

DIXIE

In a story of terror at sea, let's begin with the three points of good cheer. First - the DIXIE is a staunchly constructed modern ship. It would take that kind of vessel to survive aground on a reef, pounded by a hurricane sea. The DIXIE can stand it, can take it, better than most. Secondly, rescue ships are standing by. Near the tempest lashed DIXIE is the United Fruit liner LIMON; and another craft of the same line. And, an oil tanker, the REAPER. And a Morgan Line ship, the OCCIDENTE.

All day the gale was too wild for them to attempt to take the passengers off. Now night is coming on. If worst comes to the worst, they might shoot lines over the DIXIE and rescue the passengers by breeches-buoy. But they are likely to wait until the weather abates. The third good point is - the weather is abating. The hurricane wind is slackening, along the Florida coast. It's still blowing a wild blast, but it's slowly moderating.

So these are the elements of hope to be rehearsed, as we contemplate a scene of terror of the sea. Tonight those people will pass through the wildest ordeal of their lives -

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two hundred and twenty-nine passengers and a crew of a hundred and thirty-one. You can imagine them: huddled in their cabins, listening to the roar, feeling the quiver of the ship, as each thundering wave piles over. Some of the passengers may be hardy enough to take a look at the hurricane-beaten deck, as the mountainous combers come lashing and foaming over the helpless grounded hull. But there's every hope that after a ~~night that~~ a nightmare ^{night} the day that will dawn will be a day of salvation for the passengers and crew aboard the DIXIE.

Sea-faring men in these parts have been saying today that the waters the DIXIE was navigating in the hurricane are among the most dangerous of this globe - the Straits of Florida, a maze of treacherous reefs. She had put out from New Orleans and steamed down the Gulf of Mexico. She had rounded Key West and was off the bend of Florida, when the hurricane drove her irresistibly toward the coast, and on to one of the reefs that line the off-shore. The DIXIE'S first report was that she had gone aground on Carysport Reef, but later it has been learned that she is stuck on a neighboring shoal, French Reef. ~~It is~~

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about ~~four and a half miles off the coast of Florida~~. She hit early this morning, long before daybreak, and ^{has hung} ~~stayed~~ there ever since. Her wireless antenna swept away, the crew rigged up a new one. They report various minor injuries among passengers and crew. The DIXIE seems bound to stay on the storm lashed reef through the night, but there's plenty of hope that there will be no loss of life.

FOLLOW "DIXIE"

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And, ~~that~~ hurricane has swept across the tip of Florida and into the Gulf of Mexico. But that doesn't mean the danger is over. ^{For Floridians.} In fact, we hear from Washington that the Red Cross has given the word to mobilize. All Red Cross Chapters in Florida are ordered to stand in readiness. That's because there's fear that the hurricane, having swept past the tip of Florida into the Gulf, might curl around and come blasting back on to the west coast. Those giant storms have a way of swinging around and doubling back.

As it roared across the Florida Keys, the big wind did plenty of damage. One fishing village is reported totally destroyed. ^RKey West is rejoicing because it was missed by the blasting heart of the storm.

Many parts of the southwestern coast of Florida are completely cut off from the rest of the country, all communications down. Nothing was heard for hours from a road construction camp where Six hundred and fifty war veterans were employed. They were isolated, as if in another world.

DIPLOMACY

We hear a good deal about neutrality these days.

Our own country wants to keep neutral. ~~xi~~ That being the case

it would be a good idea for us to take some lessons from ~~today's~~ ^{that}

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~~arbitration~~ ^{Commission,} ~~decision~~ The League of Nations ~~Arbitration~~ ^{are} ~~Commission~~

^{ve}
has been trying to figure out the rights and wrongs of those

border clashes between the Italians and Ethiopians:- ~~It was~~ one of

those you-hit-me-first- affairs. Who was to blame? The arbitration

business was tangled up in all sorts of verbal fireworks. ^{TF} The

Commission started out ~~to~~ consisting of four members, two Italians

and two representing Ethiopia. The two on the Italian side voted

unanimously for Italy and the two on the Ethiopian side voted with

just as great a unanimity for Ethiopia. All that, however, was

changed, when a fifth member was appointed, a neutral with the

deciding vote. This fifth member was Nicholas Politis of Greece.

Now the arbitration has been concluded. Today the

~~British~~ decision was announced.. What's the verdict? Who is guilty?

The decision is: Italy, not guilty-- also, Ethiopia not guilty.

Neither side to blame in those frontier fights. That's the height of

neutrality. The verdict of the Arbitration Commission was unanimous, also inconclusive.

