

WORLD WIDE WIRELESS

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RADIO CORPORATION
OF AMERICA

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VOLUME

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



MARCONI OFFICERS OF THE S. S. MAJESTIC
THE WORLD'S LARGEST SHIP

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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RADIO OPERATORS OF TODAY

AN INTERVIEW WITH THE RADIO MEN OF THE S. S. MAJESTIC

By J. L. Bernard, Publicity department

A MESSAGE every minute for five hours without an error is only part of a day's work for the men in the radio cabin of the White Star liner *Majestic*, the world's greatest steamship. If you are interested in real traffic yarns, step aboard the *Majestic* and have a chat with Chief Radio Officer Garwood or his assistants, Mr. Jacobs and Mr. Brunt. They'll extend a warm welcome. (See front cover.)

All these operators are veterans at the game, each having rounded out over twelve years of sea service. Mr. Garwood first went to sea in 1910 after serving as a railroad telegrapher for seven years. Mr. Jacobs, the second officer of the radio staff, sailed the seven seas before entering the English Marconi service in 1902. Egypt, South Africa, India and Australia are familiar haunts to Mr. Jacobs and to the many budding operators of the Marconi Company in the early days he is known as a master instructor. Our friend, Mr. Brunt, made a personal visit to the trenches in France during the war but he was later inspired to continue in his calling atop the briny breakers. Mr. Brunt tells us that he served with the Fifth Battle Squadron of Mystery Ships, having ducked a mass of shells and submarine bullets while engaged as a radio operator sailing the waters in the vicinity of the British Isles during the war.

Consider for a moment, the vast amount of traffic the *Majestic's* radio staff handles with our Chatham station. On her last voyage thousands of words were received and transmitted in but five days, representing many hundreds of messages, and in addition scores of relay messages passed through their hands.

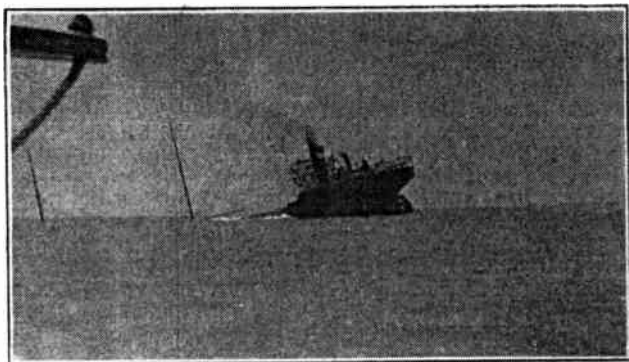
Obviously, the bookkeeping incident to the systematic recording of these incoming and outgoing messages and the necessary requirement of furnishing rate and routing data to passengers, must occupy considerable time. In fact, nearly all of this clerical work is performed after the *Majestic* arrives in port.

In marked contrast to the first radio equipped vessel, the S. S. *Philadelphia*, is the *Majestic's* installation. The transmitter is composed of three independent sets, a 1½ KW tube set, a quenched spark and an emergency outfit. Commenting on this apparatus, Chief Office Garwood said: "We handle too much traffic to invite jamming by using our spark transmitter, so the tube set is hardly ever idle. Because of the highly efficient transmitting and receiving apparatus at your

Chatham station and the speedy and accurate operating personnel stationed there, we are able to give the passengers of the *Majestic* a remarkable service."

HER LAST PLUNGE

ON the 25th of July the S. S. *Charles Bradley* was abandoned and sank 75 miles northeast of Tampico as the result of an internal explosion. All hands took to the small boats and reached shore in safety. Radio Officer James Schultz received the highest praise from his captain, who reported that he remained at his post until ordered to his boat. Schultz received a letter of commendation from General Superintendent Porter of the Marine department, R. C. A., and in acknowledging it remarked that he wouldn't take a thousand dollars for the experience and wouldn't give a nickel for another like it. Of such stuff are heroes made.



OUR LAMENT

Publishing a magazine is no picnic. If we print jokes folks says we are silly; if we don't they say we have no sense of humor. If we publish original matter they say we lack variety; if we publish things from other papers they say we are too lazy to write. If we don't go to church we are heathens; if we do we are hypocrites. If we stay in the office we ought to be out getting news; if we are out getting news we are not attending to our business at the office. If we wear old clothes we are insolvent; if we wear new clothes they are not paid for. What is a poor editor to do, any how? Like as not some reader will say we clipped this—We did.

—From *Canadian Wireless*.

POLAND

The following message explains itself:



Send the following Radiogram "VIA RCA" subject to terms on back hereof, which are hereby agreed to

New York, October 3, 1927

Jan Bostoyanski
Minister of Posts and Telegraphs
Warsaw, Poland.

Just received advice through Bureau of your appointment as Minister of Posts and Telegraphs. I take this opportunity to express to you my good wishes and the sincere hope that the cordial relations existing between the Radio Corporation and your Department may be further cemented at an early date by inauguration of direct radio communication between Poland and the United States to continue for many years to the mutual benefit of the peoples of our countries.

David Barnoff, Vice President and General Manager
Radio Corporation of America

A LAND-LINE CONNECTION

A NNOUNCEMENT has been made by Edward J. Nally, President of the Radio Corporation of America, that an agreement has been signed with the Postal Telegraph-Cable Company whereby every office of the Postal Company in the United States becomes an agency of the Radio Corporation for the acceptance of radiograms for transmission across the Atlantic Ocean and for the delivery of radiograms received from overseas for points in the United States.

This important linking up of radio and wire line services reflects the rapid growth of the Radio Corporation's overseas telegraph traffic since the return of its high power stations by the Government after the close of the World War.

These stations transmit and receive radiograms directly to and from England, France, Norway and Germany, and through connecting stations abroad, to and from all countries in Europe, Asia and Africa.

The Radio Corporation now maintains the only direct line of telegraph communication with Germany and Scandinavia; and additional direct service is planned for the near future with Belgium, Holland, Italy, Poland and Sweden, giving to those peoples the opportunity to communicate directly with

their scattered brethren and nationals in all sections of the country.

Prior to the arrangement made by the Radio Corporation whereby it is enabled to use the extensive land line service of the Postal Company, practically all of the radiograms transmitted to transatlantic countries originated in New York City and Washington, D. C. The contract just signed gives to the inland commercial centers and the thousands of small points reached by the Postal system equal facilities with those now enjoyed by the eastern cities mentioned, the Postal Company performing the same service for radiograms of the Radio Corporation as it does for cablegrams to be transmitted by submarine cable.

Mr. Nally pointed out that although heretofore radiograms received from Europe, destined to points inland in the United States, had been forwarded over telegraph land lines, the complimentary service established by the agreement with the Postal Company insures prompt organized collection as well as distribution of radiograms at all points in the United States and gives to every section of the country the benefits of the phenomenal advances made in recent years in the radio art.

With the coming development of high speed wireless telegraphy the new arrangement will permit the Radio Corporation of America to carry out its plans for the inauguration of a low rate plain language Radio Letter service to and from all points in the United States and Europe, thus contributing largely to the establishment of closer and more friendly relations between the peoples of both lands.

The Radio Corporation's present offices in New York, Washington and San Francisco for the reception and delivery of radiograms will be continued, and its plans for the opening of additional offices of its own in the more important centers from time to time will go forward as the growth of business warrants.

It will be remembered that the Radio Corporation is the outgrowth of the Marconi Wireless Telegraph Company of America, and was formed after the close of the war in response to the appeal of Government representatives and to the National desire for an American owned, controlled and operated radio communication company on a scale equal to the task of developing the new art and making it of the greatest possible service to the American people and the American Government.

Radiograms coming over the land wires of the Postal system from all sections of the country will be received at the Central Radio office at 64 Broad Street, New York City, where

all the Eastern radio stations of the Corporation are controlled. So far has automatism been carried in this new art that a bit of perforated paper tape in Broad Street sends a message to Europe without the aid of human hands, and, at the other end, another bit of tape likewise without prompting by human operators takes the message out of the air and visualizes it for the operator with a wavering line of blue ink.

A RADIOGRAM—1950

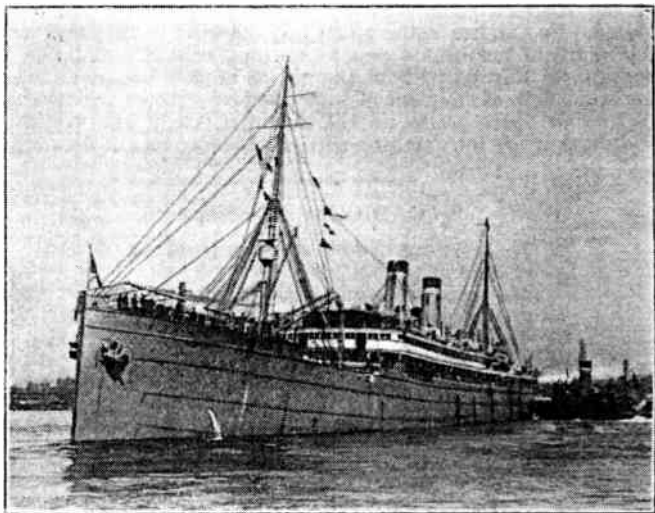
No more we have to stop for tires
Or smelly gasoline,
No more in trains forever late
We crawl across the scene,
No more we suffer *mal de mer*
When overseas we go,
For everybody travels now
By radio.

