

L.T. - SUNOCO. THURSDAY, JULY 14, 1938.

GOOD EVENING EVERYBODY:

The keynote tonight is this one bald fact -

(Howard Hughes landed at two thirty-seven P.M., Eastern Daylight

Time! ~~which was~~ Earlier than expected! The worst leg of the

flight was the tremendous hop all through the night, twenty-four

hundred miles from Fairbanks, Alaska, to Minneapolis, a flight

through storm, wind driven-rain, terrifying weather conditions.)

And yet this afternoon he circled the field twice at Floyd Bennett

Airport, and ~~landed~~ - earlier than expected. Yes, that's the

keynote - earlier, less time, faster, (the record smashed more

~~completely~~ more than in half. He cut it in half, ~~to~~ flew around the

world in four days less than it took Wiley Post. Howard Hughes

circled the globe in three days, nineteen hours and seventeen

minutes.)

There's no describing the tumult and ovation, almost a

riot, that greeted the landing. Thirty thousand people crowding,

46

pushing and storming, to be there on the historic occasion.

And Hughes exclaimed when he landed - "This crowd is frightening me more than anything in the last few days."

know The powerful plane, the NEW YORK WORLD'S FAIR, *as you*
then flew away to the east last Sunday, a flying thing of shining
brightness. It returned a dull, drab grey, coated with the grime
of Europe, Asia and America. The first sight seen of Hughes
was through the window of the cabin, *that* a battered old soft ~~hat~~ hat,
the same he wore when he left, a weary face black with four days
of beard, and a shirt grimy with the grease of motor lubrication.
All this he summed up when he said: *"I'm going now"* ~~for~~ for a bath, a shave
and some sleep."

47
Howard Hughes is not a man of many words. So one more
quotation from the little he said, will suffice: "This is the
best crew in the world," he ~~ex~~ claimed when he landed. Which, from *the*
taciturn ~~the master~~ aviator, was the highest tribute for Navigators Harry
Connor and Thomas Thurlow; Flight Engineer Edward Lund, and
Radio Engineer Dick Stoddart.

Well, they landed, those circumnavigators, the latest

and swiftest successors to Magellan. And the crowd stormed to give them a triumph, notables were there to give them honor, wives were there to welcome them back - three wives. Harry Connor, Thomas Thurlow and Dick Stoddart are the married men of the circumnavigating five. And the Missus of each was on hand. Nobody ~~was~~ there to greet Ed Lund - though he's engaged. His fiancé did wait for him, until the strain and anxiety of the last few hours were too much for her. She fainted, was taken home ill. No wife or fiancé was there to greet Howard Hughes. Yet the story is that there was a phone call to the flying field shortly ~~xxx~~ before the landing, and a telephone number left for him to call - ~~xxx~~ Katharine Hepburn, the actress. The names of Howard Hughes and Katharine Hepburn have been linked in gossip of romance.

So perhaps there's a meeting this evening, who knows? *But first there will be a great reception for Hughes in the Serf Room at the Waldorf - and perhaps she will be there.*

Among the myriads of human beings who watched the dispatches of the flight, was one ~~keenly~~ *tensely* interested in it -

I myself. I know Harry Connors. And, as I said the other night, Globe-girdling Engineer Dick Stoddart, was the N.B.C. sound engineer on this nightly program of ours. Yes, and Howard Hughes

48

is also a program friend of ours - was on the air with us one night a couple of years ago, right after one of his famous speed flights. ^P But there's a thing I did not mention Friday night - a thing so apt this evening that I can't help speaking of it. Some months ago a magazine asked me for an article about the man I considered the most successful human being I'd ever met. And I picked Howard Hughes - because he inherited many millions, so often a handicap to a son of a millionaire father. Because, as a mere youth with a fortune, he went into motion picture production in Hollywood, and that seemed like a prize

occasion for a gilded
~~occasion for a gilded~~ youth to drop a million or two. But

Howard Hughes made an astounding success of motion picture production, *made a million or two out of*
~~and turned out one of the most money coining hits~~

"Hell's Angels." That alone makes a thrill ^{er} of a success; but

^{then} Hughes gave up motion pictures for aviation, and with ~~swift~~ a swift succession of dazzling flights put himself among the world's top

rank~~ing~~ flying men. That was his record several months ago, when

I wrote ^{that} I thought he was the most successful man I ever knew.

^H What can I say on that theme tonight? *Well -* There simply are not words for it.

So no wonder I watched the dispatches of the flight with a tense interest - because I had more friends in it than in any other sky voyage - except one. Yes, ~~there is an~~ ^{one} exception.

