

WORLD WIDE WIRELESS

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**RADIO CORPORATION
OF AMERICA**

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VOLUME 2

AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES

SIGNING OF POLAND RADIO CONTRACT



LEFT TO RIGHT

Hipolt Gliwic, Commercial Counsellor of the Legation of Poland

Edwin P. Shattuck, Counsel for the Polish Government

Prince Kazimier Lubomirski Minister Plenipotentiary and Envoy Extraordinary of Poland to the United States

Stanislaw Arct, Commissioner of the Polish Government

Eugene Stallinger, Chief of Division of the Ministry of Posts and Telegraphs of Poland

Edward J. Nally, President of the Radio Corporation

Carl R. Ganter, Counsel for the Polish Government

David Sarnoff, General Manager of the Radio Corporation

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

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POLAND'S NEW TRANSOCEANIC RADIO STATION
WORK ON BIG RADIO PLANT SOON TO BE STARTED NEAR WARSAW.

As Reported by P. H. B.

REPRESENTATIVES of the Radio Corporation of America and of the Polish Ministry of Posts and Telegraphs have signed the final contract which will insure for Poland an international high power radio station of the most modern type.

This important contract was executed at the office of the Polish Legal Bureau, 42 Broadway, and was signed by Prince Kazimier Lubomirski, Envoy Extraordinary and Minister Plenipotentiary, Hipolit Gliwic, Commercial Counsellor of the Polish Legation and Engineer Eugene Stalinger, Division Chief at the Polish Ministry of Posts and Telegraphs.

Immediately after the signing of the contract which occurred on August 4, 1921, Mr. E. J. Nally and Mr. D. Sarnoff, sent the following radiogram to the Ministry of Posts and Telegraphs at Warsaw, Poland:

"On this memorable occasion of signing contract with your Government for creation super-power radio station in Poland for communication with United States please accept our sincerest congratulations, and may we express the hope that the uniting of our countries by radio may still further strengthen and increase the friendship already existing between our peoples."

STATION TO BE SITUATED NEAR WARSAW.

The new radio plant will be situated near Warsaw, Poland, and it is estimated that the complete project will cost about \$3,000,000. The radio system to be used is that which has been standardized by the Radio Corporation of America for transoceanic radio communication. The station will be equipped with two 200 k. w. high frequency alternators built for the Radio Corporation by the General Electric Co., and the transmitting aerial wires will be approximately two miles in length, supported by ten towers, each 400 feet in height.

The first shipment of radio apparatus will leave the United States in about six months and construction work will begin immediately thereafter. It will take approximately one year to complete the station and it is expected that commercial radio communication between Poland and the United States will commence early in 1923.

Mr. Nally, who recently returned from Europe, where he has been investigating international radio communication facilities, states that although approximately ten per cent. of the Polish nationals are located in the United States—a greater percentage than any other foreign nation—Poland has never had adequate telegraph communication with North America. Heretofore, it has been necessary to relay messages to and from America via other countries, which has subjected such communications to serious delay.

With the opening up of the new radio station, Poland will have direct radio service with the United States without relay, and also with other countries within its range.

The new Poland station will have a normal transmitting radius of 4,000 miles and the Radio Corporation undertakes to provide the necessary facilities in the United States for handling traffic between the United States and Poland.

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Immediately after the signing of the contract, the representatives of the Polish Government were given a luncheon at the Lawyers Club by the Radio Corporation. Some timely and interesting remarks were made by the principal speakers and it was clearly visible that both sides were deeply impressed by the event which means so much to the new Republic of Poland.

Mr. Nally, who was the host, thanked those responsible for the preparation of the contract which involved considerable engineering and commercial skill, and which necessitated conferences often lasting into the small hours of the night.

"Poland has the distinction of being the first foreign nation to negotiate with the Radio Corporation for a complete high power radio station," said Mr. Nally, "a project which will foster commercial relations between Poland and the United States in a most effective way, and it gives me the greatest pleasure to see these negotiations successfully concluded. I hope," continued Mr. Nally, "that we shall all be spared in order that we may be present at the formal opening of the station two years hence and that we all shall meet on the soil of Poland to commemorate this great event. I further hope that we shall also be present at the culmination of the contract which we have just signed and that we shall be able to look back on the thirty year period therein provided, as one of harmonious co-operation between our two countries while fulfilling our obligations.

"I want particularly, to emphasize," he concluded, "that now that this great project is started, we all strive to make it a success, and all work to carry out what we have set forth on paper and have bound ourselves to honor. That, I believe, will be the real test of our sincerity, and I look forward to doing our share in a conscientious and earnest manner. You will find that we will go much further than the letter of the contract in giving you service."

NEW CIRCUIT WILL HELP FUTURE COMMERCE.

Prince Kazimier Lubomirski, then responded. His striking and pleasing personality immediately impressed itself on everyone present as he spoke of the great emotion which filled him when he thought of what the great radio station will mean toward the future success of the new republic.

"For years, gentlemen," said the Prince, "our country and yours have been exchanging wireless thoughts of sympathy and understanding. I am especially elated that my country should have been the first one to benefit by the genius and resources of America's foremost radio engineers. The new station means future exchange of mutual commercial benefits, social intercourse and other important dispatches all of which will be interpreted through the medium of the wonderful wireless system which you gentlemen will have been responsible for. Poland will soon find herself absolutely independent of other countries and agencies in order to establish communication with other nations, for radio means for us a direct and instant means of transferring intelligence without the intermediary of censorship and other delays. The closing of this contract is specially significant when I tell you, gentlemen, that we have recently arranged for a direct Warsaw-to-Paris aero circuit all of which further increases the usefulness and scope of our new station.

"Poland appreciates your honest efforts, gentlemen," continued the Prince, "and it does not entirely consider the matter a mercenary one. It is a direct help to our republic which, like your own, has emancipated from foreign bonds to the glorious freedom we now enjoy.

"In the name of Poland, therefore, I want to take this opportunity to sincerely thank you all, gentlemen of the Radio Corporation, for your participation in this great engineering project."

Mr. David Sarnoff, our General Manager, spoke next, and impressively, of the epoch-making day not only for the Radio Corporation but also for the Republic of Poland.

SOME INTERESTING PARALLELS.

"I wish to draw a few parallels concerning the events of this project.

"First, I may mention that this day marks exactly two years since the representatives of Poland first approached the Radio Corporation and opened negotiations for the erection and operation of the Polish station. Time, energy and patience have been involved in the negotiations, which have just successfully terminated.

"Second, it is an interesting fact that the career of the Radio Corporation began about the same time as the career of the Polish Republic and we are, therefore, about the same age.

"Third, we are both undertaking an important venture of this nature for the first time; for this contract is the first made by the Radio Corporation to erect a radio station in a foreign land and likewise, it is the first radio contract made by the Government of Poland.

"Furthermore, this contract is the first obtained by any American Corporation to erect and perform a service of this kind on

foreign soil. We are, therefore, especially proud of the honor conferred upon us by the Government of Poland and its able representatives.

"The real test, however," continued Mr. Sarnoff, "will come when radio transmission of intelligence between the United States and Poland actually takes place. As General Manager of the Radio Corporation charged with the responsibility of giving practical effect to the contract we have this day signed, I shall consider it a privilege and a personal responsibility to see to it that the United States-Poland Radio Circuit meets not only the provisions of the contract, but alike the hopes and wishes of both parties to the Contract.

