

WORLD WIDE WIRELESS

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AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



THE MODERN RADIO SHIP OPERATOR

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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THE STATIC CLUB

THE first stated meeting of the newly organized Static Club was held at Hotel Astor, New York, September 8th, the number present being 52. The president, Dr. A. N. Goldsmith, presided in a happy manner, congratulating the Club on having enrolled 107 members. The following-named guests were present:—Mr. Marcus Goodbody, of Goodbody & Company; Mr. Henry Kelly Brent, Dr. Martin Tepper, President Industrial Rubber Corporation; Mr. William H. Barnard, Treasurer International Salt Company, and Mr. George W. Peck, of the American Telephone and Telegraph Company.

The founder of the Club, Mr. E. J. Nally, being abroad, the following radiogram was sent him:

“New York, Sept. 8th.

“E. J. Nally,
“Claridges, Paris.

“Static Club enjoying its first dinner Hotel Astor, profoundly regrets your absence and sends best wishes for safe return.
Goldsmith.”

Another absentee was Mr. David Sarnoff, who sent the following telegram from Pittsburgh:

“Pittsburgh, Pa., September 8, 1921.

“Dr. Alfred N. Goldsmith,
“President Static Club,
“Hotel Astor, N. Y.

“It is with much regret that I am unable to attend the first dinner of the Static Club. Please convey my best wishes for a very enjoyable evening to those present.

David Sarnoff.”

Choice selections were rendered by an orchestra while the dinner was being served; the menu being as follows:

- | | | |
|--------|--|--------|
| | Cherry Stone Clams | |
| | Chicken Consomme Nouilletes | |
| Celery | | Olives |
| | Friture of Whitebait | |
| | Buttered Brown Bread | |
| | Saddle Lamb Mouselet | |
| | Fresh Stringbeans au gratin | |
| | Pommes de terre Anna | |
| | Philadelphia Pullet grille Cressoniere | |
| | Hearts of Lettuce Russian dressing | |
| | Buche glace Astor | |
| | Gourmandises | |
| | Moka | |

Mr. W. A. Winterbottom then gave a highly interesting talk on radio and general conditions in Europe, he having just returned from an extended trip through England, France, Germany and Norway. The evening closed by all joining in popular songs for half an hour, with Messrs. William J. Schmidt and Joseph V. Henry at the piano, both being gifted accompanists. The affair was a most enjoyable one.

The Static Club has been formed for the promotion of good fellowship among the officials and members of the Radio Corporation. All male employees over 21 years of age, wherever located, who have been in the service of the Radio Corporation or of its affiliated companies for a period of not less than one year, are eligible to membership, and all are cordially invited to enroll. Application forms may be obtained from the secretary, E. B. Pillsbury, 233 Broadway, New York. The constitution and by-laws are given below in full:

CONSTITUTION

I.—*Name.*

The name of this Club shall be The Static Club.

II.—*Purpose.*

Its purpose shall be to cultivate social intercourse and promote solidarity amongst its members.

III.—*Membership.*

Men over 21 years of age, who are employees of the Radio Corporation of America or its affiliated companies and who have been so employed for a period of one year, may be admitted to membership. Any person may be admitted as an honorary member by a majority vote of the members present at any annual meeting of the Club, but not more than three honorary members shall be elected in any one year.

IV.—*Officers, Executive Committee.*

The officers of this Club shall be a President, a Vice-President, a Secretary, an Assistant Secretary and a Treasurer, who shall also act as an Executive Committee. Officers shall serve for one term only.

The annual meeting of the Club shall be held on the first Thursday in November, officers then elected to take office January 1st and hold office until the end of that year.

Stated meetings shall be held on the first Thursday in February, May and November and the second Thursday in September.

Place of meeting shall be decided by the officers of the Club and due notice shall be given to members two weeks in advance. The cost of each meeting shall be assessed equally among those attending, including absentees who have given notice of their intention to attend.

VI.—*Annual Dues.*

The annual dues shall be \$1.00, which shall be paid to the Treasurer not later than ninety days from the date of rendering of the bill. Any member in arrears for annual dues or dinner assessments for ninety days shall be deemed not in good standing and shall have no vote or voice in the affairs of the club and shall not be privileged to attend any of its meetings. At the expiration of three months thereafter if still in arrears he shall forfeit membership in the Club unless otherwise decided by the Executive Committee.

Honorary members shall not be required to pay annual dues.

VII.

The Constitution and By-laws may be amended by a two-thirds vote of those present at any meeting, provided that notice of proposed amendment shall have been given in the call for such meeting, at least two weeks prior to time of meeting.

BY-LAWS

Duties of Officers

1. The President, or in his absence the Vice-President, shall preside at all meetings of the Club and shall perform all other duties usually pertaining to his office.

The Vice-President, Secretary, Assistant Secretary and Treasurer shall perform all duties usually pertaining to such offices.

Executive Committee.

2. The Executive Committee shall manage the general affairs of the Club, subject to such instructions and recommendations as may be prescribed by the members not inconsistent with the Constitution and By-Laws.

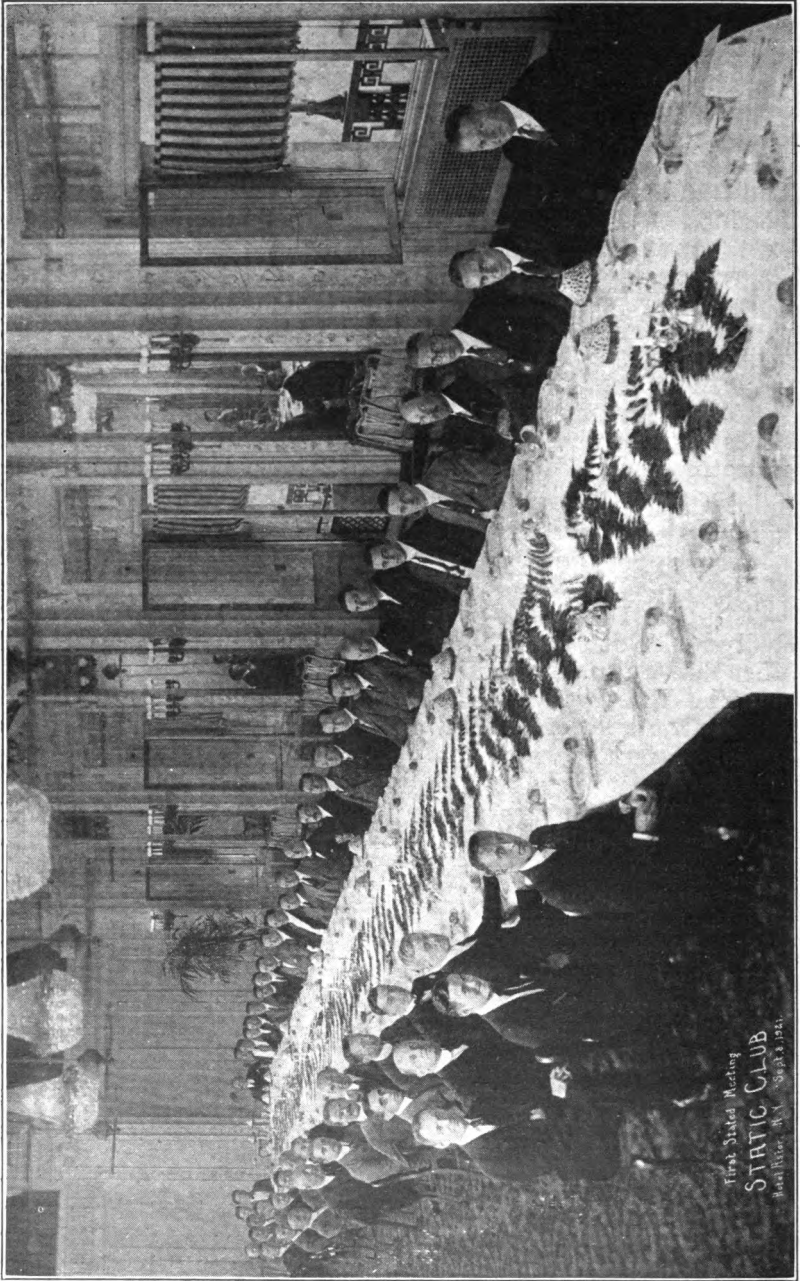
It shall meet upon the call of the Secretary, and three shall constitute a quorum. It shall have power to fill all vacancies.