The housing problem's also solved—
No longer do we seek
A kitchenette and bathtub at
A hundred plunks a week.
On Mars I own a sleeping porch
And handsome bungalow—
I bought them for a trifling sum
By radio.

We get the latest stock reports,
The doings of the day,
A lecture and an opera,
A poem and a play,
A doctor's diagnosis too
Of all the ills we know,
And his prescriptions curing each
By radio.

That tired feeling is unknown
Because we never talk
Or think or read or write or eat
Or work or ride or walk
Or love or hate or dance or sing
As once we did, for lo!
We've tuned ourselves to do it all
By radio.

—Minna Irving.



CITY OF HONOLULU

RADIO SAVES TWO HUNDRED AND SIXTY-ONE LIVES

A SPLENDID example of stern courage and faithfulness which is characteristic of RCA operators is exemplified in the case of Chief Operator W. H. Bell and his assistants Messrs H. D. Hancock and H. C. Cumler of the steamer *City of Honolulu* which on October 12th, when 670 miles off San Pedro, California, burst into flames, forcing passengers and crew numbering 261, to abandon ship and take to the life boats.

Operator Bell reported a fire in the first class cabin at about 5:30 the morning of the disaster. Shortly afterward he flashed an S. O. S. for immediate assistance and the message that the flames had overwhelmed the fire-fighting forces of the ship and was spreading rapidly.

Bell was able to get in touch with the steamship *West Faralan* and was informed that she was hastening to the rescue of the passengers who, by this time, had sought safety in the life boats. Remaining fearlessly at their posts with no thoughts for their personal safety, the radio men were exposed to the scorching heat of the flaming hulk, eager to learn of the latest position of the rescue ship. When the

limit of human physical endurance had been reached and fully satisfied that all in their power had been done to summon the necessary assistance, Bell flashed the final radiogram, "Captain and gang leaving now; good-by to you all."

It was after ten A. M. when the radio men and officers put over side; thanks to the calmness of the sea, all were safe in the small boats until they were taken aboard the *West Faralan* which arrived about 2:30 in the afternoon. Later the passengers were transferred to the United States Transport *Thomas*, homeward bound.

Immediately upon learning of the heroic efforts of the *City of Honolulu's* radio staff and their success in effecting the rescue, Mr. Sarnoff wired to Mr. Isbell as follows:



Send the following Radiogram "Via RCA" subject to terms on back hereof, which are hereby agreed to

See Invt. October 23, 1927.

A. A. Isbell
General Superintendent Pacific Division
San Francisco

Please convey to radio operator W. F. Bell of the ill-fated steamer *City of Honolulu* the thanks of the Radio Corporation of America for his conduct during the emergency which resulted in the saving of life at sea and upholding the traditions of the many heroic radio operators who have always thought of themselves last and who have even sacrificed their lives that others might be saved during such emergencies. The Radio Corporation of America is proud of Bell and I would ask you to extend to him my personal congratulations as well as to his assistant operators W. D. Hancock and H. C. Kusler who stood by during the trying period.

David Sarnoff

Vice President and General Manager
Radio Corporation of America

RADIO ESTABLISHES PERMANENT HOME

It has been announced by officials of the Radio Corporation of America that it has entered into a contract to purchase the White Oil Building at 64-68 Broad Street, New York, from the White Oil Realty Company, at a cost of approximately \$1,000,000.

The announcement stated that during the last two years the Corporation has centralized at 64 Broad Street, the handling of its transoceanic message traffic and it was the feeling of the officers of the company that the use of wireless for

international communication had not only conclusively demonstrated its reliability, practicability and accuracy, but had also demonstrated that it was not only desirable but necessary that the facilities for handling this kind of traffic should be permanently located.

64 Broad Street has come to be known in the radio world as the heart of the world wide wireless, as from here there are more circuits handled than in any other place or country in the world, and the building itself is ideally located for the purposes of the company, because it is in the center of the financial and commercial district of New York, from which a large percentage of the traffic handled originates.

The building is also within two blocks of the principal cable and telegraph forwarding offices and particularly near the Postal Telegraph Company, with which the Radio Corporation has recently entered into a traffic arrangement whereby the Postal Company collects and distributes transatlantic radiograms from and to all points in the United States.

The building which is 10 stories high and contains 43,000 square feet was known as the White Oil Building, but the name in all probability will be changed at a later date to Radio House. It will be remodeled at a later date to meet the needs of the Corporation and to house the executive, sales and engineering departments which are now located in the Woolworth Building.

THE MEDICAL CENTER COMMENDED

The following article which appeared in *Neptune Log* is reprinted at the request of Dr. Broadman for the information of our readers. The doctor recently addressed the students at Radio Institute of America and his remarks were endorsed by General Superintendent Porter.

"The Medical Center for treatment and prevention of disease, inaugurated in May last at 231 West 51st Street, New York, is worthy of emphatic commendation. Under the immediate direction of Dr. Joseph Boardman, 132 West 58th Street, a corps of efficient physicians are conducting the institution practically free.

"Dr. Broadman is well known through the numerous lectures he has delivered on the 'Prevention of Disease.' Having promised his audiences during his lecture the establishing of an institution such as the above, it is now a pleasure to see his ideal accomplished. The institution is entirely a philanthropic enterprise, does not seek financial contributions from anyone, but aims to reach and to serve as many as possible who need special treatment, but who cannot afford to pay the usual high specialist fees.

"The scientific equipment and the quality of the service rendered at the Medical Center is of a very high order. At present the treatment of the following diseases are being specialized in and, whenever an opportunity presents itself, prevented: Skin diseases, of every nature and description; kidney diseases, bladder diseases, blood diseases, recent and old; diseases of the urine, genito-urinary diseases in general, whether of recent occurrence or of long duration. As the institution grows, other specialties will be added. Patients are received in the institution at any time during the day from 9 in the morning until 8:30 in the evening. Specialists are in attendance at various times of the day.

"We trust that, for their own advantage, the members of the staff will take full advantage of the benefits and service offered by the Medical Center which is now in full operation. The same offer extends to their families—women and children—their friends and co-workers in the seafaring industry, many of whom do not earn enough to be able to afford the service of a specialist. In short, the service is meant for the benefit of as many men, women and children, as wish to take advantage of it. In taking this advantage, it need not be doubted that the proper and most modern treatment will be accorded as the physicians in charge are fully capable and equipped to administer any required treatment. In the same way, patients need not worry about their recovery or whether their ailments are diagnosed properly. The philanthropic nature of the institution assures patients that the treatment of their ailments will not be prolonged unnecessarily.

"Though the service rendered is of a very high order, the charges are, nevertheless, nominal—just enough to pay for the expense of maintenance and for educational work. These charges are so arranged, that when more than one treatment a day is of benefit to the patient, it involves no extra expense whatever to the patient. Whenever a patient is suffering from a newly-contracted disease, and repeated daily treatments would be of benefit, the total charges made are the same whether that patient comes for treatment once a week or three times each day. That being the case, the patient naturally comes more often, and gets better much quicker, without paying extra for the frequent visits he makes. The purpose of this is to convince the patient that the oftener he goes for treatment, the sooner he will get better and that proper treatment usually will get him well. It would be well to keep the name and address of this institution for possible future use or in order to be able to refer it to others.

"It is The Medical Center for Treatment and Prevention

of Disease, 231 West 51st Street, New York City."

Superintendent J. B. Duffy has made personal investigation and endorses the work of Medical Center.

HEAVY WEATHER

THIS will serve to explain about the cyclonic storm encountered on passage from Honolulu to the Panama Canal.

The *Bessemer City* left Honolulu August 29th, bound for Boston and New York. Smooth seas and gentle breezes were enjoyed, until September 9th; this date the ship was approximately half way between the Panama Canal and the Hawaiian Islands, in the region so widely spoken of as the peaceful South Pacific.

About three A. M. a fresh breeze came up and we began shipping spray and light seas over the port bow. Shortly after breakfast, the breeze became a gale, and the barometer kept dropping steadily, all this coming on without any warning whatsoever, practically out of a clear sky. Noting the worried look of the Master, it could be seen that we were in for it. Going into the Wireless room, which is abaft the Pilot house, on the port side, I listened in awhile and sent out a few calls to see whether there was any other vessel in the vicinity, so as to compare notes on the freak weather we were experiencing, but would of heard just as much by listening through a doughnut, instead of the receiver. Up to this date we had not sighted or been in communication with any ships bound for or from the Canal on this sailing track, the only sigs heard were those of ships and shore stations on the west coast, and these only heard in the evening. (The boys with two and three steps of A. F. might say, "Some ham" but we've only got the old reliable 106 tuner on board, and get away with it at that.)

