



THE SENATORE AND PRESIDENT SALLY

Mayor Hackett and to meet the other members of the City government.

Upon arrival in Schenectady, Senatore Marconi was greeted in behalf of the General Electric Company by E. W. Rice, Jr., Honorary Chairman of the Board. Here Senatore Marconi met Dr. Steinmetz, Drs. Whitney, Langmuir, and Coolidge. The Senatore was then shown through the research laboratories of the General Electric Company and showed great interest in the development of the radiotron tubes which is being carried on under the direction of Dr. Langmuir.

At noon on Monday a luncheon was tendered Senatore Marconi by the officers of the General Electric Company at the Mohawk Golf Club. There were about 200 in attendance, and the principal speakers were Mayor Lunn who extended the freedom of the City of Schenectady to the Senatore; Mr. E. W. Rice, Jr., O. D. Young, and Senatore Marconi.

In the afternoon, the party visited the Radio Department of the General Electric Company, the big turbine works in Building 60 and the porcelain and ship propulsion machinery department.

After a short motor trip up the Mohawk Valley, the party returned to the Mohawk Club for a small informal dinner tendered by Mr. E. W. Rice, Jr. After the dinner, Senatore Marconi visited the broadcasting station WGY, and then went to the studio and spoke over the radio broadcasting 'phone.

That night he was tendered a reception in the Schenectady Armory by the Italian Societies, and also on his return to Albany was tendered another reception by the Italian Societies, returning to the yacht about midnight.

On Tuesday morning, the anchor was weighed at ten o'clock and the return trip of the *Elettra* down the Hudson was started. The trip down found groups of people in rowboats and motorboats, ready to do homage to Marconi and small groups of people in almost every open space along the river, waving their greetings and farewells to the senatore.

While in Schenectady, Senatore Marconi had been presented with a broadcasting receiving set, which had been installed on the yacht, and WGY broadcasted music and entertainment almost all day, so that the members of the party could have entertainment at their bidding.

The yacht cast anchor off the Columbia Yacht Club, N. Y., about ten o'clock that night.

Weather: Morning fair, rain in the afternoon.

## RADIO UNIVERSITY EXTENSION COURSE

**A** NOTEWORTHY departure from the usual radio course being taught daily on the 18th floor of the Woolworth Building to the lady students occurred on Friday evening, July 7th, when a number of young women from the executive offices were given an evening lecture with demonstrations on board Senatore Marconi's yacht *Elettra*. The lecture was given by Messrs. Magrini, Mathieu and Payne, assisted in matters pertaining to radio navigation by Captain Lauro. The party was chaperoned by Professor J. L. Finch, the genial and able professor of Hawaiian radio engineering.

The party was met by a special launch at the landing of the Columbia Yacht Club, and was welcomed aboard with a salute of the letter "S" sent three times on the C. W. transmitter. The serious business of the evening was then taken up, and the vessel was inspected by the party from generator to antenna.

At the close of the lecture, refreshments were served, consisting of Italian or non-Bryan grape juice. Altho' reports on the subject are conflicting, it appears that a number of the party preferred water. This is being referred to Izzy Einstein.



THE STUDENTS



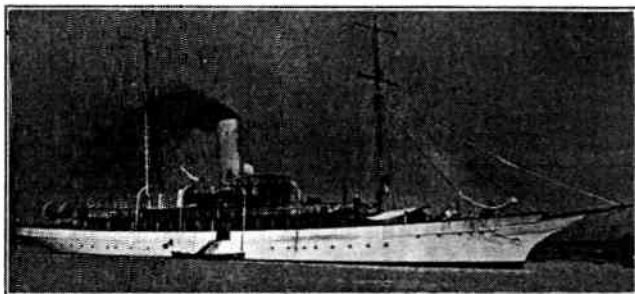
MORE STUDENTS

After Mr. Finch had finished his refreshments, the fair guests (and Mr. Finch) signed their name in the big black book, right under Captain Ranger's signature of the day before, and bade farewell to their distinguished hosts. After arriving at terra somewhat firma (see note on grape juice above), the Engineering department unanimously took dinner with Mr. Finch at an unnamed restaurant—not Kidd's! Then, meeting Mr. Amy at the corner of Broadway and LXXII street, they proceeded homeward.

Among those present were the Misses Bird, Bower, Browde, Horton, Klas, Millea, Oppa, Staff, and Thieme, as well as Professor Finch, referred to above in connection with the refreshments. In fact, the foregoing were all that were present, tho' several others would liked to have been there but instead left the train at Times Square.

Undoubtedly other excursions of similar scientific interest will be offered to the students during the coming summer months.

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### THE ELETTRA

**W**HEN Guglielmo Marconi, inventor of wireless telegraphy, came into New York Harbor aboard his private yacht *Elettra*, he completed one of the most remarkable voyages ever made across the Atlantic Ocean, remarkable in the sense that the *Elettra* is in all reality a floating radio laboratory, in which jealously-guarded secrets are snatched from the ether for the advancement of science.

She is the only vessel of her kind in the world. There are other yachts which are floating laboratories, but none of them devoted to research in radio. The private yacht of the Prince of Monaco is such a yacht, but is used exclusively for investigation in the realm of the science of oceanography.

During the voyage across the Atlantic there were two major subjects which Marconi and his assistants specialized upon, although, of course, other subjects connected with the art of radio were also experimented with. The first of the former was the perfecting of a system of high-speed wireless telegraphy, which will have an important bearing upon the future of transoceanic communication. The second was experimentation with a system of high and low frequency filters designed to eliminate the effect of static upon wireless telegraph communication.

### KEEN INTEREST IN YACHT

There is undoubtedly a great deal of interest in the unusual yacht which flies the national colors of Italy, but carries a cosmopolitan company of experimenters. This was shown by the large crowds which gathered where the slopes of Riverside Park command the Hudson River above the Columbia Yacht Club, off which the *Elettra* was anchored.

At first glance the yacht does not appear different from any other vessel of her class. She has rakish lines and is a trim vessel of 690 tons register. A second glance shows she has a remarkable system of aeriels strung between her masts. They are similar to the familiar cage aerial of the British navy, but are built up in pyramid form instead of circular. In addition to these there are the direction-finding loop aeriels, which are rigged upon a guy line stretched between the two masts. The fore and aft loop is in the form of an inverted pyramid, with its apex at the point where a connection is taken in to the navigating cabin, and the thwartship's loop is a pyramid with its apex suspended from the guy line.

It is in the radio room of the vessel itself where one realizes that the yacht is different to any other afloat. Everything was in shipshape order, quite different to what one would expect in an experimental laboratory. In fact nothing but standard apparatus could be seen, but the room was filled with that.

#### YACHT HAS POWERFUL SETS

For transmitting purposes the yacht is equipped with a standard one and a half kilowatt quench gap transmitter. Alongside it there is a little quarter kilowatt emergency quench gap set, which would delight the heart of any American amateur. This set is run by storage batteries and is installed for cases of dire need.

On the other side of the cabin, which, by the way, is very roomy for a yacht, there is a powerful vacuum tube transmitter for operation on continuous waves or wireless telephony. This set is rated at three kilowatts. It has two tubes as oscillators, each generating one and a half kilowatts. The current on the plate circuit is stepped up and rectified by two large two-element tubes and four other big tubes act as modulators and amplifiers.

