

GOOD EVENING EVERYBODY:

It's Florida tonight. I'm at Uncle Sam's Number One -- oldest Naval Air Training Station -- Pensacola. In the room with me are many naval airmen - and fighter- torpedo and dive bomber-pilots to be. Some of them graduate and get their wings tomorrow.

I flew in to Pensacola today with two naval officers, in a small Navy plane that Rear Admiral George O. Murray sent for me. To escape the heat of June in Georgia and Florida we went up to eight thousand feet, through billowing cloud canyons as beautiful as any I've ever seen. Not way down upon the Swanee River - but way up above the Swanee River, which was more than a mile below us.

And now the news of the world as it looks from Pensacola, our great naval training station in Florida.

COAL

President Roosevelt took action today to end the coal strike. He issued a preemptory order to the miners to go back to their work on Monday. He described the walkout as a general strike which has taken place in defiance of the government of the United States.

The President announced that he had instructed Secretary Ickes to proceed to reopen the mines under the terms and conditions of the old contract which the War Labor Board extended in a special order. The men will also get the new terms and conditions which the Board approved in its order of May Twenty Fifth.

The President said he was issuing this order as President and Commander-in-Charge. He reminded the men that they are working for the Government on essential war work. Consequently it is just as much their duty to return to work as it is the duty of their sons and daughters in the Armed forces to fight.

The President made no bones about his firm intention to back up the War Labor Board this time. He ~~pr~~ promised the miners as soon as they returned to work that their dispute with the operators would be settled under the jurisdiction of the War Labor Board, and in accord with established procedure. In other words, the President finally has set his foot down in opposition to John L. Lewis.

## STRIKE\_FOLLOWS\_COAL

A strike is reported from Detroit, a strike of many thousand workers in the Packard Plant which is engaged in war work. It is a wild cat strike, not approved by Union officials. Three negro workers in that plant were promoted, spparently. Thereupon the night shift walked out. Most of the day shift followed suit, officials of the company first said that twenty thousand men were involved but later admitted there were not quite so many.

At St. Louis, on the other hand, three thousand, seven hundred negro workers at the Ordnance plant went on a strike because they did not want to work under white foremen and supervisors.

## MIDWAY

Here's a story just off the wire that has reached me at an appropriate place - a naval flying station. In fact I'm the guest tonight of Admiral George Murray in charge of both Pensacola and Corpus Christi.

One year ago tomorrow Uncle Sam's Navy fought the Battle of Midway, fought it and won it. And Admiral Murray was in that battle in command of the famous aircraft carrier Enterprise. At this perspective it begins to rate in the history books - The Battle of Midway - as one of the decisive battles of the world, at any rate, military experts are calculating now that if we had lost the Battle of Midway we would have lost the war. This we gather through a dispatch from Pearl Harbor from Pacific Fleet Headquarters.

I have just asked Admiral Murray about this and he says, yes it might have cost us the war, At least he says it would have set us back five years!

One year from the Battle of Midway the United States is just about ready to start on the offensive. That will be one consequence of the pinching off of the salient that the Japs had established in the Aleutians. So the military experts at Pearl Harbor according to today's story believe the heads of our Admiralty are preparing to carry the war to the enemy in the Pacific, and that right soon; to begin rolling the Japs back from some of the places they conquered in the first six months of the war.

The strategists at Pearl Harbor are recalling that the Battle of Midway followed close upon the heels of the Battle of the Coral Sea. That one happened in May Nineteen Forty Two and it cost Japan sixteen ships, including the carrier RYukaku. And probably that victory in the Coral Sea also prevented the invasion of Australia.

The Japs in order to retrieve their defeat in the Coral Sea, got together the biggest fleet they

have ~~not~~ yet used in the entire war. There were at least eighty ships in the task force which steamed out to attack Midway. We know now, or we have good reason to believe, that if they had taken Midway they would have gone on to attack Pearl Harbor.

It was on June Third that United States Catalina Patrol planes out of Midway caught sight of the Jap fleet on its way. A few hours later a small force of four patrol bombers threw ~~out~~ some torpedoes at the Japs. So the fight began.

But it was not until the morning of June fourteenth that Jap planes took a crack at Midway. Their attack was a failure because Marine fighter planes on Midway intercepted them and drove them away. Immediately Marine dive-bombers and torpedo planes went out from Midway to attack the Jap fleet. They were reinforced by heavy and medium bombers of the United States Army Air Force.

In the first attack they damaged about ten enemy ships, whereupon the Japanese Admiral changed course.

The next phase was an attack on the Japanese fleet by Navy dive bombers and torpedo planes based on three of our carriers. And, they inflicted heavy damage on three Japanese carriers, two Jap battleships, and, also sank a destroyer. And that was what broke the back of the Japanese attack. That phase of the battle, we know ~~km~~ now, lasted less than an hour. And, it changed the entire course of the war. It turned out later that those three damaged Jap carriers were a total loss, either sunk or scuttled. This meant that the Jap planes had no place to land, and so the aerial striking arm of the enemy fleet was useless. And, no fewer than three Jap battleships were badly damaged.

The total loss to the Japanese was twenty ships either sunk or damaged, between two-hundred and seventy-five and three hundred planes destroyed, more than forty-eight hundred men killed. United States losses were the carrier Yorktown and one destroyer, also a good many planes. The Navy never



has told us how many of our planes were actually lost.

This afternoon I heard more about the Battle of Midway from Admiral Murray. We had two task forces in the battle - and the two fleets, the Japs and ours never got nearer than one hundred and twenty-five miles of each other. One of the crucial battles of all time fought by great fleets that never saw each other, ~~as~~ except for the planes that each side sent out.