Suspensions and Expulsions.

3. The Executive Committee may by a two-thirds vote of its members suspend or expel any member of the Club who, in their judgment, shall have been guilty of ungentlemanly conduct.

Admissions to Membership.

4. New members may be admitted by the Executive Committee upon application, approved by at least three sponsors, who shall be members in good standing of the Club, but not of the Committee. Application blanks will be furnished by the Secretary, and applications shall be accompanied by \$1.00 to cover the annual dues for current year.



Fifth Joint Meeting
STATIC CLUB
Hartford, Conn., Sept. 8, 1926.

The officers are: President, Dr. Alfred N. Goldsmith; Vice-President, David Sarnoff; Secretary, Edward B. Pillsbury; Assistant Secretary, Lewis MacConnach; Treasurer, George S. DeSousa.

It will be seen that the next stated meeting occurs on the first Thursday in November when the speaker will be Mr. David Sarnoff. The secretary will be pleased to hear from any member who may desire to address the Club on future occasions. Correspondence is invited.

THE MODERN RADIO OPERATOR

OUR cover illustration for this issue represents the modern RCA operator. When the scribe went on board to photograph the set, he was agreeably surprised to note the ship-shape manner in which the shack was kept. Efficiency seemed to be the keynote of this operator's life. For one thing, although the vessel was a Standard Oil one which does not carry passengers, this operator met us attired in the neat uniform and ready to show any chance visitor all due courtesies.

The instruments themselves were in most excellent upkeep and all brass work shone brightly. All papers, books, forms, etc., were carefully stowed away and nothing lay on the operating desk which did not absolutely warrant its presence. As will be seen this operator has equipped himself with a portable and yet sturdy typewriter. He demonstrated to us that he could copy anything in the way of press, weather reports and radiograms *directly* on the mill in a neat and accurate fashion; in fact he confided that everything he hands the captain is typed. If static or interference is too severe to permit using the typewriter he copies with pencil, but later transcribes the matter on the machine.

Here is one of the many WORLD WIDE WIRELESS men who is proud to be a ship operator. He is proud of his company, of his apparatus, of his profession. It was a pleasure for the scribe to have met this man and to shake his hand. Incidentally the Corporation is proud of him and glad to introduce him to you, regretting we cannot present a front view. His name is Harvey H. Long, and at the time of the above photograph he was attached to the S. S. *Eagle*.

BOY SCOUTS

Through the courtesy of the Radio Corporation of America the Suffolk County Boy Scouts were granted the use of a fine camp site on its property at Rocky Point, L. I., adjacent to a fine bathing beach. The encampment was numerously attended and continued during July and August.

OUR EXTENSIVE MARINE COASTAL STATION SERVICE

THE RADIO CORPORATION OF AMERICA takes pleasure in announcing that the following Marine Coastal Stations are now under its operation and control:

CHATHAM (CAPE COD), MASS.—Call Letters WCC.

This station is fitted for simultaneous operation on 2200 meters CW and 600 meters ICW. (equivalent to spark), continuous watch being maintained on both these wavelengths. The 2200 meter transmitter consists of a 2 KW tube set, and the 600 meter transmitter of 2 KW modulated tube set. This station is directly connected by our private wires with our main telegraph office at 64 Broad Street, New York.

NEW LONDON, CONN.—Call Letters WLC.

This station is equipped with 3 KW spark set. Wavelengths of 300, 450 and 600 meters are available. Continuous watch is maintained on 600 meters.

NEW YORK CITY—Call Letters WNY.

This station is located on the roof of the Bush Terminal Building, Brooklyn, New York. It is equipped with 2 KW and 5 KW spark sets. Wavelengths of 300, 450, 600, 1800, 2200 and 2400 meters are available. Continuous watch is maintained on 600 meters.

This station is the only Marine Radio station actually located in the City of New York and affords the quickest possible service in connection with messages pertaining to steamship business. All such messages destined to steamship offices in New York City or vicinity will be 'phoned immediately upon receipt.

CAPE MAY, N. J.—Call Letters WCY.

This station is equipped with 2 KW and 3 KW spark sets operating on 600, 450 and 300 meters. Continuous watch is maintained on 600 meters.

This station offers the best facilities for vessels south of or when bound to and from New York, or Atlantic ports south thereof.

SAN FRANCISCO, CAL.—Call Letters KPH.

This station is equipped with 5 KW spark set. Continuous watch is maintained on 600 meters. Direct wire connection with our San Francisco City office has been provided, insuring quick service.

NEWPORT, R. I.—Call Letters WCI.

In addition to the above stations the Radio Corporation also controls the station located at Newport, Rhode Island (call letters WCI). This station, however, is only open during the hours of 8 P. M. to 4 A. M. and is established primarily for service to vessels on Long Island Sound. However, it

is open to general public service during the above-mentioned hours and may be used by any ship station.

The coast station rate for all the above stations is 10 cents per word, with the exception of San Francisco, where the rate is 6 cents per word.

The land line rates charged by WNY are the regular published rates for stations located in New York City, and the same rates apply to our Chatham (WCC) station on account of that station being directly connected with our New York office by our private wires, over which all messages handled by the WCC station are routed.

Land line rates for New London, Newport, Cape May and San Francisco are the regular published rates applying to stations located in the States of Connecticut, Rhode Island, New Jersey and California, respectively.

The Radio Corporation's Belmar-New Brunswick Marine Station has been permanently closed and the call letters WNY transferred to our New York station, the call letters of which were formerly WCG.

The Siasconset (WSC) station has also been closed. Traffic formerly handled by that station should no be routed via WCC or WLC.

With the chain of stations described above, the Radio Corporation is prepared to render the highest class of service to and from ships at sea, the RCA system being the only one which has the advantages of a harbor station in New York, a long distance station on Cape Cod, and intermediate stations at New London, Cape May and Newport.

EXECUTIVE ORDER

New York, September 13, 1921.

Effective September 1, 1921, T. M. Stevens, formerly Assistant General Superintendent, Marine Division, was appointed Assistant Traffic Manager (Marine) and is responsible to the Traffic Manager for personnel and operation of coastal stations and for the movement of traffic between ships and shore stations operated by the Radio Corporation of America.

DAVID SARNOFF,
General Manager.

NEW YORK

BROAD STREET

WE wish to confirm the rumors heard by Chatham regarding receiving possibilities at Riverhead. The facts show New York reading Muu single fast, Chatham is unable to read Poz double slow; Riverhead is notified and presto—New York is taking Poz also. Nuff said.

The first Smoker given by the Static Club at the Hotel Astor on Sept. 8th was not as well attended by the Broad Street men as was expected, Mr. Schiavi being our only representative. This was due to the late announcement and a scarcity of dress suits. However, we have some forty Broad Street members of the Static Club to date.

Vacations are in full swing both in the Operating and Abstracting departments.

Miss Frimarck, our superintendent's pretty stenographer, spent her Labor day weekend in the mountains. This we understand was a return visit to the place where she had a little romance on her two weeks' vacation early in August. We shall probably hear more of this very soon.

Our Superintendent spent another week of his vacation on his Long Island farm. We understand he has been very busy working on a rain-making device so that he would get something more out of his garden patch than a few tomatoes and half a dozen cabbages.

Miss Blankford was given a good tip by Miss Sinnott with the result that they both spent their vacations at Narrowsburg. Who was the lucky one?

Miss Fox found Frenchtown just the right place and had a very enjoyable time.

Miss Toor thinks there is no place like Cairo for a vacation.

Mr. Smith of the Billing department did a little navigating on the Delaware River at Bushkill for two weeks.

Miss Wohlmuth, Hanan, Polnick and Santry have outside interests, so no cards were received at Broad Street.

Just before completing the vacation dope we received a communication from Mr. Weaver, our Assistant Superintendent, who is about to spend his vacation at Manhattan Beach.

Mr. Wallace recently returned from his vacation and he tells us of a gent rushing into the Marine department and in an excited manner asking if he could speak to his wife on the *Aquitania* (at that time at Quarantine) over the wireless telephone "Just to hear her voice and know she was well." Mr. Wallace, for the first time in his life, was confused, say-

ing that he could hardly believe that such rapid developments could have taken place at Broad Street during his absence.