The receiving equipment consists of a special amplifier for special direction-finding work and a standard regenerative receiver with three stages of audio-frequency, or, as it is called in Europe, "tone magnification." The former can be used as a radio-frequency amplifier for receiving over long distances, on long waves.

#### RANGE OF 1,000 MILES.

Despite the fact that it is only possible to get a short stretch of aerial on the yacht, the tube transmitter communicates over a distance of 1,000 miles during daylight with great ease. Its range during the night is much greater.

Although all of the apparatus is of standard type, it is so constructed that it can be readily changed about to form any

other combination necessary for experimental work. The other experimental apparatus, including standard measuring instruments, was neatly stowed away in lockers.

### AN OPERATOR'S WIFE IN THE WILDERNESS

A GLIMPSE OF LIFE AT AN ALASKAN MINING CAMP RADIO STATION FAR FROM CIVILIZATION

*By Mrs. Howard S. Pyle.*

**A** TYPICAL Alaskan rainfall greeted me upon my arrival at Jualin. Here I was to make a home for my husband who had preceded me to his new post as radio operator-storekeeper for an Alaskan gold mining company. All of Jualin was visible at a single glance; the wharf; ugly red buildings at the farther end; and the seemingly endless forest.

I turned toward the wireless operator from the vessel, who, having previously been employed here himself, was acting as my guide. "I guess there is no one here to meet you," he was saying, "but it's only seven miles to the upper camp, and you can't get lost if you follow the mule team track." He looked dubiously at my neatly tailored suit, new hat and oxfords, however, observing that I would probably be soaked long before I reached there. But my oldest things were in my trunk and the clothes in my hand bag were even more unsuitable. The problem was still unsolved when we reached the warehouse, where over the private telephone system I called up the upper camp, only to be informed that the operator had left the camp; should, in fact, even now be at the dock. And he was. Turning about, there at my elbow was my husband!

Somehow I knew this was my life partner; but certainly not by recognition. How changed he was from the smart young man who had left me in Seattle two weeks before! A beard of several days' growth; trousers two sizes too large; high hiking boots and a rough shirt covered by a sleeveless sweater, topped with the queerest cap I had ever seen.

Then and there I burst out crying. The ship was fading into the distance, and I thought of friends I would probably never see again, of a once immaculate husband, of home amid comfortable surroundings . . . and then of this wilderness to which I had come. Dejectedly, I stood around, sinking lower in spirit as we waited while the freight was checked, and the mule cart loaded for the "upper camp."

Finally we started, and a funny sight we must have been: I with my city clothes, riding atop a load of sacks on a cart drawn by mules, and holding an umbrella over my head to save my new bonnet, and my husband in his old clothes perched on a load of freight with Big Bill, the teamster,

bellowing at the mules. I chatted incessantly, till we reached the lower camp, five miles from the wharf, where we stopped for "chow." And such a feed! A plate heaped with fancy shaped sandwiches; egg, cold beef, and cheese, which Herman, the cook, had prepared for us; steaming hot tea, chocolate cake, delicious cream pie; all delicacies which I had never hoped to see after leaving the States. That meal marked a milestone; my despondency over Alaskan wilds vanished—never, incidentally, to return.

And thus it was that I came to my new home. The upper camp proved to be quite a settlement. There was a store, of which my husband had charge; the mine offices, stamp mill, superintendent's house, large modern bunkhouse with showers, and a pool room, also a cook house, besides quarters for several families, and of course, the wireless station KJA, with which communication was maintained with the outside world.

Our new home was located at the bottom of the valley, with 3,000-foot mountains towering on three sides, covered the year round with snow almost down to our level. Below the snow line were vegetation and dense forests which were almost impenetrable. Our cabin was of two rooms: a "galley" which contained a wooden sink, table, stove, cupboard and large wardrobe for clothing, and a large front room, which served as a living room, bedroom and operating room.

The radio installation occupied almost one entire corner of this last room, and was certainly an old-timer. It was of the Marconi 5 K. W. open core type, with a sixty-cycle straight spark gap with air blast, the discharge of which could be heard for great distances up and down the valley. The key was of the type in which heavy brass contacts were immersed in a tank of water beneath the table, and the make and break occurred under water. The lever was nearly a foot long, and took two hands to work it—almost. Often the contacts would stick so that the lever would have to be lifted up by hand to assist the spring. Two large racks holding twenty-four two-quart Leyden jars each, which formed the capacity, occupied considerable floor space. The 5 K. W. "coffin" also had its place on the floor, next to the stove. The helix type of oscillation transformer rested majestically atop the condenser racks, and several spiral loading inductances on the wall—to reach the 1980-meter wave length, completed the transmitter. The receiver was a Marconi type 101 panel, known as the "piano tuner," which was quite serviceable, after we had added a vacuum tube to replace the carborundum crystal furnished with the set. A Marconi type S transfer switch, and a two-wire antenna, eighty-five feet high and 800 feet long, completed the installation at KJA.



On our very first day we set to work in earnest, painting, calcimining, cleaning, and making our new home livable. And this activity held us for many days as the place had been occupied by an unmarried youth for several weeks, and had had scant attention. Then we settled down to our routine. The wireless apparatus required constant "nursing" and kept my husband busy, in order not to miss a schedule with the Juneau Navy Station. We maintained two such schedules a day, and they had to be on time. This, together with his duties as storekeeper, kept the operator busy from 7 a. m. till 9 p. m., and included frequent seven-mile trips to the wharf in connection with the stores.

Social life at Jualin consisted of an afternoon at the Superintendent's house, with the other four women who made up the entire female population of the place. Sewing was the principal occupation and camp gossip a side line.

The trips to the wharf and lower camp became an event of some importance in the fall, as supplies for the winter months arrived. In winter Jualin has snow, and plenty of it, and we practically hibernated during the cold spell. By this time the many wild berries were ripe, and salmon were coming up the small streams to spawn, both of which attracted the black and brown bears from the hills. At first their presence was merely rumored about the camp, but after several encounters by various members of the colony, the animals were seen to be a serious menace, and the women were forbidden to leave the camp limits without suitable protection. Often the bears would come almost up to the cook house, seeking scraps of food. Porcupine, too, were plentiful, but not dangerous if unmolested.

A small mail boat arrived once a week from Juneau, bringing mail and fresh supplies, but this was only during the summer months: trips were made in the winter when the weather warranted. Passengers in limited numbers were also handled on the mail boat, and generally two or three would come and go each week; restless characters who had been at Jualin long enough to make a stake sufficient to carry them to the next camp.

On one occasion the passengers from the steamer *City of Seattle*, mostly excursionists from Eastern States, swarmed ashore, and loaded me with fruit, candy, magazines, books and flowers. They plied me with questions faster than they could be answered. The appearance of a woman in such a place as Jualin was beyond their comprehension.

Weeks of this life followed, when rumors began to take more definite shape about camp to the effect that the mine would shortly close. The rate of exchange on foreign capital

was too high for profitable operation of foreign-owned mines, and as we were financed by Belgian interests, our mine was seriously affected. Rather than be caught in the shut-down, we talked the situation over, and laid new plans. Both desiring to remain in Alaska, our final decision was to go back to the Navy, for we had promise of being stationed at one of the Navy Radio Stations in Southeastern Alaska; Sitka, Juneau or Ketchikan, all very desirable. The mines had charmed us, and we were really loath to leave, but had to look out for our own interests.