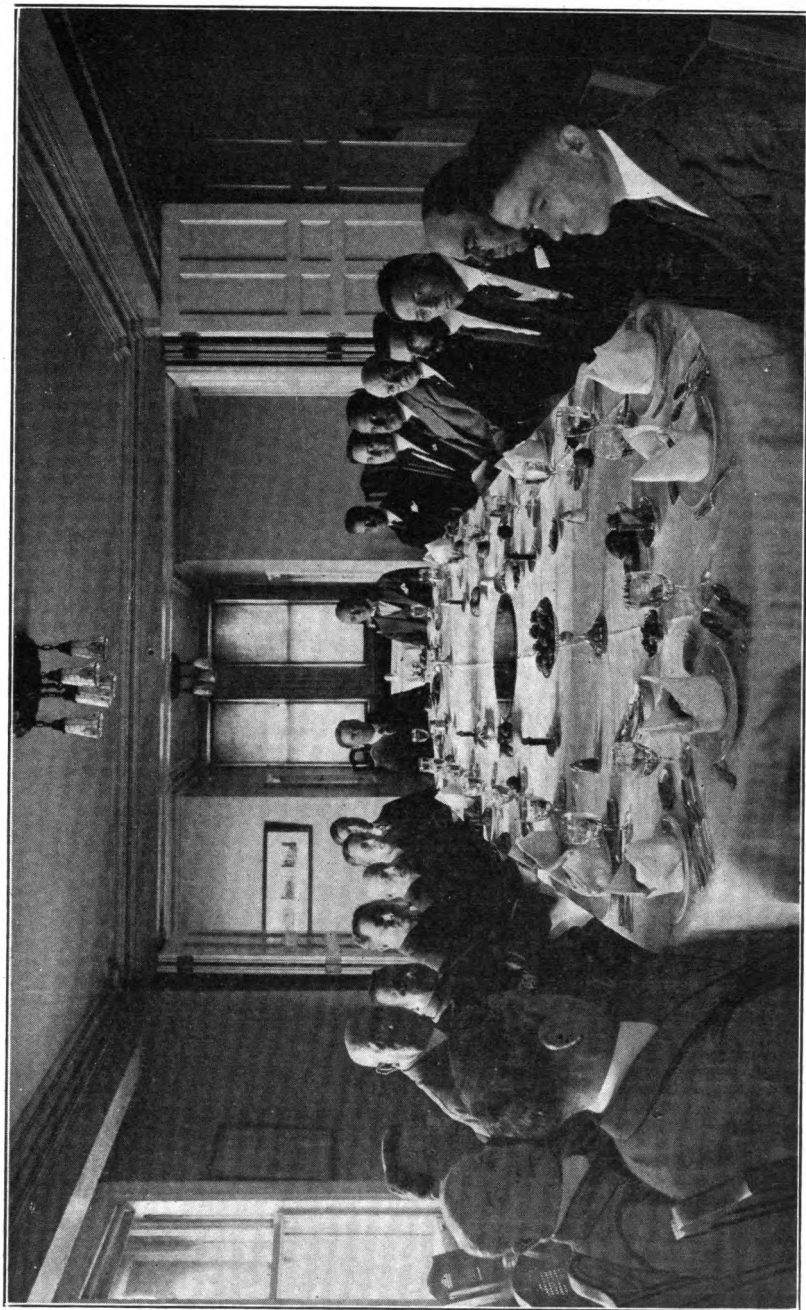
"The art of radio communication grows so rapidly and the peculiar geographical situation of Poland makes it so centrally located that by the time this station is constructed, Poland Radio may become an important international factor. Indeed, the transmitting radius of this station should be such as to cause the voice of Poland to be heard throughout the civilized world, and Poland's ability to make itself heard by the rest of the civilized world will provide your enterprising Republic with a force more powerful than any army which you can afford to maintain.

"May I not also emphasize the important fact that we are partners in this enterprise, and as in the case of all partnerships, the success of one is dependent upon the success of the other."

Other interesting speakers were Messrs. Hipolit Gliwic, Commercial Counsellor of the Polish Legation, Eugene Stalinger, Division Chief at the Polish Ministry of Posts and Telegraphs, Mr. Stanislaw Arct, Commissioner of the Polish Government and Mr. E. P. Shattuck, American counsel for Poland, who gave some interesting sidelights on the serious as well as the humorous side of preparing a high power radio contract for a foreign government.

Mr. Arct said, "No doubt, Poland has many serious problems to face and its exchange is not what it should be, nevertheless, great progress has been made and the present administration is to be complimented on the great work of Government organization which has been accomplished in the past two years. Contrary to some recent statements, Poland is far from bankruptcy and will discharge all its obligations in due time. The new radio station as well as other commercial projects will do much for the development of Poland."





LUNCHEON TO PRINCE LUBOMIRSKI.
(The Prince is on Mr. Nally's right)

GREETINGS EXCHANGED WITH VENEZUELA

N. Y. June 9, 1921.

Dear Mr. Nally:-

The attached cablegram of June 7th is in reply to your Radiogram to Dr. G. Torres, Ministerio de Fomento, Caracas, Venezuela, of Monday, June 6th, copy of which is attached. This Radiogram was sent from our Tuckerton station at 8 A. M., 2 P. M. and 12 midnight, in order to prove to the Venezuelan Government the capabilities of our Alexanderson Alternator System for transoceanic communication purposes.

Respectfully,

(signed) E. E. BUCHER.

N. Y. June 6, 1921.

TRANSMITTED: 8 A. M., 2 P. M., 12 P. M.

Torres
Caracas
Venezuela

May this Radiogram, sent to you via our Tuckerton Transoceanic Radio Station as an experimental test, mark an epoch in the establishment of communication between the United States and Venezuela. Communication is the leverage which will lift the world to better understanding and thus lead to closer ties of friendship between all nations, and may this message of greetings and good wishes be the forerunner of an eventual permanent radio service between our respective countries.

E. J. NALLY,

PRESIDENT, RADIO CORPORATION OF AMERICA.

JY 63 CARACAS 33

E. J. Nally, Radio Corporation, New York

RECIBIDO RADIOGRAMA COMPLACIDO POR COMUNICACION Y TAMBIEN POR PARTICIPAR DE IDEAS DE USTED RESPECTO A NUEVOS VINCULOS QUE ESTABLECERA SERVICIO PERMANENTE ENTRE VENEZUELA Y DEMAS PAISES.

MINISTRO FOMENTO.

*A Free Translation of the Attached Cablegram of June 7th to
Mr. Nally.*

THANK YOU FOR YOUR COMMUNICATION. WE WOULD BE GLAD TO PARTICIPATE IN YOUR IDEAS REGARDING A NEW LINK WHICH WILL ESTABLISH A PERMANENT SERVICE BETWEEN VENEZUELA AND OTHER COUNTRIES.

(Signed) MINISTRO FOMENTO

WHAT CARNEGIE TOLD SCHWAB

When Carnegie made Schwab general manager of his principal steel plant he gave him this little piece of advice: "In going through the works, Charlie, you will see many things that you mustn't see." Every employer and every executive sees far more than some employes imagine. If you are an employer, don't fool yourselves that you fool the boss one little bit. While he may keep his mouth closed when he walks through the place, he doesn't keep his eyes closed. He takes in everything. He makes lots of mental notes. It doesn't take him long to size up the people working with him.

He knows very well the employes who stick industriously to their tasks, and those who find all sorts of pretexts for getting away from the spot where they belong. He knows the employe who has a habit of sneaking out to wash up before lunch-time or closing-time, and he knows the ones who do not. He knows the employe who is eager for an excuse to talk instead of working, and the ones who would rather work than talk. In time, too, he discovers who turns out the best work, who do only fairly good work, and who are slipshod.

And when the time comes to make changes, his mind immediately flashes to the employe or employes who are most worthy of promotion, just as his mind turns to the least meritorious employes when working forces have to be reduced. In a great many places the workers complain that the boss or bosses have favorites. Of course they have. Every intelligent boss looks with favor upon those who are serving the organization best. The employes who have become "favorites" usually deserve to have favors shown them.

The best way to become a favorite with the boss is not to go out of your way to attract his attention or to fawn upon him, but to keep your eyes, your hands and your mind on your job, and to keep on keeping them on the job. He is looking for results, not for obsequiousness, not for flattery.—B. C. FORBES.

THE AUTO'S PRAYER

O MAN, creator of many great and glorious things, director and developer of my destinies, who conceived me as a crude and noisome locomotive freak, and perfected me into a swift, powerful, beautiful, softly-rolling carriage of kings, hear my prayer:

Though I seem to thee a creature devoid of sensibility, yet do I shudder and almost despair when thou forcest me to turn a square street-corner at thirty miles an hour. My spokes strain laterally, my wheel bearings receive cruel end-thrusts, and my body-bolts brace themselves against the fatal shears.

And O, my poor spring shackle pins! How many of you ever put a wrench on them and turn them quarter way to see if they are frozen and to equalize the wear? To fill and turn the grease-cups is not enough. I guess your knees and knuckles would creak if your Creator hadn't provided you with self-oiling joints.

And O my masters, how much longer must I implore you to ease my clutch gently into engagement? How many dried and burned leathers and discs are strewn along my historic pathway? Ah, many, many! A little gentleness, a little neatsfoot oil, and fewer, far fewer racked and rickety universal joints would decorate the purgatorial hills of scrapland.

