A message to the world came from

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the Vatican today. It deals with

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Pope Pius Eleventh has issued another encyclical, in which he makes a plea for those who are without jobs and are in distress. The Pontiff, as the United Press relates, calls for a charity

"We must," he declares, "appeal for a holy crusade of prayer, charity, and sacrifice in order to alleviate these cruel necessities, more particularly those of suffering children."

The International News Service quotes Pope Pius as mentioning the angels who will record in the Book of Life all the good deeds for suffering children.

And the Pope commands that priests of the Church everywhere must give all they can to relieve those in need. And if they need more they must get it from their superiors.

And along with the subject of unemployment goes that of disarmament.

Pope Pius, says the Associated Press, places a heavy blame on the armies and navies of the world. He declares that the wholesale building of machines for war is one of the causes of the present economic crisis.

And so in the encyclical issued today is a call for disarmament. And oct. 31st is set aside as a day on which the Catholic churches are to hold a demonstration of peace and charity.

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And another call for disarmament was made in Rome. The Grand Council of the Fascist party in a meeting today adopted a resolution that the world-wide depression must be cured by disarmament and a settlement of war debts and reparations. Mussolini presided at the meeting and stated that he has long been of the opinion that the only way to restore genuine peace and prosperity is to dispose of and wipe out all of the problems and disputes and tag-ends left hanging over from the World War.

Plans for bilding another churser.

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In the Navy Department at Washington economy plans are being pushed on and on. The New York Evening Sun today quotes Secretary-of-the-Navy Adams as declaring that his Department has under consideration a plan for laying up one-fifth of the American warships now in commission. The idea would be to have these vessels lie idle in the harbor to save the expense of running them. Secretary Adams also admitted that the number of men in the Navy might be cut down.

President Hoover has made it clear and positive to the Navy Department that Uncle Sam's sea-fighting force will have to get along with less money. The Navy Department has handed in a budget of 401 million dollars, but the President has said, "Nothing doing." He has ordered that the budget shall be cut down to 360 million -- a slash of 41 million dollars.

A good deal of controversy has been going on about the money to be spent on

the Navy. The government has curtailed the number of new ships to be built. Advocates of the Navy are warning us that we mustn't cut our power on the sea down too far in comparison with other nations. It is pointed out that instead of being equal with Great Britain on the ocean, we may sink to third place, with a fleet weaker than either the British or the Japanese. Fleets. But President Hoover answers with just one word -- ECONOMY.

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There was a lively skirmish in Boston today between striking longshoremen and the strike-breakers. Men fought with clubs and knives all over the fuge Commonwealth Pier, and several shots were fired. The United Press reports that fourteen of the fighters were injured.

A strike of longshoremen is on, and that's always liable to cause a row.

Phero Pangborn + Herndon
Coft Japan this evening on an
Coft Japan this evening on an
attempted non-stop flight right
across the Pacific to Seattle.

A cross the Pacific to Seattle.

Ply about 4, 4 60 miles non stop

Ply about 4, 4 60 miles non stop

Asthur D.
Blumberg.
Chief electrician
on wilkins vantilus
Det. 3, 1931p. 7 ->

I want to say a word or two now about batteries.—no, not about the batteries of your car and mine, although they certainly are important in our lives. Let's take a glance at the batteries of a submarine. We are all familiar with the fact that with an airplane the power plant,—the motor, is pretty nearly everything. Well, with a submarine, it's a case of batteries.

that submarine voyage of Sir Hubert Wilkins, in which for the first time in his tory a submarine took a dive under the Arctic ice, and went nosing around beneath the frozen surface of the Polar Sea. This week's Literary Digest, for example, reminds us of the vital part the batteries played in that fantastic adventure. The Digest reminds us that those batteries supplied enough current for 3000 motor cars, enough current in fact for the electrical requirements of a small city.

