

# WORLD WIDE WIRELESS

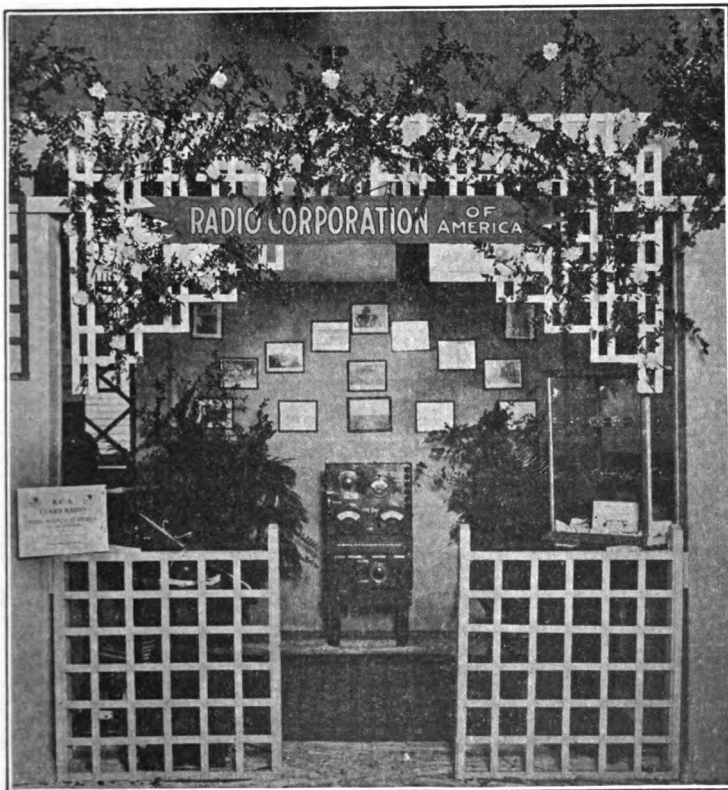
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BY AND FOR  
EMPLOYEES



R. C. A. BOOTH, SAN FRANCISCO RADIO CONVENTION

# RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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## SAN FRANCISCO RADIO CONVENTION

**T**HE R. C. A. booth at the recent Radio Convention and Show held in San Francisco, December 28-30, 1921, was considered by many to have been the most unique and interesting exhibit of the show. To the right was a show case in which Mr. Isbell and his men had placed a few tubes and a Marconi coherer. The comparison between the two methods—the old and the new—was quite striking. On a table behind the case was a Marconi magnetic detector with an oldtime tuner and crystal detector, in direct contrast with the present-day effective vacuum tube receiving unit.

## A NOTABLE OCCASION

On the evening of January 10th a banquet was tendered by Mr. Young, Chairman of the Board, and Mr. Nally, President, of the Radio Corporation, to M. Emile Girardeau, Managing Director of the Compagnie Generale de Telegraphie sans Fil, Paris, at the Lotos Club, New York, on which occasion some forty eminent Radio scientists and executives gathered to do honor to the distinguished French visitor who is, at the present time, acting as representative of the French Government at the Conference on Limitation of Armament at Washington.

The list of guests present follows:

Owen D. Young, Chairman of Board, Radio Corporation.  
E. J. Nally, President, Radio Corporation.  
C. A. Coffin, Chairman of the Board, General Electric Co.  
Gano Dunn, President, J. C. White Engineering Co.  
E. W. Rice, Jr., President, General Electric Co.  
A. G. Davis, Vice President, General Electric Co.  
G. E. Folk, General Patent Attorney, Am. Tel. & Tel. Co.  
W. A. Winterbottom, Traffic Manager, Radio Corporation.  
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W. S. Gifford, Vice President, American Tel. & Tel. Co.  
E. W. Harden, firm of Jos. B. Colgate & Co.  
Hon. John W. Griggs, Gen. Counsel, Radio Corporation.  
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G. S. De Sousa, Treasurer, Radio Corporation.

Maxwell Barus, firm of Fish, Richardson & Neave.  
A. E. Reoch, Asst. Chief Engineer, Radio Corporation.  
Dr. A. N. Goldsmith, Radio Corporation.

Pierre Blancheville, Engineer, Compagnie Generale de  
Telegraphie Sans Fil.

C. G. Dubois, President, Western Electric Co.

George S. Davis, General Manager Radio Tel. Depart-  
ment, United Fruit Co.

L. F. H. Betts, Patent Counsel, Radio Corporation.

Philippe B. Varilla, Engineer.

Dr. M. I. Pupin, Prof. Electro-Mechanics, Columbia Univ.  
versity.

Gerard Swope, President, International General Elec. Co.

George P. Gardner, Director, General Electric Co.

E. F. W. Alexanderson, Radio Corporation.

F. A. Stevenson, American Tel. and Tel. Co.

David Sarnoff, General Manager, Radio Corporation.

Nicholas Pietri, Head of French Cable Co.

Colonel J. J. Carty, Vice President, American Tel. and  
Tel. Co.

Emile Girardeau, Managing Director, Compagnie Gen-  
erale de Telegraphie Sans Fil.

Mr. Nally acted as toastmaster and prior to introducing  
the guest of the evening, paid high tribute to the great prog-  
ress and remarkable achievements of the French Radio Com-  
pany, over the destinies of which M. Girardeau presides.

M. Girardeau spoke in English, as follows:

Gentlemen: Allow me to thank Mr. Nally and Mr.  
Young for the honor they have just bestowed upon me; they  
have even more honored me by gathering here the eminent  
men I see around this table. Thank you, also, for the words  
which have just been spoken and which interpret sentiments  
of friendship, veneration and fraternity towards my French  
colleagues, whom I here represent. I am not surprised at  
these marks of sympathy, but they move me deeply. Ameri-  
cans and French have been champions of liberty in the world  
together in the most memorable events. This cannot be for-  
gotten and this will not be forgotten.

Men of good will here present work constantly in order  
that these two great people may understand each other ever  
better, in order that the merging of their ideas may bring  
about a still closer union, and in order that the ocean which  
separates them may be a lesser obstacle to their mutual under-  
standing. They are busy developing the forerunner of all in-  
tercourse, social, commercial and political. In truth, all of us  
are working for this magnificent achievement, uniting and  
directing our efforts towards that ideal. We are trying to do

even better, and to bring to other countries the benefit of our work according to the motto: "Peace through science."

If we are not always well understood nor approved of by everyone, we must not complain. Men who have attempted to accomplish great things have never been fully understood. Many have been persecuted, and you know that some of them were burnt at the stake or devoured by wild beasts. We are permitted to hope that our fate will not be so cruel. But it is true, that poor humanity has generally adored her executioners; for example the great conquerors, and ill treated her benefactors; the men of science and philosophy—even unto Christ Himself. Persecution must not discourage us, and it is with joy that I accompany you along this dangerous path.

Not only does a neighborly spirit characterize the enterprise of electrical communications, but there even reigns co-operation: our art demands it. Why, then, should people be astonished to find a corporate connection existing between us? Especially when we produce waves, how could we ignore the rules of harmony? Is not everything that exists a result of divine harmony between oscillatory movements? Therefore, our directing principle is the best, and comes to us from on high. This leads me to explain to you why I did not feel out of place in a conference having the object of promoting general peace of the world. It seemed to me that we, the workers of the radio art, were well in the "line" traced in a masterly manner by your great Mr. Harding, and by your admirable Chairman of the Conference, Mr. Hughes.

Who, indeed, contributes more to the general good understanding in the world than those whose aim is to develop communications; that is to say, the exchange of ideas, particularly those which succeed in radiating in all directions at the same time for the knowledge of millions and millions of men, the generous thought of a man of genius. That is what you accomplished when the President of the United States spoke on peace through the intermediary of your great station on Long Island. I congratulate you for this happy beginning, one could not begin more honorably. I hope that among the many who will make use of this station there will never be anyone who will employ it to transmit messages unworthy of President Harding's ideal.