My transmission! those tortured gears are never silent in my memory. I can stand the shocks, the bruised and even broken teeth, the strain put upon me by some shallow fool who forces me to start on high gear from a standstill. I say I can stand all that, but when the grease gets low and my teeth and gums get dry—then do I growl and wail and my anger is that of a starved lion.

Then my engine, the great heart of me; beating, ever beating for my pleasure, and thy commercial gain!

Treat me fairly; give me a little gas, a good breath of air, some oil, clean spark plugs, and I will spin and spin again, all night, all day. But please watch me, cool me with plenty of water, lest my bearings burn and my pistons score, and I become an impotent, chattering thing. When we are mounting a hill together and I ring the little bell on the crank-pin with the connecting rod, please, O master, retard the spark and my pain will be less and thou wilt be served longer by me.

Lastly, I would remind thee that I love cleanliness, but this, I am afraid, falls on deaf ears. Thou art ever neglectful and leavest grease, dirt, oil and rust in many layers upon my dumb and faithful anatomy.

But if it be not in thy power to cleanse me, try, O please try, never to pour either molasses, varnish or shellac into my breather pipe. And for pity's sake, master, do not crank me more than a hundred times if I refuse to go—something is the matter with me—call a doctor!

Ever mindful of the foregoing and handling the Radio Corporation's Ford Car as carefully as is possible with the co-operation of a dozen or more drivers, this particular Lizzie does not often complain.

I find that there are many things to go wrong about a car which if detected in time can be easily remedied, and with this always in mind the many drivers on the station report immediately they detect any defect either in the mechanism or the body, and steps are taken towards eliminating the trouble.

If a nut is loose, it is very easy work to apply a wrench, and so on.

At first considerable trouble was caused by tires, but since installing Universal tire fillers in the rear tires in December, 1920, the car has run upwards of 4,500 miles without a puncture or any kind of tire trouble.

I can strongly recommend the Universal tire filler for use in the rear tires. Many people are under the impression that they are similar to solid tires, but such is not the case.

Cars equipped with the filler in the rear wheels are quite as comfortable, if not much more comfortable than over-inflated pneumatic tires.

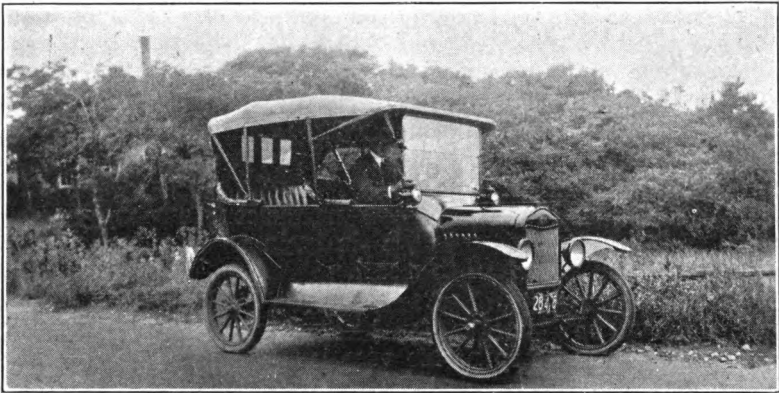
Do not forget that as you must eat to live, similarly all moving parts of an engine need food in the form of lubricants.

A little water and elbow grease once in awhile applied to the body of the car and—there you are.

I recently had the old Ford painted and it now presents an almost new appearance, as the accompanying snapshot can testify.

W. E. Wood.

Chatham, Mass.,



Editor's Note

Superintendent Wood has reason to be proud of his station car. After several years hard service it is practically as good as new. The reason is that he has taken as good care of it, as though it was his own property.



VENEZUELA

The work of erecting towers for the new radio station at Maracaibo, Venezuela, has been completed and the apparatus is now being installed. It is expected that the installation will be completed and the station opened for commercial use by the latter part of June, 1921. The station is equipped with a rotary synchronous spark system. The towers are 164 feet (50 meters) high and the normal sending radius by day will be about 800 miles and by night about 1,600 miles. The Venezuelan Government has already definitely arranged for seven additional wireless stations, to be situated at Maracay, Caracas, Puerto Cabello, Lagnayra, San Cristobal, Ciudad Bolivar and Margarita Island. After all the above mentioned stations are completed there will be sixteen individual stations installed to provide service for the capital of every State in Venezuela.

NEW YORK

THE interior of Broad Street has again been undergoing a complete re-arrangement, each circuit having an independent table, which idea seems to meet with general satisfaction, the Assistant Superintendent's and Supervisor's desks being located in the center of the room. No doubt by the time Riverhead is in shape we will be fully prepared to cope with the expected.

Vacations are now being handed out at Broad Street, as will be seen by the various post cards arriving daily, mostly showing a farm and a patch of water, enough to fill a large bath, a few trees, etc. The air of course is good but, the conveniences, generally a bed as dry as an oyster bed, a tin basin to wash in, and other little details too numerous to mention.

Frankhouser returned after a sojourn in Pennsylvania where we understand he did not go for the scenery.

Blanqui says he spent his vacation getting acquainted with the city.

Miss Miles had a few minutes to spare and went to the nearest village and mailed cards to a select few.

Mr. Reid returned looking fine, leaving his wife behind for an extended stay.

Miss Hayden was also one of the fortunate (has a friend who owns a car) so there is no question she was well entertained.

Mr. Chadwick, our Superintendent, rested up for a week which he fully deserved after his long strenuous session.

Mr. Anderson is away on his vacation and has so far submitted one post card showing a farm and another (undecided) which one he occupied we will find out when he returns.

Mr. Platt returned, having thoroughly enjoyed himself.

Eddie Sheehy, who has been Supervising for the last three months, is taking considerable interest in the real estate news, as he is expecting to sign a partnership in a few months.

Squazzo utilized his car during his vacation for a business purpose, went into the nearby small towns and advertised his father's "Hair tonic."

Henderson has been advertising extensively of late, is desirous of getting a house in a prosperous, enterprising town, with several competent policemen of its own, a fire department and a cattle trough. Certainly looking for all conveniences.

Mr. Otten, who went under an operation, is making splendid progress and we will all be glad to see him back quite recovered.

McLellan has been away on the sick list for the last week. We understand he has had a nurse in attendance. Redbank is noted for its production of good-looking nurses, we therefore leave it to Mac to do the best.

Irving Bickford strolled into Broad Street to look things over. Expects to be located here after his vacation. Says he will be domiciled at Passaic, N. J. After being on his Belmar farm so long he does not think city life will agree with him.

Mr. Schiavi, late of Belmar, is now in our midst. After a few days he was thoroughly convinced that time was precious here. He made an occasional trip to one of the windows and was very much disappointed at not seeing the old familiar Shark River, with ocean in the distance and the canoes slowly passing, sometimes attractively occupied.

Messrs. Tannenbaum and Chaplin recently joined the Car Owners' Association.

Mike Svendsen is a fast worker. We hear that he is courting a grass widow. Look out, Mike, some first husbands are pretty bad men. Of course Mike has a fine Chandler, but a desperate man can make a flivver move.

Edwin Grout is still playing the ponies (on the concentrator). Eddie has an exceptionally fine camera and his collection of pictures certainly ranks with Mack Sennett's. Eddie shows he has artistic tendencies. Butler and Grout generally spend their free Sundays at the beaches. Grout takes the pictures and Butler takes the addresses, mostly fictitious.

MARION

WALTER WAGNER, one of our husky riggers, was recently observed on the road, WALKING home from Mattapoisett, the next town, seven miles away. The hour at which Walter was discovered treading his way towards home, indicated very plainly, that it was the same old story, "It takes a long while to properly say good night, to the lady of our heart." Of course, we took

pity on Wagner, and gathered him into the machine, when a nice swift ride was given the poor boy right to the very front door. Walter isn't much of a hand to shoot off much information, but we have managed to discover that his trips to the neighboring town are many, and that he quite frequently misses the last car home while in the act of saying good night, and has at various times been treating his feet for blisters. Walter don't agree with all the views of the man from New Brunswick, who lately sat on the business end of a bee, but he says that feller has at times shown rare judgment.