Messrs. Dieghen, Nunn and V. H. Brown participated in the vacation handouts during the month of August, returning to duty feeling the benefit.

Mr. Cowden is back from vacation and is Acting Assistant Superintendent during the absence of Mr. Weaver.

Mr. Kay is Acting Supervisor during vacations.

W. V. Moore, of Chatham, was a recent visitor at Broad Street.

Hermann Bickford has been assigned to the Broad Street Technical Staff and is now using a large sheet of ruled paper, each line indicating a wire. Says it is easier to memorize when you have it all in front of you, in the event of the lights failing at Broad Street, the wires wont be so hard to locate.

N. Y. RADIO CENTRAL

DO you remember how Moses sent twelve scouts into the Promised Land (of course you don't). But if those twelve men had ever journeyed into our Promised Land via the North Side Branch of the Long Island Railroad to Rocky Point they would have walked back. Nor would they have been burdened with grapes on their homeward journey; they would have carried cider apples. We suggest an observation car and a Cook Tourist's Guide to point out spots of undue interest during the half hour layovers at each station.

True enough, the road bed is on the *sound* side of the island but even then J. Barnes of Riverhead says it isn't *stable*.

It seems that some time during the Pleistocene age a glacier passed over Long's Island and by accident or intent left considerable rock and very few houses in the immediate vicinity, wherefore we have the name Rock Point. When the writer arrived, after a very arduous journey, he chanced on the watchman and asked—"by the way where is the town, where is Rock Point?" and the reply was—"You've seen it man; take a look around you."

Up here on the hill, this is our community house, nicely furnished; over by the left wing this is the bungalow nearing completion for our happy chief, and down this road about a mile this is our power house with both ends made of tin, so we can make extensions when needed. Inside we have number one machine about ready to alternate just as soon as Dr. Prown signs the birth certificate; and shortly when things begin to hum and our staff is complete we will begin to make this place live up to its name of RADIO CENTRAL.

We understand that Harry Sparks of Marion will soon be among us as Shift Engineer and, further, that as a side issue he is a terror among the women. We await your coming, Harry.

A short but pleasant visit of inspection was paid us recently by Messrs Pillsbury and Edwards. We judge it was pleasant at least, by the expressions of satisfaction which were forthcoming.

Mr. and Mrs. Leavitt are with us and have washed and ironed the community house into shape for the incoming staff, and even now a homely aroma drifts in from the kitchen.

K. N. Cummings of Marion is acting as vacation relief for our brave chief, and though he finds our diggings rather quiet, he agrees Yap Hank watermelon is fine, even if the seeds do get into one's ears.

And now, friends, the closing chapter. Even as we write the die is cast, the deed is done and the step is taken. It takes a brave heart, a steady hand and a level head, but we have confidence in our chief. That old crack, "Save your money and go West," is all right; but it doesn't say anything about saving money to take somebody else along. Nevertheless, we shall welcome him—them, we mean—eagerly when they return.

Boys, Doc Usselman is MARRIED.

RIVERHEAD

It is pretty hard to get the muse to function when there are two brand new sets pleading to be given something to do; "but, however," as our friend Mrs. Hubert would say, the muse must work or we will continue to be left off the mailing list of the w.w.w. So far we have had to break one of Uncle Sam's many laws by filching Beverage's copy from Box 13, and hurriedly passing it around before sending it on to him. Please, Miss Mailing List, include the Riverhead Station on the list of eligibles.

Chatham, we know that we are rather young in the family of receiving stations and we hope that you won't be offended if we offer some friendly advice. There is a sentence that may be found on the label of every bottle of library paste that says: "The thinner you spread it, the sooner it sticks and the farther it goes." We appreciate your helping us out with MUU and we hope that our assistance to you on POZ and LCM has not met with disfavor. It also might be well to serve notice that we also listen to POZ now and then and think your statement regarding the long periods of high speed are considerably exaggerated. It's human, though, CM, and we're for you—go to it.

The new tone lines are here and will soon have their share of traffic going in to Broad Street. We have three sets ready now and two more waiting to be wired. Broad Street, you may be going some now, but you "Ain't goin' near like youse gwine ta go."

We are sure enjoying our new station, and, though it is not yet entirely complete, we are right at home in it. Four brand new sets of the latest apparatus are in place. The plug board is ready, as are the repeaters. All we lack is a short section of line to NY. Pictures of the station, in and out, failed to appear at the last minute but we will do our best to get them in an early issue of the w.w.w.

We warn Rigby to look out for Franklin—he has a wonderful way with the ladies. He took Bev's girl to the movies the first night he arrived in Riverhead. Bev claims that he had no date, but that is no discredit to Franklin's speed.

Ty is getting fat, honest he is. We don't blame him, though, as we are all tickled when his mother invites us to dinner.

Beverage, Moulton and Greenman have left us for Belmar and parts unknown, to continue the war on Old Man Static. Shortly before departing Greenman bought an Oakland, with winter top 'n everything. We feel sure that his spare time for some months to come may be well spent looking for SQUEAKS. Even the alcohol in the motometer squeaks as it races to the top of the glass when the engine is started.

Mr. and Mrs. Johnston have succeeded in getting their apartment and seem to be quite well settled for a long winter in Riverhead. They have been telling us some fine things about Chatham, and from their reports it is almost civilized up there now. My, how a place can change!

Bourne has taken to transatlantic receiving sets like a Long Island duck to water. He will probably not like the comparison, as he doesn't like ducks.

We welcome E. N. Williams to our station. He's awfully quiet and we haven't much on him as yet, except that he claims to have seen the prettiest girl in Riverhead. Who is she, Bev?

MARION

THINGS NOT APT TO HAPPEN AT MARION

I. Vermilya writes for WIDE WORLD WIRELESS, but does not boost himself, Cumming or the Cook.

Wages of the whole crew raised 50 per cent. Swell chance!

The skipper brings a few quarts back from the Canadian woods. Oh, boy!

POZ calls for more power and Cumming puts 5 gallons of gasoline and 7 pink pills in the magnetic amplifier. POZ then reports signals fulla pep and back fire and a beautiful rich mixture tone. Razzoo.

Bill Dunn proposes to Big Alice. Whoops, my dear!

Roy Vermilya is found at work while the boss is away.
Hot dog!

Snell slips on the ice while taking the furnace ashes out this morning. Zowie!

Wixon stays in of an evening and plays tiddle-de-winks.
Clickety clack.

Sparks refuses to have his name mentioned in WIDE WORLD WIRELESS. Does not like publicity! How we suffer!

MARSHALL

HAVE the old days come back? This question is the cause of many wrinkles on the brainy domes of the KET boys as they struggle against the tide of QRN to the growl of the old KIE spark, while one of the stately new alternators undergoes an operation.

A plan is now before the Board of Trade at this station to fence off that portion of the rocky road to our now famous hunting grounds that leads from Bolinas, to keep out certain brave hunters who threaten to kill all the game in Marin County. Last week some of said "Knights of the Static piercing" war-like tribe are known to have been poaching on our grounds, taking away one of our best bucks; and again this week the same insurgents were found on our sacred hunting grounds and took home one of our best bob-cats. As the animal measured five feet from tip to tip some called it a Mountain lion, but we don't agree to this name being applied to our overgrown cats. We do say there is a lot of Lion hunting done about here. How were the Lion steaks, Mr. J. L. B.?

Superintendent Roy, accompanied by Mrs. Roy, spent their vacation in the wilds of the high Sierras casting for mountain trout and hunting big game. The journey as far as the summit was made by auto, then pack mules were used to transport their supplies to the good fishing and hunting grounds where they found game and fish plentiful. As Mr. Roy spent his childhood days near these mountains, he did not require the services of a guide to lead him to the spots where the limit of fish and game could be bagged in a short time.

To be or not to be, is the question that now places the arch upon the brow of our boys as they discuss the reincarna-

tion of the spirit of the KET CLUB, long since at rest. Some say "Twill" (one word), others say it won't. As an initiative step to revive the ancient order, five men have elected pro-tem officers as follows: President, F. M. Roy; Secretary and Treasurer, E. A. Hosmer. A pleasant evening is expected when the initiating dance will be held in the near future.