In order to take advantage of the Navy's offer of one of the three southeastern Alaskan stations, we were required to report in Juneau aboard the *U. S. S. Vicksburg* before midnight, August thirtieth, and as the last weekly mail boat had left, and no more would call before September 3, we wired the Navy Department and a sub-chaser was dispatched to Jualin to pick us up, together with our effects, and take us to Juneau.

That evening we walked off into the woods, to a favorite spot we had, near an old abandoned mine shaft, to talk over our future plans. In the distance, Old Lions' Head, said to be an extinct volcano, reared its snow-covered head, and made us feel more than ever reluctant to leave. There were also mines on the other side of Lions' Head, but only once had we seen anyone from over there, when an old prospector walked into camp one day, with his dog, gun and portable canoe.

The next morning we started for the wharf for the last time. Our boxes and trunks were to follow us to Juneau on the weekly mail boat. We reached the wharf, just as the sub-chaser came up the bay, and it was indeed a welcome sight, for we had missed our Navy associations. But were we free from the Navy and Jualin again running full blast, I know two persons who wouldn't hesitate at returning to KJA.

#### MARCONI'S VISIT TO THE AMERICA

**O**N his recent visit to the United States, Senatore Guglielmo Marconi expressed a desire to visit the radio telephone installation on board the *America* which has proved so effective in carrying on simplex and duplex telephone communication between the United States and the ship while many hundred miles out at sea. Mr. G. Harold Porter, our genial General Superintendent of Marine department, accordingly made arrangements with the officials of the United States lines for Mr. Marconi to visit the ship and have luncheon on board. Mr. Marconi was greatly interested and pleased

with the manner in which the set functioned. Of course no actual demonstration took place because the ship was at the dock, but Mr. E. V. Amy, of the Engineering Department, carefully went over each step with Mr. Marconi.

It was a warm day, and the radio cabin of the *America*, although large as radio cabins go, does not, ordinarily, accommodate very many people. Nevertheless, Messieurs David Sarnoff, G. Harold Porter, A. E. Reoch, W. A. Winterbottom, Pierre Boucheron, E. V. Amy and J. B. Duffy, of the Radio Corporation of America, managed to get into the crowded room, as well as the following steamship officials; Mr. Mock, District Manager of the Shipping Board; Col. Watkins, also of the Shipping Board; Mr. Rutherford, Acting General Manager of the United States Lines; Mr. Moore, Operating Agent of the United States Lines; Captain Wm. Rind, of the *America*; Mr. Mathieu and Mr. Payne, of Mr. Marconi's personal staff and several newspaper reporters, photographers and special magazine writers.

At the luncheon which was attended by the above assembly and other notables whom ye humble reporter was unable to approach, Mr. Marconi gave a short address in which he thanked the Steamship Company and the Radio Corporation of America for giving him the opportunity of inspecting the now famous radio telephone set of the *America*.

### BANQUET FOR SENATORE MARCONI

**O**N Thursday, June 29, the Corporation gathered together at a banquet held in the Ritz Carlton Hotel, New York, a number of the men representative in this country of the vast interest in radio telegraphy and telephony to do honor to Senatore Marconi, the original inventor. The affair was held in the main dining room of the hotel, which had been elaborately and tastefully decorated. The careful art of the chef and the orchestra, combined with the glamor of the occasion to make the meeting not only pleasing in every respect, but a truly memorable occasion.

After the dinner had fulfilled the first function of the program, namely; that of satisfying the inner man with material things, the meeting was called to order by the toastmaster, Mr. Owen D. Young. There was a silence in expectancy that the inner man was now about to be satisfied with things ethereal rather than material; but this was not to be for the toastmaster announced that while it was difficult to find anyone in America at this time who knew nothing of radio and who also admitted the fact, those were the qualifications which he had decided must be met by the speakers

on this occasion. Before calling upon these speakers who could comply, Mr. Young referred to many of those present who had achieved great things in the radio world, and in words more apt than many could find, voiced the welcome of the gathering to Senatore Marconi. The toastmaster called on Mr. Frederick P. Fish to introduce Senatore Marconi, saying that he hoped the great inventor might glean some new ideas on radio in hearing the words of those who admitted they knew nothing of the subject. Mr. Fish was followed by Mr. Frank L. Polk and Mr. Homer S. Cummings. These gentlemen discoursed on the progress of science, the great contribution of Senatore Marconi, the wonderful benefits to mankind already evident and the enormous possibilities of the future, and seconded in no uncertain manner the welcome and the homage paid to the guest of the evening by the toastmaster himself.

As Senatore Marconi rose to speak the orchestra played the Italian national anthem. The Senatore expressed great appreciation for the cordiality of the welcome extended to him. He spoke of his visits to the great American stations of the Radio Corporation and expressed deep interest in the progress that had been made in recent years in this country. He spoke also of the improved relations to be created all over the world by better communication and of co-operation along other lines between his own native country and America.

With the exception of the Senatore the only speaker of the evening who did not comply with the specifications laid down by the toastmaster was Mr. E. J. Nally. Mr. Nally mentioned the great benefit which we shall all derive from Senatore Marconi's visit, in that our engineers and scientists have had in this visit an opportunity to look into the future with the Senatore and to discuss and contrast with him the developments taking place on both sides of the Atlantic. He spoke of the rapid advance of radio technique in the score of years since Marconi first spanned the Atlantic, of the development of the powerful Alexanderson alternator transmitter; of the possibility of the advent of another efficient high power transmitter in the next few years in the electron tube; of the great improvement in transmitting antennae as a result of Dr. Alexanderson's work; and finally of how Senatore Marconi had opened up further prospects of great advances by the work he had just described and demonstrated before the Institutes of Electrical and Radio Engineers. Mr. Nally concluded with a few words concerning his personal acquaintance with the Senatore and expressed in his welcome the pleasure we have all experienced in having Senatore Marconi visit us in America.

## FOLLOWING IS THE LIST OF GUESTS

Ira J. Adams	E. M. Herr
J. E. Aldred	Comm. S. C. Hooper
Edwin H. Armstrong	Waldemar Kaempffert
Cesare Barbieri	Irving Langmuir
Maxwell Barus	Comm. Raffaele Lauro
Arthur Batcheller	Clarence H. Mackay
L. F. H. Betts	Piero C. O. Magrini
O. B. Blackwell	Sen. Guglielmo Marconi
William Brown	Frederick Roy Martin
J. Edgar Bull	G. A. Mathieu
Anson W. Burchard	Hiram Percy Maxim
Newcomb Carlton	Ogden L. Mills
Comm. D. B. Carson	Edward J. Nally
General J. J. Carty	Charles Neave
E. H. Colpitts	J. V. Olcott
E. B. Craft	G. W. Pickard
Stuart M. Crocker	Hon. Frank L. Polk.
Hon. H. S. Cummings	M. I. Pupin
Fulton Cutting	Charles F. Rand
Albert G. Davis	A. E. Reoch
George S. Davis	Walter S. Rogers
J. H. Dellinger	Charles J. Ross
George S. De Sousa	David Sarnoff
C. G. Du Bois	R. P. Schwerin
Gano Dunn	James R. Sheffield
J. W. Elwood	J. H. Stabler
F. P. Fish	F. A. Stevenson
Livingston Gifford	Melville E. Stone
Paul F. Godley	Gerard Swope
Alfred N. Goldsmith	C. H. Taylor
Marcus Goodbody	Charles A. Terry
J. L. Griggs	Gen. Guy E. Tripp
John H. Hammond, Jr.	E. H. Wands
Edward W. Harden	W. A. Winterbottom
W. W. Hawkins	

## JOHN FRITZ MEDAL GIVEN TO MARCONI

**T**HE honor that the Engineering Societies of America have conferred upon such scientists as George Westinghouse, Alexander Graham Bell, Thomas Alva Edison, Elihu Thomson, J. Waldo Smith, George W. Goethals, Orville Wright and others—the John Fritz gold medal and diploma—was conferred upon Guglielmo Marconi in the Engineering Societies Building, 29 West Thirty-ninth Street, New York.