Ethiopians however are saying that they think they got the best of it. That can only be because they were thinking

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all along that they'd get the worst of it.

This highly innocuous bit of arbitration comes as an overture to the grand opening of the League of Nations tomorrow. The tempo of the overture is adagio pianissimo, very slow and soft. And most observers believe that the League of Nations proceedings are going to be just as adagio and just as pianissimo.

Affairs in Geneva are jazzed up a bit by that spectacular oil concession the King of Kings decreed. Inevitably, the problem ~~of the Standard Oil Company~~ ^{of American oil interests} getting a gift of half the mineral resources of Ethiopia will come ^{up} ~~down~~ for League discussion. The general impression is that the international statesmen will ~~be~~ ^{deftly} slide right over it, as something of no great importance. They'll take the attitude that the fabulous concession is just so much pageantry ^{and} ~~in the~~ show business, and hardly ~~comes~~ under the heading of the real and the serious.

This Geneva attitude will be bolstered up by a declaration from Washington today - concerning those concessions. Secretary of State Hull declared that it won't make any difference to the United States whether or not the Emperor Haile Selassie

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has granted half of his kingdom, or whatever it may be, to any American interests, ⁰⁷² ~~to~~ whomever they may be. The Secretary of State explained that thus far he hadn't been able to get any real complete information about that astonishing weekend stroke at Addis Ababa. There's only one thing that he could say definitely about it, and he said it in these words - "that the concessions were made without this Government having in any way been consulted or informed."

As for sanctions, nobody in Geneva believes that the League will risk a general European war by putting the economic clamps on Italy. They'll talk about sanctions, but that's all. Even England seems to be losing her enthusiasm for League action that might cause a general European explosion. The British Empire is simply adopting a policy of watchful preparation. ^R This is emphasized by today's latest dispatches from England, ~~which~~ These tell us that two big ships are steaming from British waters to the Mediterranean. One is the troopship NEURALIA, which weighed anchor with thirteen hundred men and three hundred officers, bound for Malta. The other is the battleship BARHAM, hitherto attached to the British home fleet. She, too, is steaming for

Malta. These are merely two incidents of a general concentration of British force at that island stronghold, which occupies a key position south of Sicily.

Everything looks set for another League of Nations delay, the proceedings to be so adjusted as to put things off for another month. The League opinion is that Italy is certain to start the war within a month, and in this the opinion of the statesmen at Geneva entirely coincides with the opinion of Haile Selassie's government at Addis Ababa.

ETHIOPIA

The Ethiopians are looking forward to the Feast of Maskal, usually a time of gayety and revelry, but this year a feast of foreboding. The Maskal is a ceremony that marks the end of the rains, and it falls on September twenty-seventh. Addis Ababa believes the Italian drive will begin about that time.

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Today at the capital of the King of Kings, the first overt outright war ~~was made~~^{move} was made - the first troops sent officially to the frontier, a trainload of them over the French owned railway. There were five hundred men, non-descript fighters, some in uniforms, some without uniforms, some with modern rifles, others with guns of antique pattern. In box cars they entrained for the border of Italian Somaliland. Their commander expected to pick up more and more soldiers on the route, until he had twenty thousand under his command.

The dispatches describe this commander of the first Addis Ababa troops bound to the front as a fierce bearded tribesman, Hebte Miakel. He's a veteran fighting man. He was a young officer in the battle of Adowa, in Eighteen ninety-six, and fought like a lion in that bitter defeat of the Italians.

Italy has asked Ethiopia to allow two hundred Italian soldiers to go to Addis Ababa and act as guards of the Italian legation there. This Haile Selassie has refused, saying that his own power is sufficient to protect the legation against any possible trouble. Addis Ababa interprets this Italian request as a sign that Mussolini intends to leave his diplomatic representatives at the Ethiopian capital during the struggle. If that's true, it signifies that the Italians won't declare war and withdraw their ~~diplomatic representatives~~^{ministers}, but will go ahead under the guise of peace, as the Japanese did in Manchuria.

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CAMPBELL

Sir Malcolm Campbell achieved his life's ambition today, although he says he's going to try again tomorrow. He was out to do three hundred miles an hour in his roaring racer the "Bluebird." And let's say -- he did it. Although some captious mathematicians may wrinkle their brows and say that 299.874. is not three hundred. Of course it isn't. It's about two tenths of a mile less. But who'll quarrel about that?

Sir Malcolm made two runs in the "Bluebird." In the first run he beat three hundred miles an hour, beat it plenty. He did better than three hundred and four, ~~miles an hour~~. Then he had to do it all over a second time. The rules of the American Automobile ^{Association} ~~organization~~ demand that an official speed record shall be made in two trips over the same course. After Sir Malcolm had made the dash ~~in~~ the second time and the speed for the two runs was averaged up, the figure came out 299.874.