By noon, the gale became a hurricane, blowing over 100 miles per hour. Heavy green seas came clean over the bows, and broke with terrible force against the bridge and Pilot house, and over the boat deck, sweeping it clean of all life buoys, ladders, vegetable lockers, although they were securely lashed. The heavy barrel of the Lyle Gun was washed overboard, ripping the iron ring bolts to which it was lashed out of the deck. About a foot of water came into the Wireless room, through the door and seems along the deck, and around the window frames.

My troubles began about dinner time. While below in the saloon, the second officer came in and reported that my wireless aerial had carried away, and was blown overboard.

Looking out of the saloon port, sure enough, where my aerial formerly was, remained only a few ropes. On the mainmast still hung the yard, with two wires attached to it, and streaming astern of the ship, sky high. The aerial lead-in was fouled around the funnel, and had to be cut away, as it almost tore the insulator out of the deck. The hurricane blew so hard, that the force of the wind against the whistle cord kept the whistle blowing continuously and the steam to the whistle had to be shut off.

About this time a sea came over the boat deck, taking the heavy steel life-boats clean out of their chocks, denting and damaging them as though they were mere egg shells. The main funnel was dented at its base.

At 2:30 P. M. I tried to get into the radio room, but the wind, now blowing over 120 miles per hour, was still on our port side, and directly against the door was too much for me and had enough to do, keeping myself from being washed overboard, so going into the wheel house I helped bail water which was coming in through doors and deck. Green seas were still coming over the bridge, and finally one hit the side of the house with such force that it smashed the window in the wireless room, wrecking and flooding the apparatus. We tried hard to rig some sort of emergency covering over the window, but they were carried away as fast as put up. I always wanted a radio room with large windows, but just then a port hole would have been large enough for us. One hundred and twenty miles of wind, accompanied with salt water, being sprayed over your 106 and P8A, for hours, is enough to break anyone's spirit. Log sheets, papers, books and calendars floating around in the water (to me it looked fathoms deep).

Storm oil was being pumped overboard, as well as many tons of fuel oil from the engine room, to break the seas and save the vessel from further destruction. She was now unmanageable. About this time, the barometer reached its lowest point, 27.96 a reading so low rarely heard of.

Some of the hands were about the boat deck, making things fast, and an incident happened, which might give an idea, regarding the force of the wind. The gale took the coat off one of the sailor's back, and while he was trying to save it, his trousers were stripped from him, leaving him standing on the boat deck in his shoes, hanging on to a boat fall, with a look on his face that might have been fright or mere embarrassment.

Around four P. M. the gale moderated, and everything looked gay again. All hands were on deck, clearing away

and making things fast, and everybody's spirits were going up, and so was the barometer. But this joy lasted only for an hour or so. It was found that this sudden break in the storm was due to a very simple reason. We were in the center of the storm.

In about one hour, the fireworks were on again, maybe just a little bit worse. Needless to say, that evening no supper was served at the table, as the vessel was heaving and pitching badly, and some of us weren't very hungry anyway. It sure was great sport, juggling a plate in one hand and trying to eat with the other, and keep your feet at the same time.

Forgot to mention the mere fact, that when the fuel oil was being pumped overboard, most of it was brought back on board by the seas, giving all the white paint work an artistic finish. Especially in the wireless room, it made the white painted bulkheads and top deck take the appearance of a camouflaged allied ship in 1918.

However, all the hard luck wasn't in the radio department or in the forward house. The steering engine house aft was flooded by seas, and in order to take soundings of the water in the crew's quarters you had to use a deep sea lead. Bunks, clothing, and mattresses were sailing around No'r by East. The seamen who owned the lower bunks were out of luck, because they were submerged.

The heavy gale continued throughout the night. The canvas covering we put over the broken window was adrift once more. No sleep that night, for in order to stay put in your bunk, you had to wrap one foot around the bed spring, and make fast to your life preserver rack with both hands, and that's rather hard work, and not exactly rest. Every hour or so, I'd make my way up to the radio room and get sick from what I would see. When you see your pet being punished like that, you cannot easily forget it. Everything has an ending, so had the storm.

The following day it cleared up, and nothing remained but a following sea and a disgusted crew.

We talked things over, whether life was worth while or not. Captain Murphy still says: "Who wouldn't sell a farm and go to sea?" The good old ship sure looked a wreck. Before the storm, no yacht in the world could hold a candle up to her for good looks. And then they still write beautiful poetry about the peaceful Pacific.

That day, all hands (the Skipper included) turned to, and we re-rigged a new fancy two-wire aerial, one that would have easily won the first prize at a radio show. (Upon our arrival at New York, they thought so much of it, that they immediately took it down and installed a new 4-wire one.)

Then came days of washing paint work, scraping, chipping, taking apparatus adrift, etc. I'm sure I never thought there were so many parts to a P8A. Now everything is again shipshape, and the past is only a memory, but a good memory at that.

Still after all, the wireless man's position is a snap, when you compare it with that of the Master's, who has to remain on the ship's bridge as long as the weather is bad, wet to the skin, and growl at the third mate and the wireless man.

Practically all the officers who have been here since the *Bessemer City's* maiden voyage agree that it was quite a nasty blow.

On our maiden voyage, which was from New Orleans, February, 1921, up to the present date, the *Bessemer City* has encountered every possible kind of weather. The next storm, if it differs from the rest, won't have a name. Since her first voyage, we went through the southwest monsoon of the Indian Ocean, the northeast monsoon's of the China Sea, a cyclone in the South Pacific, and a Bora in the Adriatic. Christmas dinner 1921, was eaten to the tune of hailstones and a gale off Gibraltar, and the only weather that we haven't so far experienced, would be, fine and clear, gentle breezes, smooth sea and a fair ten knot current; and probably if we will be good, old Santa Claus might give it to us for a present on our next voyage.

John Michaels

(After a special inspection was made of the Bessemer City by the M. R. I. Department, Mr. Manley reported the room and apparatus in perfect condition in every respect. Appreciating the energy displayed and the ambition which prompted it, I have especially commended operator Michaels. He has since sailed on the same vessel.

J. B. Duffy, Superintendent

STRAYS

WHEN no other reason is apparent for any undesired phenomenon encountered in the practise of radio telegraphy, it is the custom to place the blame on Strays. It is the purpose of this article to give as much information as has been accumulated regarding the strays which visit our trans-Atlantic transmitting stations. Strays may be broadly divided, like Gaul, into three parts: Class A, or official strays, foreign strays, and common or garden strays.

Class A strays visit our stations frequently, causing considerable disturbance. Their approach can usually be detected by the lustre which appears on all brass parts. Dynamo

Tenders try to rub this off at times but it has been found better to let this effect run its course. After the stray has completed its circuit of the station the lustre will gradually disappear and, contrary to the opinion of some, it has no bad effect on the eyes. Some Class A strays visit the stations more or less periodically, like comets—others come with very little warning and are known as shooting stars. The effect of this class of strays on station operation is profound. They also have effects on the personnel of the stations, which may be beneficial or detrimental. In this respect they are like X-rays. A great many of our young and earnest scientists are working on this problem and some of them have discovered very interesting phenomena. A number of papers have been published on this and allied sciences. They are known as circulars and should be carefully studied by all beginners so as to avoid the disastrous mistakes of some of the early workers in the field. It should be noted at this point, that an audibility meter or an alibi meter is of no use, but a large-scale ability is practically all that is required.

Strays of all classes are more prevalent in summer than in winter. A certain stray of the comet type was almost prevented from re-visiting Radio Central by the lack of heat in the Community House there last winter, but began to make its periodic appearances with the return of warm weather.

Foreign strays generally occur as satellites of the class A strays. The author of this paper has observed as many as six foreign strays revolving around one class A stray. At infrequent intervals, however, a foreign stray of the first magnitude appears and it will have from three to one dozen class A strays revolving around it. These strays originate mostly in Europe, but some come from Japan or China.

Common or garden strays are so called because they are very common. They are local in origin and as a rule are easily disposed of. Two appeared at Radio Central recently, however, and it required the exposure of a Deputy Sheriff's badge to prevent their entry.

There is a wide field for research work before us in the investigation of these strays. The beauty of it is that, under correct methods of station operation, their influence is beneficent. At any rate, the results of investigation will be instructive, if not amusing, as Senatore Marconi remarked when speaking to the author (and several hundred other persons) about radio telegraphy in general.

DON'T WASTE

R. C. A. ASKS FOR A MORE GUARDED USE OF SUPPLIES

IN these days when overhead expenses have become a problem with which our executives wrestle early and late, it has been decided to ask the co-operation of employees in a supply saving campaign.

Such campaigns are being carried on in all big concerns throughout the country. In many of them "Stop Waste" clubs have been voluntarily organized by the employees.

One big way in which employees can help keep down the overhead is to economize on the use of supplies. Employees do not realize, because they do not see the sum total of all the supplies ordered each week, what a large item of expense is thus created.

Here's a statement from the Pennsylvania Railroad: "It has been said that a European family, in many instances, could live on the scraps from an American family's table. On the other hand, some of the small European railroads could operate on the money the Pennsylvania Railroad saves by salvaging worn out and used material from its scrap heaps and waste paper baskets. After sorting this material and keeping all which could be made usable again, the remainder is sold as junk. Last year \$6,449,000 was realized on such sales; in the offices pins, paper clips and used paper are salvaged; contents of waste paper baskets are collected at night, the paper is sorted according to quality, baled and sold for scrap. Over \$60,000 was realized from scrap paper last year. Pencil stubs are placed in holders and used to the last bit; pins and paper fasteners are returned to the supply bins."