I cannot end without telling you what I have found most remarkable in the United States. To be sure, I have only seen a very small part of this country, but then in the portion that I have seen, there is something which especially impressed me; it is your telephone system. I am happy to say it before a few of those men who are responsible for so extraordinary a success. Will they permit me to say that they have had a

certain advantage over their European colleagues: The freedom to work. The telephone industry here is a distinct and separate organization, while in almost all European countries the operation of the telephone is reserved to the State. It seems to me that the State administrations are only successful in the industry of taxes of all kinds—but, as Rudyard Kipling says: "That is another story."

It is certain that the development of many American enterprises has been favored by the great freedom of which you avail yourselves.

I perceive that I, myself, make use of this liberty, when I abuse it perhaps in speaking too long. You must excuse me if I am still under the impression of my first day, when the liner entered the port of New York and there appeared before my eyes the luminous statue that holds a torch in her hand. Inspired by this lovely light that radiates all conscience here, permit me to raise my glass to the United States, to the Chairman of this reunion, Mr. Nally, to the eminent Chairman of the Radio Corporation, Mr. Young, and to each of the eminent men who are here gathered in the spirit of Franco-American fraternity, and to all those who are devoted to our noble art, radio. Gentlemen! Your health!

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Dr. Michael Pupin, recounted in a humorous vein some of his patent experiences in the early days of wireless, and ventured a few predictions for the future, the chief of which was his belief that the day of high power vacuum tube transmitting stations is just dawning and that very remarkable results may be looked for, and that the next ten years will certainly see as great (if not greater) progress in technical radio as has been witnessed during the past decade.

Dr. Langmuir also paid similar tributes to the vacuum valve, not only in its application to Radio but in many other phases of electrical engineering.

Mr. Gano Dunn, President of the J. G. White Engineering Corporation, which company has been engaged in the construction of our high power stations, drew some interesting comparisons between the well-known Nauen, Sainte Assise, and Rocky Point types of transmitting stations, and indicated that local conditions very largely govern the type of buildings and antenna structure utilized. It was generally admitted that the latest American type as erected on Long Island is a most economical and efficient one.

Other speakers of the evening who were also most thoroughly enjoyed by all present were: Colonel J. J. Carty and Mr. L. A. Osborne.

## IMPRESSIONS OF MEXICO

*By George W. Hayes*

(CONCLUDED)

ONE of the most interesting places to visit in Mexico City is the National Museum, occupying a part of the National Palace. The collection of idols is most unusual not only as to number but in that they are nearly all authentic, most of them were found in the Republic.

I have neither knowledge nor space to give anything but a general and superficial descriptive outline of the objects which most impressed me. The great number of idols made me almost feel as though they must have been factory-made and turned out by the hundred. Upon examination, however, each one was found to be different.

Considering the number of gods and demi-gods worshipped by the Indians, the number of representatives is not astonishing. In addition to a Supreme Deity called the "Lord of Duality" everything beautiful, powerful, or beyond comprehension was deified. Some of these were as follows: Earth-Mother; Sky-Father; Sun; Moon; Jaguar; Serpent, and others too numerous to mention. The favorite god of the warlike Aztec was, of course, "Huitzilopochtli"—the "God of War." The "God of Rain," because of agricultural needs, was perhaps a close second.

The statues range in size from inches to several feet. Some are of clay. The smaller ones are of gold, silver, turquoise, jade, and other metals, and semi-precious stones. The majority of the larger pieces, many of them showing excellent workmanship, are sculptured stone. In the making conventionalized animals and serpents have been introduced with grotesque human faces.

In the Hall of Monoliths I was most interested to find the Calendar Stone. I was familiar with the copy in the New York Museum of Natural History and was glad of the opportunity to see the original, considered to be the most important of Aztec relics. This stone—sometimes called the "Stone of the Sun"—is a single piece of porphyry weighing about twenty-four tons, irregular in shape, twelve feet in diameter by three feet thick. On the face is a carved disc, representing the sun, the divisions of the Aztec year and the Aztec mythological history of the Universe. It is known that by the aid of this stone the priests regulated their festivals, according to seasons, and made all of their astrological calculations. The necessary knowledge of a scientific nature to enable them to arrive at accurate conclusions must have been the result of long and patient study and observation.

According to Aztec mythology, the history of the world is divided into five suns or ages—four passed and one present. The first was destroyed by Jaguar; the second by hurricane; the third by volcanic fire, and the fourth by flood. One human pair is supposed to have escaped each disaster and lived to perpetuate their kind. The fifth and present age is to be destroyed by earthquake. This has been deciphered by archaeologists from symbolic carvings and codexes.

Indian historians tell us that the stone, weighing originally almost fifty tons, was transported by manpower over many miles of marshy lake bottom before it was placed in position in the Great Teocalli. Remembering that the Aztec had no animals of draught, this feat implies a high degree of mechanical skill, ingenuity and endurance.

The Spanish conquerors threw the Calendar Stone from the top of the Teocalli after the capture of Tenochtitlan. It was dug up from the sub-soil near the Cathedral in 1560. Parts of it were found broken off by the fall, probably accounting for the difference in weight. The Archbishop of Mexico, fearing its associations might influence the Indians to return to paganism, ordered it reburied. In 1790 it was unearthed, and cemented on the base of the Cathedral where it remained for nearly one hundred years before it was placed in the museum.

An object of interest, though somewhat gruesome, is the Sacrificial Stone, or Stone of Tizoc, as it is sometimes called, an immense cylinder of tractreyte, eight and two-thirds feet in diameter by two and three-quarter feet thick. It is difficult to reconcile the belief in human sacrifice with the more advanced knowledge of the Aztec. Human sacrifice was practiced throughout Mexico to a greater degree than history shows in any of the nations of antiquity. About twenty thousand were sacrificed every year, most of them to the God of War, and also a great number to the God of Rain. In these cases the captive was treated with little or no respect.

In some cases the ceremonial was more dramatic and the result of much preparation, as in the case of the selection of a beautiful and accomplished captive of high birth. For a year he was clothed as befitted the representative of a God; feted, almost worshipped. A month before the culminating event he was allowed three beautiful maidens as wives. Everything possible was done to induce religious fervor to carry him willingly to his death. It was considered most unfortunate should he grieve or regret. In addition, he was promised an abode in the House of the Sun, one of their heavenly homes. This was an inducement, as in the ordinary case the poor soul



reached the abode of the dead after traveling through untold horrors. Immediate transition to the same place was also promised warriors dying in battle, and women in childbirth.

Among other objects the museum is noted for its splendid collection of paintings and examples of the famous featherwork of the Indians. This art is now practically extinct. Minute feathers were used, of brilliant coloring, the finished product resembling the finest of mosaic work. There are numerous relics of Cortes and the Conquerors, and some splendidly reserved codexes. From the time of Emperor Maximilian—in addition to carriages, clothing, gold and silver dishes, etc.—was a room with walls, doors and furniture of beautifully carved jade.

Perhaps for a change it will be a relief to pass on to something quite different from the above, so I am going to give you a few impressions I received while on a hunting trip.

We were invited to join a party going to Mango, in the State of Morelles, some one hundred and thirty-five miles south of Mexico City. Finding that business matters were to be delayed for three or four days we gladly availed ourselves of this opportunity to see a part of the country with which we were unfamiliar.

A day was devoted to securing equipment, and on the following morning the party left on a train made up of two box cars, a first and second class coach. Though amply provided with government permits we experienced some difficulty in getting started due to a strike of railroad employees. All stations were in charge of soldiers and we were subjected to considerable inspection because of our firearms. However, we were under way at last and for about three hours passed through rolling country before beginning to climb the Sierra de Adjusco Mountains, reaching an altitude of 15,500 feet and descending gradually to 4,000 feet. At the higher level, wrapped in blankets, we just managed to keep warm. As we descended we discarded the extra clothing until we reached Cuernavacca, in the valley. There we were uncomfortably warm in summer clothing.

