Still, every invention, especially the automobile, was greeted with the same sour predictions. Many of us can remember the day when a horseless carriage had to be proceeded by a man with a red flag.

And regarding aviation - Ernst Udent, German War Ace, cracked up before Col. Lindbergh's eyes - a close shave. Udent is well known over here. Did stunts at the Chicago air races. He bailed out today from a crashing plane. He has nine lives!

QUEEN MARY

As an example of good sportsmanship how's this? I'm referring to Sir Edward Britten, Master of the QUEEN MARY. As many people probably already know, England's queen of the seas smashed a record, crossed the Atlantic one hour and fifty-three minutes faster than any other ship has ever made it. When the reporters asked the Skipper about it, he replied: "Sorry, boys, but we are not going to claim any record." And he added: "We jolly ~~we~~ well didn't earn it." So the blue ribbon of the seas still rests with France's crack ocean titan, the NORMANDIE.

It seems there's a technical point in this shortest time across the Atlantic business. Captain Britten's reason for not claiming the record is that the QUEEN MARY beat the NORMANDIE'S actual time only by dint of taking a shorter course. She traveled three thousand and ninety-eight nautical miles, whereas the NORMANDIE set the record over a course of three thousand a hundred and ninety-two miles in actual distance covered.

The "Harold K. Hares Cup", the prize awarded to the fastest vessel, is given for the liner ~~to~~ making the best

average speed. And tonight the Hares Cup is still held by the French Line. Though the QUEEN MARY made thirty point forty knots, from noon Friday to noon Saturday, her average speed was less than the NORMANDIE'S on her record run.

The airplane disaster on the arrival of the Queen Mary - which ended in the death of a photographer is attributed to the down-draft in the wake of the giant liner. The plane had been circling the QUEEN MARY while a photographer for a Boston newspaper was shooting her as she plowed through the waves. (Five miles from Nantucket Lightship. Then came that sudden gust of wind, which some explain on the theory that the plane was sucked into an aerial vortex -- made by the great liner. Anyhow - in less than no time it happened. The plane struck the water with terrific force and only by ~~an~~ a miracle were the casualties so few. Nine passengers desperately clinging to the wreck of wings and pontoons. Fortunately, a cargo liner, the EXERMONT, was within sight. She hastened to the rescue, lowered her lifeboat, and took everybody aboard. The unfortunate photographer from Boston succumbed to his injuries and died before the Exermont reached port. The last similar

casualty on record occurred when that motion picture plane flew out to sea to meet the liner carrying the remarkable films of the Assassination of King Alexander. The co-pilot disappeared below the waves while Chief Pilot Grevenburg and Movietones Reek and Kuhn hung to pieces of the plane until rescued.

SPAIN

Students of revolutions are telling us that the upheaval in Spain is following the usual pattern. To us laymen the notion that revolutions have a pattern seems a trifle curious. Nevertheless, those who have made a specialty of the subject can trace a certain similarity between all of them, beginning with our own affair of Seventeen Seventy-Six down to the Russian, the Italian, the German and now the Spanish chapters of this phase of history.

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What is going on in Spain today is of course counter-revolution. In the light of ~~today's~~ ^{late} dispatches, the end is in sight. At any rate, the victories claimed by the Popular Front Government have failed of contradiction by the rebels. Also, they are corroborated by certain circumstantial details. For instance, the beautiful old City of Toledo is once more in the hands of the loyalists. Several other cities and towns which the rebels had been occupying for days; ~~were~~ recaptured by government troops! Counter-revolutionary armies ~~are~~ beleaguered by government ^{soldiers} ~~troops~~ in all the important key cities they still hold!
R In Zarogza, Cordova, Seville, ~~Ceuta and Melilla~~ ^{and} in Morocco, the loyal armies of President Azana are pushing a vigorous and deadly

aggressive. Government planes are raking rebel positions with bombs from the air. ^π On the other hand, the Rebels in the South, are making a fierce drive against Malaga!