R. C. A. does not want to stint you, but if each department can shave its orders from the supply room each week, and get along on less, the saving will be enormous in a year's time.

Before you put in your orders, stop and think that printed forms are expensive both in paper and labor.

Do not use any of the printed forms for scrap pads. There are small pads of convenient size made of waste paper for you to use in this way.

Be careful of carbon paper, of writing paper and envelopes, of wrapping paper and string, of pencils, pens, erasers, pins, fasteners, etc.

Remember that money saved for the firm is money saved for you.

DON'T WASTE!



TWO BELMAR BEAUTIES. VINCENT McILVAN, 15 MONTHS (LEFT) AND BARBARA ANNE COFFMAN, 8 MONTHS.

THE SMYRNA HORROR

THE following is a description by Daniel J. Ford, radio operator, Eastern division, assigned to the S. S. *Winona* on July 19th, on what turned out to be a horrifying and never-to-be-forgotten trip for him. The *Winona* sailed on July 25th and stopped at Portland for grain, and from there sailed for Alexandria, Constantinople, Smyrna and Grecian ports. Everything went fine until the ship arrived at Smyrna on September 29th. The city then was under Greek control, very orderly, and seemed prosperous and busy, although there were rumors throughout the city that the Greek Army, which was fighting the Turks 50 or 60 miles outside Smyrna, were being beaten by the Turks and starting to retreat. The ship left next day, however, and went to Calamata, Greece, to load



THE BURNING OF SMYRNA

fruits, and after seven days at that port returned to Smyrna to finish taking cargo. What a difference in a week's time; most of the stores and businesses shut down, streets filled with retreating Greek soldiers straggling through the city to a place 20 miles outside, where transports were waiting to take them back to Greece. Many refugees were also arriving from interior after their homes had been burned by the retreating Greeks. There was no disorder or trouble, however, except that steamship offices were swarmed by an endless line of refugees for passage away from the city, as the Turkish troops were expected to arrive next day.

We were ordered out of inner harbor at 7 o'clock that night by a U. S. Navy destroyer as a precautionary measure in case of trouble, when Turk troops would enter, and anchored about a mile offshore. Next day we saw Turkish troops arrive and their flag hoisted over all public buildings. Troops came in very orderly and appeared well disciplined. The first night of their occupation, there were occasional shootings in various places throughout Greek and Armenian quarters, and for about three hours that night we heard loud moaning and crying by women and children. This was awful. A few hours later an Armenian swam out to us and was taken aboard. He told us a horrifying tale of what the Turk civilians were doing—killing and mistreating the women and children and looting. Next day another Armenian swam out to us to escape the Turks, and said the Turk soldiers were going through the city and taking many Greek and Armenian men to army headquarters to be court-martialed and shot. We were looking through field glasses all day and saw some



SAILORS FEEDING REFUGEES AT SEA

men killed by Turkish soldiers and civilians. On a street that went straight up the hillside and which we could see very plainly, we saw a band of Turks gather around a house and saw someone enter; then the occupants began running out in the street and were shot down, after which the Turks went up and seemed to be stabbing them. I counted eight bodies in the street afterwards. The Turks then looted this house, taking everything to their various homes. Some of these looters were women. The eight bodies were still lying



TURKISH ARMY TRAIN

in the street three days later, and we could see other bands going around the streets and suppose they were looting and killing, as there were plenty of shots fired during the day.

That night was a little quieter with occasional shooting, and next day things seemed to be normal again.

On September 13th we went into the inner harbor again to start loading, as Turk soldiers had everything under control and the city was peaceful again. The quay was crowded with refugees and there were many patrols of Turk soldiers marching to and fro, keeping things orderly, and occasionally a patrol would come along with 20 or 30 Armenians and Greeks, apparently taking them to be tried by court-martial. I saw one Turk soldier who was on horseback take his rifle and smash it on the head of one of his prisoners and made a big gash in his head. The prisoner must have said something to him. The soldier fell off his horse while doing this and was raging mad. They marched out of sight, however, before I could see more.

Many camel trains and bullock carts with food for Turkish soldiers were arriving continuously. Late that afternoon the Christian quarter was set afire by Turkish soldiers and it spread so far before 10 o'clock we had to leave the inner harbor and anchor outside. The fire destroyed all but the Turkish section and made over 200,000 homeless besides the thousands of refugees from outside the city.

There was plenty of shooting this night and next day we could see the Turk troops driving the people from place to place. It seemed as though they were driving them towards the fire. Every once in a while we would see some Turk soldier chase three or four men, firing at them until they would get into a crowd of refugees. Sometimes some one would jump overboard in an attempt to swim to a ship and the Turk soldiers would shoot at them and kill them. Dozens of bodies were floating around, some were women, one with her head off.

We started taking refugees aboard and, oh! what a sad sight. The first to come aboard were about 100 Armenian girl orphans whose homes had been burned, and they were saved by the U. S. Navy sailors, who did great work.

The staff of the Y. W. C. A. and American College and pupils also came aboard with about 1,000 others. Total of 1,243, all we could get aboard up to the time we sailed. Many of these refugees were women with small babies, and some children who had lost their parents and were left all alone, crying and could not be stopped. Some came aboard almost naked and many were scantily clad. One young girl had to be carried aboard in a blanket after being mistreated by the



REFUGEES FROM INTERIOR

Turkish soldiers. We had one birth aboard. Another refugee was an old blind man, who said he had been pushed overboard and swam around until rescued by American Navy sailors. Sailors from our ship who went ashore in one of the ship's lifeboats to take back refugees said there were many bodies floating along the shore.

Some of the refugees said we saw nothing to what went on inside of the city and away from the waterfront, and a Y. W. C. A. worker told me she saw Turk soldiers enter various buildings with cans in their hands and come out later and afterwards the houses would burst out in flames.

We left Smyrna at 5 P. M., September 14th, and took the refugees to Piraeus, Greece, where they were taken ashore, and on leaving gave us a great hurrah and many said they would never forget the Americans.

A final word in justice to the S. S. *Hog Island*, another R. C. A. ship, which is accused of leaving during the trouble. When she left there was not a sign of trouble or fire, and I do believe they knew nothing about it until they arrived at Alexandria, their next port.

SALES DEPARTMENT NEW YORK

THE season for exhibiting is on us and the RCA is taking part in all large shows of national scope. This gives us a good opportunity to get close to the dealer and consumer, allowing heart to heart talks, thus smoothing out many misunderstandings, and enables us to spread the gospel of RCA spirit and good will.

The radio business is assuming many aspects similar to other large industries in that we must get out and create the demand. Radio is here to stay as it is a most wonderful institution, and like the automobile, once its advantages are known, a permanent rooter is obtained. In buying an automobile we are from Missouri, and want to be shown. Some statistics have it that over \$50,000,000 worth of apparatus will be sold in the coming year. So help the good work along and let's get a big slice of this business.

The old saying "Appearances are deceitful" is well illustrated in our GE line and goes to show that beneath the surface much beauty and reliability can be found. This line doesn't have a regular piano finish but Oh! Boy, they have an extremely finely designed circuit, and are very reliable, as all GE apparatus is. This is one fine illustration where efficiency of operation stands out paramount.

The new system for returned apparatus has been working for about one month and we believe it is the right thing.

When you realize that we are doing a volume business, meaning that thousands of pieces of mechanism are being moved weekly, the need for systematic action becomes apparent.

The activities of our Export division are beginning to show great results as indicated by a single shipment of a large consignment of receiving equipment. This shipment was made to Buenos Aires, and is the first and beginning of great activities. In the near future, we expect to ship about the same amount in transmitters, showing that the natives of South America are becoming alive to the advantage of radio, and further, this department is not losing any sleep towards getting a big share of this business.

Messrs. Wanselow, Lee, Blount, Hardy, Brick, Stoner and Schmidt are scattered over the Eastern territory spreading RCA good will, and in between times manage to obtain orders. Mr. Stoner and Mr. Hardy especially, are making a very nice showing.

We extend a hearty greeting of welcome to Mr. George Clark, Mr. L. H. Cullman, Mr. Anderson and Miss Nixon, recent additions to this department.

Colonel Nance and his experience with stubborn mules especially that fellow "Guts," reminds us of some sets we have fooled with. After you have just about exhausted your stock of endearing terms which you are applying to your set, you find the right spot, and "Presto" the set works. (These are not RCA sets.)

Wonder why Don Stoner becomes stranded so often, especially what the attraction is in Philadelphia?

Mr. Sawyer recently paid us a visit, and we were all very happy to give him the glad hand. Chicago must be treating him great, for he certainly appears to have put on weight. He justly takes great pride in the Chicago organization, and gives you the feeling that this office must hustle to maintain its reputation.