George (Wicked) Wixon was lately summoned to the New York office on a business trip. Now, Wixon is one of these kind who will try anything ONCE, so he packed off to the big city just as though he had been a real commuter there, when as a matter of fact, he had never before seen that town. Of course, when George alighted at the dock with his green carpet bag satchel, there was a grand rush of pickpockets, footpads and taxi drivers, each one claiming they had seen him first. George picked the taxi man, as he was anxious to get out of that bad location. Despite the fact that the Woolworth building is within sight of the dock, George felt like a million dollars as he gaily rode the short span. Not wishing to be bothered looking all around the town for another taxi driver, and having in mind that he was anxious to see the town begosh after his affairs at the office were ended, he made a slight mistake in believing that the taxi drivers were operating just like they drove oxen down in Harwich, and he told that feller to "Stiek around a bit, I'll be right out." Some one of the office boys must have put poor George wise, for after an hour or so, he tried to make peace with that bandit for a two-dollar bill, which he sent down, via the office boy. But nothing doing, on that stuff, that wouldn't even pay for the smoke that was coming out of the meter bearings. The last reports we had, Wixon was seen sitting out under one of the trees with a pencil stub in his mouth trying to figure out just what he was going to write to Mr. E. B. P., whom the taxi driver had dropped in to call on, when George slipped out the back door of the Woolworth building.

Harry Sparks, one of the Shift engineers of Marion, is now planning on a transfer to the "Promised land" at Rocky Point, Long Island.

If Shift Engineer McGeorge doesn't hurry up and install that two hundred meter radio set, not only himself, but his girl's family are going to go bankrupt. The toll charges on the telephone lines between the two of them last month came to enough to buy six or seven perfectly good honeycomb coils. The funny part of it is, Mac's young lady friend has her radio station all up and running in first-class shape, even to passing her govern-

ment exams, while Mac (Macawber in David Copperfield), is "Just waiting to see what turns up." We wanted to get a picture of Mac's car for this issue, but the car is out to pasture in some garage, having some new gears installed. We don't know why the gears, 'cause it runs just the same without 'em.

The Skipper got a nice pretty looking invitation to join a swell dancing school and class here in Marion at one of the exclusive hotels. They promised him if he would attend, that they would teach him the Chicago dip and a couple of new wriggles, but all the information we could gather on his acceptance was a very broad smile.

During one of the recent reigns of King Static, during which time, the power was knocked out, we discovered after recovering the juice, that not a wire was left to Chatham. Lineman Wixon, however, had smelled the ozone, and soon was on the job, and they gradually all returned back to normal.

Sam Campbell, Machinist, is on his two weeks' annual vacation. He is spending his period of rest down on Cape Cod, and from reports, is having a very pleasant time.

We were pleased to have Mr. and Mrs. Latimer and daughter with us recently for a week-end. After seeing how Mr. Latimer spent it—we suggest he should change his initials to signify "Continuous tennis" instead of "Continuous wave."

Doc Usselman (the man from Tuckerton) was in town lately. We didn't see him; but we knew from the smile a certain young lady exhibited, what it meant.

We wonder if Doc thinks he can slip in and out of Marion without our knowledge?

Doc, ole boy—we hear there is going to be great doings around here the first part of September, and living up to our reputation of speed, we want to take this opportunity of wishing you both all the success and happiness we can radiate 'fore you take the big leap, plunge, and splash into the everlasting bliss of matrimony. Bye, Doc!

CHATHAM

IN a recent issue of our magazine somebody stated that whenever Belmar couldn't read MUU, the ASNY made a dash for the Riverhead circuit. We have heard vague rumors that RD is quite a receiving station, and it is quite possible that within the course of the next year or two the RD station will be able to receive European traffic as efficiently as Chatham.

We are receiving high speed from Germany practically every day and expect to pile up traffic totals for some of the other aspiring stations to compete for.

The Static Club Lawn party and dance was held on Thursday evening, August 11th, and was an unqualified success. The

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THE CHATHAM STAFF

grounds surrounding the mess quarters and the tennis courts were tastefully decorated. Great credit reflects upon the Decoration committee, and special mention must be made of Mr. Pfautz, who worked like a Trojan. According to a great many local people and summer visitors, never has such an event taken place in Chatham before, and all were most eloquent in their admiration and praise.

Visitors at the local hotels were invited and fully 300 persons from all parts of the Cape, to say nothing of the vast crowd of onlookers, enjoyed a glorious evening. The road past the station was thick with automobiles, so much so that Messrs. Strong and Brownlie took upon themselves the onus of being traffic cops. It was a real Indian summer night, a gentle breeze kept the mosquitoes at bay, and the moon shown upon a magnificent spectacle as happy couples waltzed, one-stepped and fox-trotted to the excellent music provided by a band of 12 pieces imported for the occasion. The ladies, becomingly gowned, and the fellows in flannels, certainly presented an imposing sight, and thoughts of high-speed and QRN were forgotten by all except the poor exiles on the 4-Mid watch.

The lady members of the Static Club acted as Reception committee, and also turned the raw materials supplied by the Mess into delicious and appetizing eats. Ices, cold drinks, cake and sandwiches were partaken of at 9.30 p. m., and in a very appropriate speech Mr. Winans, of Boston, paid the members of the Static Club some glowing and flattering compliments. Even Mrs. Mac was compelled to admit Belmar had nothing on Chatham.

We were sorry we had not more representatives from Marion, but were delighted to have Mr. and Mrs. Campbell with us, and to see Sammy tripping 'round like a two-year-old with every appearance of enjoying himself. We were also very sorry none of our friends from the Head Office could be with us on this occasion, to see us both at work and at play.

Two o'clock arrived all too soon and the final waltz "Till We Meet Again" terminated one of the most spectacular and enjoyable events in the annals of Cape Cod. On the whole the Static Club is to be complimented for its initiative, and too much praise cannot be bestowed upon the indefatigable efforts of the various committees.

We welcome to the station Messrs. H. Holm and Yale Abraham Golobe.

BELMAR

THE once numerous staff at Belmar has been reduced almost to extinction. In about a week's time Mr. Rostron will call up for six or seven men as usual and there won't be anyone to answer the phone. When we look over the transferred list, we don't wonder that there is a shortage of houses in New

York. Some one up there said that the last two or three lots sent up didn't really work here at all, but were picked up by Mr. Briggs on the curb in Belmar; we don't believe it, though.

The hotel which used to be the center of Jersey entertainment is now nothing but a house of echoes and shadows. One might wander for hours along the empty corridors without disturbing anything but the dust or meeting anything but stray dogs. Dora, the housemaid, says she makes the beds just to keep herself in practice in case she has to go out and work for a living. Tony cuts the grass as usual twice a day, but there are places all over the lawn where even the grass is leaving.

Some people never have any luck. Last night Johnny gave Taylor a cup of coffee and Taylor couldn't sleep a wink the whole night.

We are going to tell Coffman that those of his ideas which work have long since been abandoned by the original inventors, and the others don't work. We say we were going to tell him this to his face, but we cannot bear to see human suffering. At the same time we wouldn't let Mr. Weinberger discourage him as there is a possibility of professional jealousy.

Bickford, wife, baby, dog and fivver returned to spend the rest of their vacation with us and company. Bick came through New York on his way back and was beginning to think his future home wasn't such a bad place at all until he hired a taxicab. Why did you behave like a hick anyway, Bick? Don't you know that New York taxicabs are used by millionaires and hicks only? We are still paying by monthly installments for our first taxi ride and that was many years ago.

We hear on good authority that the hotel is to be kept open as a summer residence for the families of head office officials. Mr. Lown, we understand, is to be retained to tell stories of wild life in New Jersey, and to give exhibition dances with the new cook. Redfern will make funny noises for the children.

A LITTLE DRAMA IN ONE ACT

Weinberger: What's Henry's number? I want to get in to catch the 5.18.

Briggs: Don't call him. Coffman can run in with the fivver.

Coffman: Sure!!!

(Weinberger and Coffman proceed up the hill to where said fivver is parked. Business of cranking madly).

Weinberger: (Looking at watch). We've got to hurry, it's after five now.

(Coffman at last gets the engine started).

Coffman: Jump in, we'll make it easy. (He starts to turn around).

Weinberger: What's the matter?

Coffman: (Madly jumping up and down on the *brake*). She won't back up. The reverse don't seem to work.

(Five minutes go by. Coffman still continues to punish the *brake*).

Coffman: Guess you'll have to push her back. It won't work. B. A. must have worn it out.

(Weinberger gets out and bravely shoves Lizzie back across the road, Coffman clutching the wheel).

Weinberger: Now let's go, I'm going to miss that train.

Coffman: I'll try to make it but if I get there I'll have to run around the block to get started back.