Sitting beside Mr. Marconi on the platform were four other men who have received the high honor. They were Messrs Thomson, Smith, Goethals and Wright. Dr. Thomson, the dean of the electrical engineering profession in America, made the presentation. Speeches were made by Prof. Comfort A. Adams of Harvary University; James R. Sheffield, president of the Union League Club; Prof. Michael I. Pupin, of Columbia University, and a short one by Marconi himself. He confined himself to appreciation. He said:

"I am extremely grateful for the very kind and flattering remarks which have been made in respect of myself and my work by the distinguished gentlemen who have been good enough to speak here tonight.

"It is indeed a great distinction and encouragement to further efforts, being received, as I am—I may say invariably received—in this great country, and to meet here among my friends those who represent the best intellect in science and applied science as exemplified in the persons composing the great national engineering societies of America.

"I have long realized that in America, more than anywhere else, the most cordial and generous encouragement is given to any honest endeavor to apply science to useful and practical purposes.

"I consider myself fortunate that much of my early work in radio has been carried out in this country, for I cannot help feeling that you realize that wireless communication has become useful, and often necessary, on sea and on land, besides tending to increase and simplify the facilities for closer communications between distant people on this earth, thus contributing, I hope, to make good will take the place of the unrest and mutual suspicion which unfortunately seem at present to be a dominating feeling among many nations.

"It is a great honor for me to be admitted, through your award, to the ranks of the eminent men upon whom the John Fritz medal has been bestowed.

"I beg to express my very high appreciation of this honor, and to offer my most grateful thanks for the distinction thus conferred upon me."

Mr. Marconi is the nineteenth recipient of the John Fritz medal, an award founded in 1902 as a memorial to John Fritz, the great metallurgist of Bethlehem, Pa. Mr. Sheffield's speech was based upon his personal knowledge of Marconi, the man. Prof. Pupin spoke of Marconi from the more scientific side.

"73."

**M**R. Edward J. Nally gave a luncheon at the Lawyers' Club, N. Y., on Monday, July 10, 1922, in honor of the seventy-third birthday of Hon. John W. Griggs, General Counsel and Member of the Board of the Radio Corporation and for many years President of the Marconi Company.

Mr. Nally in his congratulatory address in honor of the occasion said that "73" to the telegraph and wireless fraternity meant all the good wishes, health, prosperity and affection that could possibly be expressed in any words, and on the occasion of the Governor's 73rd birthday were most appropriate to convey to him what was in the hearts of all his friends and former associates.

The guests included the members of the Marconi Company Board of Directors and officials and Mr. Owen D. Young, Chairman of the Board of the Radio Corporation. Messrs. Young, Sheffield and Sarnoff made short addresses, to all of which the Governor responded in that splendid manner in which he is such a master.

And when he swings for the first tee  
The Governor may be 73  
But when he swings from the first tee  
The caddies think he's 21.

### DO ALL YOUR DUTY

THE CONSEQUENCES OF MISSING A PART OF IT.

*By H. I. Cleveland*

I have just returned from the preliminary hearing in the case of the wrecked Baltimore & Ohio train where sixty-odd passengers were suddenly plunged to death through carelessness.

Two sections of a passenger train were moving westward. One of them, in a blinding storm, passed a freight on a siding, waiting to start east. It was the duty of the engineer on this first section to have green lights displayed on the pilot of his engine, showing a second section was following, to blow his whistle as he passed the freight engine, showing a second section was following, and, if the freight did not answer his signal, he was to stop his train and give it warning that it must not take the main line until the second section had passed.

These orders were not obeyed. The freight train left the siding as soon as the first section had passed, and shortly afterwards crashed into the second section of the passenger train, producing one of the most appalling wrecks in recent years.

At the preliminary hearing the engineer of the first section took the stand. His face bore marks of terrible suffering. His form was bent. As he spoke the tears streamed from his eyes and sobs broke his words. He said:

"I am wholly to blame for this wreck. No one else is responsible. I whistled when I passed the freight train, but did not discover until some distance past that my green lights had been blown out by the storm and could not have been seen therefore by the freight crew. The freight train did not answer my whistle. I therefore should have stopped my train instantly and warned its crew that the main line was still occupied. I alone am to blame."

No earthly punishment that might be visited upon this man could equal the suffering he has gone through since the night of the wreck.

It is one of the most startling cases of the result of a duty only partially performed I have ever known:

I have told it as simply as possible, for the benefit of the boy who is just sensing what duty means; for the help of the boy who thinks half a duty done is a whole duty performed.

When these boys come to study the New Testament as it should be studied, to grasp the full beauty and power of the life of Christ, they will use dictionary, lexicon, reference books, that will take them to the roots of things Christ taught. It will suddenly dawn upon them that Christ taught not the form of things alone, but the heart of things.

In this work they will come upon what he meant when he taught one's obligation (obligation is duty) to himself, those about him and his God, which, in simply words, is:

"Leaving nothing undone; doing all things well; missing naught."

That is carrying out duty in the Christ sense—in the biggest sense.

It is not looking at duty from this point that produces such disasters as this wreck, which, more than that, wrecks life after life in the simplest affairs.

Having taken up a duty, keep the green lights burning, sound the proper warning signals, stop if it is right to stop—finish that duty as you would a sum you were calculating, when you have your total and have proved it.

There cannot be a wreck when duty is performed that way.

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"My, isn't the ocean blue?"

"Well, wouldn't you be blue if you were confined to your bed the way the ocean is?"—Cornell Widow.



## THE HARD WORK

Sometimes I get sore and ranty o'er the work I have to do, and I rip around the shanty till the atmosphere is blue. "Why," I asked the cat, "in thunder should a fellow toil and slave? All his skirmishing for plunder merely brings him to the grave. You are wise, old cat, in dreaming, dreaming of your feline joys while the human chumps are screaming for some prize not worth the noise; you are wise, you derved old tabby, dreaming as the minutes scoot, while men wear their tempers shabby chasing after Dead Sea fruit."

Then I walk three blocks or seven, just to soothe my nerves a few, and encounter ten or 'leven men who have no work to do. Men as good as I or better, who are nathless, down and out, shackled by misfortune's fetter, all their hopes gone up the spout. Men whose poverty is shrieking, men of evil luck the sport; men who spend the long days seeking work, just work of any sort.

Then I go back to my shanty in a chastened frame of mind, having seen worse hell than Dante, and resume the pleasant grind.  
—Walt Mason.

## CHICAGO

**R**ENOVATION of the Chicago office is rapidly nearing completion and when it is finished the Radio Corporation will have a very fine office in this city.