The girl's rest room on the eighteenth floor is proving its value, and is a much-needed blessing. We in the Sales department know it right well. As is known, woman talks, "O! How she can talk," but the rest room on the eighteenth floor is a safety valve, which the girls use right well to let off some surplus talk steam, (or most of it). The demure and happy countenances as they file through the door on the twentieth floor at one o'clock are a real treat.

A suggestion has been made that a similar room be provided for the men folks, but instead of pianos, easy chairs and carpets, the room should be equipped with benches and an unlimited supply of radio parts be on hand all the time. We give it as it was given us, and do not care to make any comments.

Mr. Galvin recently paid his first visit to the Schenectady works of the General Electric and, as happens with everyone, was greatly impressed with the magnitude of the plant.

Mr. Gawler has recently returned from a visit to some of our distributors in Baltimore and Pittsburgh, and as per usual, raised the steam pressure considerably in that locality.

The old adage "A penny saved is a penny earned" is well illustrated by Gus Heisel, as after much laborious calculating he discovered that we were undercharging a half cent on our Grid Leaks. From last reports we understand Gus is trying to determine the number of Grid Leaks that must be sold in order to make up our million dollar months.

We notice Mr. MacKenty has gone in for tennis very strongly, and since going in for this game has accumulated a very heavy brush on his upper lip. It is beyond us to understand the relation between this brush and a tennis racket.

NEW YORK BROAD STREET

THE fully-equipped school which has been opened on the tenth floor, judging by the number of students and applicants, is going to be quite a success. On the opening day there were ninety-one registrations. It is a splendid inducement and no doubt will help to develop a number of highly efficient operators. As the course is free and open to all employees of the Radio Corporation we expect the school will be quite an important factor in the Traffic Department. Mr. Jose Seron is in charge.

Among the many visitors during the month were some members of the Bankers Convention.

Doc Bryan (Lowry) is keeping his hair cut short; says he does not want to be taken for a flapper.

Last month Mr. Higginbotham led Miss Hazel Nason of Bar Harbor to the altar. This month things are different. Someone saw her leading him into a millinery store on Washington Heights.

Golder spent part of his vacation at Atlantic City and registered at the Strand Hotel and brought home enough stationery to write to all his friends so they'll know where he stayed.

Among the latest to join the Broad Street Staff are Messrs Snow and White, and both have auburn hair.

Mr. Barsby complained one morning that the mosquitos had been unceasingly attacking his ankle all night, notwithstanding the fact that someone had left a paper package of sandwiches in his waste paper basket; does not speak well

for the sandwiches. One of the staff suggested that the night staff be provided with spats.

Dan Murphy spent his vacation at Suters Still upon the Hudson 3.0 miles outside the city limits, and brought back a gallon of Special Stilled Specific Soothing Syrup.

Herbie Meldrum is back after three months special leave, refuses to say whether it was a honeymoon trip or not.

Henderson spent his vacation in and around Philadelphia.

Rigby spent all of his vacation at Chatham; made good use of Rosies Green Essex. We hear he made quite an impression on the Chatham folks with Rosie by his side. He only uses one hand to drive but uses all his feet. Like old times eh Frank? oyster stews n'everything.

Mr. Wood was off for a month, so was Mr. Kay.

Some of the boys were talking of agitation for a restaurant in the building; nice to be able to listen to the liquid tone of a beef stewophone for a change. The ex-Chathamites say they had quite enough soup yodling when McElroy was up at Chatham.

We hear Mrs. Wood has gained twenty pounds since coming to New York (pardon Brooklyn). Guess she misses her hikes over the Cape Cod sand dunes.

All the circuits are now designated by large white signs with black letters. When they were first put up someone in a humorous state of mind attached a piece of paper on which was written "Nothing on this counter over ten cents."

The escalators are now running merrily from all countries.

Bob Smith spent his vacation in the jungles on the Delaware River; brought back several pieces of soap; says that was the only thing that was not nailed down in the boarding house.

Leo Weill says all restaurants where they serve spaghetti and macaroni are owned by Italians. He went into one and saw Charlotte Russe on the bill of fare and thought it was the name of one of the waitresses.

Miss Curley is deserting the desk and has visions of a bungalow, a gas range, sunflowers in the front yard and three square per diem gratis.

Krause is back in harness again after nearly six month sick leave.

CHATHAM

WEDDING BELLS

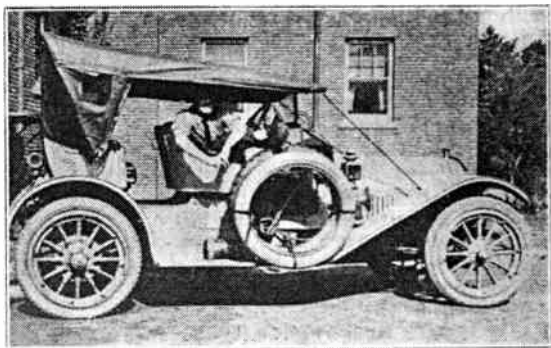
OUR esteemed and worthy ex-Mess President has taken the fatal leap, and a royal send-off for Doc Flood was given, before he left on a trip to Niagara.

'Twas thuswise. Having spent many days in preparation, making the hotel look like a ball room (not a bar room), with all due respect to those responsible for the decorations, the evening arrived, and so did the guests.

With ice cream, cake, club sandwiches, music and confetti, everyone thoroughly enjoyed themselves. At the close of the evening the Radio Quartette ably assisted by Larry Sherwood and his saxophone, entertained us, after which a presentation and short speech by Mr. Bickford, with hopes that Mr. Flood would long remember that memorable evening (which we believe he will).

One of our members of gasoline alley a short time ago tried to run into the Cape Cod Canal, but the car preferring other means of dying, ran into a pile of rocks and a couple of trees. Robinson has hopes of being an acrobat some day, and tried a header through the windshield. Pfautz having ambition as a football player, tried to tackle the back of the front seat, and seemed to get the worst of the argument. However, they have almost forgotten it now, with the exception of Sherwood, and we mourn with him the loss of his Chevrolet.

Leason has invested in an Oakland Six, and even though he met defeat at the hands of Strong with his "Fierce Sparrow," claims it is the better car.



But Short is king of 'em all. We submit herewith a photograph, as we really could not attempt to describe it, other than the fact that we wonder if he is going into the trucking business, or perhaps a museum for ancient relics.

We bid adieu to Messrs. Moulton and Callahan, and welcome to our midst Operators Short, Hovelsrud and Campbell.

RADIO CENTRAL

GEO. W. Schaefer, reported to be still on the mend, and soon able to go to a better climate for his health.

Doc. Usselman still saying "Gee Whiz" and "so and so ought to be shot" indicates that the eternal vicissitudes of life are ever with us.

Gun toting Assistant Kent (Dep.) takes to field telephone maintenance of late like a duck to water. He says he would just like to see a young flock of clay pigeons fly over, and he'd furnish us a nice little mess (?) for supper. However, the game season will soon tell us whether he is as good at chipmunks, squirrels, rabbits, etcetera as he is at spot shots on the long green table. Perhaps the Mrs. knows his success at this shooting business in the line of Cupid's darts.

The invincible and incorrigible Brown, none other than our Mr. W. A. R. Brown, has returned from his sea-going vacation. It is believed, however, that his best navigation shines forth on the high seas of love. By the way, one day recently it was thought that he had purchased a new blue worsted suit, but on handling him in order to determine the quality of the goods, it was discovered that the worsted red thread part was detachable. Rumor has it that he has since presented her with a nice new sweater, making sure that this time it is not bright red in color but of his own favorite shade of blue.

We hereby recommend none other than our Mr. Franz Sallman, rigger and paperhanger by trade, as traffic cop around our new ten car garage, the building of which has been gracefully supervised by E. D. Sabine, the pioneer of civil engineering, and star Finale Hopper of Radio Central at the present time.

Chauffeur Stockmeyer got a smell of the bay rum bottle down at the barber shop one night, and thought that there was about twice as many people around here for about three days.

Mr. Hansell's gang has gone back to the farm house, where they can go to bed with the chickens, and get up with the sunrise.

Broadcasting receiving outfit is constantly being enlarged and better results are constantly being gotten out of it. Soon music will resound out the full length of our Community House.

Harry Kohl still goes down to procure his quota of ice cream in Port Jeff, even though the weather is getting rather cool of late.

Bill Forrest the newest Rigger has retired from his position for a short space of time due to a bad wrench he received in his back, while loading poles on flat car for some one of our neighboring stations.

Cycleodian Rau still rides to town on his velocipede and occasionally gets an opportunity to wave to that girl that lives in Mt. Sinai.

C. B. Schou has threatened to leave us for fairer fields of activity, perhaps nearer his sweetie; who knows?

P. E. Slade has recently got a new band box, namely a new Chevrolet Coupé.

Tesch has taken the step to Shift Engineer recently, and most any day now can be seen smoking cigars and reading the paper, whereas Dynamo-Tenders usually are more apt to be smoking those butts that they find on sweeping the powerhouse.

We are sorry to lose our culinary artists, namely Mr. and Mrs. Oberwetter, who sure held up their end on the pies, etc., but all join in wishing them luck wherever they may go.