We are pleased to welcome Brother E. A. Hosmer to our growing family. He comes from our sister station at Chatham and recently returned to the northern ranks after a short stay with the "Federal troops" in the south (Palo Alto). He says he is with us for life this time.

Mr. White is another new arrival who bids fair to stay with us on the hi-power. Welcome, old man; we hope you stick and make good. Johnny Neville is also a new arrival and is going to try and qualify on the circuit where accuracy and speed is the motto.

Farewell, Brother Martingale (or is it Martindale), who left us to join the opposing force in the south, to listen once more to the singing arc.

HEAD OFFICE

G. L. Usselman, formerly Engineer-in-Charge at Tucker-ton Station, has been transferred to the new station at Rocky Point, L. I., as Engineer-in-Charge. He is succeeded at Tucker-ton by A. W. Aird.

Messrs. A. E. Reoch, Assistant Chief Engineer; R. C. Edwards, Architect, and E. E. Bucher, Commercial Engineer, enjoyed their vacations at Belmar, N. J.

W. A. Winterbottom, Traffic Manager, was a recent visitor in Montreal.

William Browne, Attorney, has returned from an automobile trip to Maine.

Lawrence D. Hill, Engineer, of the British Marconi Company, recently visited the high power stations at New Brunswick and Radio Central, sailing later from Montreal for England.

W. M. V. Hoffman, Jr., of the Sales department, has resigned to resume his studies at Harvard Law school.

Miss Vones, of the Purchasing department, is recovering from an operation for appendicitis.

W. P. Van Wyck, Purchasing Agent, has returned from his vacation, well browned.

All the coastal stations of the International Radio Telegraph Company have been acquired by the Radio Corporation of America, including stations at Cape May, Bush Terminal (Brooklyn), New London, Newport, Belfast and Siasconset.

The International was a subsidiary of the Westinghouse Electric & Manufacturing Company.

The Belmar Marine Station and the Siasconset Station have been closed to public service. Marine traffic formerly routed through Belmar (WNY) now circulates through the Bush Terminal (Brooklyn) Station, which now is known as New York Station, call letters WNY. Traffic formerly routed via Siasconset is now being circulated via New London (WLC) and Chatham (WCC).

The operation of all Marine Coastal Stations has been assigned to the Traffic department.

THE GREAT AND NEAR-GREAT-OF RADIO

With this issue we launch this page for those of us who are either great or near-great. Anyone in the Radiocorp family is welcome to use the page and tell about himself—his or her past, present and future. Make it your page by jotting down a few notes accompanied by a photograph; an impromptu snapshot will do nicely, and send both in. The editor will be pleased to revamp your story for publication if necessary, so do not hesitate.

The Editor

PIERRE BOUCHERON



I don't know why the genial E.B.P. has picked on me for a personal write-up, but it must be because everyone and everything of importance has been written up and there now remains no one and nothing but the lesser lights; so here goes to see how many times I am forced to use the pronoun "I."

Communicating without wires has always been a deep and fascinating subject to me. In fact, I have been studying wireless ever since I can remember. I was born in 1889 not far from the Eiffel Tower, call letters FL, and when three days old had already mastered the code—of yelling for my meals at regular intervals.

Later on I came to this country (no, I didn't travel steerage like the proverbial emigrant) and reached here just in time to see the returning Spanish American war heroes. Wireless came to my aid again in this instance and I saw the parade on Fifth Avenue by making signals in the original French to a tall men who stood by on the side lines. The T. M. understood the signals, but not the French, whereupon he hoisted me aboard his shoulders and I

saw the heroes and their decorations pass by.

In 1906 I really became interested in wireless and had cards printed announcing myself to the world as a "wireless experimenter." My set was located at 48th Street, N. Y. C., and at this strategic point, I most effectively jammed "Pick" at "WA" (the Waldorf Astoria Hotel's station), as well as our present assistant treasurer, Mr. Payne, who was then chief operator at "NY," 42 Broadway.

"Pick" bawled me out so many times by telephone and Payne having threatened me for the 79th time with arrest, confiscation of set, name on the black list and other dire punishment, that I was forced to escape to sea in 1912 on the S. S. *Antilla*. Wonderful experience, and I shall never forget the kind and genial captain when he tried to put me in irons just because I insisted upon wearing my brand new uniform with gold lace and everything—this was a tramp freighter and everyone except the firemen wore overalls, the latter wore only loin cloths. How was I to know tramp ship etiquette the first trip?

Having read R. L. Stevenson, Joseph Conrad, Jack London and Nick Carter, I looked forward to pirates, buried treasure, south sea man-eating cannibals, and at least one shipwreck on a desert island. In fact, I had already picked out the swell yacht, the big Rolls Royce and the country estate which would be my reward after I had rescued the beautiful though wild maid on said desert isle, left there to die sixteen years before by the villain but brought up by obliging ourang outangs, a la Tarzan of 20th century movie fashion.

Alas! I saw nothing wilder than half starved West Indians, one or two seventh rate bull fights and senioritas of somewhat chocolate-hued complexions. Oh yes, there were some very fine cigars at Havana, very black coffee at Rio de Janeiro and very strong aguardiente at Tampico.

If the war had not come along to upset my plans I would now be permanently settled at Tahiti in the South Seas as publicity director for the Tiare Hotel. Everything not obtainable in these United States can be obtained there without much effort and Lovaina, the owner, promised me the job was a good one for someone who spoke the big three, English, French and Spanish. Skippers, traders and pearl buyers were the customers and they paid well for anything they got.

Now for some honest to goodness facts. I like writing very much, which is the reason I am now advertising and publicity scribe for the WORLD WIDE WIRELESS organization. The urge for self expression came very early, but it was first employed to express the thoughts of others to advantage and profit when I was still in grammar school. Here I gained fame and marbles by writing

letters to teachers for other boys, explaining one, two and three days' absence from school, tardiness or any other misdeed.

A few personals. On last election I voted for Harding. I have tried making h. b. twice, without success. I never eat meat in the morning. My wife thinks I'm *some guy*, and I am saving up to buy a flivver, and a twenty-five room bungalow in the woodlands.

So far I've used the personal pronoun "I" exactly 38 times (count 'em), not bad either for I once read a political harangue in the *Saturday Evening Post* by a dignified senator, in which he used on an average of three "I's" for every ten words. Prudence warns me to stop before I get mixed up with my dates.

RADIO CONTROLLED CARS

THE possibilities of Radio controlled cars was successfully demonstrated recently in Dayton by Captain R. E. Vaughn, Chief of the Radio section of McCook Field. The car which was controlled by Radio was cigar shaped, about eight feet long, with three pneumatic tires. A car a short distance behind with a Radio equipment overhead, containing Captain Vaughn and observers, let the driverless car go through the principal streets of the city. On reaching a crossing the car slowed down and the horn tooted, just as though the car carried a driver. The demonstration showed the war time possibilities of this method of locomotion. Tanks could be loaded with TNT and let loose without a driver over into No Man's land, timed to explode on reaching the enemy lines.