Lieutenant William Van.C. Brandt

discusses the electrical elements of the submarine in an article in a publication called EXIDE TOPICS.

explains that when operating on the surface that Wilkins submarine was driven by Diesel Oil engines, but the moment the under-sea craft took a dive why, then she ran under electric power, given by her batteries. Yes, and if those batteries go wrong why it's liable to be just too bad.

Well, perhaps you are wondering why I have gone off
on that subject of batteries. Well, I have a chap in the
studio here who is an electrician. He knows all about
batteries. Yes, and he also knows about that Wilkins expedition
into the Arctic. He is Arthur O. Blumberg and he has just
returned from abroad. What was he doing abroad? Why he was
a member of the Wilkins party. He was the chief electrician
aboard that submarine, the Nautilus, when she steered into the
Arctic and dived under the ice.

Arthur O. Blumberg is the first man of Wilkins expedition to return to this country. He was loaned to Sir

Hubert Wilkins by the United States Navy. He is a Navy man and holds the rank of Chief electrician's mate. The International News Service suggested that he had plenty to tell - if we could get him to talk. Well, how about it, shipmate?

Well, it certainly seems funny to hear Lowell Thomas' voice here tonight. The last time I heard it was about a month ago when I was up there with the other fellows aboard the Nautilus, about miles, from the North Pole. We picked up just two radio broadcasts while we were driving that submarine through the mids Polar ice. Both came from Station KDKA in Pittsburgh, and both were Lowell Thomas' nightly, review of the news.

It gave us a strange senation the first time we heard him. What do you think he was talking about? He was telling the news about us, about our submarine up there in the Arctic. Or rather, he wasn't telling any news. He didn't have any. He said nothing had been heard from us, and that we must have dived under the ice. Well, that was quite right. We had been under the ice. And that Lowell Thomas broadcast was the first word we'd had that the rest of the world was worrying about us

and thought that something might have gone wrong.

Yes, fellows, those dives under the ice were curious darn curious. You know we had trouble with the Nautilus right along.

Well, we were just getting ready to dive. I was down below charging those same batteries that Lowell Thomas has told you about, when somebody gave me a hail:- "Hey, Blumberg, the Captain wants to see you."

I went on deck. The broken ice stretched away in all directions. We were plowing through it. Captain

Dannehower said to me--: "I think we've lost our diving rudder.

Go aft and take a look."

He sent me because I was the most experienced of submarine man on board and was in charge of the diving machinery. I took a look. Yes sir, the starboard diving rudder was gone!

And boy, that made me colder than ever. It was a huge steel fin. We'd been banging against the masses of ice for days.

And let me tell you, those young icebergs hit us hard. In fact, one of them had hit us so hard that it

had broken the diving rudder right off.
It had snapped 4 inches of steel the way
you'd snap a lead-pencil

well, to dive without a diving rudder was a peculiar thing. In fact, it was very dangerous. But we did it. Sir Hubert Wilkins said we'd come all the way to within the miles of the North Pole just to show that a submarine could dive under the ice, and that we were going to show it. He's about the most determined without a diving rudder we had to do some peculiar maneuvering. In Captain Dannehower knew all the tricks. We flooded the tanks and then pushed the nose of the Nautilus under the ice.

We drove her forward so that she was pushed under the ice-pack, scraping her top against the bottom of the ice. We

had the top side fitted with two runners

of steel, like the runners of a sled turned up-side-down. And these went sliding

along the bottom of the ice. There was

a terrific banging and rattling and

thundering. The under surface of the

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The ice was irregular and jagged, and it was slam-bang all the way.

As I said, we did it -- we did it twice. We drove the Nautilus, for trips, under the Polar ice-pack. We showed enough to prove that a submarine trip beneath the ice to the North Pole is a possible thing.

Yes, and Sir Hubert Wilkins is the man who can do it -and by the way, you just wait for the story he has to tell you
when he comes back. I haven't even given you a hint.

Would I go back again? Yes, with Wilkins - and with a boat better adapted to the job.

As for Wilkins, and his knowledge of the Arctic and everything else - it was a hundred per cent. Yes, I'd go with him.