We have all heard much about the Torpedo Squadron - Number Eight it was, from the Carrier Hornet, that flew in and did its job at Midway, with only one man, Ensign Gay living to tell the tale. But Admiral Murray says the Torpedo Squadrons from the Enterprise, his carrier, and from the Yorktown, suffered losses almost as great.

And this will interest all of us:-

Commander Cameron Briggs, Acting Chief of Staff here, and Commander Harold Grow, Commanding Officer of Pensacola, have been explaining to me that our naval airmen - since Midway - have developed tactics

that would make such losses almost impossible in  
future naval and air battles.

ADD MIDWAY

In Washington Secretary of War Stimson today said something that has a significant sound: "Now that all organized resistance by the Japs on Attu has come to an end the American forces there are now within striking distance of Japan itself". So said Secretary Stimson.

He admitted that the distance from Attu to the nearest Japanese islands is considerable, and he declined to say whether there were any definite plans for using Attu as a base for aerial operations against Nipponese territory. But, he emphasized the fact that all organized Japanese resistances is at an end on Attu.

The Navy today announced that the total of the known Japanese dead on Attu is -one thousand seven hundred and ninety one. And that doesn't include those killed by bombs and artillery fire.

The Navy also told us today that Army bombers and fighters have been and are now - today - attacking the Japanese on Kiska.

Evidently the Japanese are perfectly well aware of the state of affairs. A spokesman in Tokyo made the statement that imperial Japan is now really facing the deciding point for its rise or fall.

The British today released the news that they have sunk eleven Axis ships trying to run the blockade, ships trying to exchange essential war materials between Japan and Germany. Four of them were bagged on their way to Japan, seven on their way back. All full of valuable cargo.

Running that British-American blockade is no joke. The ships have to sail from Indo-China, and thereafter for sixty seven days they cannot touch land. They swing wide across the Pacific, sneak around the tip of South America, and then up the west coast of Africa. They have no places where they can land and get supplies. They have, in short, no friends.

## RUSSIA

About the fighting in Russia the Germans have not much to say ~~xxxx~~ today. But Moscow reports heavy casualties on the front. The first large scale ground battle is due to begin soon, at the beginning of the summer campaign.

At present the principal fighting is in the air. The Russians have been sending large numbers of bombers and fighters against the ~~xxxx~~ Nazis and they claim to have destroyed two hundred and seventy eight German planes in three days.

MEN ON STAGE

Sitting with me here on the platform at Pensacola, before this great audience of naval airmen - and some of their wives - sitting with me are a number of men who represent most of the different groups here:-

Let's start with the highest in rank:-

Rear Admiral George D. Murray who fought at Midway.

Commander Cameron Briggs who also served on the ship they now fondly call the Old Lady - the aircraft carrier Enterprise.

And Commander Harold B. Grow, Commanding Officer of the Air Station here. An old friend of mine.

Among the others here on my left sits Jim Kastner, a Naval flyer from Tucson, Arizona; Air Pilot Mike Harlan from Bellaire, Ohio, and Aviation Cadet Jack Duffey from Trenton, New Jersey.

Three Aviation Cadets from New York are sitting beside me. New York always seems to have a

big delegation wherever you go. The three are Cadets R. J. Meeker from Utica; Ken Webster from Moravia and Art Young from a little town called Filmore.

The group giving me moral support around the microphone also includes a Marine from New Castle, Wyoming; Sgt. O. V. Gallentine, who's learning to fly; Lt. Gerald Bogart, a flying instructor from Corry Field, and Lt. Winslow Pettingill, Executive Officer from the same field has just come from a lot of flying in Brazil.

Our Navy also trains air cadets from other countries here at Pensacola. For instance sitting beside me is Leading Aircraftsman Sammy Ditchfield of the R.A.F. Sammy's from Manchester. And Leading Naval Airman, H. J. Roberts from Birkenhead on the Mersey, representing His Majesty's Fleet Arm.

Sitting beside me at the microphone ~~xxx~~ on my right are two representatives of the Fighting French. Jacques Depotter from Paris. And Alfonse



DeFrance who prefers not to say what part of France he comes from, because all the other members of his family are under the Nazi heel and naturally he doesn't want to cause them any additional hardship. Incidentally, here is an item that just came over my private wire from New York, an item that will be of special interest to Jacques and Alfonse. It tells us that all those parts of the French Empire that are not actually occupied by the Nazis ~~will~~ or the Japs from today on will be under the authority of the Committee of Seven: Three civilians, and four officers of the French Army. It is expected that both Washington and London will immediately reorganize this committee.

I have mentioned all these young men simply to give you a rough idea of what the personnel is like here at this great naval base where Naval Airmen are taught to fly. Wonder if I have overlooked anyone? Hum! I have indeed. Two are sitting right behind me. One is Aviation Cadet Harry Darlington, from Pittsburgh. He is just a cadet. But, he happens to be the chief ~~of Cadets. Furthermore, before he became a cadet he~~

of Cadets. Furthermore, before he became a cadet he was a Lieutenant Junior Grade in the Navy. And, he resigned that rank to ~~gmk~~ take up flying as a lowly cadet. Harry Darlington's background includes even more than that. Remember when Admiral Byrd organized that last expedition to the Antarctic, the one that was divided into two parts, with half the expedition on the Bay of Whales and the other half in Palmerland? Well, this young flying Cadet was a member of the Palmerland party, and spent more than a year exploring that uninhabited realm of ice and ~~bleak~~ mountains, near the South Pole.

Which leaves just one man whom I have overlooked.. And he has a record that should entitle him to a special salute from all of us. He is Major Curtis E. Smith and he's one of that group of ~~imm~~ immortals to whom so many of us owe so much. For Major Smith is a former Flying Tiger.

And now, Solong Until Tomorrow.