Things are moving fast at the warehouse; in fact, rumors have reached this office that it is now necessary to sprinkle the floors every two hours to keep down the heat generated by the friction of fast moving shipments.

The following are changes in the staff:

## NEW COMERS

Miss Signe Johnson, file clerk.  
Miss Betty Graham, clerk.  
Miss Florence Carney, stenographer.  
Miss R. Milburn, typist.  
Joseph J. Drapekin, inventory clerk.

## RESIGNED

Miss Bernice Crandall.  
Miss Ethel E. Long.  
Miss Frances Ryan.  
G. E. Graham.

Miss L. M. Bennett has been transferred from typist to bookkeeper.

## NEW YORK

## BROAD STREET NOTES

**T**HE Editor has just sent in a hurry call for a story, and here we are with our reportorial staff either on vacation, or just returned from vacation, or just going

on vacation, and nobody to write the doggone stuff. Blame it on the hot weather if you will, but it's a fact that from the star reporter downwards nobody has a ghost of an inspiration, and it therefore becomes the duty of the office boy to write up a couple of columns to keep Broad Street on the map. Fortunately, just as we were about to sling the ink around and make a splash, our old friend Reggie Mason turned up from his recent tour de luxe, in the course of which he visited Capetown, Yonkers, Johannesburg, London, Ellis Island and various other spots known and unknown, and unfolded a yarn that lost nothing in the telling, but which must necessarily be cut to a mere 10,000 words. It would need the combined skill of a Jack London, a Stevenson, a Nick Carter and a Margot Asquith to record Reggie's yarn as we feel it should be presented to our readers, and the plain and unvarnished fact is we have not yet aspired to the authorship of even a best seller. However, practice makes perfect, and if we get only \$500 for this effort we shall feel sufficiently encouraged to go ahead and essay even greater things in the realm of literature.

'Twas thuswise. Reggie had accumulated such a bunch of kale as the result of his noble efforts in the field of radio that it was fairly crying to be spent, lavished or otherwise gotten rid of in the shortest possible space of time. It further happened that an absence of seventeen years from the land of his birth, Kaffirs, gourds, and diamonds had aroused in Reggie the entirely laudable desire to revisit the scenes of his childhood, and to play the satisfying role of the prodigal son. A three months' leave of absence was speedily arranged and a cable to Capetown urged the immediate selection of a calf suitable for the occasion, with the added information that a period of about six weeks could be allowed for its growth of prime condition. The stage having been thus set, Reggie packed up his toothbrush and a box of Mother Sills' Seasick pills, and departed from New York on the morning of March 18th with a heavy pocket but a light heart. Little he reckoned of the hair-raising adventures he was to undergo ere he returned to the land of the free and the dry, but with glass upraised and a song in his heart as the old hooker crept out beyond the three mile limit, the spirit of the occasion was too much for him, and in a voice quavering with emotion he warbled such old favorites as "Comin' thru the Rye," "Gin a body" etc., until the skipper hauled him from the rail by the slack of his pants and ordered him to drink another. As this was Reggie's idea of making the punishment fit the

crime, he submitted dutifully and promised to become a regular offender, and that's how the trip began.

With the exception of the first week the voyage was very pleasant and there was no necessity for breaking the seal of the seasick pills. No ships were passed as the course was out of the traffic lane. Captain Sinclair of the *York Castle* proved himself a fine sort and made everything pass splendidly.

The first land sighted was Ascension Island, twenty-six days from New York and the ship passed close enough to signal. Next came St. Helena, six hundred miles distant, and finally Cape Town was reached, the thirty-sixth day.

While in Cape Town, Mason had a long talk with the Postmaster General of the Union of South Africa, Mr. Stuurman, who was quite surprised at the advancement made during the last year in trans-Atlantic radio working, and the enormous amount of traffic being handled. He stated that the Marconi Company had submitted to him plans for the erection of a high power station at Cape Town, but the matter was still under consideration. Mr. Stuurman is now undoubtedly beginning to realize that the transmission of commercial business will in the near future be via radio, and doubtless will give his strongest support to the erection of the station in the Union of South Africa.

Mr. Jack Weaver, brother of our Charlie, is at present postmaster of Cape Colony and took great interest in everything pertaining to wireless.

Apparently wireless as a hobby is only taken up in South Africa by people of means, and no doubt the people would soon be interested if it were more advertised. A little radio news of interest is printed in the papers, but it is so insignificantly placed that it is often overlooked.

Johannesburg was visited and the mines which had been closed for a time while the strike was on, were again in full swing; but to get a piece of gold as a souvenir was like trying to get a drink in New York.

Mr. Mason also visited Salisbury, Kimberly, Bloemfontein and on his way home touched at Southampton and London. Mr. Mason speaks most enthusiastically of the kind treatment extended to him in London by Mr. Rochs, Traffic Manager of the Marconi Company, who he found in his new headquarters at Radio House, Liverpool Street. The department is equipped with all the latest ideas adapted for the conveyance of messages from circuits, eventually reaching the delivery department, where they are folded automatically. High speed working with France has been brought to a high

standard, the short distance being in its favor. Radio House boasts of its own lunch room, where eats are to be had at all times, and it is controlled by members of the staff.

Sailing from Southampton, a lg cabin on the lower deck, he had to make his grand entrance through Ellis Island, and regrets he did not have a shawl to make it more effective, as he was asked if he could speak English. He traveled over 20,000 miles and landed physically better, but financially worse.

The 64 Broad Street tennis fiends are open to challenge The Clicks or any other departmental teams (who have the energy) to doubles or singles, any Sunday, on any court.

How about it Static Club? A nice inter-departmental tennis trophy!!!

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### MARION

**O**N Tuesday evening, June 27, all the members of the staff living at the Company's mess quarters, who can't get a wife or don't want one, met for the purpose of re-organizing the mess. By-laws were drawn up and officers elected for the six months ending December 31, 1922. The officers chosen were as follows: Willie Beltz, Big Cheese; Oscar Sadler, Vice Big Cheese; Marcus Aurelius Strausberger, Custodian of Shekels; Aloysius Kenney, Kopy Kat.

The baseball team representing the station here is still going strong. After a somewhat disastrous start early in the season the team was re-organized and White was chosen Captain and Kremp, Manager. The first victim was Rochester and we turned the tables on them for the trimming we got up Rochester way. Rochester proved a worthy opponent and it was only after ten innings of sensational ball that we pulled out ahead 6 to 5.

The next game was with the Mattapoisett team. Kremp was getting his ride on the chutes for fair and, with the score 10 to 5 in favor of Mattapoisett, was benched in favor of Humphries. Humphries was invincible for the remainder of the game and, after an uphill battle, we finally managed to tie the score at ten all when the game was called on account of darkness. In this game Wixon sprained his ankle rounding third base and has been hors de combat ever since.

Oscar Sadler tried to imitate Ray Schalk. However, he caught the ball on the back of his finger instead of in the glove, breaking the same. Needless to say, Oscar's in drydock.

The other night we entertained the Wareham Odd Fellows. And what a night! It would have been lovely for firemen and ducks but we're neither! The players should have had bath-

ing suits and ferry boats. Kennedy, Beltz and Higgins, our outfielders, wish to thank the summer residents for the loan of their canoes. We proved to be better swimmers than the visitors and won by the score of 10 to 2. The Radio gang, through the medium of this column, wish to extend their utmost sympathy to the family of "Hank" Newman, third baseman of the visitors, who was drowned while trying to field a bunt.

