

L.I. - Sunoco. Wed., Dec. 26/34.

That new Antarctic flight seems to be the greatest ever. Let's get the geographical facts straight. Deception Island is one of the South Shetland group, to the south of South America, between Cape Horn and the Antarctic continent. That's where Lincoln Ellsworth, Bernt Balchen and Sir Hubert Wilkins were. <sup>π</sup> Away on the other side of the Antarctic continent, opposite New Zealand, is the ~~xxxxxx~~ Bay of Whales, on the shore of which Admiral Byrd has his camp at Little America.

And now the report comes of an Ellsworth flight from Deception Island, <sup>over the sea and then</sup> all the way across the Antarctic continent to Little America. The distance ~~is~~ twenty-four hundred miles. The dispatch states that the flight was made by Lincoln Ellsworth and his pilot Bernt Balchen. It doesn't say whether Sir Hubert Wilkins was along or not. But Wilkins was the Polar expert and the planner.

Yes, it's a record. The previous polar record was set by Sir Hubert Wilkins himself, in the North, when in 1928 he flew from Point Barrow, Alaska, across the top of the world to Dead Man's Island, <sup>off Spitzbergen --</sup> twenty-one hundred miles.

In addition to these geographical facts in the human angle of Ellsworth taking off for Deception Island for a flight across the polar continent to visit his fellow explorer Admiral Byrd at Little America -- a visit for the holidays, a Merry Christmas - a Happy New ~~Year~~ Year call to the Antarctic.

It certainly will provide a theme for the geographical proceedings at the annual banquet of the Explorers Club in the Grand Ball Room of the Hotel Plaza Saturday after next, January fifth. It will be a Polar night with such veterans there as Stephenson of the North, McKinley who was on that first flight over the South Pole, Russell Owen who was with Burd on his first trip south. And they'll be telling how last year Ellsworth came to swift grief - never got off the ice, plane crushed in the Antarctic ice pack. And now he's done it. The dream of ~~it~~ his life. One of the greatest feats in the history of exploration. And immense credit should go to Bernt Balchen, and no doubt to that determined explorer Sir Hubert Wilkins.

## MANNING

An examination of the airplane in the latest heroism of the sky shows that it was actually falling to pieces when it landed. The motor was loose and about to fall out. The whole thing was coming apart. In fact, it was the breaking of the propeller in midair that brought about the episode, when one blade snapped and did plenty of damage.

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Captain Harry Manning was proclaimed a hero before, out on the sea - not in the air. His most famous exploit was ~~the~~ with Captain George Fried, when that mariner of many rescues, in command of the liner "Manhattan", rescued the crew of the freighter "Florida" in a great maritime exploit back in Nineteen twenty-nine. Manning, as Fried's first officer, was in command of the lifeboat which rescued the crew of the sinking ship. But it seems Manning ~~is not content~~ was not content with perils of the briny deep. He found his perils also in the clear blue sky. He was flying over a thickly populated residential section of Long Island when that little propeller-snapping act took place. The flying blade hit the plane and cut a wire, which prevented Manning from <sup>shutting</sup> ~~cutting~~ off his motor. The engine, with a terrific wrenching and tugging of one blade, was



being torn loose from the fusilage. <sup>And</sup> he couldn't stop the motor - that's the dramatic twist.

Of course it was a beautiful time to bail out. He had a parachute, and plenty of time. But he didn't do it. He saw all those houses down there below and he knew what would happen if he abandoned ship. The plane, with the motor roaring and the one-legged propellor still whirling, would have ripped through the houses and killed people. So he stayed on. He was blinded by spraying oil from the laboring and tortured engine, and he knew the plane was falling to pieces, but he stuck to the ship and with a pull of that single-arm-one-~~arm~~ propellor, made a landing at Roosevelt Field.

It's the after examination of <sup>the</sup> ~~a~~ plane that gives the story its full drama. When the mechanics looked her over they found that the twisting and jerking engine had broken off all the bolts that held it except two. It was hanging in the fusilage by those two bolts alone. In another minute they would have snapped, and the engine, with its straining and twisting of mighty horse power would have ripped itself out of the fusilage for an instant crash.



## ACCIDENTS

A strange fatality today, in those railroad accidents - both happening to the same train, different sections. It seemed the tragedy was complete when one section of the famous International Limited of the Canadian National Railway hit an open switch near Hamilton, Ontario, and plowed into the rear end of an excursion train. That excursion train had run onto a siding to let the whizzing express pass, but the open switch made that siding the middle of the road, a path of fatality. Fifteen fatalities, with thirty other people injured.

One section of the International Limited had come to disaster. But what of the other section? A few hours later that second section crashed into an automobile at a grade crossing and killed all seven occupants of the machine.

Yes, evil fortune stalked the tracks of the Limited.