(They spin along in fine style till in front of Sam's house, Coffman experiments cautiously with the brake pedal).

Coffman: Oh, I know, I was pushing the wrong pedal.

Weinberger: (His hair on end and ready to jump for his life). How long have you been running a Ford?

Coffman: Not much, but I'm going up for a license next Tuesday.

(And the funny part of it is, he came back from Asbury on Tuesday, proudly exhibiting his license card. How do they do it???)

Mr. Dreher, of the Research Dept., on a recent visit, was hurt and shocked at the transformation of the BE office. The only BE he knew and loved was the one which had Hoxie tape festooned from floor to ceiling and Mike Svendsen rushing madly about, with pails of water, bottles of mucilage and chemicals. Well, Dreher, all things must pass. Does not the wild ass stamp over the head of Kaikobad, and he lies fast asleep? But you might bribe Mike to put on a show at Broad Street.

We overheard one of the women residents remark that the Belmar children, with heavy emphasis on the children, were just full of pep. We were wondering if she had found the men in a state of coma, more or less. If so, we are sorry.

Schiavi, one of the pioneers, left us for New York the other day. The haste with which he left us was absolutely indecent, but we grinned spitefully when we found that he had forgotten his baggage. He left them hanging out on the line to dry. We will send them up, B. A., when the left sock is dry.

Redfern says the C W receiver is no good. He says you can hear every station on the continent all at the same time. That is some set. We have longed to have one like that, Red.

We hear that Mrs. Mac, the corporation missionary, is preaching collars and ties to the heathen at Chatham. There has been a lot of backsliding here. The only presentable person is T. Ward

and we believe he has a motive, over Allenhurst way.

Among the latest arrivals who have come here to fill in, to some extent, places left vacant by the boys who have left, we are glad to welcome Messrs. Greenman and Beverage, and last but by no means least, Master Kenneth Stanley Barsby, a bouncing baby boy, who arrived on August 7. He has not yet decided whether to become a supervisor or a receiving engineer.

SAN FRANCISCO

AS the scribe is about to leave on his first vacation in years, that is, the first real vacation, away from work and all connections therewith, the excitement runs a little high with him, and so the article herein contained may run worse than usual. Admitting, of course, that his stuff is usually rotten anyway.

Myrtle Sabatino, our genial 'phone operator, came back from her vacation and Los Angeles (Ambassador Hotel) all married and everything. She's going to stay with us 20 years longer, she avers, however, as we just couldn't get along without her except for an hour at lunch time. Ask Mary Horton, she knows! We all extend our congratulations to Mrs. Sugrowe.

Gertie Hamilton had a trip up Mt. Lowe a couple of weeks ago and she says you can see all over Loss-Ang-el-ees from the hoss cars on the way up. Yea! You Easterners, that's the trip you read about in the magazines, about throwing snowballs at 2 p. m. and pickin' oranges at 2:30 the same day. Some climb and some clim(b)ate.

An old-time Postal boy hooked up with us recently and spent several weeks relieving operators in this office on vacations. He is William (Bill) Gardner. Since the Volstead law went into effect, Bill's hobbies are a run-down tin-lizzie and some good fishing tackle. Bill recently left us to take an emergency job at Marshall. He is now spending his spare time fishing for Enchiladas on Tomales Bay.

Mr. Badger is finishing the vacation reliefs on the ML-SF circuit and appears to have taken a good hold on the job.

Louie Frazzio is back with us again. He says he put in his brief but pleasant absence building chicken coops to take care of a hard winter. We hope rents don't go so high that he will have to move the family in with the hens.

Our office has a full glass front facing the well-known thoroughfare, California street, and sets down about eight steps from the sidewalk level; so if we occasionally mix our metaphors it's because our desk faces the front and the scenery is sometimes beautiful as well as distracting.

We have at hand a moderate supply of the new chocolate blanks and our opinion is that these are a decided improvement.

The advertising quality is probably not as good, however, because the old red-tops could be seen a mile away. We never had to ask if a prospect used our service when we blew into his office. We just glanced around and if we saw red, we took the opposite mental state from the male bovine and looked pleasant instead of mad. If the shade was absent, we told the gentleman we would send something around to add color to his establishment.

That radio has taken its place in the Sun on the Pacific is proven by the following letter received from Mr. E. D. Moore, Pacific representative of the Kokusai News Agency:

"You will be interested in knowing that your Company beat all others in the matter of time in handling the flash bulletin on the result of the Dempsey-Carpentier fight. Mr. Kennedy, at Tokyo, reports that our bulletin was received there at 7 a. m. July 3rd. The time between the filing here and receipt at Tokyo was approximately one hour. The nearest to this service was from London which was three hours and fifty-five minutes later than the receipt of our bulletin. Mr. Kennedy advises me that the service was very much appreciated, and I thank you for your co-operation."

One hour from filing in San Francisco to delivery in Tokyo is rambling some, when you consider a message passes through the hands of eight different operators, to say nothing of numerous clerks, etc.

Mr. Mitsuru Sayeki, Radio Chief Engineer of the Japanese Government, with headquarters at Tokyo, spent two days in San Francisco during the latter part of July enroute to the Radio Conference in Paris. Accompanied by Messrs. Isbell and Baxter, he visited the stations at Bolinas and Marshall and expressed himself as being well pleased with the equipment and operation of the California end of the Japan circuit. We hope he will spend more time with us on his return trip since we learned a great deal about the Japanese methods during his short stay.

In passing may we inquire who is the official correspondent for the Division office of the Pacific? We would like to pit our editorial proclivities against that intellectual body.

BOLINAS

SINCE our last appearance in WORLD-WIDE WIRELESS we are pleased to say that our number one alternator set has done itself proud, in view of the fact that it has broken all former records for handling traffic. Practically all the machinery for number two set has been placed, and it only remains for the G. E. Company to hook it up. Our radiation has been considerably increased by the addition of another tuning coil in parallel with number two tuning coil. This gives us a total of four tuning coils in our antenna.

During the latter part of the month we had the pleasure of the company of our General Superintendent and his wife, Mr. and Mrs. Baxter, and Mr. and Mrs. Roy, of Marshall, who visited our station for a short time.

Among the roll of visitors this month was Mr. Mitsuru Sayeki, who is the Chief Radio Engineer of the Japanese government. Mr. Sayeki was deeply interested in the operation of our alternator in view of the fact that he himself has designed an alternator which is now under construction in Japan.

The stormy Fourth has come and gone and as we look over our staff we find added to the "bunch" a rollicking, jovial sea horse in the capacity of Alternator Attendant, none other than the illustrious Frank Schafer. We welcome you, Frank, and initiate you into the joys and sorrows of your task. Only don't forget an A. C. motor runs better on A. C. than D. C.

Mr. Riddle, late of Kahuku, upon his arrival here to assume his duties suffered a severe attack of appendicitis. However, after a successful operation he is again back with us as fit as can be except for the fact that he walks slightly bent.

Homer Jagers has discovered that even a baby-carriage will not run successfully without lubricating oil. We have not seen his Baby Saxon dashing madly around the Station for some time. A visit to the station garage will disclose two feet protruding from under said Saxon, and you will hear a peculiar brand of language as Jagers tries to hold a crank case in place with one hand and bolt it up with the other.

We hear rumors that T. A. Chambers intends having a high speed gear installed in his Baby Grand. S'matter Tom, fifty per not fast enough? She must be real attractive.

Among the various sports engaged in by the staff, the most prominent one of late has been skunk hunting. Mr. Bollinger, our jovial Engineer-in-Charge, has walked off with all prizes, having to his credit fully a dozen skunk tails. This diversion seems to be the only thing that keeps the boys out at night here. Another method of capturing these odorous little pests is by a unique trap which Mr. Bollinger has built. When it is ascertained that some poor skunk has tarried too long at the bait and sprung the lid, Mr. Bollinger calls in the nimrods who quickly respond, bringing a various assortment of weapons from 30-30 Winchesters down, and as the poor beast tears across the fields there is such a barrage laid around him that he seldom survives.

Mr. Bollinger recently further demonstrated his sportsmanlike qualities by carrying on a wrestling match with a Ford automobile—that is to say, in driving over the mountains from Fairfax to Bolinas in a Ford, he met a large touring car head on and, of course, at one of the sharpest curves and over-hanging a deep

canyon, the result being that although the Ford endeavored to hop on top of the touring car, it missed its aim and rolled over the bank, with Mr. Bollinger at the wheel. It finally landed against a tree some one hundred and fifty feet down the canyon, with our genial Engineer-in-Charge underneath the car and knocked out completely. Personal damages—one broken rib, one badly lacerated hand: Property damages—accounted for by Insurance companies.