On the 6th of July, we all went over to Wareham to play a return game with the Odd Fellows. Kremp, on the mound for Marion, was opposed by Anderson, a tall, rangy right hander with plenty of steam. The Wild Men of Borneo had nothing on either of these two lads. One of Anderson's curves struck an innocent spectator back of first base while Kremp put a drop on top of the High School. Robinson, shortstop for our team, knocked the ball over the right field wall for a home run. In this game, however, we all pulled off the Rip Van Winkle act and by the time we emerged from our slumbers found the Wareham bunch ahead 7 to 4.

On the evening of the 7th of July, we took another scalp to add to our already growing collection. Jack the Cobblers team from New Bedford was the victim and, after one of the most sensational games seen in these parts for years, we managed to pull out on top by a ninth inning rally. In the first half of the ninth with the score tied at three all, an error on the part of our bunch let in one run for the visitors; but in our half, due to some heady baserunning and a wild throw, we scored two runs and won by the tune of 5 to 4.

At a recent meeting of the baseball team White resigned the captaincy owing to the fact that he could not devote all his time to the affairs of the team. Willie Beltz will look after the affairs on the field in the future.

After watching the boss playing tennis one evening, one of the fellows remarked, "Gee, what must Tilden and Richards be like?"

Mr. Clifton has been in great form this summer but owing to the scarcity of players finds it very hard to get an opponent to play with him. Kennedy thought he would put one over on the boss and went over to New Bedford and got the second best player in this part of the country. He was without doubt the hardest opponent Mr. Clifton had been up against this year. Needless to say, however, Mr. B. S. Y. won 6-3, 4-6 and 9-7. What is worrying Kennedy now is the fact that the best player in this part of the country is always out when he calls. Boy, page McLoughlin!

Doc Cumming has arrived back from his extended trip

to the South Sea Islands in connection with establishing radio communication with the Fiji Islanders. Doc says, "It's a nice place, but give me Marion."

The other night the fellows were talking about mathematics. Kremp maintained that one and one made one. Of course no one agreed with him; but to prove it—well the 17th of July was the date, and Kate was the girl. You win, Frank, and all the power and luck in the world to you!

A tournament has been started at the station. Each player meets his opponent twice. The one that wins the most number of sets and loses the least shall be declared the victor. For punishment the winner must play Mr. Clifton. The standing to date is as follows:

	Won	Lost	P. C.
Kremp	8	2	.800
Hollis	4	1	.800
Robinson	4	1	.800
Beltz	4	2	.667
Sadler	6	12	.333
White	2	4	.333
Strausberger	3	8	.273
Kennedy .....	0	1	.000

Mark Strausburger has left on his vacation for his old home town, Weissport, Pa. Ever hear of that place? Still statistics tell us that all the big men come from small towns. Mark is planning to return back to Marion in a very leisurely manner, via a Buick truck.

Joe Babineau and Al Melanson, from the Whaling City, are back with us once more in the capacity of riggers.

Fred Blanik and Al Larsen, riggers from the New Brunswick station, are also sojourning with us for the summer.

Carl Flory, graduate of the Massachusetts Institute of Technology, is numbered among the new arrivals.

E. D. Sabine has arrived to act as relief shift engineer while the other boys are on their vacations.

We note with blood in our eyes that Radio Central introduces the Champion Chow Scoffer of the World. If there is such a thing as the champion he belongs right here in Marion. Why even Bill Dunn, of New Brunswick, we notice, didn't even dare accept the challenge. Our champ was confronted opening a barrel of clams in the kitchen. Upon being asked to explain himself he confessed that he was just getting up an appetite for dinner.

All right, Chatham! Your wish to meet some of the tennis stars of Marion will come true. But—before we start, how much of a handicap are you going to give us?

## SALES DEPARTMENT

**I**T is a pleasure for this department to announce its entrance into the columns of this publication. With the great strides being made in the Radio field, this office has been as busy as the proverbial bee and it has been difficult to gather news. However, we hope to improve this column with the passage of time.

It is with great concern that we hear of Miss Miller's (mis) adventure while taking her noonday repast recently. It reminds us of the story entitled "The Lion and the Mouse."

Our charming co-worker, Miss Van Keuren, is about to leave us to embark upon that great unknown matrimonial sea. We say, "Bon Voyage."

Vacation time is now upon us and from the happy faces there is great anticipation. Miss Adelstein, Mr. Goulden and Mr. DuBois, among others, are now on their vacation. From their leave-taking, apparently, they expect a rousing time.

We must congratulate Mr. Stevenson and Mr. MacKenty upon their transfer to the Sales and Shipping division respectively. We candidly must admit that these divisions are being considerably strengthened therewith.

We extend a hand of greeting to Miss Maloney, Miss Smith, Mr. Chadeayne and Edmund Kloess, who are recent arrivals.

It is certainly proper to announce in these columns the fact that our Miss Sloyan has located her home nearer the Woolworth Building. This has an obvious meaning to those who know Miss Sloyan.

It is with regret that we announce the fact that the vivacious Miss Armstrong has recently left our services.

The last but not least bit of news we desire to broadcast is the varied activity of Mr. Boucheron. He sure is capable of making a fine photo gallery.

A certain young lady in this department having heard much concerning bootleg vacuum tubes recently expressed the opinion that unless these tubes were larger than our radio-trons they would not hold much hooch. She was interested in knowing just what size a bootleg tube is. Can anyone aid her?

## COASTAL STATIONS

**F**ROM every standpoint on which commercial coastal stations may be judged, the Chatham-Marion WCC station ranks among the principal stations of the world.

Manager Holden and his staff at Sisconset are ably upholding the reputation of that station.

Operator Engelder of WNY is on annual leave, getting in

trim to copy the immigrant ships which have again appeared off the coast. Mr. Darcy will follow.

Messrs. Stiles and Shallcross at WCY have enjoyed vacations and returned with renewed ambition and pep.

Mr. Stevens inspected Cape May station recently and reports the plant in excellent condition and the staff, ditto.

We were recently honored by a visit from Messrs. Jacobs and Brunt, of the radio staff of the H. M. S. *Majestic*.

Some of the questions which filter in over the telephone at the Marine Bureau, Broad Street, give the staff an opportunity to show their versatility, and all enquirers receive the information requested and courteous treatment. Requests for the distance between two points on the St. Lawrence River are answered as easily as "why don't my tube oscillate?" And yet the traffic moves with "Accuracy, Speed and Economy."

New London WLC station is now open continuously.

C. R. Underhill is again standing his familiar watch at WNY.

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### THE STATIC CLUB

The next meeting of the Static Club will be held at the Hotel Astor, N. Y., on Thursday, September fourteenth.

The Club fulfills a definite and valuable need in the life of our organization, providing an avenue of social communication between the men of the Company. The membership is open to all men who have been with the Corporation for one year. Why not broaden your ideas and friendships by joining? See the Secretary, L. C. Everett, for application blanks.

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### EASTERN DIVISION

#### NEW YORK

**T**HE publication in our April issue of an account of how the life of the second officer of the *W. L. Steed* was saved by radio through the good work of Operator Paul T. Platt brought forth a letter from Operator John J. Isreal, informing us that Mr. Stanley is now second officer of the *Swifteagle*. He is in perfect health and feels very grateful to Operator Platt and to the captain of the *Steed*, who were instrumental in saving his life.