Arriving at Mango we were surprised to see no one in sight. There was not even the semblance of a railroad station. This is a part of the country where the revolutionary forces did untold damage. The Indians have abandoned their shacks and there has been no attempt to rebuild by the railroad. We had arranged to have our guides meet us at this point and we were rather let down by their non-arrival.

They suddenly appeared, seeming almost to have sprung from the ground. The packs were soon made up and we started on a four-mile hike, over a burro trail, through heavy

brush, to our camping site. By this time every one was pretty hungry and though there was some confusion over the preparation of the first meal in camp, hunger made willing workers and very shortly after the guides had the fire going; chow hushed the predominating cry of "When do we eat"? A few of the more ambitious spirits went out to see what they could find. Though nearly dark, they succeeded in bringing back some birds.

Thefts of horses and provisions and other damage done by bands of lawless men are not infrequent. Warned by the experience of other parties not to depend entirely on our own guides we decided that one of us would stand guard for an hour each night. In one case this led to an amusing incident. The chap in question at two o'clock one morning, napping at his post, was awakened by a burro that had strayed from the corral. Suddenly aroused, all he could see was the creature's enormous face. He thought we were done for—so did we when we heard the racket—for in trying to escape from the danger in front, he fell over the cooking utensils and into the fire. The memory of his shriek: "They're on us, boys! Shoot!" will always be a source of amusement to each one of us.

Camping here for a few days gave us time to explore the surrounding country. We came across ruins of Aztec dikes, walls and bridges. Of quite recent date was a sugar mill that must have cost at least a million dollars. This was part of a sugar plantation of 30,000 acres. Only the walls of the owner's home were standing. One could see that it had been very beautiful. The grounds had been carefully laid out and included two lagoons with fountains. An orchard that had included various fruit-bearing trees was almost covered by rank growth. The cost and labor of establishing a place of this sort so far from the railroad and almost in a wilderness must have been tremendous. All had been ruthlessly destroyed by the revolutionists.

Shrines seem to have been built everywhere; one finds them under bridges, in the depth of the woods, often almost hidden by vegetable growth. Birds of gorgeous coloring are plentiful, many of them songsters.

Many varieties of the orchid are included in the gloriously colored flowers. Trees are often covered with orchids. The flowering cactus, often growing to a height of thirty feet, were masses of highly colored blossoms.

We found plenty of deer and birds of all kinds. The country is infested with a kind of wild boar, but as they travel in droves of more than twenty-five and are rather dangerous to attack we left them severely alone. Of course,

there are numerous coyotes. We had plenty of snipe shooting in the rice fields. These fields are operated by the Indians and the labor of irrigating them is stupendous.

Returning to Mexico City the train stopped for a short time at Cuernaraca, one of the oldest cities in Mexico and one of the most picturesque. Though 4,500 feet above sea level it is so sheltered by mountains on the north that the climate is ideal. A cathedral founded by Cortes in 1529 is one of the most beautiful sights. This city was the conqueror's favorite residence. His palace is now used to house the State Legislature and local government offices.

Back again in Mexico City we were so busy that there was little time for sight-seeing. My last Sunday was spent at the Floating Gardens, originally small plots of cultivated ground held together by a heavy growth of vines and shifted from place to place at will. They are now attached to the mainland, covered with foliage and flowers they make a pleasant picture as one passes in a flat bottomed boat poled by an Indian, Venetian style.

The trip from Mexico City to the border was uneventful, except for a broken axle. We were thrown about by the first jolt, but as there was no one seriously injured we could only complain of several hours delay. During the trip I spent most of the time on the rear platform photographing and viewing the country, watching the Indians passing by laden with crates of pottery, charcoal, fruit, vegetables, etc., to be delivered to the nearest city. Here and there a man was seen burning thorns from cactus so as to use it for feed for his stock. There were a variety of scenes and some wonderful scenery that I wish I had the power to picture for others.

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#### RADIO PROVIDENT CLUB

A meeting of the Radio Provident Club members was held at the Head Office December 28th, and it was decided to resume operations of the Club for the year 1922. The following officers were re-elected:

President, M. H. Payne  
Vice President, G. Heisel  
Trustee, A. Nicol  
Trustee, L. MacConnach

It was voted that during the year 1922 the maximum monthly deposit by any member should be \$25.00, or a maximum deposit for the year of \$300.

The Club will continue until December 15, 1922, when the amounts deposited will be returned to the members, with a proportionate share of any earnings.

## THE CLICKS

**B**EFORE going on to recite this little piece, in which we tell you about our immediate plans, let us announce something timely and which concerns our name. There having been some comments on the subject, we wish to give two very good reasons why we should remain *The Clicks*. The first: After carefully considering several names at the formation of our society, though we could probably have chosen a more sedate and impressive one, we decided *The Clicks* was more representative of what we really are and do, during the day. Most of us do a lot of typing, you know, and that causes a lot of clicking of keys. Therefore, we are *The Clicks*, although some of you may think we should be *The Clickers*. The second: We have science to back us up. It is a fact that clicks is a form of static which cannot be eliminated. Therefore, now that we are duly formed and functioning under the name of *The Clicks*, we do not propose to be eliminated.

Having made that point clear, and understanding each other as we now do, we wish to offer this little reminder of our first party, which will take the form of a dance at the Apollo Studio, Brooklyn, on the evening of February 10. Come all, for there is bound to be a great deal of fun, and you will surely have a good time. By all means, see that you are well supplied with tickets.



SWITCH PRESSED BY PRESIDENT HARDING FOR INAUGURATION OF  
RADIO CENTRAL

## OLD BOREAS RAMPANT.

The worst storm experienced in forty years at the Golden Gate, occurred on Christmas Day, causing the death of four persons, and prostrating wires in all directions. At one time the wind blew 100 miles an hour and the damage to property was very heavy.

General Superintendent Isbell was early on the scene and active in restoring his lines of communication. He had a strenuous trip to Marshall and Bolinas, owing to fallen trees and broken bridges. The demolition of telephone, telegraph and power lines was appalling. With characteristic energy Mr. Isbell soon brought order out of chaos and restored the movement of traffic to normalcy.

## AU REVOIR TO MR. LUSH

**P**RECEDING his departure for Poland as Engineer in charge of construction of the new Radio Station in that country, a delightful farewell luncheon for Mr. W. G. Lush was given in Meyer's Postkeller by his associates in the Engineering Department and, as the saying is, "a pleasant time was had by all." Mr. Reoch ordered the cigars for the crowd but seems to have previously conspired with the cigar girl for she wouldn't look at the money he was waving around, and added her charges to the bill.

In addition to Mr. Lush, General Manager Sarnoff and Messieurs Perepeczko and Marconi, representatives of the Polish Government, were guests of the engineers. Mr. Sarnoff acted as toastmaster and very acceptably filled that position, so "drying" these days. The engineers giving the party were Messrs. Reoch, Taylor, Graham, Ranger, Rossi, Everett, Shannon, Griffith, Hausell and Latimer.

After the table had been cleared, Mr. Sarnoff made a short speech gracefully wishing Mr. Lush "bon voyage," expressing his gratification that it had been possible to send to Poland the man who had been directly in charge of the construction of the New York Radio Central, the station of which we are all so proud. He believed that the Polish Government also should feel highly gratified for their representatives having already seen what excellent work he had accomplished could rest assured that their station would be the very best that could be constructed.

In his reply, Mr. Lush thanked Mr. Sarnoff for his kind remarks and said that it gave him real pleasure to know that the organization, individually and as a whole, was solidly behind him. It had been a great help to him in the construction of Radio Central and would be even more so in the work in Poland. Most of the members of the Engineering Department

were personal friends as well as business associates, and such a condition could not be anything but an inspiration to him. He expressed his great appreciation of the sincere spirit of co-operation displayed by the various representatives of the Polish Government with whom we have had dealings and hoped that it would continue. It augured well for the entire success of the project.