LINDBERGH

The date of the Lindbergh trial is now finally decided. It's been January second all along, and it's still January 2nd -- next Wednesday. This was the final verdict today when Supreme Court Justice Trenchard held a meeting with the lawyers for both the prosecution and the defense. The reason why <sup>the date</sup> ~~that~~ had to be reaffirmed was the talk of possible delay which followed the sending of those pamphlets, presumably to influence the jurors.

The progress toward that much publicized trial was continued with the drawing of a special jury panel of forty-eight names. There's been a list of a hundred and fifty possible jurors drawn <sup>for</sup> some time <sup>now.</sup> ~~ago~~ From this, forty-eight were today selected and summoned to appear in court next Wednesday. From these forty-eight the final jury of twelve will be chosen, as the first important bit of action in the court drama. Of the forty-eight on the special panel twenty-seven are men and twenty-one are women. This is a considerable portion of women -- in a case which so emotionally concerns a

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child. I wonder what the attitude of the attorneys for the prosecution and the defense will be. Would a woman juror be more inclined to be severe -- or not? What do you think?



BETTY GOW

It is not surprising that Betty Gow isn't having anything to say for publication - neither when she landed from the steamship ~~NE~~ nor when she arrived at the home of Mrs. Lindbergh's mother, at Englewood, ~~where right now~~ nor right now as she's getting back into her household duties. Whatever rumor may have to say, it seems likely that Betty Gow's testimony will not be ~~of~~ any decisive *sensation at* ~~importance in~~ the trial of Hauptmann.

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Yet, of course, she'll be a necessary witness and will tell an affecting story on the stand. Her status in the Lindbergh household was more than that of a servant - a friend rather. She came to the Lindberghs as something of an expert, having had specialized training in the nursing of children in a large New York hospital. She was particularly beloved by the kidnapped baby. It was a family joke that the ill-fated child had learned to say "Gow" before he learned to say "mama". So it was she who put Baby Lindbergh to bed that tragical night and was the last to see him alive. This is what makes her an important witness, necessary to establish the setting of facts that went before the crime. And her testimony will be all the more *effecting*, as the pretty, slender,

brown haired Betty Gow <sup>has been</sup> ~~takes the stand~~ as reserved and silent as the Lindberghs themselves, the reserve ~~fixsilence~~ and silence of a sadness too deep to talk about. Returning from a trip to her native Scotland, she takes up her duties again as nurse of the second Lindbergh child.



ANDRUS

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A literary theorist might make a good case of the notion that the great American epic, if it ever were written, would <sup>tell of</sup> ~~be~~ the building of a huge fortune. Just as the Greek Iliad is a tale of Homeric heroes of battle, and the French Iliad might be a prodigious love triangle - so the American Iliad might tell the tale of a multi-millionaire piling up his millions. Anyway, New York's millionaire straphanger is dead - the ninety-three-year old Croesus-of-the-Subway-Riders. He was known for his immense wealth, one of the richest men in the world - also for the fact that in traveling from his Wall Street office to his home in Yonkers he always took the subway, dropped in his nickel and hung on a strap. His story would provide a few angles for any American epic of a great fortune.

A farmer boy of Pleasantville, New York, he made his first dollar by selling ~~xxx~~ fish bait to Horace Greeley, on one occasion when that renowned editor was out to catch a few trout. <sup>Then young Joe</sup> ~~Joseph~~ Andrus began his ~~fabulously successful career, when he rented~~ a furnished room above ~~the~~ a local general store. It didn't have any heat, was freezing cold. The young man persuaded the storekeeper to let him run a pipe through the floor, so that he could get a



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little heat from the pot belly stove downstairs, around which the farmers used to discuss politics in the traditional <sup>Westchester County</sup> cracker box fashion. That improvised heating system proved to be not only an excellent transmitter of warmth, but also <sup>of</sup> sound. Young Andrus could hear every word spoken in the store - all of the proprietor's private business. He learned that the store was losing money and overheard the reason why. He listened-in long enough to figure out a remedy. Then he made a proposition to the storekeeper to get the business out of the red, in return for a share of the profits. The storekeeper accepted, <sup>and</sup> young Andrus began ~~in~~ his career of money making.

Later he started a chemical ~~bx~~ business and that led him into oil - as an associate of John D. Rockefeller, in those early <sup>long before the days of Rockefeller Center.</sup> historic days of petroleum. And that put him in the multimillionaire class.

He attributed his success to two things - one of which was his grandfather's advice: # "When I was young", he used to say, "my grandfather told me never to be a banker." I heeded his advice, It has kept me out of trouble." He consistently refused directorships

in banks, and never borrowed money from them.