Mr. and Mrs. Feathers had the bunch over to their cottage the evening of the twentieth, and it sure was some salubrious jollification, finally winding up with everything from soup to nuts. However, Sallman strongly favored the last named dish, being togged out in Mr. Feathers' Hawaiian grass skirt.

Our new Chef, Mr. Withers, has arrived and so far has shone forth brilliantly in the form of wonderful eats. We understand that he was located up at Chatham and Belmar for some little time.

We have been favored the past month for a couple of short visits by Mr. Alexanderson, who quickly wins his way to the hearts of all at Mess.

Messrs. Reoch, Rossi, and Ranger have also been out from the metropolis to see that all's well at RADIO CENTRAL.

Across the wide world messages must travel,
In order that gossip and news may unravel,
But as cables may hold, and cables may sever,
The Radio Corp. goes on forever and ever.

SAN FRANCISCO
CITY OFFICE

SINCE the completion of installation work in connection with centralized control, we have lapsed back to the daily routine and have nothing to cause the least bit of excitement. Were it not for the exercise caused by dodging autos

on our downtown streets, our country cousins in the operating room would be pining for the rolling hills of Marshall. After listening to the telegraph instruments for two and a half years, the business office now seems like a receiving vault. Miss Horton on the typewriter, Malcolm on the adding machine, and Cooke with his buzzer set to KPH, strike up a trio every now and then which is punctuated by the flop of the carriers from the pneumatic tubes. Most of the time, however, quietness reigns and it is the source of much satisfaction to be able to carry on our business without undue strain on our vocal organs.

We were favored with a visit from a member of our board of directors during the month. Mr. Edwin W. Rice, Jr., proved to be a most likable gentleman and we appreciated having him, even if it was for only a few minutes. Mr. Isbell drove Mr. Rice to Bolinas and Marshall to inspect the stations and gave him a look at some of the big trees in Muir Woods on the return trip. Come again, Mr. Rice.

On September 16th we were notified of the opening of trans-Atlantic traffic to the entire United States through a traffic agreement with the Postal Telegraph-Cable Company. Messrs. Shaw and Miller of the Postal were guests of Messrs. Isbell and Baxter at luncheon that day and plans were completed for the handling of traffic from San Francisco. We are pleased to note that the local filings are steadily increasing. Our solicitor has met with much enthusiasm on the part of San Francisco business firms who have waited long and patiently for our service.

Direct communication was established with our Honolulu City office at midnight September 24th, the first message being from the Honolulu Chamber of Commerce to the San Francisco Chamber of Commerce. We have a hunch that the urgent traffic between the two offices is going kerflooey—every message is urgent now. We are going to practice Christian Science on that San Francisco-Tokio direct circuit now, so don't be surprised to get the announcement some fine day. Our direct contact has already proven that Bob Carlisle has not forgotten how to tickle a key. Can you use your bug on the adding machine, Bob?

Osgar Arensburg took a day off and got his license—radio, not marriage—and incidentally Osgar is to be complimented on his speed in securing same.

Motor Generator Cooke has purchased an omnigraph which Dame Rumor says he is using in his bungalow attic in the Piedmont hills. Strange how he can copy fifty or sixty W.P.M. off the circuit but his hearing got gummed at 25 on

the omni. He threatens to circulate a petition prohibiting the use of such machines by Government officials.

Bob Malcolm had a vacation and drove to Santa Barbara in his Stupid Six. Bob returned full of pep and smiles. Bob got a letter from the presiding judge of some hick village down the line, in which he was asked to part with ten bucks for speeding. Pep and smiles dwindling rapidly. He's going to have a snow plow attachment placed on his bus, and will hereafter burrow under the poverty-stricken burgs to the south of us.

BROOKLYN—NOVEMBER 3RD

A GREAT many people who reside in Manhattan and the Bronx and New Jersey are bewildered, nonplussed, etc., when it comes to making a visit to Brooklyn (the city of churches and rubber-plants), but a lot of New Yorkers and Jerseyites are going to learn something about Brooklyn on Friday evening, November 3rd, 1922, because on that night the Annual Dance of the Radio Provident Club is to be held at the Hotel St. George, 51 Clark Street, Brooklyn. The best way to reach the Hotel St. George from New York is to go via the Seventh Avenue Subway and get off at the Clark Street Station. There is an entrance from the subway to the hotel. The principal thing to do is to reach the hotel at 8:30 P. M. and join in the fun, even though it is necessary to walk across the Brooklyn Bridge. The dance is to be an informal affair and everybody is welcome.

TRAFFIC PRODUCTION

Commercial representatives are now located outside of New York as follows:

F. J. Carney, 10 South La Salle Street, Chicago.

N. E. Church, 709 Carondelet Building, New Orleans.

J. J. Kennedy, Room 505, 60 Congress Street, Boston.

W. M. Phillips, Room 101, Bourse Building, Philadelphia.

These men have had years of experience in the service of both landline telegraph companies. They are high-grade men and well and favorably known among the telegraph people as well as the business public.

COASTAL STATIONS

A DDITIONS and transfers to operating staff have brought Messrs. Short, Hovelsrud and Campbell to Chatham; Estberg to New York and A. Campbell to Cape May. Underhill has returned to New London.

To the men who have just entered or re-entered the service we extend congratulations and know they will measure up to the RCA standard which has been set and upheld by their associates in the stations.

Vacations are about over. Manager Holden at Siasconset has returned and Matt Tierney and Rogers are the last to enjoy the annual respite.

We have not failed to observe the large and increasing number of TR reports coming in every day. These reports are valuable in many ways and *every one helps*. Boost the quantity and quality of TR's by getting them in early and often to RCA stations.

Several medical messages have been handled recently with speed and gratifying success. There is a great deal of satisfaction in performing any act which tends to relieve human suffering and these medical messages are the mariners' personal SOS.

A word of caution may be in order on the necessity of being accurate and careful especially in reception and transmission of figures in addresses. A repetition to verify a group of figures may often prevent a delay or non-delivery.

ACCURACY—SPEED—ECONOMY is our slogan—but note that ACCURACY is first.

The *S. S. Stork* worked WLC recently—Manager Shaw on duty. Shaw received one checked (6?) pounds, addressed Marjorie Hollis Shaw, care of Papa Shaw. No RQ's requested and no QRM experienced. Shaw says "R—K—QRV."

SOME DISTANCES

The steamer *Matsonia*, which is equipped with one of our 1,000-watt combination telephone and telegraph sets, talked, by means of its telephone, every morning from September 12th until September 25th, the day before she arrived in San Francisco from Honolulu, with the radio station at Apia, British Samoa. The last conversation was at 8:30 A. M., and at that time the *Matsonia* was 4,050 miles from Apia.

On this voyage, the *Matsonia* was in radio telephone communication the entire round trip with either our San Francisco station, KPH, or the Hawaiian station, KHK.

Some extraordinary daylight radio telephone records have been made by this ship. One was with the Naval Radio Station at Pearl Harbor at mid-day when the vessel was 1,475 miles away.

All the ship's telephone work was on 550 meters.

A RECORD

All records were broken on September 27th when KP11 handled traffic direct in both directions with the S. S. *Tahiti*. The vessel was 5,778 miles from San Francisco, and only a few miles outside of Wellington, New Zealand, for which port she was bound.

GOOD WORK AT CAPE MAY

The S. S. *Santa Luisa* KJEU exchanged signals directly with Cape May WCY October 14th when approximately 3,500 miles distant, forwarding noon position as 975 miles South from Balboa.

This not only emphasizes the receiving ability of Cape May, but indicates the efficient operation of the installation aboard the S. S. *Santa Luisa*.

LOWER RATES

Effective October 10th, 1922, the landline forwarding charges on ship radiograms destined to points located within the states of Maine, Massachusetts and Rhode Island, when transmitted through Radio Corporation of America coastal stations at Marion, Mass. (WCC), Chatham, Mass. (WIM), and Siasconset, Mass. (WSC) will be one cent per word less than the forwarding charges heretofore applied.

The new forwarding rates per word from the stations mentioned, are as follows:

		Maine	Mass.	R. I.
Marion, Mass.	(WCC)	.04	.03	.03
Chatham, Mass.	(WIM)	.04	.03	.03
Siasconset, Mass.	(WSC)	.04	.03	.03

The forwarding charges to all other points remain unchanged.

WEDDING BELLS

At Chatham, Mass., September 9—Frank James Flood, of R. C. A., to Patia Ella Small.

BORN

At New Brunswick, N. J., October 4—To Mr. and Mrs. Alanson W. Aird, a daughter, Margaret Helen, 6 lbs., 13 oz.

At Cranford, N. J., October 21—To Mr. and Mrs. Russell J. Hoffman, a son, 9 lbs. Mr. Hoffman is employed in the Comptroller's department.

HEAD OFFICE

E. J. Nally, President, has arrived in Berlin, after visiting Paris and Brussels.

Captain Powhatan Page, South American representative, sailed from New York for Buenos Aires on October 14th on the steamship *Pan-America*.

Sidney St. J. Steadman of the Legal department of the British Marconi Company, London, was a recent New York visitor.