Mr. Perepeczko, through Mr. Marconi, then made a few remarks, expressing his appreciation of the manner in which the Radio Corporation was carrying out its task and assuring Mr. Lush that he would be glad to give him any assistance in his power.

In conclusion Mr. Sarnoff painted a glowing word picture of an Engineering department, not shrinking with age as some have pessimistically thought, but growing into an organization three or four times as large as at present, and confining its attention to the many problems which our manufacturing associates are not so well situated to handle as we.

Mr. Lush carries with him the good wishes of a host of friends.

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#### NEW YORK BROAD STREET NOTES

**T**HE annual winter migration of Mr. X to the warm and sunny South has afforded us the long awaited opportunity to get in some high-speed reception, and so far the results have proved very satisfactory indeed. It is, in fact, almost an invariable daily occurrence now to start up Carnarvon in the morning at high speed, and continue throughout the day until he is clear. Direct typing from the recorder tape appears to be the most satisfactory method of handling this traffic, and our operators are fast becoming experts.

While similar results have not been achieved on the other circuits, mainly due to difficulties at the transmitting end, we hope in the near future to demonstrate successfully high-speed reception on several circuits at the same time.

The heavy volume of Christmas traffic was handled splendidly, and there was practically no congestion. Much credit is due to those operators who bore the brunt of the bombardment, and some excellent individual performances were recorded. One in particular that stands out was the aural reception by Mr. Seron of 190 messages from MUU in two hours and forty minutes. This represents really fine work, and we are fortunate in possessing a number of men capable of duplicating such a feat. Messrs. Sheehy, Henderson, McClellan, Lynch, Kay, Tennenbaum, Otten and Meldrum are all

operators of high calibre, and are making good records for themselves and for the organization. There are other good men developing fast, and with some of the existing marks to shoot at, they can be depended on within a short time to give the "Speedsters" a keen race for supremacy.

A very interesting letter was recently received from Operator Hoard who is at present boosting RCA at POZ. He says that after nine or ten P. M. Berlin looks like a deserted city. Must remind him of Chatham. (We heard that two garage men have gone out of business there within the last few weeks.) The trip from the town to Nauen station is made in a sea-going hack, and occupies the best part of an hour. On the morning watch breakfast is not obtainable until one arrives at the station, and according to Hoard consists of bread and acorn coffee. Sugar is conspicuous by its absence, and dinner includes barley soup, bread, potatoes, and something resembling sausage. Supper the same, but not so much of it. We'll bet that the Chatham mess brought poignant memories to Hoard as he munched his portion of sausage. What?

Sundry engagements in and around New York prevented many of us from attending the Christmas party at H. O., but from what we heard it was a great success. Hope we'll be able to get there next time.

Wihtol, of the File Department, had his hair marcel-waved a few days ago. Messrs. Lowry and Dan Murphy tried to follow suit, but had to quit on account of the short waves.

Wondered why Blanqui, who lives in New York, always carried a New Jersey timetable. Now we know. She lives in Woodcliff.

Messrs. Kay and Tannenbaum have returned from Washington, and the latter has a new picture for the inside of his watch case.

It is rumored that Miss Hayden totes a cookery book around with her now. Well, there's nothing like preparedness, be it love or war.

We notice that a certain young lady is relying a great deal on Forsyth for information. Evidently a reconciliation.

The Christmas cigars donated by President Nally and Traffic Manager Winterobottom were greatly appreciated by the staff.

Messrs. Simpson and Friedman relieved Kay and Tannenbaum at Washington. Whether Tan gave either of them her address we don't know. However, we suspect NOT.

Joe Lynch came to us from Chatham heavily camouflaged by a hirsute growth on his upper lip which he claims got

there unaided. Glad to see you, Joe. Another car for sale?

Leo Weill has been promoted to Chief of his section, and has added to his importance by parting his hair in the middle. We also learn that he has bought a pair of spats, but is refraining from giving the girls this additional treat until his best shoes have been resoled.

Eckstein attended a party at Tuxedo—or was it in a Tuxedo? We forget.

Robinson has given up the idea of wearing a moustache. Says everybody was calling him Crusoe.

We now learn that the shortest way to the Brooklyn Bridge L is via Beaver Street in the direction of Bowling Green subway. At least that is the inference to be drawn from the fact that someone we know, who habitually uses the L, frequently misroutes himself. Not alone, of course!

It is remarkable how people get acquainted nowadays. A locket, into which a certain young lady of our acquaintance has been observed frequently gazing, opened unexpectedly the other day, disclosing a w. k. face at the Woolworth Building.

We saw someone outside looking very blue. If we were to hazard a guess it would be the Harlem blues. Right?

Mr. Hills was presented with a handsome smoking set by his staff on Christmas eve, and expressed suitable appreciation.

Miss Mullins and Miss Henderson have unfortunately been on the sick list. The former is now back, but we are very sorry that Miss Henderson's illness was of a more serious nature, necessitating her removal to a hospital. We hope for her speedy recovery.

Operator Friedman sailed for Germany the other day, and on his arrival he will proceed to Nauen for a few weeks duty. Hoard is returning to RC shortly.

Mr. Osterbind, Supervisor at Nauen, spent a couple of weeks with us, and was very interested in what he saw. We have no doubt that he will be able to make use of some of our methods, and this interchange of staff should appreciably increase the efficiency of the service as a whole. Mr. Karrottki, also from Nauen, is with us now, and will probably remain two or three weeks.

#### CHATHAM

**Q**UITE a spell ago in the year of 1921 A. D., there throve a thriving young Radio Station in the wilds of Cape Cod. Said station was hard-by the hamlet of Chatham. The moniker was inherited, and was not a result of the numerous operators and would-be ditto's who gambled about the spacious grounds and dwellings, for although



there were a small minority of the species described as "the north end of a south-bound," or to be brutally frank, "HAMS"—for every ham there were from two to eighteen gents who just tickled the key and played their Underwoods by ear. So although the name of hamlet had nothing to do with the hams thereby—the hams had a great deal to do with the hamlet, and its several dozen of upright citizens—even so far as calling each other by first names, borrowing each other's clam rakes, toothbrushes, and etc., etc., and etcetera.

The hard working citizens who wrung a living from their scallop beds, lobster traps, toy windmills and summer visitors, were startled one day to hear that the Radio Station was soon to cease to function. The merchants were quite put out and were wont to exclaim, O Shaw!" "gadzooks," "dern" and a few of the more uncouth were more violently vehement as they realized their best customers were about to hie themselves hence with profits, which same they coveted madly—e'en so.

One by one the Newyorkward bound operators straggled away, and the features of the thrifty merchants grew longer every straggle—not because of unpaid bills, for the happy-go-lucky element of the radio paid their bills with an astonishing regularity that was absolutely unusual—sometimes.

But with the last of the year came also the last straw, and four of the last dozen subtracted themselves from the Cape Cod landscape. 'Twas the attached news item that tore their simple souls asunder :

"Mr. J. K. Golder, of the Radio Station, and fifty per cent of the firm of Floodgold, Inc., who carried a choice line of peanuts and gumdrops, has sold out his share of the business and moved to New York—a town near Newark, N. J. Mr. Golder still retains his interest in the Chatham Trust Company, although he reduced the bank's resources considerably by withdrawing all of his deposits."

Joe Lynch, who drove an active Buick machine and owned a vigorous moustache, has taken his Buick, himself and moustache to the same scenery.

Benevolent Benny Titow, who owns neither a business, Buick, or moustache, but is Commander of a Ford, left the Ford in a nearby shed, and took both his shirts and himself to the same town.

'Airbreadth 'Arry Brownlie, who don't own much of anything, but was very high in social circles, has also torn himself away, which, all in all, will lower the social standing of the Radio 2.75%."

We wish to extend our heartiest congratulations to Mr. and Mrs. Joe Worrall. Why keep us in the dark so long, Joe?