The second reason for his success was a big old-fashioned watch he carried to the end of his life, one of those time-keeping turnips of yore. He told how in his youth he had bought it from a spendthrift, a waster, who had squandered his substance. It taught him the folly of spending and the wisdom of saving. That was how he came to achieve renown as New York's millionaire straphanger. He gave away millions to philanthropy, but his economy was such that in his daily habits he never rode on anything more expensive than the five cent subway.



## JAPAN

In Tokyo General Araki is the supreme War Counselor. He addressed a gathering of school children and here's what he told them: "Japan", he said, "has always followed the lead of the Western nations. But now the time of international crisis is here. Be courageous, for the <sup>hour</sup>~~time~~ has come for Japan to lead!"

It has the ring of a Nipponese declaration of independence, independence of the guidance of the West.

At the same time, the Japanese Parliament has opened its annual session, with the Emperor Hirohito presiding. Right now it is preparing to pass the largest budget in the history of the Far Eastern empire. And it is expected to include one billion yen, for the purposes of defense. That comes to about two hundred and ninety million dollars for armament, of which new warships will be the most significant item.

Of course we don't have to be reminded that Japan has just terminated the Washington Naval Treaty.



## FRANCE

It seems that last week's news from France was a bit  
-- *I mean*  
premature - <sup>^</sup> the word that the French Republic would promptly  
follow Japan's example and denou<sup>u</sup><sub>^</sub>ce the Naval Treaty. With  
Christmastime and the holiday spirit helping along ~~and~~ a moderate  
spirit of reflection, the French have decided not to jump so fast.

The turn of naval events in Paris has involved a bit of  
dramatics. The proposed abandonment of the Washington Treaty was  
announced by the Minister of the Navy, Francois Pietri. Like  
Napoleon, he <sup>'</sup>is a Corsican. He ~~xxx~~ hasn't won any battle of  
Austerlitz or tried to conquer the world as yet, but he has the  
flaming Corsican spirit. He's a bristling and impetuous orator.  
~~He carried the Chamber of Deputies with him.~~ The Deputies <sup>still</sup> ~~do~~ love  
~~xxxxxxx~~ the good old French <sup>pyrotechnics!</sup> ~~kind of flaming eloquence.~~ The  
Corsican Minister's stirring phrases had the Chamber in a national-  
istic furore, ready to toss <sup>to</sup> <sub>^</sub> in the <sup>w</sup> <sub>^</sub>astebasket those Treaty  
limitations of the French navy.

But now Foreign Minister Laval has stepped in. His  
temperament is more suave and diplomatic. He doesn't disagree in  
principle with the Napoleonic Corsican enthusiasm of the Minister of

the Navy. ~~But~~ He too holds that France should have more warships. But he doesn't want to be too hasty and drastic about it.

So when the Corsican Minister ~~of the Navy~~ had the Chamber of Deputies all aflame for action, what did Foreign Minister Laval do? He resorted to that old enthusiasm squelching device - the committee idea. He called a joint meeting of two Chamber of Deputies Committee<sup>s</sup>, one on naval affairs and the other on foreign policy. Their discussion was ~~with~~ an enthusiasm cooler, all right. ~~When the two committees returned to the Chamber and talked things over with their fellow~~ ~~deputies,~~ There was a prompt change of policy - the new ~~policy~~ being that France will postpone her decision, will refrain from denouncing the Naval Treaty until the United State<sup>s</sup> and Great Britain have a chance to get together, talk things over, and try to draft a new treaty to take the place of the old one.



## PARAGUAY

8 It takes time for news to arrive from the secluded wilderness of the Gran Chaco of South America, so it's not surprising that Christmas tidings from down there did not come drifting to these latitudes until today. What kind of Christmas did they have along the fighting lines where the Bolivians and Paraguayans are facing each other?

The answer reminds us of what Captain Valentine Williams told us last night, about that first Christmas in the World War, when the British and German<sup>s</sup> called off the war for a day and flocked into No Man's Land, to fraternize with handshaking, singing and Christmas cheer.

58 1/2 Yesterday, the ~~Paraguays~~ Paraguayans and Bolivians felt the urge of the Yuletide spirit. In the morning they sang joyous Christmas carols in their trenches! Then, they staged a new drive, fiercer than ever, and the battle thundered its loudest on Christmas.

*The same - only different.*



ECUADOR

The traditional tramp who swiped the pie off the kitchen window sill ought to take a trip to Ecuador. He'd learn something down there. President Don Jose Maria Velasco was throwing a presidential party. Just as the festivities were about to begin, it was discovered that thieves had raided the pantry and swiped the food. They took even the champagne and the caviar.

Yes, the pie-swiping American tramp had better go to

Ecuador and learn something. Down there they took even the champagne and the caviar. And I suppose the <sup>equatorial</sup> presidential guests said to the President - so long until Manaña.