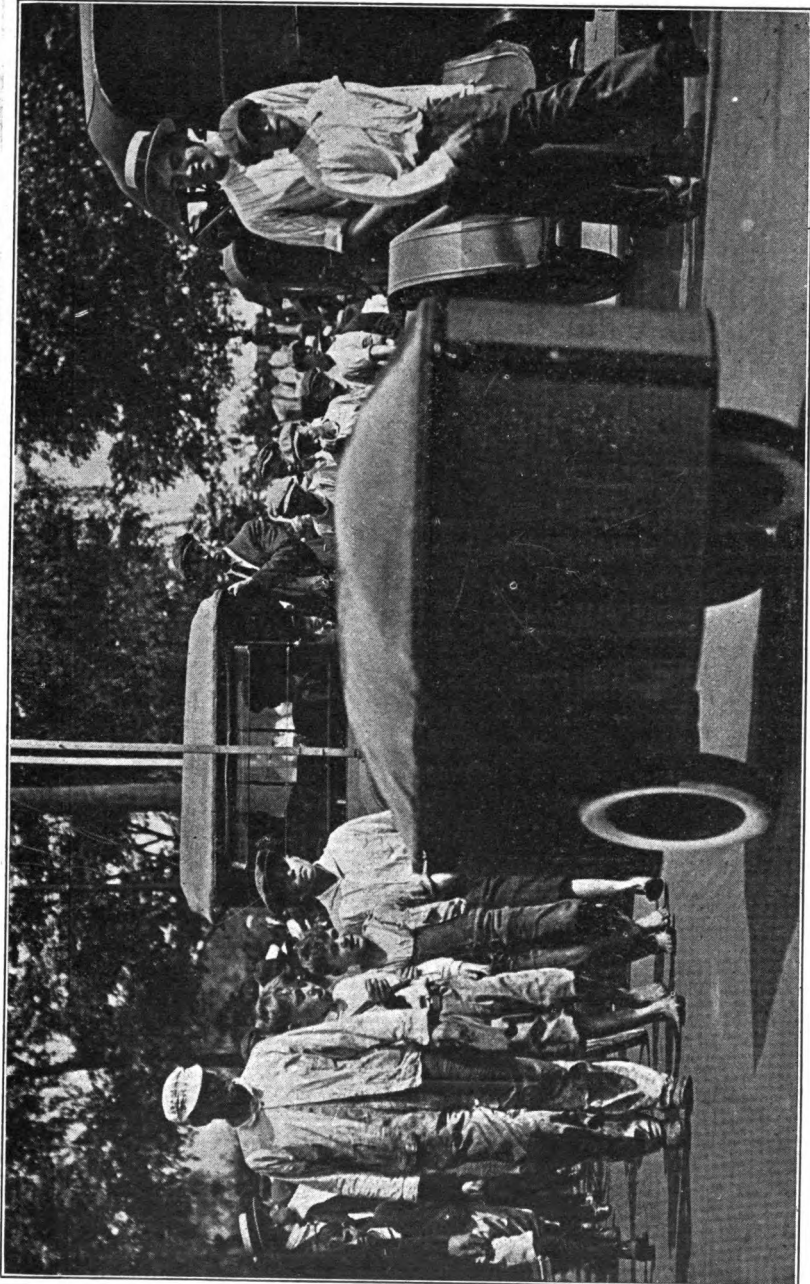
IT WAS A Q. S. T!

Now Mary heard a little "ham,"
Who spoke to her by radio,
And told her how he'd love to see
The dainty little lady-o.

So Mary very soon arranged
A date by wireless phone-e-o,
And fixed the time and place where she
Would meet him all alone-e-o.

But Mary's message brought delight
To half-a-dozen home-e-os;
And Mary met, not ONE, that night,
But HALF-A-DOZEN Romeos!

(*Canadian Wireless*)



A RADIO CONTROLLED CAR

DIARY OF A HAM

By Anticap

June 2nd, 192—. Bill took me up to his house last nite and showed me his wireless set and believe me its some junk. He's got gear all over the place so's he cant get out of bed without tying himself in a not. The room's fixed up with pictures of noted sientists, some with bald heads and whiskers and some with fat heads and no whiskers. "There," he said, pointing to a gang of bolsheviks drawn up outside a barn, like they're waiting to be shot, "that's Einstine!" I said "Is that so?—I hear you Ma, calling us down to supper." Bill said persunelly he never worried much about eating when he got interested in sience and did I know who Einstine was? I said well persunelly I never missed a meal not even for a ball game, let alone sience, and I thought I'd seen the gink's name on a piece of music. Bill looked sort of disappointed at me and said Einstine discovered something about his relatives. I said good luck to him anyway, and when do we eat? Bill's Ma came up then, just in time to relieve a somewhat tence moment. "Come down now, you young geniasses," she said, "William will have lots of time to show you everything after supper." Mrs. Walker has more brains than Bill by a barrel-full, I thought, as I led the way downstairs and entered the banquitting room. Bill gave me plenty of opportunity to tackle the kullinary exhibits while he talked about static and a whole lot of other minerals I'd never heard of, and his Ma kept saying "Isn't it wonderful?—Really, I think the end of the world's coming," and things like that. Bill tried to spoil the meal by telling me my pie was full of mollikules. I said everything's adultered these days, anyway, and although the pie did taste a bit funny I'd have a little more sugar to kammerflarge it. Mrs. W. said "DEAR ME," just like that. Bill said let's hurry up and lissen for some signals, so I gave a slice of cake the reluctant go-by and beat it back to Bill's room.

(Canadian Wireless)

AUSTRALIA

A wireless telegraph receiving station, fitted with apparatus capable of receiving messages over a distance of 12,500 miles, has been erected at the Observatory at Perth, Western Australia. The number of radio stations operated and controlled in the Commonwealth was stated by the Minister of Defense recently to be twenty, exclusive of three naval stations.

ECUADOR

THE FRENCH CONTROL WIRE AND RADIO SYSTEM

The Compagnie General de T. S. F. of France, has concluded a contract for a period of thirty years with the Government of Ecuador for the working of the telephones, telegraphs and wireless service in that country. The Government of Ecuador will pay the company an annual subsidy of 430,000 sucres (about 1,200,000 fr.), which will be increased in the event of any extension of the system. The company will deduct from the gross receipts the sums necessary for the working of the lines, for the payment of interest on the capital invested in the concern, and for the sinking fund. The State will have a share in the net profits. The telephonic apparatus will be automatic and constructed on a system which has been perfected by French experts. The telegraphic and wireless apparatus will also be on French models. The engineer who is in charge of the enterprise in Ecuador, considers that it will be possible to find in the country itself almost the whole of the necessary staff, as there are a number of excellent engineers in the Republic.

OCEAN SECRETS

NOTWITHSTANDING modern inventions, which have added materially to the science of navigation, the many new facilities for safety of life at sea, including ability to keep in touch with shore and other vessels by radio, no less than fourteen ships were recorded by underwriters to have been lost at sea through unknown causes during the year 1920. It is significant that of this total, ten were steamships and only four were sailing vessels.

In spite of everything that man has accomplished to date, the sea continues to envelop many of her tragedies in mystery.

A total of 277 vessels have been reported lost during the last year. There were 1,788 collisions which sent down thirty ships. An equal number were destroyed by fire and explosion, while grounding claimed the greatest toll of 109 vessels.

The element of mystery regarding those ships which are recorded lost through unknown causes compels conjecture. Perhaps a stray floating mine, broken away during the war, has been run down during the dark hours of night. An unseen iceberg, or hidden derelict may have torn the bottom out of another. Two vessels may have collided with such impact as to rip the vitals out of each or caused boiler explosions of immediate destructive force. Combustible or explosive cargo could have accounted for other accidents by spontaneous combustion.

Out in the vast stretches of the Atlantic or Pacific oceans there may have occurred sudden seismic tidal waves large and sweeping enough to engulf the finest vessel afloat. There are hundreds of possibilities, and when we review only a few of them realization of the limitations of man before the forces of nature become strikingly apparent.

DECIDE AND DO!

The easiest thing in a world of things
Is to sit and wait until somebody brings
Complete instructions on what to do,
And how to do it, and when, to you.

It's easy then, to go straight ahead
And follow the facts just as "somebody said."
If they come out wrong and your work's in vain,
Why, that's for somebody else to explain!

Yes, it's easy to sidestep and pass the buck,
But the fellow who does it is out of luck;
Since the big success always seeks the man
Who can *plan* his work and *work* his plan.

The power of the man whom this world consults
Is based upon this: that *he gets results*:
If you'd follow his footsteps, you—yes, YOU!—
Must learn to DECIDE and decide to DO.

C. Henry

The above verses are especially commended to shift engineers. In their work the ability to decide and do counts for a great deal in the elimination of traffic delays.