Paul W. Karr is now on the *San Francisco* bound for South Africa.

George Kavanagh took a much-needed vacation during the month. During his absence his place on the *City of St. Louis* was filled by Adney Wyeth.



P. J. Donohue sailed for South America on the *West Camak* in place of George M. Wilson, who resigned from our service.

G. B. Rabbitts is away on the *Japan Arrow*, relieving the regular operator, G. G. MacIntosh, for a trip.

The *City of Honolulu*, which gained a record as the fast New York-South American liner *Huron* during the past year, has sailed for the Pacific and will not return to this coast. Lester C. Palmer and Frank S. Pavlick went as operators.

James G. Lambros is now senior on the *Acropolis* running to Greece and Turkey.

Charles E. Pearce, after being relieved by M. O. Greene on the *Porto Rico*, sailed as senior on the *Maracaibo*. H. G. Osmond went with him as junior.

Lyman P. Miller relieved J. F. McConnell on the *Nora*.

Lester J. Clink transferred from the *Ario* to the tug *Wellington*.

H. H. Woodcock sailed on the *Sinsinawa* for Mediterranean ports.

Raymond F. Bloom is now on the *Charles Pratt*.

Robert H. Bisbee has entered our service and was assigned to the Sound steamer *Lexington*.

George W. Nicholls, District Superintendent at Boston, honored our offices by a visit recently.

We foresee two lonely and very busy weeks before us—Miss Florence Levy is going on her vacation.

### BALTIMORE DISTRICT

**T**HE *Hamilton* of the Old Dominion Transportation Company has been fitted with a 2 KW P-8-B set; vacuum tube detector and two stage amplifier, at this port. Michael Beckerman was assigned as senior operator.

G. Harold Porter, General Superintendent of the Marine division, was a recent visitor in Baltimore while en route for Washington.

The barge *Standtow No. 2* was equipped with a 1/2 KW set will go to South America where, upon arrival, the set will be dismantled by Operator Charles G. Baraney.

Victor R. Good was transferred from the *West Quechee* to the Lake type tanker *Cotton Plant* bound for the West Coast.

The Motor Ship *Moonlite* was recently re-commissioned with Nilmer Holm acting in the capacity of radio man and third officer. This ship is also bound for the West Coast.

Joseph P. Hunter has been detached from the *Glen Ridge* on account of slight injuries received while his ship was returning from Holland.

#### BOSTON DISTRICT

**O.** N. EDDEY has returned to Boston from the Gulf and is on the unassigned list.

Austin Livsey has had his patience rewarded and is now on the *Everett*.

Stanley Wade is assistant purser and operator on the *City of Rockland*.

H. J. De Celles, with his continually performing smile, is missed at Boston. Horace resigned to tinker up auto ignition systems.

Frank Justice is again selling wool.

A. T. Barber arrived from the West Coast on the *Tiger* and paid us a brief visit, very brief.

#### NORFOLK DISTRICT

**S**INCE last appearing in these columns, a reduction in force made it necessary to relieve our late stenographer, Miss Elizabeth O'Neill. We know that her many friends will share our regret in this change. All hands hope that business will revive to a point where it will be possible to have her with us again at an early date.

A visitor is among us in the form of the City Fish Market, which is temporarily located across the street from our office during the construction of a new municipal building nearby. With the hot weather to help, this visitor makes life one sweet smell after another.

Mike Beckerman has been relieved as junior on the *Jefferson* by Wm. Rosenfeld, to go as senior on the *Hamilton*. Sidney Weatherspoon, Jr., has been assigned to the *Hamilton* as junior.

T. W. Bean was recently detached from the *Winding Gulf* after a long and eventful trip to Russia.

W. E. McLeod left the *Middlesex* when that ship laid up recently for extensive repairs made necessary by the damage to her hull occasioned by her going aground near Portland.

While on a test trip, Inspector Sterling of Baltimore recently paid us a visit.

#### GULF DIVISION

##### NEW ORLEANS

**R**ALPH Y. JOHNSON has replaced O. N. Eddy on the *Tamesi*. Eddy has taken the overland route to Boston.

Pierre Lacoste has been shipped back to Texas to be placed aboard the *Socony 90*.

Harry Goldstein has been transferred from the *Dillwyn* to the tug *Central American*, which is on harbor duty at Tampico, Mexico.

A. E. Ermatinger has been transferred from the *Steel Maker* to the *John D. Rockefeller*, relieving W. J. Larcade, who is now doing beach-duty waiting for something else to show up.

Clarence P. Allwein, who was relieved on the *Socony 90*, has returned to his old camping grounds, New York.

Z. A. Thompson, after several weeks of beach-combing at New Orleans, has been re-assigned to the *Sacandaga*.

C. C. McCann has re-entered the service, and is now out on the *Rajah*, relieving F. D. Von Ohlen.

Robert H. Williams, of *Memphis City*, and E. J. Barnes of the *Dauperata*, have exchanged billets.

Elmer J. Fredholm has entered the service on the *Steel Maker*, and is now en-route to Pacific and Asiatic ports.

Murray Buchanan has relieved Harvey N. Meisenheimer on the *Eastern Victor*.

John W. Henderson has re-entered the service on the *Pioneer*, where he relieved A. A. March, resigned.

C. G. Landman of the *Birmingham City* and E. G. Kroger, junior on the *Coahuila*, have exchanged berths.

Frank E. Golder, who recently arrived from the Great Lakes division, has been assigned to the *Dillwyn* at Mobile.

Edward Clesi, late of the *Lake Hector*, has been assigned to the *West Cheswald*, relieving D. J. Ford. Ford has been granted leave of absence, with permission to report in at a Northern office.

W. M. Cline and J. M. Heiligenthal are on the bench for re-assignment as a result of the laying up of the tankers *Gene Crawley* and *Panuco*.

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#### GREAT LAKES DIVISION CLEVELAND

**M**R. AND MRS. G. HAROLD PORTER were in our midst during early July having enjoyed a trip on the *S. S. Carl D. Bradley*. They joined the vessel at Buffalo, and cruised to the head of Lake Huron and then back down to Fairport, Ohio, where they disembarked. We anticipated, with pleasure, a short visit with Mr. Porter, but undoubtedly his plans were shaped otherwise and we were doomed to disappointment, as he and his friends proceeded eastward immediately after the vessel's arrival.

Mr. Nicholas has just closed contract with the Dodge estate for the equipping of their new *Delphine*, a two million dollar pleasure yacht. The yacht is unquestionably a floating palace, as its interior decorations are amazingly dazzling. A dreamer of the Viking days could never have, during his wildest moments of relaxation, visualized to any degree what ship builders or naval architects of the twentieth century were to design and complete in line of vessels.

Constructor Weide and Assistant Constructor Dunn completed the installation on the *Delphine*, having installed a P-8 panel and a tube receiver. She recently sailed from her home port, Grosse Point, Michigan, bound for the East Coast and the West Indies, where the owners contemplate sojourning for the summer and fall months. David S. Little and John Sokutis, as senior and junior, respectively, are in charge of her equipment.