Despite the fact that 50 per cent of the various committees appointed to conduct our New Year's party hied themselves to New York, we had a very jolly party. The orchestra secured for the occasion by Bennie Titow furnished music for all kinds of dances and acquitted themselves splendidly. The refreshments prepared by our chef were excellent, especially the punch. We had punch to satisfy the most discriminating—that is to say “with” and “without”. Much of the latter went to waste.

Mr. Carl Dreher, Receiving Engineer extraordinary, had quite a thrilling experience during the Christmas holidays. He says now he can appreciate the feelings of a man in that jumping-off place at Sing Sing, N. Y., and also states emphatically that he is through rehearsing for such an event.

It seems that he was called on to fix up the MIM set; while he was tickling the tickler the tickler tickled him by getting a hearty grip on his hand. This treatment by the vamp so shocked Dreher that he remained absolutely paralyzed, so much so that the kenotron baby he was nursing wiggled out of his arms and broke its neck. The following day at the breakfast table the voltage was estimated at 50,000.

Shortly after, Dreher decided to inspect the Marine antenna. When Brownlie removed the old shack to the top of the hill he forgot to fill in the holes where the piers had set; also forgot to place red lanterns in the vicinity of these excavations. Consequently Dreher had to fall in one of these holes and flounder around in ice-cold water. After exhausting his vocabulary of cuss words in seven languages he declared his troubles would drive any man to drink, but up to this writing we haven't tasted any of the bonded goods.

#### MARION

**P** OOL has been a favorite pastime for some weeks at Marion. A pool tournament is now in the course of being played off. To date we have discovered that Engineer White knows more about pool than lots of other things. We know now how White spent his spare time before coming into our fold. We are quite sure this was before he was married, judging from his speed and the dust he cuts on the way home as soon as his eight hour watch is up.

In contrast, our Assistant Engineer, Mr. Cumming, don't seem to know so much about pool as he does alternators.

Pop Higgins wins the flannel lip stick by losing 14 straight games. The others are about as follows: White won 8, lost 2; Moore won 7, lost 3; Lockhart and Kennedy are tied for third place while Mr. Clifton, Wagner and Wixon are fighting it out among themselves for the fourth rung on the ladder.

Lockhart, who is self-styled "Dynamo Nurse," has proven himself an editor of considerable merit. He owns, operates, reports, prints and distributes a paper every two weeks called *The Astonisher*. Lockhardt plays no favorites at all, and it is very plain to be seen that his powers of observation are indeed very keen. Whether you are a Christian, Roman or Rigger, you fall in for your share of a knock. Some of the knocks fairly rattle the family secrets and skeletons. It is under consideration to favor the Editor of *Wide World* with a copy of the next Edition.

Albert Kennedy, the Governor's new clerk, has stepped out in society. We saw him shaking a mean foot at Hardy's dance last night.

Walter Wagner, our jolly rigger, has by some unknown underground method acquired such a pull with the last car on the Toonerville trolley from Mattapoissett that the car stops on the hill, toots its whistle and waits there till Walter rocks the countryside with a powerful resounding "Good Night, Sweet Patootie." Then Walter's number twelves pit-a-pat on the pavement till said trolley is reached and we're off for Marion. Walter is a good customer. He supports the last car, as does Lockhart.

Wicked Wixon reports someone stole his green carpet bag. This is the one he had with him the first trip he ever made from Harwich, Mass., to New York, and met that Gentleman Bandit Taxi-Cab Driver. He is planning on a trip to Boston and will need this bag in his business.

White's hound dog had "shore liberty." She is now the mother of seven pups. Pedigree doubtful.

Conversation overheard while Mr. Kroger was in deep thought (out Loud). Kroger: "This blankety, blank tube set gets my goat." Lockhart to Kroger: "I'll get 'Dinty' Moore if you need any help."

Lockhart, in his paper, *The Astonisher*, accuses Higgins of being a wife beater. But we know who is boss in the Higgins' diggins.

Speedo says Lockhardt's girl rolls her own. But how he knows we can't understand.

Sam Campbell leaned his chin on a metal window sill near the lead-in. Just then Chatham pressed the key and Sam claims Dempsey struck him.

F. B. Stock, has gone in the rigging business. Stock took over MacGeorge's assets and liabilities including his girl when Mac left. As said young lady was a downright Radio ham amateur operator, she has put Stock to work doing the job Mac should have done, but never got around to. Reports from Mattapoissett indicate an 85 foot mast already up and

that a 1 K. W. spark set with remote control one-half mile, will be working by February 15th.

Speedo Vermilya sold his spark set and installed a 100 watt Radio Corporation tube set. He has been heard in Cristobal, Canal Zone, by the operator of the United Fruit steamer *Zacapa*.

We had the pleasure of a visit from Frank Kremp, now engineer at Radio Central. Frank says he likes it there, especially the hunting, but—he adds, "It's a H of way from Kate."

**MARINE DIVISION  
SPECIAL ORDER NO. 156**

New York, December 30, 1921.

**RCA COASTAL STATIONS**

Effective January 1, 1922, our New London (WLC) station will be open only from 6 p. m. to 2 a. m. daily (75th meridian time).

On or about January 5, 1922, our Siasconset, Mass. (WSC) station will be reopened. Continuous watch will be maintained on 600 meters. Transmitting wavelengths will be 600, 450 and 300 meters (spark).

The coast tax of the Siasconset station will be ten cents per word, no minimum. Land line forwarding charges will be the same as for WCC and WNY.

**RCA SERVICE STATIONS**

The Radio Corporation's service stations in the following ports have been closed:

Savannah, Georgia.

Galveston, Texas.

Portland, Oregon.

RADIO CORPORATION OF AMERICA,

By. G. Harold Porter,

General Supt., Marine Division.

Our Siasconset (WSC) station has been reopened to general public service to assist Cape Cod (WCC) in clearing the heavy traffic ships. Siasconset is ideally situated for short-wave work and with an efficient operating staff headed by H. H. Holden, assisted by Mat Tierney, E. E. Engelder and C. W. Rogers we expect some big records will shortly be smashed.

The coastal station and landline forwarding charges applicable to Siasconset are the same as those of WCC and WNY.

We are rendering a valuable and efficient service to steamship companies and the general public and the ever-increasing volume of traffic satisfactorily handled indicates that our efforts are being rewarded.

WNY and WCC will shortly have combination telephone

and telegraph transmitters of a new model. This means less interference and more flexible service.

New London (WLC) is now open from 6 p. m. to 2 a. m. daily. Paul M. Robillard is the Manager-Operator and will give a good account of his station during the hours of operation.

Frank Shaw, of Pacific Coast fame, and late of WLC, is now performing at WNY.

E. E. Engelder, formerly at WLC, is doing the same at WSC.

Old-time George McEwen has been relieved as manager at WNY and has returned to the Traffic Production Division. Sorry to lose you, Mac. A. J. Costigan is the new Manager at WNY.

A new C.W. and I.C.W. transmitter is in operation at WCC. This set is operated on 2,200 and 2,800 meters. A special message broadcast service starts daily at 7 p. m., 75th meridian time. All messages on hand for ships are transmitted on 2,200 meters C.W. and repeated once on 2,800 meters I.C.W.

#### LISTEN FOR THIS BROADCAST

The press despatch is transmitted in the same manner, and on the same wavelengths, beginning at 10.50 p. m., 75th meridian time.

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FINE WORK  
UNITED FRUIT COMPANY  
31 State Street,  
Boston, Mass.

George S. Davis, 9th January, 1922.

General Manager,

Radio Telegraph Dept.

Dear Mr. Nally:

I am sure you will be pleased to know that our Cable Bureau at New York, through which all messages, both radio and cable, are sent and received, are very high in their praise of the service rendered by the Marine Bureau of the Radio Corporation. Mr. Murphy, our Chief Cable Clerk, tells me that at no time during the past five years has the radio service to and from ships at sea via New York been as efficient as it is at the present time

through the Radio Corporation service.