KAHUKU



E. P. HILL AND ?

“FORTY days to do.” We can hardly say we like to hear that said by the General Electric construction men here, but that is their slogan and the number decreases daily. This all reduces to the fact that our number two alternator is very nearly ready to have the control switch thrown to “KO” position. Then starts our siege with broom and paint, for we intend to stand our watches in whites, as becomes a station in the tropics. The alternator attendants have already discovered that there is quite a bit of brass work on the machine.

In mentioning the station personnel, we have had two arrivals and two departures. First we turned a once over toward E. Petersen, chief rigger, who came from the old fog factory Bolinas, and it did not take us long to learn that he was with us a million. Hill arrived here shortly after Petersen (from the same old KET) and in nothing flat he gets caught out knocking 'em dead with a wicked drive 'en evrythin'.

Last Saturday evening Mr. and Mrs. Graff opened the evening with a little Victrola party, and all that such includes.

De La Nux said that the only thing that kept him from going to sleep after the party was over, was the breakfast bell. Oh, well, Kahuku is three miles away, you know. No, he didn't get lost; he couldn't do that very well, because he has made a well-beaten

track in that direction. At first there was a great deal of mystery attached to these nightly perambulations as we had already seen him being very attentive to one of the fair sex in Honolulu. After some very clever sleuthing, however, he was caught cold with another fair charmer at the movies in Kahuku, the other night; and there are rumors of still another in Frisco. It is only about six miles to the Mormon colony in Laie, Del, and with a second-hand flivver it wouldn't be any trick at all to run back and forth to work.

The two departures were Mr. and Mrs. Riddle. We sincerely hope that Mrs. Riddle has fully recovered from her illness by this time. A rush trip to the coast by her was followed by another for Mr. Riddle. Rumors have it that they will remain on the coast for a while. We all miss you, but here's for the best, Mr. and Mrs. E. R. R.

We were surprised to see Slewing come home a day early on his time off, but a little inquiring informed us that a certain young lady in Honolulu had skipped over to Hawaii for a short time. He had to kill some time reading Judge and the like.

Flanigan, poor man; yes, his fair one shoved off too. But there is a greater gap of water for him than with Slewing, for she went to the coast. Well, one of these little W. W. W.'s is bound to get to Petaluma, Cal., so we'll vouch for Walter's being a real good boy since the *Manoa* sailed. Morris is trying to renew his government insurance. He bought Riddle's Chevrolet, and after the last escapade with a motorcycle, he believes in preparedness. If two wheels laid him up for a month, what would four do?

Our old Texas friend Doc Winn has left us for new duties with the General Electric Company at Havana. We all feel sorry for Doc, because we all know that they have some very old ideas down there, so we advised him not to mix up with that Ancient Order of the Brass Rail and he would probably get along alright. If he happens to see this issue, he might be interested to know that Carrier has promised to treat the crowd "in front of Macey's window" if he has not cleared this station by six P. M., forty-four days from now.

MARSHALL

AFTER a month of social and sportsmanlike entertainment the boys of Marshall are now hitting the ball in routine order.

Hi-speed practice is in evidence daily, due to the steady increase in business and the heavy files anticipated as a result of Mr. Schecklen's solicitation work in the city.

Operator Peterson has assumed the professorship of the Hi-power late night students. Arensburg and Marion are trying to

become nimble enough to stop the unending flow of the former speedy co-worker Snider.

On July 16th the boys gave a dance in the drawing room at the mess quarters to which some of our neighbors at Marshall were invited. The music was furnished by Mr. Steele's phonograph assisted by our own orchestra, which is growing in proficiency. Mrs. Roy graced the hall as hostess and presided over the table of light lunch, thus bringing a perfect evening to a fitting climax.

Messrs. Pepper and Peterson embarked on the first hunting expedition of the season in quest of the fleet-footed deer. Bill saw six but only one was eligible to die at the time and he got away with only a pain in the breadbasket.

Superintendent Roy, Bill Pepper and Martinelli were recent buyers in the auto market, each purchasing a Sheridan. Oh yes, Marine Operator Walling bought a new Phord roadster too.

Brother Nichols received a telegram about two weeks ago which caused him to rush madly to San Francisco and all our anxiety was put at ease at the sight of his return with a blushing bride. Best of luck NS, you show good taste.

We are sorry to say that our abode is no longer graced by the cheery smiles of Mrs. Rohrig. They recently packed the family trunk and are now residing in their own little home at Marshall, where they expect to raise sea gulls in the back yard.

Hamby went to the city with a pain in his starboard shoulder two weeks ago. We hope he enjoys his vacation and will return soon ready to man the wire in his old style. What's the matter with the third trick, Ham?

KOKOHEAD, OAHU

SAY, tell that bird to QRQ. I'm going to sleep. Hey MAO. How's chances of getting the set a minute the Jap says QEZ and wants us to send louder, whereupon Benn puts a paper clip on his bug and sends louder to our Japanese friends on the other side of the world. Such is the daily battle at Kokohead and all our efforts have centered thereupon. Corresponding for the WORLD WIDE WIRELESS has been nil of late but now that a Cub reporter has been appointed, look for us in every issue hereafter.

Things around these parts have been moving since we got our alternator going. Traffic moves east with the speed of light and our worthy colleagues at Ket puts 'em down pretty good. Japan, too, copies us fast. Much traffic is moved to him.

W. P. Schneider arrived from Ket some weeks ago and so far he seems to be enjoying the tropic breezes. Schneid brought a charming wife with him to make his stay here in the Islands a blissful one. Schneid is another victim of that shattered dream "A Buzzing Community at Kokohead," and he has to drive to and

from town each day a distance of twenty-five miles. Cheer up, Bill, maybe some day those fellows back east will take pity on us and make things more agreeable.

McNess, Cherrigan and Street are in the same boat as Schneid, and to them we impart dem same woids.

Street, by the way, is a newlywed. Many a crepe is seen these days. Fair mourners have lost their George, but George has a wonderful little wife and though we all hated to see him leave the bachelor quarters here, we know that he has gone one better up the road of life. Much happiness and best wishes to you, George.

Meredith arrived from Chatham and says that KO has got CM beat a thousand ways. What you fellows do to him back there? He says, never again.

Kokohead pulled off another of its wonderful dances a few weeks ago and its success was crowned with glory. Music? We had the best in the Islands. They claim themselves to be the jazziest jazz band that ever jazzed jazz music. We all agreed with them after stepping to it for four hours, and when the strains of Home Sweet Home had died away all left with regrets that it couldn't be the start instead of the end of the party. We hope to give another real soon.

What's all that noise from Chatham about automobiles? Say, you fellows don't know nuttin'. Kokohead claims all honors. There's twelve brass pounders here and among such a small crowd we count ten automobiles and two motorcycles. Does that win the honors? Bailey and Burke, our power house gentlemen, have started a garage just outside the works here and business has thrived. Quasdorf with his Stutz, McNess with his Overland, etc., etc., have kept them pretty busy of late.

Corey, better known as Einstein, continues his radio activities and his latest invention is a wireless outfit on his cutdown. Carries the aerial on a small kite and when he's going about sixty per he lets it out and gets all the latest news from Honokaa. We refrain from explaining where Honokaa is, but will venture to say that mail goes there twice a week.

Cherrigan appointed supervisor, Vice Anderson, resigned.

Anderson and Baldwin left our midst to take up a sea-faring life. They acquired a yacht and left for the South Seas. A letter received by Mrs. Oxenham from Mrs. Anderson the other day stated that they made Fanning Island in eleven days, which by the way is pretty good for amateur navigators, as "WA" and "BN" are.

We note in the current issue of the WORLD WIDE WIRELESS that Chatham (gosh that place does a lot of talking) claims the tennis championship, or rather they have some players. Again we protest. Supt. Oxenham and a couple others here are pretty

fast players, and we'd like to see a competitive match between the two stations. Meredith plays so fast that his feet can't keep up with him. The ground came up and met him one day and Mr. was using crutches for a few days later. Mrs. Oxenham is quite an enthusiastic player. Wilhelm has tried his hand at it and succeeded in trimming (repeat) trimming Meredith. We have great hopes for him. Pontius plays well and he and Mr. Oxenham go to the mat often.