Well, Shipmate, I'd consider that a pretty exciting hint. But let's get out from under the ice, now, and go over to England. Political wiseacres are trying to figure out how Prime Minister Ramsey MacDonald can get himself re-elected to Parliament. General elections are to be held pretty soon in England. The latter part of this month is mentioned as the probable time.

Yes, Remsay MacDonald lost out in the fight he made last night. His old home-town comrades turned him down, turned him down cold. MacDonald comes from the quiet little Scottish town of Seaham. It was there that he became the leader of the local Labor party. His fellow-townsmen sent him to Parliament and in the course of time he rose to high influence and power. He became Prime Minister of Britain. Yes, and you can bet the folks back at Seaham were proud of him.

The Associated Press reminds us that when kkekk that dramatic financial crisis came

along in Great Britain Ramsay MacDonald broke with his own party. And now he is at the head of a government backed by Conservatives and Liberals, and opposed by the Laborites.

The Labor party turned savagely against him -- yes, and even the local branch his own home town.

Yesterday, kamsay MacDonald returned to seaham: He went to appear before his old organization, the local Labor party. He wanted to persuade them to change their minds. He was trying to win them over to his side.

And so last night he got up and made his plea before the assembled working men of the little Scottish town. He tried his best. He made a good an eloquent speech. He asked them to believe that he was doing his best for the salvation of Great Britain.

well, his old comrades were friendly toward him. At times during his speech he received a rousing cheer. But when it was all over -- it was thumbs down.

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The Seaham Labor party voted and confirmed the decision that Ramsay MacDonald, Prime Minister of Great Britain, was expelled from their midst.

Well, what's MacDonald going to do now? He says that he still has hopes that he may be elected as a Labor member from Seaham. He declares that if any element of the Labor party there asks him to run he'll do it.

The International News Service makes the comment that some of the Prime Minister's supporters in London are shaking their heads over this decision. They want him to stand for election in a district where he is sure to win. In England, you know, they have a way whereby a party puts a man up for election in any section it pleases. The Conservatives would like to have the Prime Minister be a Conservative candidate in one of those constituencies which the party has in its pocket. But the Prime Minister replies that he'd much rather run for election back in his old home town.

if he can find any section of the Labor party there that will ask him to run. Yes, there's drama in that.

99-31-5M

A significant report from Soviet Russia comes along this evening. A cable from Moscow declares that the Commisar of Communications has been removed from office. His name is Rukhimovich, and until today he was the big boss in charge of all the railroads of Russia. Well, he hasn't got that job any more. A man has been appointed to succeed him.

The Associated Press passes along the comment from Moscow that the removal of the head of the railroads is to be explained by the fact that the Soviet railroads are not doing so well. They're not operating with any particular efficiency or effectiveness. And so a new man has been put in to see if he can make the trains run any better.

A United Press dispatch from

Moscow tells us that seven officials of
the Soviet Timber Trust have been sent
to prison because of bad management.
They seem to have bungled the job. At
any rate, those Soviet timber operations

9 9-31 - 5M

1 didn't seem to be going any too well.

Pusaice The Northeastern Timber Trust shows a deficit of 30 million rubles.

I have a letter here from Lieutenant Commander R. W. Swearingen of the United States Navy who concludes his epistle by asking which club is he a member of - The Hole in One Club or the Tall Story Club. "please figure it out for me", pleads the Lieutenant Commander.

Well, I'll just pass this golf problem along to the members of the Tall Story Club for an answer.

"My tee shot", he writes stopped on the very edge of the cup. As I walked up to the ball, I noticed that a large grasshopper had climbed upon it. When I came nearer the grasshopper hopped off, and, the kick of the grasshopper's long jumping legs sent the ball into the cup."

Well, it's up to you Tall Story Club members to enlighten the Lieutenant Commander and tell him where he belongs - in the Hole in One Club or the Tall Story Club.

I don't know - in fact all I do know at this particular moment is that it's time to say,

SO LONG UNTIL MONDAY.