

P.L. - Sunoco. Thurs, May 25, 1939.

BERGDOLL

(The famous draft dodger, Grover Cleveland Bergdoll, *today* arrived at New York aboard a German liner. After twenty years of exile, he returns with the intention of serving a prison sentence - punishment for having evaded army service during the World War. The story of the Bergdoll homecoming is succinctly told by an official army bulletin issued at Governors Island.

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The statement reads: "Major General Hugh A. Drum, Commanding General of the Second Corps Area, United States Army, Governors Island - announced today that Grover Cleveland Bergdoll, World War draft evader, was taken over by military authorities this afternoon. Bergdoll was brought to Governors Island," the statement continues, "and is in confinement in disciplinary barracks at Fort Jay."

So the army gets Bergdoll after all - twenty years after, he, the son of a rich German brewer, fled the United States to avoid fighting against *his Father's Fatherland.* ~~Germany~~. The Army didn't have an easy time getting him - not even today with Bergdoll returning to take his medicine. The Labor Department wanted the Number One draft dodger, intending to put him on trial before the civil courts. And in this the

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~~Navy~~ Department was backed up by the State Department. But they had a consultation with the Department of Justice, which decided that the War Department is entitled to Bergdoll. So now the War Department will try him under military law - court-martial.

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Tonight Grover Cleveland Bergdoll is in prison in Fort Jay, on Governors Island - ~~and he is~~ held incommunicado.

The army authorities refuse to let him be interviewed by the newspaper men, won't allow him to make any public statement as to why he returns from Germany, ~~x~~ against which he refused to fight - willing to serve a prison term to get back to this country.

RUSSIA

Paris reports that Great Britain and France have agreed on a new offer to be made to Soviet Russia. Red Dictator Stalin wants an outright military alliance - but Great Britain has been fighting shy of any Communist tie so drastic as that. (Paris has been urging London to make concessions to Moscow, and now we hear that the two capitals have reached a complete agreement. They're offering Moscow a treaty whereby Great Britain and France and the Soviets will guarantee military aid in case any one of the three powers ~~is~~ is directly attacked.) Direct aggression. They'll also guarantee military help if any of the three powers should be attacked while protecting Poland or Roumania. Britain and France will go to the aid of the Soviets, if Stalin's Red army should get into a war by protecting the little states along the Baltic.

These are the terms reported, ^{and of course} ~~PRESENCE~~ they're directed strictly against Hitler's Germany.

Meanwhile, Moscow reports a great increase of the Red army. Today, the Supreme Soviet was handed a budget which provides that military expenditures shall be increased by fifty per cent. Give the Red army half again as much as it has been getting.

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Great Britain made a protest to Japan today -- and it's said to be a strongly worded complaint. The diplomatic note was handed ~~out~~ by the Commander-in-Chief of the China Station, ~~and it was handed~~ to the Japanese naval authorities at Shanghai and Amoy. The protest denounces the action of a Japanese warship in stopping a British merchant steamer near Hong Kong, and demands that no such thing be allowed to happen again.

It's all part of a blockade that Japan has started along the China Coast -- a blockade designed to prevent military supplies from reaching the Chinese Army, and also no doubt to check the commerce of the Western Powers.

Today's British note admits the right of Japanese warships to stop and investigate vessels flying the British flag when there's some reason to doubt that such vessels are actually British owned. As for the ship which the Japanese war ~~ship~~ ^{vessel} stopped near Hong Kong, today's complaint points out that it's a well-known craft that has been trading at Far Eastern Points for several years -- and there could be no doubt about its really being British.

PALESTINE

Today witnessed an episode of violence in Palestine, ^{at}
the Port of Haifia. ~~An~~^{an} automobile went racking through the
Arab quarter. In the car were three Jews, who opened fire on
the Arabs -- and wounded five of them. The Moslems promptly
retaliated when mobs of them attacked Jewish inhabitants, and
stoned them. There was a general free-for-all - until the police
intervened.

KING

King George today gave out a statement which sounds like things we've frequently heard about the United States. But of course they apply to Canada as well. At Regina, in Saskatchewan, the sovereign spoke of - "men of diverse races achieving unity through a common Canadian citizenship." And he said that proved the advantage of democratic institutions.

As the King and Queen continue their journey westward, King George is avoiding handshaking as much as he can. He has a couple of bruised fingers, which he got in a door jam - making handshakes rather uncomfortable. And of course everybody wants to shake the royal hand.