Burns has his Stutz running and makes good use of it. We hate to look forward a few months when the wet season sets in and our lovely Denver mud is with us again. Afraid we'll have to dig Burns out of his seat if he tries to come across the mud flat when it's wet. You see he has no fenders and coming across the flat when it's wet produces an eruption that only fenders can allay.

Mr. and Mrs. Reed are still with us and enjoying ?? their sojourn in this paradise.

Hamilton pays us a daily eight hour visit, and, like the rest of us, counts the months when he can again walk down the path of gold.

Brown has carried a worried look around with him the past week. We wondered what the trouble was so investigated and found that she was in the hospital having her tonsils removed and in consequence became a bit indisposed, which seemed to cause Irving great grief. We are happy to report the fair Miss well and kicking again. Bl again wears that happy look.

HEAD OFFICE

Mr. G. H. Pearson, Traffic Manager of the Canadian Marconi Company, was a recent New York visitor.

Mr. W. A. Winterbottom, Traffic Manager, has returned from a protracted European trip, during which he visited high power stations in Wales, France, Prussia and Norway. He also visited Scotland. This was his first trip abroad in 14 years.

Messrs. T. M. Stevens, P. C. Ringgold and W. J. Schmidt have returned from their vacations, each with a chocolate-hued tan.

William Cockett enjoyed his vacation in the Catskills with his wife and son.

We regret to learn of the death by drowning of Russell Lowerre Bruch, son of Major Charles P. Bruch, formerly in the service of the Pan American Wireless Telegraph and Telephone Company at Buenos Aires. The young man was 27 years of age, and a Princeton man. He served in the Aviation corps in France. Our sympathy is extended to the bereaved parents.

President Nally sailed for Europe on the Aquitania, August 23.

EASTERN DIVISION

NEW YORK

REID S. SHIPLEY has transferred to the Steam Yacht *Patricia*, which is about to make an extended cruise to European and Mediterranean ports and thence to the Pacific; H. F. Bollendonk has transferred to the High Power division, leaving first and second positions on the *Old North State* vacant. E. E. Freeman took Shipley's place as chief, Adney Wyeth was promoted to second and Joseph B. Cohen was assigned as third.

A. E. Kierstead is on the *Munwood* running to Cuba.

R. W. Toms sailed on the *Steel Exporter* for Pacific Coast ports.

Emil Krause is on his way to Norway, Sweden and Denmark on the *Milwaukee Bridge*.

C. P. Allwein is now on the *Socony 90* and John R. Parker is on the *Radiant*.

James W. Bayne, a new man in the service, is junior with Paul Bergin on the *Munamar*. Bayne took the place of Anderson Offutt, who transferred to the *Porto Rico* as junior with L. G. Ainley.

Paul W. Karr is now attached to the *Ario*.

Steffen F. Nielssen re-entered our service and sailed on the *Lackawanna Valley* for Scandinavian ports.

A. G. Marsden, after a voyage on the *Santa Rosa*, which laid up upon arrival, is relieving Benjamin Beckerman on the *Lake Sterling*.

George D. T. Rouse is now on the Standard Oil Tanker *Thomas H. Wheeler* in place of W. L. Vercoutre.

H. S. VanCott, after serving about two years on the *Santa Rosalia*, is now on leave of absence.

J. F. Forsythe, who was relieved when the *Mary Luckenbach* laid up, took his place on the *Santa Rosalia*, which is now en route to the Far East.

BOSTON

JOB PHILBROOK and Ethyle have mutually agreed to part company. Bob is getting up quite a collection of mittens. Nothing worries Robert. He still smiles.

Constructor Sweet equipped the *Wm. Boyce Thompson* with a type P-8-A set. There is a persistent rumor that Walter has given up all thoughts of some time returning to the *North Land*, and that he has forsaken bachelorhood, but the details are not yet at hand. We will endeavor to have confirmation in our next, and in the meantime, crediting Dame Rumor, are wondering if Lucille is the bride.

Constructor Elliott dismantled the $\frac{1}{2}$ KW set on the *Cerro Ebano* and installed in its place a 2 KW P-8-A set. Ask Seymour what he thinks of Providence.

Joseph Noel Smith has had a sufficiently long stay at Savannah and is on the *City of Atlanta*.

Assistant General Superintendent Stevens favors imported haberdashery, imported from a w.k. Boston haberdashery to New York. Watch for 'em.

Emery Neff has left the *Melrose* to return to South Dakota to punch cows.

Supt. Nicholls has returned from his vacation full of pep. He seems to prefer the seashore to the mountains. To be more explicit, we mean bathing beaches.

Howard Walter has resigned.

BALTIMORE DISTRICT

HENRY HEISEL of the New York office was a recent visitor. Inspector L. E. Richwein has left our service, having received temporary appointment as Assistant Radio Inspector with the Department of Commerce, to be stationed at Baltimore. Alan P. Smith, a former Marconi operator, relieves Mr. Richwein, and we wish them both luck in their new positions.

Constructor Grantlin is taking a short vacation at Ocean City, Maryland. With his new red and green striped bathing suit he ought to knock 'em dead.

Inspector Richwein effected an audion installation on the Shipping Board steamer *Asquam* recently.

Hubbard McCauley, recently relieved on the *Lancaster* at New York, paid us a visit and after a few weeks rest from his Far East trip will be ready for another assignment.

Several ships that have been laid up at this port for the last six months have been re-commissioned and from present indications shipping is again starting to move. Can't come too fast for us, though.

GULF DIVISION

NEW ORLEANS

LJ. N. DuTREIL, Assistant Superintendent of the Gulf accept his appointment as Assistant U. S. Radio Inspector division, has resigned from the service in order that he may for the Eighth district at New Orleans. We all regret Joe's leaving us, and wish him success in his new undertaking. W. M. Hammond, Division Traffic Clerk, has been promoted to fill Mr. DuTreil's place as Assistant Division Superintendent. P. R. Ellsworth, who for the past year has been in charge of the Galveston

District office, has been appointed Division Traffic Clerk to succeed Mr. Hammond. The Galveston office is now in charge of our old friend, George B. Williamson, he having been transferred to Galveston from the Port Arthur office. The Port Arthur office is now in charge of Orthni B. Minter, late of the Steamer *E. R. Kemp*. Mr. Minter has been in our service for some time and comes very highly recommended by our Mr. Hartley of the Philadelphia District office.

Chief Inspector W. P. Elkins seems to be tiring of living in a suitease. During the course of the past month we have chased him from Havana to within a few miles of the Mexican border on various and sundry installation and repair jobs. First it was to Tampa where a 2 KW P-8-A installation was made on the new Standard Oil Tanker, *T. J. Williams*. From Tampa down to Key West for the purpose of re-equipping with 531 transmitters the *Mascotte* and *Miami* of the P. & O. Steamship Company as well as overhauling the balance of that company's fleet. Next followed a long trip to Aransas Pass, Texas, back to New Orleans and over to Mobile.

We wonder why Inspector Huber is so confounded insistent on starting his vacation on a certain day of this month, especially since there appears to be no diplomatic relation between he and Mickey.

The *Memphis City*, the twelfth ship completed at the Chickasaw Shipbuilding & Car Company's plant at Mobile, has sailed on her maiden voyage. She is bound for Bombay and way-ports with Robert H. Williams in charge.

Thomas A. Church, who recently lost his sleeping quarters with the laying up of the *West Raritan* at Baltimore, has re-entered the service on the *Walter Hardcastle*.

Chas. W. Malone and Stephen C. Whitney have been added to the R. C. A. family, the former having been assigned to the *George G. Henry* of this division and the latter to the *O. T. Waring* of the Eastern division.

Ralph M. Smith, late of the *Jalisco*, is now in the banana trade, having been assigned to the *Munisla*, out of Mobile.

Pierre Lacoste, after an extended vacation, has re-entered the service on the *Cabrille* of the Shipping Board, Eastern Division Service.

Byron H. Barker, after a year's service on the *Ampetco*, is off on leave of absence; having been relieved by Bryan Walker.

Paul R. Harris, after a long sojourn back on the farm, has been assigned to the *Chickasaw City* of the Eastern division.

Manuel Sanchez is now in charge of the *City of Brunswick*, a new Shipping Board vessel.—Key West district bunch take notice.

Louis H. Boizelle, after lengthy service on the *Coahuila*, as junior, has been placed in charge of the Shipping Board Steamer *Eastern Victor*.