William R. McKenzie has relieved Earle S. Fletcher from further duty on the *Alpena*. Fletcher has decided to sort of pass time away in Lower Michigan—of course, he's married!

Clair E. Mowry has accepted a purser-operator berth with the Pere Marquette Railway Company, and writes in: "Everybody seems satisfied."

Owen A. Thompson recently took out the *M. A. Bradley* on her first trip of the season.

William J. Mockler is now attached to the *Fayette Brown*, while George Tracy can be found on the *Harvey H. Brown*.

William F. Bradley, a new man in the service, has been assigned to the *A. M. Byers*. The *Byers* was in the shipyard for a few days, having had a slight accident on one of her recent down-bound trips.

It is with pleasure we announce the return as junior to the *City of Cleveland III*, of Harold M. DeGowin. He was in the hospital at Detroit for almost a month doctoring up a severe case of rheumatism; however, he reports all rheumatic pains have left his system, also that he feels like a new man all through.

Clark J. Taylor recently sailed on the *Harry W. Croft*, a bulk carrier.

Alfred Thomas, Jr., Chicago District Marine Manager, after having wiped his feet on a two-inch Brussels rug in our new Chicago quarters, says that things are sort of picking up in this old world of ours. Frankly, we wouldn't be a bit surprised but that they are.

A. M. Fenton and Robert F. Morris have taken out the *City of Detroit II* and *City of St. Ignace*, respectively, for their three month summer run, between Detroit and Cleveland, on the daylight schedule.

Our aristocratic friend, Thomas S. Ledyard, with a party of friends, is cruising on the Upper Lakes on a private yacht. Ledyard was relieved during the early part of July by Fergus M. Sloan as junior of the *City of Detroit III*.

Christopher W. Core, a veteran of many seas, is cooling his heels on our waiting list anticipating assignment to a ship of his liking.

F. A. McPhillips is still sending TR'S from the *Charles O. Jenkins*.

Willis K. Wing, after a three weeks' stay in the hospital where he underwent an operation for appendicitis, has been assigned to the *Tionesta* as senior. This makes Wing's second season on this vessel.

Harold A. Forry has been promoted from junior to senior of the *Juniata*. Hyman Silverman has assumed the junior responsibilities. Former senior Glause has decided that terra firma is a better place to spend the summer than the placid waters of the Great Lakes.

Guy R. Harden, a veteran, has been assigned to the *Westland*, an auto and package freight carrier.

The *William G. Mather* recently went into commission with John L. Showers in charge of the equipment.

Garrod E. Flower and the *Samuel Mitchell* have severed diplomatic relations for at least two months, as the *Mitchell* tore her bottom out when she hit a submerged, uncharted rock in northern Lake Huron, during July. Flower performed excellent service in securing assistance, but was forced to relinquish his hold on the etheric circuit when the water crept into the boiler room, extinguishing all fires. Lifeguards and the wrecking tug *Favorite*, with D. G. McDaniels in charge of the equipment, went to the assistance of the *Mitchell* arriving at her side a few short hours after the accident. The *Mitchell* is now in dry dock at Ecorse, Michigan, while Flower is spending a few well-earned vacation days, prior to accepting another assignment.

## PACIFIC DIVISION

### SAN FRANCISCO

**O**UR first experience with the new combination telephone and telegraph sets has left a very favorable impression and has relieved us of any anxiety as to whether they will eventually meet all expectations. The *H. F. Alexander* and the *Matsonia* have the distinction of being the first vessels on the Pacific Ocean to be equipped with tube sets. Both were fitted with 1000 watt sets and on the maiden trip each succeeded in establishing phone communication from Honolulu the daylight schedule.

to Marshalls, Radio Corporation station (KPH), a distance of 2,100 miles. The design and construction of the set has been highly praised by everyone who has seen it, and the operation leaves nothing to be desired.

It was the pleasure of the plant force to install and display an exhibit of amateur and commercial equipment at the Emporium department store during the month. A large assortment of the latest RCA amateur equipment was received from the east in time to put on display and proved to be a great attraction to an interested public. The exhibit occurred during Shrine week while San Francisco was crowded with thousands of visitors from all over the U. S., and there was not a dull moment around the RCA booth during the entire week.

T. M. Watson, operator on the *Santa Inez*, has transferred to an oil tanker, the *W. S. Miller*, which in the due course of time may visit his home in the British Isles. Watson while on the *Santa Inez* did splendid radio work, keeping in constant communication with our San Francisco station (KPH) from Squaw Harbor, Alaska.

L. D. Payne was transferred from the Eastern division on the *Santa Barbara* to one of our tankers, namely the *Atlas*, and after a seven year absence is glad to be with us again.

Dewey Baraldo was transferred from the tanker *Moffett* to the tanker *S. C. T. Dodd*.

Geo. L. Van Auken was assigned to the *Algonquin* bound for England.

Marion E. Hulderman transferred from the *La Placentia* to the *Standard Arrow* bound for the Orient. His place on the *La Placentia* is being taken by R. H. Cornell, formerly on the *Santa Ana*, and James Lambros is en route to the East Coast. his home, on the last-named vessel.

Few other changes have taken place recently, and so to fill our quota we will have to tell a little story, as follows:

Jack Hyams, alias Honey Hyams, and L. D. Evans, senior and junior respectively, on the good ship *Wilhelmina*, are both red headed, about the same height and when dressed in their official regalia aboard ship look very, very much alike. On the *Wilhelmina's* last Honolulu voyage Hyams hurried down to dinner, hurried through and rushed back to the radio cabin to relieve his partner. Evans sat down, ate a hearty meal from soup to nuts and noticed a lady passenger eyeing him very curiously. Finally she spoke saying that it must be nice to be young and good looking and be able to eat two dinners, and excused herself for being so observant. Altho' it sounds sort of peculiar, both Hyams and Evans will vouch for this sea-tale.

## PORT OF LOS ANGELES

Monroe G. Somers, who has been on our waiting list for the past six months, has been assigned to the *Cabrillo*, running between Wilmington and Catalina Island.

Dewey Baraldo is now on the *Dodd*, having been transferred from the *Moffett* while in Northern waters.

New projects for Los Angeles Harbor are in the making, but among the many now in contemplation we will only mention the opening of the Los Angeles Ship Building and Dry Dock Co.'s yards which have lain idle for many months. Several contracts for vessel have been secured and work is now in progress.

On the same grounds as the Los Angeles Yards, a ten million dollar cotton mill and large saw mill will be under construction within a short time, giving work to an army of men. Many other projects of lesser importance are being talked of, and we will soon have a busy port, possibly ranking any port on the Pacific.

## SEATTLE

A rental contract has been signed in this district for the Pacific Steamship Company vessels *Daylite*, *Dawnlite*, *Moonlite* and *Sunlite*.

The Seattle Radio Show was a big success. It was very well attended and aroused considerable enthusiasm. One of the most interesting features was the Western Electric vacuum tube film.

Milton Koupal was promoted to first operator on the *Admiral Sebree*, but unfortunately this vessel has now tied up. Koupal has been transferred to the *Admiral Watson*, as junior.

C. Webster is junior on the *Ruth Alexander*.

E. H. Forsman relieved Richard Sadler, as second on the *Admiral Watson*, for one trip.

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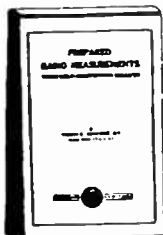
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