THE INVENTOR OF WIRELESS

TO THE EDITOR OF THE FINANCIAL NEWS:

Sir: I fear that the recollections of "Midas" in your issue of the 20th inst. regarding the invention of wireless telegraphy would not be accepted by everyone as strictly accurate. Few matters of fact seem to have excited so much diversity of opinion. In France the majority of people are firmly convinced that wireless telegraphy is a product of French genius as exemplified in Dr. Branly. In England "Midas" thinks the invention should be credited to Sir Oliver Lodge and Sir William Preece. In Russia I daresay partisans of M. Popoff could be found. In Italy, I believe that almost unanimously the decision would be in favor of my being the inventor, and I have reason to think that in the United States there is what

"Midas" might consider a regrettable tendency to follow Italian opinion. In Sweden, however, which may be considered a neutral country, since no Swede has as yet laid claim to be the inventor of wireless telegraphy, the Nobel Prize Committee, which gives its decisions on the strength of an international vote, unfortunately ignored the claims of Sir Oliver Lodge and of many others and made their award in 1909 to me and to Professor Braun, of Strasburg. Perhaps "Midas" has never heard of the latter gentleman.

"Midas" is also rather at sea when he states that the first instrument for dispatching messages was exhibited by me at Dover Town Hall. This took place in August, 1899, and over a year before, in July, 1898, I reported the Kingstown Regattas by wireless from Dublin Bay to the *Dublin Express*. And before that wireless messages had passed between Osborne and the Royal yacht, and before that again between warships of the Italian Navy. Yours, &c.,

G. Marconi.

Marconi House, Strand, W. C. 2, July 22.

IMPRESSIONS OF MEXICO

By George W. Hayes

ON January 25th of this year our party, consisting of a Mexican friend, Mr. H. H. Adams of the General Electric Company and myself, left New York enroute for Mexico City. After traveling five days we reached Laredo, Texas, one of the border towns through which most of the traffic passes. Crossing the International Bridge into Neuva Laredo, Mexico, and being passed through the usual Custom inspection, we had what was for me a first experience—a meal in a Mexican railroad restaurant. Accustomed to the excellent service in most American railroad restaurants, it was somewhat of a shock to find a room with an earthen floor, without tables or chairs, and only a counter in one corner, around which several hundred people crowded, calling loudly for all sorts of—to me—curious dishes. Two distracted looking Chinese served as best they could, and though hungry enough to have dined more elaborately, we felt ourselves fortunate in securing some sandwiches.

The peaceful enjoyment of our spoils was interrupted by the money changers, who endeavor to find out the amount of American money one has, and when successful, bid against one another on the rate of exchange. After much wrangling I finally received what was said to be the correct amount in Mexican gold, there being no paper money in circulation. Not being familiar with the Mexican money, I was not at all sur-

that I had what was due me until I counted the contents of my purse many times.

Bidding goodbye to the American railroad representative who had accompanied us across the bridge we returned to the Pullman and were soon on our way south. The train proceeded slowly, with curtains drawn and the cars poorly lighted. This was necessary, so we were told, to avoid the lighted windows being used as targets for stones and other missiles, a little diversion sometimes enjoyed by the mischievous element in that part of the country.

Among the men in the smoking compartment was a kodak enthusiast, who said he was planning to rise early the next morning to kodak tropical country. He had visions of palm trees and the luxuriance of the semi-tropics. Mr. Adams informed him that he would have to be content for a time longer with flat sandy country and occasional patches of scrub cactus. This was disillusioning for me also. I had had similar visions but had not given them expression. The next morning we found Mr. Adams' description to be absolutely correct.

The distance from Nueva Laredo to Mexico City is 802 miles. There are 171 railroad stations, and we stopped at all of them. In some cases there are but five or six houses at a station, usually occupied by railroad employees. Very often the station destroyed by the revolutionists has never been rebuilt. In the larger towns we found the stations in fair condition.

When a train stops at a station it is quickly surrounded by men, women and children coming from all directions. They endeavor to sell their wares consisting of food, basketry, fancy work and wearing apparel. The condition of some of them, particularly the children, is pitiful. They are poorly nourished and lack clothing. In many cases they follow the train as far as possible, hoping that the passengers will throw away something they can use.

Traveling two nights and one day, we arrived at Mexico City and registered at the Regis Hotel, that being most popular with Americans. Our trunks were carried from the station by the Cargadors, who carry all loads on their backs. We found the rooms to be of average size, all opening on the patio. They are not heated. This one does not miss during the day, but in the evening it is often very cold. Most of the rooms have connecting bathrooms. There is a Russian and Turkish bath connected with the hotel. In the restaurant both American and Mexican dishes are served.

Mexico City, the capital of the Federal District and of the Republic, is nearly 7,500 feet above sea level, the nearest point

of which is about 260 miles distant on the east. It has a population of approximately one million. It is a beautiful city, situated on a plateau of 1,400 square miles, surrounded by mountains and including five lakes. Many of the mountains are thought to be extinct volcanoes.

Before going into a description of the city, I want to say that this visit to Mexico was a great pleasure to me. Years ago I read Prescott's *Conquest of Mexico* and, as perhaps many of you have found it most interesting. The opportunity to compare the present city with all that I had read of its earlier history was gratifying. For comparative purposes you may be interested in reviewing a few of the salient points of interest in this, perhaps the oldest city on the American continent, its authentic history dating back to the twelfth century.

Mexico City is built on the site of the Aztec city of Tenochtitlan, settled in 1325, the capital of the Aztec Confederacy. The center of the city was the great Teocali, in the form of a pyramid, divided into five stories, the top surmounted by two towers rising three stories. These were the sanctuaries devoted to the Gods of the Aztecs. Here most of the religious and sacrificial ceremonies, particularly those of the War God, were celebrated. This temple with the other buildings was so completely destroyed by the Spaniards after the conquest that hardly a vestige remains. The Cathedral Mother Church of New Spain, as the Spaniards called Mexico, was built on the site of the Pagan Temple, its foundations laid with the broken idols.

There is every evidence that the ancient city was very much larger than the city of today. Aside from the statements of contemporary writers, this is proven by the ruins still being unearthed in the suburbs many miles from the city. Writers at the time of the conquest give the number of houses at from sixty to one hundred thousand. The poorer houses were built of reeds and mud, but the majority were of stone. The mansions of those of high degree were on a scale of almost barbaric grandeur. While mostly of one story, never more than two, they covered large plots of ground; always built around a center court that often contained a fountain, intervening gardens displaying in profusion the wonderful variety of flowers still found in Mexico.

The palace of Montezuma, emperor of the Aztecs, at the time of the arrival of Cortes, comprised a number of buildings besides wonderful gardens. The walls of the numerous living apartments were covered with cotton tapestries, the roofs made of carved scented wood held together without nails. There were baths and a profusion of gold and silver orna-

ments and utensils. Montezuma never wore his garments a second time, nor did he ever eat from dishes more than once. No matter what the position or wealth of his people, before entering his presence they had to don coarse sack-like garments in order to emphasize the humility with which they approached their emperor. No potentate of the East ever exacted greater homage than this ruler on the American continent. Some of the buildings were used to house birds, wild animals, reptiles and his collection of human monstrosities.

(To be continued)

WEDDING BELLS

At Santa Rosa, Cal., August 11th, Ozella Bostick, of San Rafael, to Ennie H. Martinelli, of the Radio staff at Marshall, Cal.

At Marion, Mass., September 12, Myra Tandy, of Marion, to G. L. Usselman, Engineer-in-Charge at N. Y. Radio Central.

BORN

BOUCHERON—At Rutherford, N. J., September 11th, Pierre Boucheron, Jr. Papa is Advertising and Publicity Manager, Radio Corporation.

EASTERN DIVISION

NEW YORK

HENRY G. RITZ and Ernest F. Wevill are now attached to the *Santa Teresa*, having transferred to that ship when the *Santa Anna* laid up on September 7.

M. G. B. Rabbitts, former operator at WNY station, took out the *Empire Arrow* which is now en route to Manila and Hong Kong. David Liberthson went as junior.

Raymond S. Henery, who was relieved from the *George Washington* when that famous ship was transferred to another radio control, sailed for the Far East on the *San Francisco*.

W. W. Redfern is back in the service and has resumed his old post as senior on the *Munamar*, relieving Paul G. Bergin who went as senior on the *Zulia*. The *Zulia* has been laid up for repairs at Philadelphia, and F. L. Velton with G. H. Bradley went there and brought her to New York. Bradley is remaining on the vessel as junior. J. W. Bayne remains junior on the *Munamar*.

Anderson Offutt is staying off the *Porto Rico* for two trips to enjoy a vacation with his mother in Maryland. J. C. Vergne is taking his place while he is away. L. C. Ainley is still in charge.