SURVIVOR STORIES

Today's news concentrates on the stories told by the survivors of that harrowing adventure on the bottom of the sea, and there's one man's story in particular that flashes with vivid interest. All the survivors of the SQUALUS are agreed that they owe their lives to ~~an~~ ^{the} electrician's mate, Lloyd Maness. With water pouring into the after part of the submarine, it was the electrician's mate who closed the bulkhead door and kept the water from flooding the forward compartments - where the survivors were. It was a tremendous feat of physical strength. The rush of water and the angle at which the sunken sub was tilted made the closing of the bulkhead door an exploit of sheer muscular power. It was also an act of judgment, a dreadful decision. For Lloyd Maness knew that by closing the door he was dooming the men in the ~~in~~ flooded forward part to certain death. As it was, he held the door back in that frightful emergency, held it long enough for five men to get through and escape from the flooded forward part. So let's hear the story of Electrician's Mate Lloyd Maness as he himself tells it.

"The water was rising rapidly," he relates, "and I

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realized that time was short if I was going to close that bulkhead door. Due to the angle of the ship, and the fact that the door opened from a down angle, I had to use all my strength to swing it into place. I had partly closed the door when several men shouted to me from the rapidly filling after-battery-room. They yelled, 'Keep it open! Keep it open!' Thereupon I let the door slip back on its hinges."

He held it back while the water poured in - and while five men came through. "I immediately swung the door shut, and turned down the watertight screws. There were no orders issued to close the doors," he adds, "inasmuch as this is considered 'at the bulkhead guard's initiative.'"

On his own initiative he saved thirty-three lives - and a terrifying initiative it was! Lloyd Maness/said moodily today: "It was not until the first impulsive action was over that I began to realize the awfulness of the men's situation in the after section. I realized of course that there must have been men trapped in the flooded compartments. Particularly," he said brooding, "I thought of Sherman Shirley, my chum, whose best man

high that morale was - the keeping up of courage, gaiety, confidence. For ^{the} long twenty-four hours in the sunken shell of steel, icy cold and damp, they lay wrapped in blankets, with the air growing thick and heavy for their breathing - there in the pitch black which was only ~~lightened by the~~ lighted by the gleam ^{the} of flashlights they had.

There is one thing in this epic of submarine mishap that still cannot be told - just how the accident occurred, just what caused the SQUALUS to sink. It is knowⁿ of course, that the main induction valve failed to close, **B**ut why? There is some mystification about it all. ~~Commander~~ The Commander, Lieutenant Naquin, states that the submarine had dived to a depth of fifty feet and had levelled off, before water began to pour in. The man in charge of the controls regulating the valves was machinist's mate Alfred Prien. Here is his story:-

"I received the signals," he relates, "that the dive was about to begin. I pulled the proper controls, and closed the main induction valve so the water would not enter the submarine when we dived. Everything indicate^s," he continues, "that the

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I was to be next Sunday - when he was to marry a Dover girl. In fact, I had a talk with him just before the final dive. I've forgotten now what he said, but it had something to do with Sunday's wedding."

That is the deepest dramatic note in the epic of the SQUALUS - the heroic exploit of the electrician's mate, who saved thirty-three and dared not think of the other twenty-six - one of them, his own chum who was to be married next Sunday!

Today Lloyd Maness philosophies it this way:- "At such times there is no time for sentiment. We are trained rigidly to act - so I gave no consideration to the fate of my shipmates, any more than I would have expected similar consideration had I been in their place."

This emotional note is deepened when the story goes on to tell how the submarine Commander, Lieutenant Naquin, gave orders that there should be no talk ^{about the} ~~of the~~ men in the flooded section - there must be no mention of them. This command he gave to keep up the morale of the thirty-three who were trapped in a living coffin at the bottom of the ocean. Every story tells how

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valves were working properly and that the main induction valve was closed - because lights flashed on, and a light will not show up unless a valve is closed.

"We descended to fifty feet," his story continues, "As the ship levelled off, a message came to the control room that water was coming into the engine room. We could feel the pressure of the ship change. I checked the control board lights," ~~but~~ he insists, "and saw that every valve was working properly. None of the lights showed that there was any trouble with the valves. I was still looking at the control board," he repeats, "and could see that all the lights were on and this meant to me that all the valves were closed - and I couldn't understand what had happened."