Very truly yours,

M (Signed) GEO. S. DAVIS.  
E. J. Nally, Esq.,  
233 Broadway,  
New York City.

PANAMA RAILROAD STEAMSHIP LINE

S.S. PANAMA

Radio Operators,  
WNY

Dec. 17, 1921.

Brothers at Radio:

We take this manner of thanking and complimenting the WNY operators for the way in which they assisted us in clearing our traffic during the SOS period of December 16th.

In our opinion everything was handled in the quickest and most efficient manner.

Thanking you again for this service, we remain,

Very truly yours,  
(Signed) G. GRAY, (GF),  
Chief Operator;  
(Signed) O. WALTER (AL),  
Junior Operator.

1:05 P. M., December 12th, KPH Station, San Francisco, exchanged traffic with the S.S. *China Arrow* while that vessel was 1,400 miles west of San Pedro, Calif.

SAN FRANCISCO  
CALIFORNIA ST.

**W**E acknowledge in this manner, receipt of greetings from Broad Street and WCY which we heartily reciprocate.

Our Xmas holidays went off with a snap and ended with a bang. All went well until the last of a heavy file was cleared about seven-thirty Christmas morning and then the elements cut loose and wrought havoc with our land wires. In fact, all wire facilities in this section of the state were thrown in a heap and it was not until December 28th that

things began to straighten out. We were totally interrupted between San Francisco and Marshall from 7.30 A. M. December 25th to 12.15 P. M. December 28th, during which time we relied on the old "suitcase route" for transferring traffic. This required various members of the staff at both ends, to spend numerous hours in auto travel over bad roads, as well as messengers on the few trains that ply between the two points. The delay on traffic was not serious and we weathered the storm with flying colors. The restoration of our wires caused a sigh of relief to ripple through the crowd though, you may be sure of that.

The clean-up for the year is now in progress and all hands are working with a will to get the figures in shape for transmission to the head office. Our officials will be agreeably surprised when the results are known.

Speaking of RCA Service, how does the tenor of the following letters strike you?—

"We are overjoyed to pass on to you the information that through the Radio Corporation of America, The Kokusai News Agency was enabled to score one of the notable 'beats' of modern journalism. This was the story of the American proposals for limitation of armament. A message received by this office yesterday from J. Russell Kennedy, general manager for Kokusai at Tokyo said, 'Congratulations, navy proposition complete beat.' That 'complete beat' means Kokusai had this tremendous piece of news ahead of all competitors in Japan.

"Long before the conference, Kokusai decided to place its confidence in your service rather than in other means of communication. Long previous experience with your method of transmission brought about this decision. Our faith in you has been amply repaid and we know that you will aid us in putting over many other, and in fact, constant beats.

"I wish to thank you personally for your co-operation with me. Also I wish

you would let your local force know that the unfailing courtesy and promptness of everyone from manager down through the messenger boys in looking after Kokusai interests, are appreciated to the fullest extent.

"Mr. Moore is in Washington, but I know he wants me to express this gratitude we all feel. I know both he and Mr. Kennedy will write you their own letters of appreciation.

"When the conference is completed and perhaps from time to time during its progress, we plan to give you a list of the times Radio communication beats all others. We hope the list will be a long one and we know you will do everything to make the list a lengthy and notable proof of accomplishment.

(Signed) REED HAYES  
(KOKUSAI NEWS AGENCY)"

FROM INTERNATIONAL NEWS SERVICE

"Permit me to thank you on behalf of the International News Service for the extraordinarily fast and efficient service of your Trans-Pacific circuit last week in handling our press dispatches from Tokyo covering the assassination of Premier Hara.

"It may please you to know that we beat the world on this important news and the fast manner in which you handled our dispatches played an important part in assisting our correspondent to perform this difficult news feat.

"The service you have been rendering us has been uniformly good but this was such an outstanding example of excellent transmission that I felt impelled to call



it to your attention and to thank you for it.

"Believe me, we are very appreciative of your fine co-operation.

"With kindest personal regards, I am, sincerely yours,

"(Signed) E. H. MARTIN,  
"PACIFIC COAST MANAGER."

And this one came from Balfour, Guthrie & Company in acknowledgment of receipt of the Radio Central booklet:

"The subscriber begs to thank you for the very instructive booklet on Radio Central issued by your Company.

"On perusal of this book one perceives the excellent system which your Company has installed in the interest of a first class radio service for the general public.

"The average person has no conception of the magnitude of such an undertaking until acquainted by the facts as presented in your booklet. Another point before closing I wish to touch on, and that is, the accommodations you have erected for the comfort of your employees. This is a most worthy part of your system, and I feel sure will augur well for the success of the Radio Corporation, as contented employees will devote their time to the accomplishment of the highest class of workmanship, no matter in what line of endeavor it should chance to be.

"The service you have rendered to this office has at all times been satisfactory and we give to you the business we have for transmission to points covered by your circuit.

Again thanking you for the attention to our 'Radio Wants', we are, yours truly,  
(Signed) BALFOUR, GUTHRIE & CO."

With the exception of one counter clerk, our Xmas roll call showed all present who were with us at Xmas, 1920. From the looks of them one would judge that hard work agrees with their constitutions, because our traffic has more than doubled during the year and no additions were made. Phil Givins, the "baby" from point of service, has completed nine months service and is going strong.

On New Years we were extremely sorry to hear that Marcus Perez would have to resign and go to the country for his health. Otto Schwartz was placed on the delivery desk succeeding Perez. Otto was the motor messenger for over a year and is a familiar figure about the office. His steed has been turned over to Messenger Edwards, who will continue to pilot the flivver into the suburban sections of the community. They say it knows the Radio route now and requires the touch of human hands only for starting and stopping purposes.

And Sheck has a son—George F. Sheckler, Jr., if you please. News of arrival came in the form of a TR report on December 29th, and incidentally the janitor has been busy picking up vest buttons from beneath Sheck's desk ever since. Congratulations, old top. Let us remind you that Bill Conway's twins are still at the head of the list, however, so how are you going to use the buggy that you promised to take off his hands?

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#### HEAD OFFICE NOTES

Stuart M. Crocker, of the Sales Division, has resigned and entered the service of the General Electric Company.

W. G. Lush, Engineer, sailed January 14th on the *Baltic* for Warsaw, where he will superintend the erection of the high power station to be erected there by the Radio Corporation, for direct service with America.

Mitsuru Sayeki, Chief Radio Engineer of Japan, was a recent New York visitor, en route for Tokyo from Paris where he attended the Radio Conference. He sailed from San Francisco January 13th on the *Korea Maru*.

Mr. T. Iwase, Chief Engineer of Telegraphs and Telephones at Dairen, is in New York en route to England.

Martin Jurist, solicitor, has resigned and is succeeded by Walter A. Scrivens.

Emile Girardeau, managing director of the Compagnie Generale de Telegraphie Sans Fils, Paris, was a recent visitor in New York. M. Girardeau is a delegate at the Disarmament Conference, representing the French Department of Posts and Telegraphs.

F. Perepeczko, engineer, has arrived from Warsaw to act as official inspector for the Polish government in connection with material to be shipped by the Radio Corporation for the new Polish station. He will have the assistance of K. J. Marconi, attache of the Polish consulate general at New York.

Mr. E. F. W. Alexanderson, Chief Engineer, returned on the S. S. *Adriatic* from Europe recently, after an absence of six weeks.

### WEDDING BELLS

Santa Claus put his official Christmas seal on the lifelong romance of Edwin A. Nicholas and Clara Witt. Mr. Nicholas is superintendent of the Great Lakes Division, and on Christmas eve announced his marriage. The couple had been sweethearts since the time when Edward was five and Clara was three. Their parents were neighbors. As children Edwin and Clara made mud pies together, walked arm in arm to school, and played at business and housekeeping. Twelve years later the families separated, but the boy and girl still remained intimate friends, and now they are happily married and receiving congratulations from far and near.