Henry Samara transferred to the *Lake El Rio*, taking Michael Beckerman's place. Beckerman took Samara's place on the *Lake Farriston*. A change in runs of the vessels, as well as of captains, brought about the exchange of operators.

F. A. Almqvist is now on the *Munsomo*, running to Cuban ports.

J. D. Kilpatrick, after spending about a year and a half on the *San Francisco*, transferred to the *Argon* and is now on his way to Mediterranean ports.

Jacob Herrlich, a brother of Harry, the famed keeper of the M. R. I. storeroom, signed on the *Philadelphia* as junior on his maiden trip to sea. Every time Harry gives out material to operators now he enquires if they heard the *Philadelphia*, what they heard and how the operating was. P. J. Donchue is senior on that vessel.

Robert K. Pence, after long service on the *Invincible*, has resigned from the service to accept a radio position in South America.

Lester Marholz, a former Great Lakes man, is now junior on the *Maracaibo* with W. A. R. Brown. They took the places of E. Ross and J. L. Gray.

Harvey H. Long checked off the *Munsomo* and is now on the Gulf division steamer *William Green*.

M. O. Smith, late of the *George Washington*, is en route to Danzig on the *Gdansk*. W. H. Barry is junior. Smith relieved P. Petlicki, who is taking a vacation.

BOSTON

MR. AND MRS. E. O. BROWN, of Gloucester, Mass., announce the marriage of their daughter, Dorothy Hazel, to Walter J. Swett. Mr. and Mrs. Swett have our very best wishes for a long, happy journey through life.

Born to Mr. and Mrs. Herbert A. Wells, a son, Herbert A., junior, on August 31st, at Boston. Herbert senior is happily passing the smokes around.

B. P. Sloane returned from a five months' trip on the *West Jaffrey*, and while ashore is digging into amateur radio with more enthusiasm than a regular ham.

Harold Whipple has sailed with the *George W. Barnes*. Our constructors will breathe easier with that motor generator in service again.

Howard B. Upham is on the *City of Rockland* busily engaged as radio operator, assistant purser and checker.

Carl Jones has returned to the *Newton*, and Kenneth Bridgham is waiting a more comfortable assignment.

The *Vesta* laid up and L. B. Thomas says he cares not

where his next assignment takes him, provided he is able to keep going.

Henry Horovitz resigned to accept a position in Porto Rico.

BALTIMORE DISTRICT

ACCORDING to local newspaper reports twenty tank steamers of the Standard Oil Company will shortly be placed out of commission at this port. An advance guard of four has already been placed out.

The Garland Line steamers *Norlina* and *Carolinian* have again been laid up after one trip to Europe.

Hubbard McCauley, after one trip to Cuba on the *Cubore*, informs us that his vessel vibrates so much when receiving that a T sounds like an H.

Inspector Smith installed a complete audion outfit on the *Coelleda* of the Shipping Board.

We now have thirty-four vessels laid up at Baltimore in addition to the aforementioned but Dame Rumor informs us these will all be busy before Christmas. We hope so.

GULF DIVISION

NEW ORLEANS

VESSEL No. 13 built for the U. S. Steel Products Company at Chicakasaw, Mobile, Ala., has been named *Knoxville City*. This new vessel is now en route to ports in the Far East with the radio in charge of R. M. Watson.

Our old friend Robert W. Haynes, who for about five years before the Government took over the Galveston Radio Station held down the second trick job, is again back with us and is now out on the *William H. Doheny*.

Arthur Esner has cast his lot with the R. C. A. on the *George G. Henry*.

L. P. Williams, who has held down about twelve jobs within the past six months, due to vessels being laid up has finally gotten a permanent job on the *Edward L. Doheny, Jr.*

Rex G. Bettis, late of the *Fairfield City*, is now in the oil trade on the *W. C. Teagle* of the Eastern division, having relieved I. G. Berman, who for some reason was anxious to get back to the little burg situated at the confluence of the Hudson and East Rivers.

W. J. Taylor, after laying up with the *William Isom* at New York, has been assigned to the *Oscar D. Bennett* at New Orleans.

V. V. Roe, with the temporary laying up of the *Tamesi* at Galveston, has been given the opportunity to enjoy the wonderful surf bathing at the Island City.

Our old friend, S. H. Wheeler, who has been with us continually since the middle of 1914, is now with the Eastern division on the Shipping Board steamer *Bethnor*, having relieved Chester Green.

T. A. Church has relieved R. W. Haynes on the *Mexicano*.

Robert Cleghorn, one time District Manager at Port Arthur, is now on the molasses tanker *Dulcino*, his last vessel, the *Hancock County*, having been laid up.

Frank E. Reeves has transferred from the *Coulee* to the *Sunshine* in order to get back to his home in the Northern City, which was made famous by a certain brand of beans.

C. A. Astleford, after a long sojourn in the tropics on the little Norwegian steamer *Viking*, is now tramping between Mobile and West Indian ports on the *Munisla*.

J. B. Jackson, late of the *Lordship Manor*, is now recuperating in the Marine Hospital at New Orleans.

R. F. Bloom has transferred from the *Paul H. Harwood* of this division to the *O. T. Waring* of the Eastern division, relieving S. C. Whitney.

Havana must be pretty darn interesting these days otherwise, *perhaps*, our correspondent from that district wouldn't have overlooked sending in his notes for this issue. Leave it alone, J. E. B., and let us have your contributions.

As a rule, our trusty storeroom keeper gives us but very little trouble in connection with requisitions; however, the following one was passed on to us by our Coffin (in this case it is the name of a man and not something customarily used in disposing of us poor mortals):

"50 Sheets R. P. Voucher

1 Word Rate Sheet—must make out R. P. Voucher to Capt. _____ for R. P. telegram for _____ 10 words

1 Box paper clips

1 Pad Station Report—Form No. 47

1 Calendar

1 Blotter

What is minimum rate for telegrams? less than 1.00?

What is ship rate, four or eight cents?

Mucilage

Pencils

How about S. R. S. numbers?

Thumb tacks

1 Bottle ink

Position reports—what shall I do with 'em?"

GREAT LAKES DIVISION

CLEVELAND

AS the month of September winds up the summer's heavy passenger traffic, the Great Lakes cruise steamers have, with few exceptions, been docked at the wharves for their winter lay-up. The beginning of the fall term at most of our colleges, during the past month, has called a number of our short season operators back to their studies. Fewer ships in commission and fewer operators tickling the ether means a gradual dropping off of message traffic.

Vacations have been the order of the day and though our limited force feels that duty comes before pleasure, a little shifting and doubling up on work enabled everybody to enjoy a week or two away from the every-day hum-drum of office routine. The first day after the return to their desks from the period of relaxation, the ex-vacationists could be seen occasionally day dreaming; picturing once again the billowy sweep of the lake or the quietude of that wooded grove where, for the past week or so they had hibernated. Their thought though unvoiced, could be simmered down to but a few words: "What a crool, crool wuruld it is that makes us return to this!"

C. E. Mowry has relieved Leroy Bremmer as Purser-Operator on the *Ashtabula*; Bremmer having been transferred to the *Harvey H. Brown*.

C. S. Levin is now on the *Arizona*, running out of Lake Michigan ports.

Donald Booth has taken out the *M. A. Bradley*, a one man ship.

A. Freitag's return from a short leave of absence necessitated transferring N. S. Walker from Freitag's home, the *White*, to the *Fayette Brown*. The *Fayette* is a permanent assignment for Walker, the first he has had this season, though he has been employed continually as a relief operator, having missed but very few days since he started during the early spring.

Roy De Meritt has layed up the *Christopher Columbus* for the season while Frederic B. Schramm has put the *City of Detroit II* in her winter quarters. Schramm is now playing heads up with a course of electrical engineering at the Case School of Applied Science.

A. F. Marthens can be located any day aboard the *E. J. Earling*.

William A. Robinson was recently assigned to the *Huron* while Carl Eisenhauer is permanently located aboard the *Wyandotte*.

Frank E. Golder has relieved W. R. Williams on the *Chas. O. Jenkins*; Williams having requested a short leave, preparatory to taking an examination for renewal of license. THAT TWENTY-FIVE PER MINUTE HAS ALL BUT THE OLD TIMERS GUESSING.