The valve man couldn't understand, nor apparently can anybody else. Today the Navy Department sent word to the Naval Affairs Committee of the House of Representatives - word saying that it's impossible at this moment to tell what caused the sinking of the SQUALUS, what caused the failure of that main induction valve. The Navy report states, "It will be impossible

to determine until the submarine has been raised and the valve examined."

As this report was submitted, Representative Flaherty of Massachusetts was moving to introduce a formal resolution for a congressional investigation into the disaster of the SQUALUS.

SUBMARINE

Today ^{the Navy had} ~~we have~~ hard luck again in those rescue operations off Portsmouth, New Hampshire - hard luck last night and once more again today. ^{The} A lucky thing is that the strokes of bad luck occurred after the last man had been taken from the foundered hull of the SQUALUS. The last batch of survivors was being brought up last night, when something went wrong with the rescue chamber, something jammed, got tangled up. And the diving bell, with survivors in it, was stuck down in the water for hours.

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This afternoon a diver descended to the submarine, and his line was fouled. He had to be untangled and taken up, and a second diver was lowered. All this in the last melancholy labor of finding out whether there may still be someone alive in the flooded compartments of the SQUALUS. There's really no hope, the Navy commanders admit that. They're just carrying out the last hopeless detail before making a final gloomy report - twenty-six men lost.

SUN OIL

The rate at which accidents to industrial workers are being reduced year by year is one of the cheering things in the industrial picture. Eleven years ago a nation-wide safety crusade was put on by the Oil Industry, and the record shows a decrease in accidents every year. In 1938 industrial accidents were 59.5 per cent less than in 1926. This we learn from a statement just issued by the American Petroleum Institute.

The Sun Oil Company, ~~has been~~ active in this crusade, has had an interesting experience. The company promotes a wide variety of social and athletic interests among its employees. ^{And} ~~these~~ ^x activities ~~social and athletic~~ are found to have a direct effect in cutting down the accident record; ^{promoting} ~~they promote~~ ^x safety! _x

PRESBYTERIAN

Today a new head of the Presbyterian Church was elected -
the moderator, as he is called. The Presbyterians broke all precedent.
For the first time in history they elected a Moderator who is not
a minister, not a clergyman at all. And the new head of the American
Church is not even an American citizen -- though he is married to an
American wife. ~~She is the~~ niece of Buffalo Bill.

The profession of the new Moderator is farming -
farming in India, far off Hindustan. For thirty-five years ~~Bill~~ Sam
Higginbottom has devoted his life to the improvement of agriculture
in India - advisor to the great Maharajahs in their agricultural
problems, and a benefactor to the poor Indian peasant. A few years
ago, Princeton conferred on Sam Higginbottom the degree of Doctor of
Philanthropy, not Philosophy, philanthropy. The first time any such
degree was ever given, and some thought it was invented specially
for Sam Higginbottom - who now becomes Moderator of the Presbyterian
Church.

SURREALIST

~~There's~~ news from the world of art, a new modernistic masterpiece by that supreme surrealist - Dali. Not the kind of dolly that a little girl cherishes, but the Dali who gives people the heebe-jeebies with his weird ~~and wonderful works of~~ art. The surrealist maestro has created a new one, which is to be put on exhibition at the New York World's Fair. It's called - "Dali's dream of Venus," and you can guess what a tough time the poor goddess of love has when Dali dreams of her. We are told that there will be - refracted females in liquid action. The subconscious mind of Venus will be expressed by - exploding giraffes. There will also be - an underwater fireplace. Now there's an idea - having a fireplace under water, just to be sure the fire won't burn!

We are also told of walls that breathe - the walls heave a great sigh. On one side are crustacean torsos and on the other are soft boiled musical instruments, to play soft music no doubt. I don't quite understand it all - guess I'll have to ask Nelson Rockefeller about it at his Museum of Modern Art.

So for the moment we'll have to do without an explanation of the

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liquid females, the crustacean torsos, the underwater fireplace,
the soft boiled musical instruments, and the exploding giraffes.

~~And So Long Until Tomorrow~~

Oh yes, and here's something
loonier still - Tony Galento
playing Romeo; in Romeo & Juliet.
Two Ton Tony will do the balcony
scene with Nancy Carroll - on
the radio tonight. And the Nine
Old Men will play Ford Frick's
Furnes in Bronxville on Decor-
ation Day. And e-l-u-t-u.

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