### EASTERN DIVISION

#### NEW YORK

**T**HE New York office of the Eastern Division is highly elated over recent news from the Great Lakes and extends sincere congratulations to Mr. E. A. Nicholas, who, it is hardly necessary to say, is as popular here as he is throughout the division which he superintends. Even during his recent visit here everybody thought Mr. Nicholas was still a confirmed bachelor, and it was a pleasant surprise to receive an announcement of his marriage.

Erwin W. Vogel, recalled as the hero of the torpedoed *Carolina*, and of numerous love affairs, now senior on the *Wytheville*, on a run to the Far East, addressed an exceptionally interesting letter to his friend, Reid S. Shipley, of the *City of Savannah*, in which he states that on November 9, while on the 180th meridian in the Pacific Ocean, he copied a complete program of press from France, a distance of 12,500 miles, or half-way around the world. This is a distance and copying record that probably cannot be beaten.

Among some other good work done by Mr. Vogel is that he has been copying KPK at San Francisco, with telephones on the desk, at a distance of 3,500 miles, and transmitted a message to that station when 2,600 miles off. He worked New York 750 miles west of Balboa, or 2,900 miles away.

The steamer *America*, with the same three operators, Estberg, Tamburino and Bollendonk, left New York January 3, the first American trans-Atlantic vessel equipped with an RCA tube transmitter. At last accounts the ship was in the English Channel and still reporting her movements.

New assignments of recent dates are: L. C. Doane to the *Vacuum*; Albert E. Spicer to the *Higo*; Watson P. Dutton to the *Fordonian*; W. E. Davis to the *City of Lowell*; Joseph H. Gately to the *American Star*; Everett Singer to the *Northern Star*; R. C. Thomas to the *Caraca*; Adney Wyeth as junior on the *City of Montgomery*; A. W. Storey and W. V. Parrett to the *Crofton Hall*; C. K. Sturms to the *Hera*; M. D. Loos as junior on the *City of Savannah*; J. C. Stuart to the *Zulia*; Leslie Veader to the *Dallas*, and Richard Maixner to the *Fluosparr*.

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### BOSTON

**G**ERALD TRAVIS is on the *Swift Scout*, and for the first time in many moons has suffered himself to become pried loose from the ferries.

Harry Finkelstein was tickled to get the *Bylayl*, and A. R. Hamilton went to the *Jonancy*. With George Chute on the *Freeman* we do not anticipate any changes on these vessels for some time to come.

C. B. Hanna of the *Samuel Q. Brown* was a welcome visitor recently. Hanna brought, in addition to the first mate and some abstracts, a rumor of a plan to substitute slates for scratch pads. The idea seems not to appeal to him for some reason. Probably reminds him of school days and saddens him. Anyhow, he didn't appear as cheerful as his companion.

Frank Justice has left the *Vesta*, and at this writing is dutifully doing his best to see that the *Eagle* does not sail for Russia without an operator.

It is reported that Ralph Rice was recently robbed of his purse in a Meixcan port.

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### BALTIMORE DISTRICT

**W**ILLIAM B. TALTY, of Washington, was assigned to the Italian steamer *Guilia* at this port in relief of the Italian operator, removed on account of sickness.

Charles R. Robinson, former RCA operator, has been employed by the City of Baltimore on the ice breaker *Annapolis*.

While installing equipment on the new steamer *Bethore* at Sparrow's Point, Constructor Grantlin connected with a

high voltage line and was knocked unconscious and had his hand badly burned. He was on the job again the next day, but not near the feeders.

All of the radio equipment from the eight Standard Oil tankers laid up at this port has been dismantled and returned to New York.

### PHILADELPHIA DISTRICT

**W**E beg to enter our name in competition with the psychologically inclined Mr. Oscar Foy. Referring to the poetry he quoted for last month's WORLD WIDE WIRELESS, we recently heard one which we consider equally as appropriate to the times, namely:

#### WANTED—MEN

There's the chap with the "Can't" and the chap with the "Won't",

And the chap who betwixt, more or less;  
There's the chap with an "Aye", when it ought to be "Nay",

And the "No" when it ought to be "Yes";  
There's the chap who's too weak to get up when he's down,  
Too bluffed to strike back when he's hit;

And the chap who bobs up when he ought to stay down,  
And the chap who does nothing but sit;  
There's the chap who is brave when he has nothing to fear,  
And the chap who's afraid without shame.

But the world wanting men have no patience with these;  
What it wants is the fellow—*Dead Game*.

What it wants is the chap with the "Can" and the "Will",  
And the "Get up" and "Hustle" and "Do";

And the chap who comes back with a smile on his face,  
When the world thinks he's beaten clean through:  
The chap who'll back down, when he knows he is wrong,  
And the chap who'll stand pat when he's right.

And the chap who keeps faith when he pledges his word,  
And will back up his stand with a fight.

The chap who forever puts *right* above *wrong*,  
And *honor* o'er riches and fame,

Ah, he's the chap that the world's looking for—  
The trustworthy fellow—*Dead Game!*

Do we get the brown derby, Oscar, or is it the fur-lined bath-tub for us?

The black crepe of mourning is hung, big crocodile tears have been shed. Philadelphia, City of Brotherly Love, is no

more. That is, as far as the Shipping Board is concerned. At least, they try to convince us that this is so. However, we have been considerably more active since the crepe was hung than we anticipated. During the month of December eight Shipping Board vessels were taken into service by the Philadelphia office, which isn't so bad considering that we exist only as a negative quantity.

#### GULF DIVISION

**R**OBERT CLEGHORN, one-time District Manager at Port Arthur, has returned to the service and is now breathing the fragrance of Cuban molasses on the tanker *Dulcino*. Since the vessel is trading regularly out of Cuban ports, it is presumed that the attraction is something stronger than molasses.

David W. Jolls, after a lengthy period spent in rambling through the hills of Virginia, has returned to the service on the tanker *Antietam*.

With the closing of our District office at Galveston, the incumbent District Manager, C. W. Peter, has been transferred to the Division office at New Orleans, where he has relieved T. J. Alderman as Division Traffic Clerk. Alderman has returned to his previous billet on the good ship *Coahuila*.

A. Bandettini has been transferred from the *Steel Maker* to the *W. J. Hanna*, and in doing so, has received the distinction of taking charge of the first of our audion-equipped vessels.

William C. Simon has been assigned to the Shipping Board steamer *Nobles*, relieving V. F. Poussard. Poussard is now confined in the Marine Hospital at New Orleans for drydocking and repairs.

Other assignments made since our last contribution: L. P. Miller to the *John R. Gibbons*; A. E. Ermatinger to the *Steel Maker*; H. P. Green to the *Romulus*; G. C. Faber to the *Sapulpa*; E. D. Aber to the *Connes Peak*; I. Diamond to the *Panuco*; E. F. Hartill to the *Franklin K. Lane*; John M. Ryan to the *Elisha Walker*; L. M. Purington from the *Connes Peak* to the *Frederick Ewing*; Frank A. Banyai from the *Coahuila* to the *Edward L. Doheny*; J. B. Swift from the *Mary Luckenbach* to the *Coahuila*; Harry Backman from the *Dillwyn* to the *Munista*.

Since our last contribution the following vessels have been equipped at New Orleans with vacuum tube detector and amplifier units by Inspectors Elkins and Rothenberger: *W. J. Hanna*, *Baton Rouge*, *Coahuila*, *Corning*, *Jalisco* and *W. C. Teagle*.

We think it about time to make an inspection of the Key

West District, and find out what's so darned interesting over there; this may result in J. E. B.'s contributions coming in regularly. Possibly he only sends 'em when the "spirits" move him.

### GREAT LAKES DIVISION

**G**REETINGS! With the birth of this issue, we wish it to be known that, since moving into our present quarters, twelve short, happy months have drifted into the past. Please register—*one anniversary*. As everybody concerned likes the new offices, their location as to accessibility, both from the business center and the city's docks, even more so than when we first came here, the move can readily be appreciated as successful.