It happened that fourteen years ago, Nineteen Twenty-Four, I was appointed to write the story of the first world flight, man's first circumnavigation by the sky route. Army fliers, and I flew part of the way with them and knew them intimately. Four planes set out, and two made the full circuit, piloted ~~by~~

respectively by Lowell Smith and Leslie Arnold, Eric Nelson and Jack Harding. The first sky circumnavigators. It took them five

and a half months to make it. And Howard Hughes's flight took a little over three and a half days. And the army flyers ~~took a~~ ^{went by a}

vastly longer route, twenty-six thousand, three hundred and forty-five miles, compared to the Hughes itinerary of fourteen

thousand, eight hundred and twenty-four miles. That was because the first world flight could not cross the vast expanses of

Inner Asia, where there were no flying fields - had to skirt the shores of that greatest of continents, couldn't take a direct

^{So} route. [^] They stopped in a score of countries, held up by ~~it~~

50

blizzards in the Arctic, lived for days among the primitive islanders of the Aleutians, made forced landings in French-Indo China, had desperate adventures amid sand storms over Asiatic deserts, dodged among icebergs between Iceland and Greenland, and lost a plane in the North Atlantic. Sixty-nine stops! Hughes made six.

51
The story of the first aerial circumnavigation of the globe I wrote in a fat book of over three hundred pages, called "The First World Flight." You could write the Hughes story in one short article: Started Sunday. Came home Thursday. No adventures.

One of innumerable adventures ~~in~~ on the first ~~was~~ world flight was -- the four planes flying down the Alaskan peninsula. The flight Commander, Major Frederic L. Martin, caught in a fog, ran into a mountain, crashed on a ledge just on the edge of a thousand-foot precipice. Major Martin and his co-pilot wandered for days in the snow until, finally, half-starved -- exhausted -- they came to a fishing cannery on Bering Sea.

I could go on telling First World Flight adventures for an hour -- just to show the difference between the sky

circumnavigation of fourteen years ago and the world flight
so swiftly completed with the landing today. That first time
there were endless delays, while tonight the keynote is --
earlier than expected!

BATHELT

52

The full story of the ~~swimming~~ cement coffin case was made public today -- with emphasis on the perplexing theme of motivation. What motive was there in the crime? John Paul Bathelt, Jr., a twenty-six year old New Yorker of wealthy family, reared in opulent surroundings, property, leisure, -- a devotee of sports -- why did this fortunate and well-placed young man murder an obscure race track hanger-on? (What ~~motive~~ motive could there be in that crime that sent John Paul Bathelt to a life sentence of imprisonment.) The reports have been, as I said last night, that it was something connected with horse racing and betting. And that is confirmed tonight with a story worthy of ^a mystery melodrama. ₁

Bathelt, the young sportsman, was interested in racing and betting, and thereby he met a race track tout, Charles Morris, who was nicknamed -- the Jeep. Racy name that -- the Jeep. (The two men, so different, so oddly assorted -- became interested in a race-track touting venture.) The Jeep took ~~Bathelt~~ Bathelt into a tipster scheme, making money by giving tips on the races. Then the two fell out for a familiar reason -- the division of the spoils. They were

57
driving in Bathelt's car along a road in Massachusetts, and Bathelt accused The Jeep of double-crossing him, in whacking up the tipster money -- The Jeep gypped. They ^(had) ~~had~~ a violent quarrel, The Jeep answering back savagely. The young sportsman flew into a murderous rage, whipped out a pistol, and killed The Jeep.

The deed done, and you can fancy the horror and ~~the~~ terror that followed for Bathelt. Twenty-six years old, one of the happy and ~~the~~ fortunate in life -- ~~and he was~~ just married, he and his bride not long from their honeymoon. And there he was -- with a murder on his soul and ^{the} ~~a~~ murdered corpse with him in the car. No wonder the story given out today tells how Bathelt rode around for hours, drove aimlessly, went speeding madly -- with the body in the car. Long hours later he drove to his cottage, ^a ~~the~~ summer place he rented at South Hadley, Massachusetts. And he took the body into the basement, which had a cement floor. And ^{there} ~~he~~ buried it in cement. That's why they call it the case of the cement coffin.

54
All this occurred a year ago, July of 1937. And the cement coffin remained undisturbed for nine months. Last spring, in March young Bathelt, with lingering terror in his soul, fell into a new state of ^{fear.} ~~terror.~~ Spring and summer coming on, people moving to the summer resort -- he was afraid the secret of the cement coffin would be discovered. He went secretly to the cottage, took the body of The Jeep out of the cement, weighted it and sank it in the Connecticut River. But three months later ~~xx~~ the mortal remains of The Jeep arose to the surface and were discovered by a picnic party of Sunday school girls. So the murder was out and now John Paul Bathelt is serving a life sentence in prison.