That smashed and shattered the previous record made by Sir Malcolm ~~Campbell~~ himself. And it certainly should achieve that life ambition of his, although he's going to ^{do it all over} ~~try for the three~~ ~~hundred~~ again tomorrow.

It was a drama of haste and hurry that blazed on the

salty sand of a dried up lake-bed in Utah. The British monarch-of-speed-on-the-ground sought far and wide for a long-enough, flat-enough, smooth-enough bit of earth. He had to have it flat and smooth as a billiard table, for that terrifying swiftness. And he found it, out there in Utah where in the dim past a broad lake laid down a perfectly flat bed of sand and salt; and then in the course of ages the water dried and a glistening floor was left. There today a thundering power of machinery on wheels went faster than wheels have ever gone before.

Sir Malcolm Campbell is the head of the British branch of the Fox Movietone Newsreel. He said before he came over this time that if he did three hundred he would quit the speed game and be content with the whirl of film through the projection machine. So now in spite of that fractional discrepancy, and even if he doesn't do three hundred tomorrow, he can say to himself in good conscience that he is through with the perils of the breakneck dash -- and back to the newsreel.

NAVY

A lot of criticism by flying men is being met -- with a new navy section of aeronautics. ~~The flying service~~, aviators, plane designers and craftsmen are getting a ^{division} ~~piece~~ of their own. Naval aviation is to be a separate branch in American sea power. This comes in an official announcement that answers one complaint that naval flying men have been making - that they've been compelled to do sea duty, ordinary ship duty. The rules of the navy have been that every officer must go to sea on a warship for a certain portion of his time in order to qualify for promotion. Meaning -- that flying ~~xx~~ fighters have been taken away from their own particular task and put to work on duty entirely out of their line.

There was plenty of criticism when the Navy lost its crack dirigibles, the AKRON and the MACON - because the big ~~xx~~ sky craft were not manned by the acknowledged dirigible experts. *Some* of these experts were ^{said to be} on sea duty, according to the routine rule.

When the MACON cracked up, the congressional inquiry wanted to know why Lieutenant-Commander Rosendahl, the top dirigible man, had been taken from the MACON and was pacing the deck of a warship.

But that'll all be changed now under the new Navy Division

of Aeronautics. The flying men won't do any sea duty. They'll stick to cloud duty.

ROOSEVELT

President Roosevelt's been having a busy time of it at Hyde Park. It's his vacation, but he's been hard at work -- vetoing. We've been hearing about those signing ceremonies at the White House, with the Chief Executive putting his signature on important bills, turning them into laws. But now it's been just the opposite. He's been vetoing bills. He ^{has} just said No to seven pieces of legislation that Congress passed. The most important was one to to give bonuses to fifteen thousand soldiers who were in the Philippines at the end of the Spanish-American war. The President says that these soldiers at the time of their service were given allowances for travel and two weeks pay as a bonus. So he ^{adds:} ~~has~~ Veto.

Four of the bills he ^{has} turned down propose ^d to give benefits to individuals among former soldiers. One had to do with cotton and another with income tax rebates.

Yes, the President has been busy. Certainly he hasn't time for any extra jobs.

At Hyde Park, ^{in Dutchess County,} where the presidential Summer home is, there's a local woman's club. It is holding a meeting tonight in

the home of Mrs. Moses Smith. The woman's club thought it would be nice to have a prominent lady address the club tonight, something like the First Lady of the Land. ~~So~~ They asked the First Lady.

8 1/2 Mrs. Roosevelt said "Yes, indeed." So the cards went out and the Hyde Park Woman's Club was set for a big evening.

In the meantime Mrs. Ickes, wife of the Secretary of the Interior, was killed in an automobile accident. Mrs. Roosevelt has gone to Chicago for the funeral. That left the Hyde Park Woman's Club with a large gap in the program. Who would take ^{Lady Eleanor's} ~~Mrs. Roosevelt's~~

place? The ladies had no answers. They were left with that helpless feeling. Then the answer came from the Summer White House. The place

9 of ^{the} ~~the~~ First Lady of the Land would be taken by the First Gentleman of the Land. So tonight the President of the United States is pinch-hitting -- making a speech to the ladies assembled in Mrs.

1 1/2 Moses Smith's parlor. [¶] The President is about to begin a speech, and Jim is about to end a speech -- ~~Will bet he will make a good speech~~ and so long until tomorrow.