STATIC FROM THE KEY WEST DISTRICT.

Born to Mr. and Mrs. Pelham P. Nisbett, a daughter, Colleen Elizabeth, 8 pounds, on July 10th, at Port Tampa, Fla.

W. F. Franklin of the *Miami* (junior) says he is preparing to stand all the night watches on board, as Pelham will soon have to begin standing night watches at home. Have mercy, Colleen Elizabeth, and let dad sleep.

It is rumored in real estate circles that Harold Ely of the *Henry M. Flagler*, and John M. Carr of the *Joseph R. Parrott*, have acquired a ranch on Riverside drive, Key West. How is (or are) the poultry boys?

Oliver Treadway of the *Estrada Palma* has been seen several times lately on the main stem with a charming young thing holding tightly on to his arm. When shall it be, Oliver?

J. E. Kane, formerly of the *Miami* but now of the Hotel Jefferson, must be having a great time. He was reported as having his best lady friend in Key West under convoy several times recently.

J. E. Broussard, of the *Cuba*, has been very successful in acquiring another coat of tan. The first peeled off.

GREAT LAKES DIVISION

CLEVELAND

THE package freight-passenger ship *Colonial* recently cleared from Cleveland on her initial trip, with Clarence H. Hiester in charge of the equipment.

D. W. Gibbs is now attached to the *Alpena*.

Wm. Woodward has been assigned to the *Arizona*, vice R. B. Lathrop.

Notwithstanding the nation-wide slump in business, the Ann Arbor carferries are keeping their ships going in pretty good shape, which means plenty of work for the purser-operators in the employ of the A. A. R. R.

Jo E. Carroll, formerly junior aboard the *City of Cleveland III*, was recently made chief operator of this vessel, vice Lisle W. Wright, resigned. Edgar E. Kinney is now filling the berth left vacant by Carroll's promotion.

Carl Werlein is now senior on the *Carolina*, vice Carl Menzer, transferred.

J. H. Sokutis recently spent a few days in Detroit securing a renewal of his first-grade license.

J. E. Spencer, who has been aboard the *Huron* since the opening of navigation, has been relieved by Carl Eisenhauer, Spencer having

requested a few months leave, during which time he intends to transact some very important business at his home.

G. F. Holly has been assigned as chief of the *Missouri*, vice Allan C. Forbes, away on leave.

Howard Osmun is now attached to the *Petosky*, a one-man ship.

Lester Marholz recently relieved L. C. Wyndom on the *Clemens Reiss*, Wyndom having requested a short leave of absence.

Norman J. Hughes is now aboard the *William Reiss*, vice Norman S. Walker, who was transferred to the *W. F. White* for a two weeks relief. A. H. Freitag, whose permanent home is the *White*, has requested leave to attend executive meetings of the various organizations of which he is a member.

Irving Wallace has recently returned to the *Wyandotte* after a two weeks vacation.

Jacob M. Bolande has returned to Chicago after a few weeks of hardship aboard the tug *Whitney* in Lake Superior.

Paul W. Kessler was recently relieved on the *Iroquois* by C. D. Peck, Kessler having been granted a short leave of absence.

Constructor Leonard has been kept busy making the mid-season inspection trip covering Lakes Erie, Michigan and Huron.

Superintendent Nicholas has just completed a business trip, having covered the entire western end of the division, stopping off at Toledo and Detroit on his way back to Cleveland.

PACIFIC DIVISION

SAN FRANCISCO

DURING the past month all of the marine unions which were involved in the tie-up of shipping voted to accept the new conditions and return to work, thereby acknowledging their defeat. Shipping had become about normal before their decision was reached, so it had little effect on conditions. A few of the radio operators who held out until the last have now applied for positions but find all assignments filled. The list of operators awaiting assignments has resumed its usual proportions and we would not advise anyone to seek the advantages of the Pacific Coast climate without being first provided with a fairly long pocketbook.

The P-8 panel set on the Matson Navigation Company's steamer *Manoa* was slightly damaged by fire which occurred while the ship was lying in port at Honolulu. The fire started from the overheating of a resistance unit in connection with the battery charging panel. Junior operator Snow was standing by and gave the alarm at once. The damage, to the extent of a few hundred dollars, was caused mostly by salt water.

The second of the Anglo Saxon Petroleum Company's ships built by the Union Construction yards in Oakland was installed by the local force during the month. A 1½ KW quenched set of

the English Marconi type and a detector and two-step amplifier comprises the equipment. Two operators, A. T. Naylor and J. J. Davis, were sent from England to take charge of the *Achatina's* equipment.

We are still looking forward to the advent of the CW transmitter, as it is believed they will become very popular on this coast; and also the detector and one-step amplifier, which we have heard much about.

A number of radiophones are in operation in San Francisco and concerts are given nightly. The Fairmont Hotel, equipped with G. E. tubes, transmits on a wave length of 350 meters, and the California Theatre on 1,250 meters. All the members of our staff have equipped themselves with receiving apparatus and besides enjoying the music each evening we get a great kick out of the ships. Nuff sed.

Duke Hancock and Ralph Burr of the *Nanking* both found it necessary to lay off for one trip on account of illness in their respective families. B. C. McDonald from KPH and Tom Humphreys from the high power station at Marshall are filling in for the trip.

Glen Peck, after six weeks in the oil fields returned to his old berth on the *West Camargo* enroute to Australia. The *West Camargo* was recently equipped with a new refrigerating plant and it is hoped Glen will keep them cool on the way home.

Frank Smith, who came around on the *Wolverine State*, is now senior on the *Queen* running up and down the coast. Smith doesn't want to leave the coast run for several reasons. He kept smiling so much around here that we became suspicious and accused him of keeping a cellar. He then confessed that he was a proud papa, and that the little fellow would never be a wireless operator.

That will be all for this month. Soon we will again be publishing the names, and on what boat each operator is working, as of old, which was discontinued at the start of the marine strike.

SEATTLE

ON their way to the Paris Communication Conference, Messrs. M. Sayeki and S. Inada passed through Seattle this month. These gentlemen are in charge of the Radio Communication System in Japan. Accompanying them were A. Nagai and C. Anazawa. Although here but a few hours, we were able to show them many interesting places in and around Seattle.

Hubert MacGowan has transferred from the *President* to the *Admiral Schley*. His brother, John, formerly an operator in our service, is freight clerk on the same vessel.

MacGowan was relieved by C. A. Lindh. The *President* is by no means new to Lindh, as he was chief on her back in 1915 and 1916.

Phillip Boothroyd requested a leave from the *Spokane*, which we gave him, and the next thing we knew he was married. He will shortly go to the Orient on the *Keystone State*.

C. E. Newbill is holding down Boothroyd's place on the *Spokane*.

The USSB *Yosemite*, after a long lay up, has sailed for Europe, with E. Schenk, formerly of the *Windber*, in charge.

E. Robertson, just off the *Delrosa*, has been enjoying an extended vacation, motoring through British Columbia.

John Prescott and H. F. Wiehr have returned to our service and are on the *Admiral Schley*. Mr. Wiehr will shortly take over a ship on the Northern run.

PORTLAND

AFTER having an auxiliary set installed, the *Swiftwind*, of the Swiftsure Oil Transport Company, loaded with 10,000 tons of wheat, left for Europe, via the Canal. Walter Tease, who for many years sailed out of Seattle on Alaska runs, on account of his experience over other applicants, was given this position of Radio operator.

The *West Coyote*, under charter by the Pacific Steamship Company, has returned to Portland after making the run with a general cargo, to Europe. Ray Kimbark, the operator, reports that he had a very interesting trip. He returned with a large collection of pictures taken on the trip, mostly of the ruins and devastation of war on the battlefields. These include pictures of some of the long range guns the Germans used.

Operator H. J. Scott reports an excellent trip on the *Pawlet* to the Orient. The *Pawlet* is now in drydock for painting and while this is being done, Scott is seeing Portland and the Columbia Highway.

We are pleased to report visits from the following operators: Jim Caldwell and W. D. LaCohanne, S.S. *Senator*; F. M. Rice, S. S. *Pomona*; J. F. Hammell and E. Whelmshurst, S.S. *Rose City*; Otto Wihl, S.S. *Colusa*; Geo. Kundsens and Thos. L. Rowe, S.S. *Admiral Evans*; D. V. Millard, S.S. *Effingham*; D. Brossedt, S.S. *Mundelta*.

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