~~And now~~ ^{all} what does that bring to mind, what tragic irony? ^{Why that other} ~~look at that~~ heir to a fortune, a millionaire's son -- Howard Hughes. Contrast indeed, ~~and~~

~~SO LONG UNTIL TOMORROW.~~

OLYMPICS

25
All ^{of today's} ~~this~~ world flight news takes us right on to the story ~~that is~~ ⁱⁿ next ~~of~~ importance tonight - the Olympic Games, which almost any day would take the top headline place. What's the relation between Howard Hughes's stupendous circumnavigation and the Olympic tidings from the Far East? Let's remember, first of all, that the name of the Hughes plane is - NEW YORK WORLD'S FAIR, and that the chief of the prodigious globe-circling exploit is Aviation Director of the Fair.

Let's see how this ties to the headline from Tokyo - Japan calls off Olympic Games! Today, the Mikado's Minister of Welfare made an official recommendation that the games, scheduled to be held at Tokyo, be cancelled; Because of war conditions, war finance, the expense of staging the great athletic show, the using up of materials that Japan needs for the struggle in China.) The recommendation ~~of the Welfare Committee~~ was submitted to the Tokyo Cabinet, which will announce its decision tomorrow. (Immediately there were repercussions all over the world. For example, a dispatch from Rome - with the Italian Olympic Committee expressing the hope that the Japanese Cabinet will turn down the Welfare Committee

advice and will go ahead and hold the games just the same. The word from Tokyo is otherwise - it states that the Cabinet will undoubtedly okay the recommendation, and call off the Olympics - so far as Tokyo is concerned.

What does the World Olympic Committee say, in behalf of the international organization? That's quickly answered by a declaration made by Count Baillet-Latour, the Belgian President of the International Olympic Committee. The moment the Japanese news became known, he was asked if the games for Nineteen Forty would be abandoned altogether. He answered quickly - "Certainly not." And he amplified that by saying: "If Tokyo decides not to hold the games, there will be a meeting of the International Olympic Committee, ^{Bye-a} at which we will decide where the games will be held."

This was echoed on our side of the water by Avery Brundage, Chairman of the United States Olympic Committee. He declared the Nineteen Forty games would be held - "unless," as he phrased it, "the whole world is at war."

The Tokyo announcement is accompanied by the pessimistic

57
1
opinion that now no country ~~was~~^{would be} likely to offer to stage the games, the year after next, because of the short time for preparation. It seems to take a full four years to get ready for the mighty circus of athletics. Two cities might seem the most logical for consideration - London and Helsingfors. Because the capital of England and the capital of Finland were both in the running, under consideration - when the games were awarded to

Tokyo. ~~R~~ However, the Japanese comment about the difficulty of getting prepared in time, puts attention upon still another city. Today, a swift invitation was tendered! - "Come to New York!

Bring the Nineteen Forty Olympics to the American metropolis!"

The invitation is extended by Grover Whalen, President of the New York World's Fair, who offers the Fair grounds for the international athletic meet. The Fair is for NineteenThirty-Nine, next year, and Grover Whalen points out that the magnificent grounds prepared will be available for Nineteen Forty. He says

his invitation doesn't mean that the Fair will be extended over into Nineteen Forty. Merely - the ~~magnificent~~^{vast} accommodations will ~~all~~^{all} be available for Olympic use, ~~a~~^{a city} ready and easily ~~to be~~ adapted

for the purpose of the Olympics. ^{Yes —} That might be one answer to the Japanese pessimism about the time needed for preparation.

So you see how the Olympic news ties to the epic world flight - with the plane named NEW YORK WORLD'S FAIR, and Howard Hughes Aviation Director for the Fair.

ROOSEVELT

Well, one thing seems to tie in with another this evening - for here's some news about President Roosevelt in San Francisco. There he spoke about the great San Francisco World's ~~Fair~~ Fair, and pressed upon the point as a theme for discussion - New York and San Francisco each staging a world's fair in the same year.

8 1/2
"It has been suggested," says the President, "that it was a mistake to hold two expositions ^{at} the same ^{time.} ~~year~~" "But," he added, "I cannot agree with this because it seems to me that each is a supplement to the other. Thousands of Americans will plan to visit both of them this summer - to see both ends of our wide nation."

59
Then the President added the comment that the two fairs, on the Atlantic and the Pacific, will stimulate visiting foreigners to cross this nation. "Too often," said President Roosevelt, "we are judged by those from other lands who spend a few hurried days or weeks on one seaboard - and think they know America."

To which I will add, that too many of us Americans spend our lives on one seaboard or in one section of the nation and see mighty little of any other part, and think we know America.

59 1/4
and s-l-u-t-m.