Snow, ice and stray car-ferry O. S. traffic is the order of the day. Operators attached to the fourteen car-ferries bucking the winter weather, surely know what steamboating under difficulty means. The Queen of Sheba's tossing camel ride across the sands of the desert, when she made her illustrious trip to the court of Solomon, was but child's play compared to crossing one of the Lakes on a ferry during January and February. Riding a ferry can be likened somewhat to the riding of both a Sub and a Bronc: part of the time you're submerged but riding in serene safety, while the rest of the time you're on top, hanging on to stanchions, etc., just like a tenderfoot clinging to a Bronc.

Superintendent E. A. Nicholas' recent announcement of his marriage to the former Miss Clara Witt, of Cleveland, came as an agreeable Yuletide surprise. Mr. Nicholas has just completed a business trip of some length, having visited shipping interests in all of the larger ports of the Great Lakes. Yes—he made the trip alone!

J. E. McDonald and Frederick A. Burrows are successfully holding down their berths on the *Illinois* and *Indiana*, respectively; their vessels sailing out of Chicago and lower Lake Michigan ports.

James F. Bondi, Jr., can be found any day on the *Alabama*; home port of call being Chicago.

The steamers *City of Alpena II* and *City of Mackinac II*, formerly owned by the Detroit and Cleveland Navigation Company, but recently purchased from them by the Graham and Morton Transportation Company of Benton Harbor, Mich., were placed in commission and taken around from Detroit to Benton Harbor, during the early part of January. Their arrival at Benton Harbor created considerable excitement and added a thrilling chapter to marine history on the Great Lakes, for never before have two side-wheelers in mid-winter and

in the teeth of a sixty-mile gale, made such a lengthy, continuous non-stop trip. Donald Booth and John W. Stack, respectively, were in charge of the radio installations. Their comments on the trip were more like those of the old-time salt (square rigger type) than the comments of a twentieth century radio man, Booth piping up with, "Had we not reached our ultimate destination, there might have been something to write about."

Due to the compiling of a new assignment list each year, we request an application for employment form be filled out previous to the opening of each season of navigation on the Great Lakes. It will, therefore, be necessary for all operators who were employed in the Great Laks Division during 1921, employed at present in other divisions of the company, but who contemplate returning to this region for the 1922 season, to write for the necessary application form, so that they will have their bid in for the ship of their choosing, prior to the completion of the list.

#### PACIFIC DIVISION SAN FRANCISCO

**T**HE second annual Radio show was held on December 29 and 30, at the San Francisco Gymnastic Club, and proved very successful. The show was conducted in conjunction with the Amateur Radio Convention, and was confined to the display of apparatus which would be of interest to the amateur—for the equipping of CW receiving sets principally, and incidentally, of CW and telephone transmitters. The crystal detector unit still has its place in the amateur world, as has also the spark transmitting set.

Interest in the Radio Corporation exhibit centered in the new detector and amplifier units which have been designed for commercial ship use. The comments were very favorable, and there were many regrets that these could not be procured for amateur use. The historical, or one might say prehistorical exhibit, consisting of a Marconi coherer, a Marconi magnetic detector, and the receiving set through which was copied the first radio message transmitted between San Francisco and Honolulu, attracted unusual attention, and brought forth many reminiscences. The booth was in charge of L. J. Tappan.

The 800-meter attachments are becoming a necessity along the Pacific Coast and during the month we equipped the *China* and *Santa Inez*.

Speaking about the *Santa Inez* brings to mind the sad tale of a recent hold-up on the wharves of San Pedro. Operator Colbert had just left the vessel when he was attacked by three desperados and relieved of thirty cents. The bandits were undecided whether or not they would beat him up or



return his pin money. Finally they refunded his money and let him go. The reason we are writing it up is because Colbert didn't want it to become known.

The old United 1-KW. non-synchronous set on the *Humboldt* has given way to the march of progress and a new CM 296-B set now greets the eye of the voyager.

Some of the amateurs on the coast are getting the habit of using a carborundum detector in conjunction with one or two steps of amplification, and it has created quite a demand for the old 107-A tuner.

Once more we chronicle an event to one of the members of our staff, and now introduce Mrs. H. D. King, and extend the usual good wishes, and many of them.

Operator Richard L. Sadler recently walked from Seattle to San Francisco in search of work, only to find conditions here worse than up North, and, after six weeks of waiting, was assigned to the steamer *Admiral Nicholson* en route to Seattle to lay up for the winter.

Operator James Gleason was transferred from the *Wilhelmina* to the *Broad Arrow* en route to the Orient. Theo. L. Carnes takes Gleason's place on the *Wilhelmina* on the Honolulu run.

Frank Geisel on the *F. H. Hillman* met with an accident and was relieved by G. W. Spare of the *Richmond* for the trip. Operator Jim Caldwell is now on the *Richmond*.

Many old-timers are still on the beach and we hope conditions will soon improve so that the less experienced will get a chance to break in after the former are placed. Including all, we have a list of seventy-six operators ready to sail.

#### SEATTLE

In another month or so we will have a new liner on the Pacific Coast under our service, namely, the *Ruth Alexander*. Arrangements have been completed by the Pacific Steamship Company for the purchase of this vessel, which was formerly the German ship *Callao*.

Our Portland Office was closed on the first of the year and all material from that point shipped to our Seattle storeroom. The place is beginning to resemble 1916 days, when we used to have the motor generators hanging from the rafters.

Mr. Benj. Wolf, U.S.S.B. Radio Supervisor for the Pacific Coast, was in Seattle during the month, on an inspection tour.

E. P. Winch, formerly Purser on the *City of Spokane*, is now holding down the duties of Purser and Operator on the *Pomona*.

Virgil Monnet relieved Clarence Newbill for one trip on the *Admiral Watson*.

As we write these lines, the inventory is taken, we have just signed a service contract, and it has temporarily stopped raining. We can, therefore, look forward with unmitigated pleasure to reading the reports of how California walloped W. & J.

Not that it has anything to do with the above, but the other day we attended the funeral of a notoriously bad man. During the services, and at the grave, it was suggested several times that some one say a few friendly words about the virtues of the deceased. He must have had but few virtues. Anyhow, nobody came forward. Finally, however, one man in the back spoke up and said, "Well, I was not acquainted with our departed friend, so I can hardly talk about him, but as long as we are here, and if no one has any objections, I will say a few words about California."

#### PORTLAND

Operators E. A. Raynal and V. Bennett had a nice lay-off at Portland while the S.S. *Curacao* was undergoing repairs.

W. F. Johnston spent a week visiting his folks in Washington while the *West Nomentum* was being loaded.

Ray Kimberk brought his best girl a tea set from China and while his evssel, *West Cayote*, was loading, made many trips to see if the tea set was all right.

Some of the operators to visit Portland during the month are: R. H. Horn, S.S. *Col. E. L. Drake*; J. I. Skov, S.S. *Vinita*; W. H. Stiles, S.S. *Willfaro*; G. Van Order, S.S. *Santa Reta*; G. D. Carmickel, S.S. *Eastern Merchants*, and J. W. Morrow, S.S. *Admiral Evans*.

#### PORT OF LOS ANGELES

Since our last write-up to the WORLD WIDE WIRELESS, our waiting list has been reduced by the assignment of one man, the lucky individual being Dewey Beraldo, who is now on one of the Standard Oil tankers.

Work on widening the channel at this port is going ahead rapidly, and soon the old mariners will not recognize the old water-marks. There are many projects under way which will improve the general contour of the channel, and business is taking a decided change for the better, at least, locally. We find a continuous stream of optimism flowing verbally from the mouths of our big interests in Southern California, and no dam of pessimism can control or check the business which this port will have in the birth of the new year.

The one white spot of the United States is getting whiter, and our editor may capitalize this assertion and not feel that he has shot wide of the mark.