J. E. Lind and Chas. F. Nehlsen have successfully layed up the *Juniata* as senior and junior, respectively.

Chas. C. Hines, an old time Morse man, has relieved H. U. Bigalow on the *Westland*; Bigalow having returned to college.

F. A. Burrows and L. O. Gorder are holding down the senior and junior berths on the *Manitou*, plying the Lake Michigan trade.

Walter C. Evans and Ernest A. Klein have put the *North American* alongside the dock for the balance of the season.

David S. Little and Wilson E. Weckel, senior and junior, respectively, have tied up the *Octorara* after a very successful season.

Chas. E. Heffelman of the *State of Ohio* has returned to his studies at the Denver College of Mines, having been relieved by David Stein. Stein just recently layed up his vessel at Cleveland and is on the books for further assignment.

William V. Woodward is now attached to the *Puritan*.

Marcus Limb recently breezed in at Cleveland after laying up the *Theodore Roosevelt*. She must be a good job, as he has already filed his 1922 application asking for re-assignment to the *Teddy*.

Ernest Brelsford, John H. Mitchell and Irving Lindow have just anchored the *Seeandbee* after having completed her summer schedule and an exclusive special trip up the Lakes. Chief Brelsford and his two assistants handled plenty of paid biz on that special trip.

Willard J. Ferris has been given an indefinite leave of absence to further his studies along the lines of least resistance. Ferris expects to have an E. E. degree tacked on he end of his John Hancock inside of a year or so. While aboard the *Sir Thos. Shaughnessy*, Ferris performed some very meritorious radio work and the boys will miss him.

Geo. W. Halberg and Dwight A. Myers, senior and junior, respectively, have tied up the *South American* for the season.

Clarence Hiester and Dewey D. Emery brought the good ship *Tionesta* into Buffalo on her last trip of the season. Hiester has had a conglomeration of ill-luck this season as three of the ships that he was assigned to, prior to going aboard the *Tionesta*, were layed up for lack of business while he was on the way to join them.

H. P. Davis recently spent a week aboard the *Western States* as relief.

C. D. Peck has layed up the *Iroquois*, a one man ship. Frank J. Hammeral, a new man in the service, is now attached to the *Chas. Hutchinson*.

Constructor Leonard has been kept busily engaged removing equipment from vessels placed in their winter quarters.

PACIFIC DIVISION

SAN FRANCISCO

THE plant entertained one day recently with a noon get-together meeting in the basement cafeteria, and all agree that the half hour was profitably and agreeably spent. We regret, however, the lack of chivalry which prompted the male portion to allow the girls to furnish their own lunches, or rather their own community lunch. Mrs. Halloway was the chaperon. One of those nice, motherly kind and the members of her flock were model young ladies. Miss Heyworth included, even if she did try to carry off our portable milliammeter for a vanity case. Miss Davis had paid us a visit before, so she understands our failings. Miss Wolff was initiated into the mysteries of wireless and hopes that we will extend the invitations often. We hope that no one will blame the petty cash account for the nice new coffee mugs which were picked up for the occasion. The District Manager always has a white (?) collar and wears his coat, but not so with Johnstone and Gerber, and it was some hardship. Colbert didn't mind, but he likes his meals on time. McCarthy and King were across the bay, so they lost out.

Installer King rounded up another one and a half KW English Marconi set and laid it out on the after end of the tanker *Ampullaria*. This makes the third installation we have handled for the M. I. M. C. Co. Operator A. O. Sullivan was sent out from England to take charge of the outfit.

The *Santa Cruz* was given the once over when she came off the mud flats and went into commission for W. R. Grace & Co. on the South American run. The old 240 cycle set still delivers the goods and Otis Hill and Thad Rose will endeavor to keep up to the old standard of achievements.

Shipping out of San Francisco seems to be resuming a normal basis or a basis which can be considered somewhat better than might be expected under the general conditions of unemployment and business depression. The oil tankers, however, have not been holding their own and a great many are laid up. The U. S. S. B. also have a bunch of ships on the flats, but this condition is to be expected in view of the fact that a change is being made from wartime activity to the es-

establishment of a firmly based merchant marine, which is a new venture for this country.

We still have a long waiting list of applicants, fifty-three, to be exact, and very few changes are being made in the personnel. The majority of the boys who sailed during the recent controversy have proven that they are well able to fill the places assigned them, and as a matter of fact several have done much better than those they replaced.

The new Radio Corporation shipboard signs are very neat and we take a pleasure in placing them on board the vessels.

E. O. Carlson of the *W. S. Miller* has been transferred to the *D. G. Scofield* after five weeks of chipping paint work while the *Miller* lay in the Alameda ship yards.

V. H. Bernett, from our school, is getting on to the game aboard the *Admiral Evans* with George Knudsen's supervision. If he doesn't make good we can always blame George, but little fear is entertained as Bernett is very anxious.

John Swank, another of our graduates, is on the *President* with an old timer, William J. Erich, and we are convinced that Swank will come out with flying colors.

PORTLAND

H. J. SCOTT, has resigned his position on the *Pawlet* in order to return to college. This position is now being occupied by E. L. Brunk.

Ernest Helvogt, of *West Nomentum* is spending a few days vacation at his home, Hillsboro, Oregon, while his vessel is undergoing minor repairs at San Francisco.

C. E. Soderstrom, an old timer from the Great Lakes, and on *M. S. Charley Watson* at present, called at Portland a few days ago. Away back, in the days when we had no radio laws and Regulations, Soderstrom assisted Fred Boseker in holding down the land station job at Grand Haven, Michigan. His home at that time was in Grand Rapids. After many favorable remarks on the excellent treatment he has received in the Pacific division, he expressed the desire, to some day, go back to the old stamping ground.

The following operators have been blessed with the privilege of visiting a real town, see a real country and enjoy real climate during the past month: G. E. Knudson and Thos. E. Rowe, S. S. *Admiral Evans*; D. V. Millard, S. S. *Effingham*; R. L. Raynal and G. Gibbons, S. S. *Curacao*; V. Carrol, S. S. *West Nilus*; V. J. Bird and J. M. Rush, S. S. *Senator*; R. E. Whitcomb, S. S. *Springfield*; E. J. Stockheim, S. S. *Steel Mariner*; Otis Hill, S. S. *Santa Cruz*; E. H. Robertson, S. S. *Las*

Vegas; B. C. Springer, S. S. *West Camak*; R. W. Baker, S. S. *Willsolo*.

SEATTLE

AFTER being laid up for almost a year, the *Westward Ho* sailed for Europe, with V. Costner in charge. We put so many various supplies on board that we nearly used up the alphabet in making our weekly report.

Arthur Johnson has transferred from the *West Ivan* to the *West Jessup*. The former vessel is being laid up for repairs and the *West Jessup* is taking her place.

Neil Rose liked the *Wheatland Montana* so well on his first trip to the Orient that he has decided to postpone his college career and make a few more trips.

I. Syverstad, an ex-service man who was wounded in the Argonne, completed a radio course under the direction of the Federal Vocational Board, and was assigned to the *Admiral Rodman* as junior.

Herbert Hill is taking a well earned vacation from the *Admiral Watson* for one trip.

H. W. Barker, in charge of the shop here, enjoyed a week's vacation at his mother's home in the country. He will take another week later on.

PORT OF LOS ANGELES

R. J. SHARP was recently assigned to the Union Oil tanker *Montebello*. The call for an operator came at three o'clock and at five, Sharp was on the job, minus a hat and collar, which he had forgotten in his hurry to reach the *Montebello* in time for sailing.

The *Cabrillo* was chartered for two days last week by a contingent of colored folks and made the trip to San Diego with about four hundred of Los Angeles most influential and indescribable citizens of ebony hue.

The cruise was said to have been a great success and all went well with the exception of a few moments when the fans stopped running, during which time the radio man crawled up to the hurricane deck until repairs were made.

It is said that a large sum of money will be expended by the Union Pacific Railroad Company in improvements at East San Pedro, just across the bay from our office and rumor has it that this work will begin soon. Such being the case, the east side of the bay will be the business center of his port and offer docking facilities for vessels of large tonnage.

(The editor apologizes to Mr. Bleakney for an error in August issue which caused him to masquerade as Mr. Dent.)

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