William Brown, Vice-President and General Attorney, has returned from his vacation spent motoring and golfing in New England.

C. W. Latimer, Engineer, sailed from Honolulu for Japan on October 9th on the steamship *President Pierce*, after having completed the installation of distant control of the Koko Head receiving station from the city office at Honolulu, eleven miles distant, and of the transmitting station at Kahuku, fifty miles distant, thus placing San Francisco city office in direct touch with Japan with but one intervening relay point, namely, Honolulu. At this point all the operators are concentrated in the city office, and to accommodate them it was necessary to lease the entire building so as to place the operating department on the second floor, leaving only engineers at Kahuku and Koko Head.

Mr. David Sarnoff, Vice-President and General Manager, was the speaker at the opening of the second season of the Philadelphia Forum at the Academy of Music, Philadelphia, recently, his subject being "The Commercial and Social Influences of Radio." Mr. Sarnoff spoke for an hour and a half before an audience of more than 3,000 people, tracing the history of radio from the time it was invented and put to use by Marconi down to the present day and also picturing to the audience some of the more important applications of radio telephony, particularly in broadcasting. He referred to the development in radio telephony and predicted future international radio telephone service as well as radio telephony with ships at sea. A complete receiving set for broadcasting was erected on the platform and the audience was treated to a radio concert broadcasted from the Wanamaker store. The evening closed with an exhibition of Bray's reel, showing how a radiogram is sent and how it is received. The Forum is an educational society promoted by Mr. Edward Bok, devoted to the development of the arts and sciences.

Mr. H. W. Allen, Joint General Manager of the British Marconi Company, London, made a brief visit to New York recently.

Miss Vones, of the Purchasing department, has been granted indefinite leave on account of ill health.

The Vice-President and General Manager, and the Treasurer have returned from Chicago.

BOSTON

THE *Calvin Austin* has been placed out of commission. H. T. Munroe and H. A. Wells are on the *Belfust*.

Walter Swett has just completed a tour of duty on construction and returned to the *North Land*.

Stanley Wade and John Cushing have resigned.

T. F. Collins is now with J. A. MacLean on the *City of Augusta*.

Paul Platt is on an extended leave and we fear somebody may force a lucrative position ashore on him.

Seymour Elliott has returned from his vacation, which included a trip to Maine. He disappointed us by taking no pictures.

J. T. O'Mara has returned to the T. O. division, having spent the summer on the *City of Bangor*.

C. L. Potter was paid off the *Seaconnet* and went to the *Bristol*.

E. B. Burgess is on the *Transportation*.

Two weeks fishing in the Granite State and lucky for the bass remaining in the lake, we were limited to the two weeks.

THE steamer *Pacific*, formerly fitted with a Haller Cunningham set, recently received our standard 2 KW equipment with vacuum tube detector and amplifier. Robert

BALTIMORE

S. Howard took the assignment.

Charles G. Barany returned to Baltimore after leaving the barge *Standtow No. 2* at Buenos Aires, where she was sold.

Irving H. Walker and Herman Wolbarst were assigned to the Standard Oil steamers *James Magee* and *Fred. W. Weller*, respectively.

The *Santa Paula* sailed from this port recently with Harry E. Brown in charge.

Lee R. Vickers relieved W. H. Jeffers on the *Glen Ridge*. Jeffers proceeded to his home in Alabama where he will undergo a slight operation.

The new service contract steamer *Major Wheeler* of the Baltimore Steamship Company sailed for San Juan with Irving Eney in charge.

John E. McMillan, ex *Cerro Azul*, relieved Franz Munch on the steamer *West Quechee* as senior. F. J. Mathers, ex junior of the *West Quechee* relieved McMillan on the *Cerro Azul*.

EASTERN DIVISION

NEW YORK

THE burning of the *City of Honolulu* in the Pacific ocean on October 12, brought into the limelight another wireless hero, Walter P. Bell, of Oakland, Cal. All the New York newspapers featured his heroism, one of which in particular, we quote below:

RADIO OPERATOR HERO IN BURNING OF THE HONOLULU—STAYED AT KEY DIRECTING RESCUE SHIPS TILL FORCED TO FLEE

San Francisco, October 13.—Chief Radio Operator Walter B. Bell is the hero of the *Honolulu* fire at sea. He lives up to the wireless traditions of the sea, started by Jack Binns in the *Republic* disaster. His last message from the ship was: "Captain and gang leaving now; boodbye to you all."

Ten minutes previously Bell had said that every one aboard but the captain, chief officer, chief engineer and himself had left the ship. Fire then forced these officers to take to the open sea."

Bell was on his first voyage on the *City of Honolulu*. His home is in Oakland. He is twenty-four years old, was in the aviation service during the war, and at one time was an automobile mechanic with Barney Oldfield and the late Omar Toft.

Bell's assistant operators on the *City of Honolulu* were Hadys D. Hancock, second, and Norris C. Kumler, third. Although assigned at San Francisco, all three are Eastern division operators. Reports also show that Hancock and Kumler proved themselves real RCA men, remaining calm throughout the excitement, assisting wherever and whenever needed, acted heroically when their lives were in peril, and leaving the vessel only when there was nothing left for them to do.

The SOS call from the distressed vessel was first heard and responded to by the RCA operator on the yacht *Casiana*, which stood by ready to render whatever aid the small yacht might find possible. Other ships also stood by and an army transport brought the passengers and crew to port.

Another of our operators to send an SOS call during the month was Thomas B. Case, who performed the duty when the *Swiftstar* ran aground and began to pound heavily on the beach near Black Rock on October 12. It is feared that the vessel is a total loss.

William W. Ehmer, transferred from the *W. C. Teagle* to the *Martinique*. Ehmer is one of the comparatively few men who hold extra first-class licenses.

Ehmer took the place of T. D. Entz on the *Martinique*. Entz is now on the unassigned list awaiting a ship to Europe. Robert Krahn took Ehmer's post on the *W. C. Teagle*.

Mike Beckerman took a trip off the *Hamilton* while A. D. Bernstein took his place. Beckerman's trip off was in the interest of a new arrival at his home, a baby son. A few weeks ago Mike took a trip off to attend a brother's wedding. Now, we know what your thoughts are: You say, "What's the matter with Ben?"

M. A. Nembach is now junior on the *Zulia* with J. C. Stuart. Louis Blank took his place as junior on the *City of Savannah*.

Ralph Wanser sailed on the *Munsomo*; Abe R. Bernstein is on the *Norfolk* and Reid S. Shipley is making a temporary trip on the *City of Montgomery* to permit C. S. Thevenet to take the first vacation he has had in some time.

GULF DIVISION NEW ORLEANS

WE are now comfortably settled in our new location at 709 Carondelet Building, the Commercial department's representative, Mr. N. E. Church, and his stenographer, Miss A. M. LeBon, are located right alongside of us.

Joseph L. Young has entered the service on the Eastern division tanker *J. E. O'Neil*.

Robert H. Williams, Jr., of the *Dauperata* is now on leave of absence; he has been succeeded by William S. Marks, late of the tanker *Dannewaike*.

Willard D. Ryen has been assigned to the *Rochester* of the Eastern division as a relief for Howard L. Edsall.

George H. Pascoe has been relieved from the *Walter Jennings* by John W. Henderson.

Carl B. Eberle, late of the *Lake Hector*, is now in charge of the *Braddock*.

George G. Paris has been assigned to the new service contract vessel, *Blue Hill*.

After considerably more than one year of continuous service aboard the *Lake Flournoy*, Ernest G. Johnson has been granted an extended leave of absence; he has been succeeded temporarily by David L. Stokely.

William J. Holmes has relieved J. W. Coyle on the *Silver Shell*; Coyle is now on the *Huguenot* trading out of Port Arthur.

Charles A. Moore, who was attached to the Shipping Board tanker *Danville* when recently she was blown ashore off Tampico by a West Indian hurricane, is now on the *W. L. Connelly*.

The following assignments have been made by the Shipping Board's Radio Supervisor at Galveston: Edward C. Cafery to the *West Tonant*; Robert E. Johns to the *City of Fairbury*, and Edwin L. Olds to the *Liberty Bell*.

GREAT LAKES DIVISION CLEVELAND

SUPERINTENDENT NICHOLAS has closed rental contract with the Wilson Transit Company, to equip the *S. S. James A. McNaughton*, a recent addition to their fleet. The installation was completed by Constructor Weide, who installed a one-half kilowatt type No. 531 transmitter. We entertain hopes for equipping the remainder of their fleet in the very near future.

The Goodrich Transit Company recently purchased the passenger steamer *Pilgrim* from the Chicago, Racine & Milwaukee Line. Rental contract was canceled at time of sale, but re-negotiated with Goodrich Transit by Mr. Nicholas.

Constructor Weide has completed re-installation of the QMS installation on board the *Ann Arbor No. 7*. This vessel was formerly known as the *Ann Arbor No. 3*, but after having been in the shipyard for several weeks undergoing a thorough overhauling and being lengthened forty-five feet, the Ann Arbor Railway Company decided to put her at the head of their list of vessels. The numbers of their car-ferries now run from 4 to 7 inclusive, and it might be well to mention that the four vessels are under R. C. A. rental contract control.