Meanwhile, ~~xx~~ Uncle Sam's representatives have begun moving Americans out of the country. Joining forces with the British, Italians and French, they've already evacuated foreigners from Madrid. A hundred and sixty Americans were taken from the capital on a special train to ^{Alacante} ~~Alizante~~ on the south ^{east} coast.

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Tomorrow they will be removed on a British cruiser. ^π As fast as the loyal troops are recapturing ~~xxxx~~ the large cities, such as Seville, ~~Murcia~~ Americans and British are being evacuated.

The counter-revolution in Spain was the cause of quite a scene in the British House of Commons today. Foreign Secretary Anthony Eden made a statement to the M.P.'s that His Majesty's government will permit the shipment of arms and munitions to Spain, if the Spanish government asks for them. At the same time, no such request has yet come from Madrid. That ^{wasn't} ~~xxxx~~ the cause of the uproar, however. Trouble broke loose when a communist M.P. described the counter-revolutionaries as scoundrels. That brought

a roar of protest from the conservatives in the House. It was repeated when the same Communist member shouted the warcry: "Long live the Popular Front!"

England is taking the deepest interest in the Spanish crisis. King Edward has called off his vacation to the south of France - doesn't want to add to French worries.

Mountains of antiquity. At first they thought these lights indicated hostile movements by the Arabs, a force mobilizing for a night attack on the Jewish inhabitants of Wallus. These flickering lights flickered all night like hundreds of camp fires.

Finally, the famous Seaforth Highlanders were ordered out to solve the mystery. What they discovered was an ingenious decoy. That slow moving illuminated dragon was a trick of the Arabs. They had caught dozens of tortoises and to the back of each tied a lighted taper. They then set them free to roam the mountains. While the British soldiers were investigating the hoax, the Arabs moved elsewhere to continue their campaign against the Jews in the Holy Land.

However, the stratagem didn't succeed very well. The Jews' news from Palestine told of an Arab defeat. In those

PALESTINE.

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A British detachment in Palestine had a weird experience. It occurred outside the ancient city of Nablus, on Mount Ebal, the "Hill of Malediction" mentioned in the Bible, also on Mount Gerizim. ^R The Tommies in the garrison at Nablus were puzzled by strange, moving lights on the summits of those mountains of antiquity. At first they thought ~~these~~ ^{the} lights indicated hostile movements by the Arabs, a force mobilizing for a night attack on the Jewish inhabitants of Nablus. Those firefly lights flickered all night like hundreds of camp fires.

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same hills of old Judeah, there was a hand-to-hand battle between Arabs and British Tommies. It began with a bus traveling through the mountains from Jerusalem to the ^{all} ~~the~~ Jewish City of Tel-Aviv, ^{near Jaffa.} The Arabs swooped down, tried to ambush the bus, hi-jack it in American bootlegger fashion. But the ambushers themselves were ambushed. A company of Tommies ~~was~~ lying in wait for the Bedouin bandits, and beat them off with a loss of twelve Arabs killed.

(Cleland story would fit in here)

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LEMONADE

A bit of science news from London might bring water to the mouth of a circus man. It's a long drive from an American circus to the Antarctic Ocean. But let's begin at the beginning.

Thirty years ago the Scotia Antarctic Expedition took soundings in the frigid waters below the surface of the Weddell Sea. They brought up chunks of soil material that puzzled them. These chunks were turned over to chemists, who declared that they were composed of citric acid hardened with chalk. Citric acid, as your chemistry teachers may have told you, is the foundation of lemonade, including the pink lemonade you drink when you go to the circus.

For a long time those hunks of solid lemonade from the Antarctic were a puzzle. Not long ago they were turned over to the National History Museum in South Kensington, London. Now the English scientists are getting busy with ex-rays to solve the riddle of that lemonade at the bottom of the South Polar Sea.

No such deposits have been found anywhere else in the

world. Nevertheless, it is now known beyond doubt that
the frozen waters of Weddell Sea cover a mine of lemonade
crystals. Here's to all of you in lemonade crystals, and --

SO LONG UNTIL TOMORROW.