Gerald Covey, one of the Cleveland inspectors, found himself, during the last two weeks of October, very much of a bachelor. Mrs. G. C. spent two enjoyable weeks as a passenger on one of the large bulk carriers, returning recently to find all the dishes of the neighborhood, as well as their own, piled up under the kitchen sink.

John Aitkenhead, Jr., has relieved Albert Miller on the *M. A. Bradley*. Miller decided a leave of absence would be most beneficial.

Charles E. Zimmer, in rounding out four months service on the *Fayette Brown*, questions the necessity of cold weather and King Winter freezing up the Lakes, as continuous sailing is preferable, in his estimation, to a three month lay-up.

Julius Katona showed a burst of speed when he chased the *Harvey H. Brown* by rail from Cleveland to the Soo, a

distance of three hundred miles, in order to relieve George A. Tracey. Needless to say, he won.

Ralph E. Jacks, a new man in the service, recently relieved Harold M. DeGowin as junior of the *City of Cleveland* 111, the latter having resigned to accept other employment.

F. Arthur McPhillips, after having bid on and layed for the *Harry W. Croft*, finally made connections and was assigned to this vessel during October.

Norman S. Walker and William C. Ellsworth are now located on the *Detroit* 111 as senior and junior respectively. They have taken over the duties of Lyle W. Wright and Ewald A. Stein, resigned.

Herbert Graham has turned down a car-ferry combination purser-operator position to remain on the *E. J. Earling*, a one-man bulk carrier. The attraction must be at their ports of call.

Don G. McDaniels has been piling up an enviable record on the wrecker *Favorite*. He has, in the vernacular of the age, been knocking them cold with his 106-B crystal receiving distance records.

Percy E. Reynolds, who was on the *Indiana* for some time, has temporarily left our service on leave of absence.

Elmer B. Hill can once again be located on the *Charles O. Jenkins*, having relieved Norman J. Hughes on the fly at Detroit.

John S. Lake, who spent six months on the *Western States*, has been transferred to the *Lakeland*, which position carries with it, not only a substantial increase in salary, but also the added title of Purser. Emil H. Nelson has taken over the *Western States* duties.

Donald H. Plameter, a new man in the service, has relieved Glenn H. Pickett on the *Clemens Reiss*, a one-man iron ore and coal carrier.

Herbert I. Schmitt, having tried terra firma employment for five months, has returned to our service and is now to be found on the *John P. Reiss* vice Ralph F. Cole, who requested a short leave in order to attend, to use his words, a very important political meeting in Cleveland. We know of no reason why a good radioman should not make a good politician, as diplomacy is part parcel of a ship board radioman's very existence.

Hyman Silverman, after a short leave, has been re-assigned to the *William A. Reiss*.

Arthur W. Krause, a new man, was recently assigned to the *Frank Billings*, a one man job.

Earl H. Boldt is receiving so many messages that he wears out on an average of a tuner a trip. His berth is the *Harold B. Nye*.

Nicholas J. Zehr, a most attentive radioman, is at present taking care of the *G. A. Tomlinson* traffic.

Ward W. Hurlburt, who has been kept on the jump transferring and making emergency assignments, is now permanently located on the *James P. Walsh*.

The *S. Y. Stellaris*, owned by Mrs. Stella Ford Schlotman, has completed her summer's roaming and been placed in ordinary for the winter months. Paul E. Frederick, a graduate electrical engineer who most satisfactorily held down the *Stellaris* berth, has returned to his home and more serious endeavors.

The affiliation of RCA with the Postal for the acceptance of inland traffic destined overseas, announced through an extensive advertising campaign conducted by our trans-oceanic department, has created quite some interest in this section of the country. Gradually the haze on the horizon has lifted and we have noticed particularly, during the recent developments, that the public, as a whole, have come to their own good decision, that if it's anything in radio, regardless of subject, the place to get what they want is from the RCA.

PACIFIC DIVISION

SAN FRANCISCO

ONE of the "bugs" in the 1,000 watt set on the *H. F. Alexander* was removed in accordance with our promise in the last month's issue. It was in the shape of a joker placed in the set when it was assembled at the G. E. factory. The grid bias resistance had been connected up with reverse English and the regulating juice to the grid of the modulating and voice amplifying tubes caromed off the wrong end of the resistance. After this we don't take anything for granted when a tube set goes wrong.

Operators Thorne and LaFetra of the Matson liner *Matsonia* are doing wonderful work with the new tube set. At any time between San Francisco and Honolulu their voices may be heard and to talk to our KPH station at Marshall right from Honolulu harbor is duck soup. Last voyage when the *Matsonia* was 50 miles from the San Francisco lightship the British station at Apia, Samoa (VMG), reported the voice strong and signals easily read. This is a distance of *four thousand and fifty miles*, by 'phone, and we believe the longest yet on record from a ship to shore.

Two of the largest liners on the Pacific were added to the fleet this month. The S. S. *City of Los Angeles* and the S. S. *City of Honolulu*. They will ply between Los Angeles and Honolulu. Operators Carr, Sheldon and Burr are on the *Los Angeles* and Bell, Hancock and Kumler disturb the ether from the *Honolulu's* radio room.

Ralph Gerber, our clerk and storekeeper, managed to finish up the vacation periods for the season and everyone is happy for having had a chance to stretch his limbs and draw a long breath.

Arthur Baxter is now Purser-Radio on the *Makena* for the Matson Navigation Company. Art says it's fine but he misses the fair sex.

Operator L. D. Evans relieved Operator LaFetra aboard the *Matsonia* this trip. We are planning on giving each one of the junior operators aboard the other Matson vessels an opportunity to become familiar with the tube set by making one trip on the *Matsonia*. It's kind of rough, sailing the day after arriving, but each will get two weeks in on the final change.

Operator E. J. Clark, a graduate of the Radio Institute, was assigned to *Barge 93*. Operator J. J. McGrath rejoins his old ship, the *Algonquin*, and is bound for Taku Bar, China.

J. P. O'Leary has just returned from a trip around the world on the *Diana Dollar* and is taking a shore-side vacation. Carl M. English of the schooner *Ozmo* is going around the world with *Diana*.

Rudolph Jenson, junior of the *Mauvi*, has resigned to go into business ashore and we wish him luck. A. D. Mair has taken his place aboard the *Mauvi*.

E. H. Martinelli has joined the *Nanking* with B. C. McDonald. We hope Mack will take good care of Mart.

L. H. Hardingham was assigned to the *Santa Barbara* bound for the East Coast. Strange how these old-timers always stage a come-back.

Our instructor or director, as we may style him, Mr. Fassett, of the Radio Institute, gave a talk before the Bay Counties Radio Club in Berkeley recently. Fassett told the bunch how he could judge a man's character by the style of his aerial. He forgot all about the one he put up himself in 1908, and he turned out to be a pretty good fellow himself.

PORT OF LOS ANGELES

MONROE G. SOMERS who has been on our waiting list for several months was assigned to the steam yacht *Casiana*, said to be the largest private yacht afloat—

and we can readily believe it from what we saw of this trim floating palace.

Since his assignment, Somers is growing a moustache, radiating about one amp.

Southern California has been all "het up" the past two weeks, the thermometer ranging from 95 to as hot as you like it, but we always have a cool breeze on the waterfront when the radio men call on us, as we don't mind the hot weather.

SEATTLE

THE steamer *Queen* has laid up for the winter. M. De Shazo, who was first on the *Queen*, will relieve Edwin Kraft as second on the *Ruth Alexander*. Kraft will commence the winter quarter at the University of Washington.

E. Parks, lately second on the *Queen*, will replace G. Metcalf as second on the *Admiral Schley*. Metcalf says the rigorous maritime life has a deleterious effect on his health. He is, therefore, planning on taking a claim on some Government acreage, sufficient distance inland to be away from the smell of the ocean atmosphere.

Our construction engineer, Mr. Henry Barker, has just returned from his vacation. Asked how he had enjoyed himself, he replied, "Great! I sawed nearly enough wood to fill our woodshed, and spent the rest of the time trying to make my Ford run."

Lister Payne relieved George Snyder on the *Louise Nielsen*. Snyder was assigned as second on the *Curacao*.

With the closing down of the Alaskan canneries and laying up of a number of vessels for the winter, there are a number of operators on the beach in this district. If the number increases we are going to erect a tent on the roof of our building for them to use as a static room. (Maybe.)

Mr. Linden, Assistant Radio Inspector of San Francisco, is temporarily relieving Mr. Redfern, Radio Inspector at Seattle. The Radio Corporation Seattle Manager had the pleasure of introducing Mr. Linden to the members of the Seattle branch of the I. R. E. recently.

The continued fine weather in this district is getting on the nerves of the local dealers in amateur radio equipment. Everybody seems to have forgotten their radio hobby in the pursuit of outdoor recreation. The dealers have all been stocked up and "ready to go" for almost a month. Good weather can't hold out much longer, and when it does break we all feel confident that popular radio stock will start to move as rapidly as it did in the spring.

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