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BY AND FOR
EMPLOYEES



David Sarnoff

RADIO CORPORATION OF AMERICA

233 BROADWAY

(WOOLWORTH BUILDING)

NEW YORK

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OUR NEW GENERAL MANAGER

AT a recent meeting of the Board of Directors of the Radio Corporation of America, David Sarnoff, formerly Commercial Manager of this Corporation, was appointed General Manager. Mr. Sarnoff will supervise and control the operation of the Corporation's plant and the conduct of its business subject to the direction and approval of the Board of Directors, the Executive Committee or the Chairman of the Board, through the President.

In general, he will have charge of the Corporation's high power, low power and ship stations, and their operations, as well as be responsible for their up-keep and the maintenance of their service. The General Manager will also be responsible for the Corporation's transoceanic communication system; the selling and the rental of apparatus and the solicitation and negotiation of contracts.

Mr. Sarnoff has been Commercial Manager of the Radio Corporation since its organization and is now rounding out fifteen years of service with this Corporation and its predecessor, the Marconi Wireless Telegraph Company of America. His extensive experience covers practically every branch of the radio communication art, which fact makes him exceptionally well-fitted for his present appointment.

Mr. Sarnoff was born in 1891. He began his career in wireless when the art was in its infancy and is considered a pioneer in its development. He served as radio operator at both ship and shore wireless stations. In this connection he accepted all sorts of assignments, one of which included a trip to the Arctic ice fields. From these experiences he was able to get the proper viewpoint concerning the real problems of operators. Later, he was assigned to shore stations, which gave him an insight into coastal radio and the conditions to be encountered. Equipped with this valuable experience he then held the posts of radio inspector, and chief radio inspector with the Marconi organization, and was soon recognized as one of the leaders in the field, on account of his keen insight into the radio situation as well as a sound business judgment of the then comparatively new field.

Successive executive appointments followed; assistant to the chief engineer, assistant traffic manager, and contract manager. This additional knowledge and experience came to Mr. Sarnoff in exceedingly good stead when, in January, 1917, he was placed in charge of the commercial department, where he organized the business end of radio communication and sale of apparatus.

The new General Manager is an electrical engineering graduate of Pratt's Institute and Vice-President and a director of the Pan-American Wireless Telegraph and Telephone Company. He was also Secretary and a director of the Institute of Radio Engineers

from 1915 to 1917, and is responsible for several important and much-quoted papers on the subject of radio traffic.

There is no trick or secret to the rise of Mr. Sarnoff for there are no short cuts to the road of success. It has been a matter of close attention to detail, analytical study to each problem and the standardizing of his activities. As Mr. Nally recently remarked, Mr. Sarnoff has always made it a special point to learn something about the other fellow's job, as well as his own, which today makes him the most logical man to hold the position of general manager. In short, he won because he possessed a mass of information which no other individual had.

The success of Mr. Sarnoff teaches us the lessons of persistence, study of the problems involved in our field, close attention to details, and faith in the future of the radio science.

Mr. Sarnoff resides at Chester Hill Park, Mount Vernon, with his charming wife and two young sons.

FATAL COLLISION

The steamer *Governor*, of the Pacific Steamship Company en route from Seattle to Port of Los Angeles, foundered April first off Point Wilson, Wash., as the result of a collision with the *West Hartland*, of the Shipping Board, bound from Seattle to Bombay, causing the death of ten people on the *Governor*. The collision was caused by a dense fog. Ernest E. Wolcott, Senior operator on the *Governor*, submitted the following report of his experiences:

"I was on watch when the collision occurred, and on looking at my watch, saw that it was 12:01 A. M. I did not leave the radio room, but stood by the 'phone to the bridge in order to receive any orders that might come regarding sending calls for assistance. The lights, together with the ship's main power, went off in about two or three minutes after the accident, leaving the radio room, as well as the rest of the vessel, in total darkness. Then the emergency lighting came on for about three or four minutes longer, when they, too, went out. I changed over to the auxiliary coil in the dark and listened to the *West Hartland*, which had started sending the S. O. S. shortly after the collision, and who was in communication with the Seattle and Victoria Stations.

"Butler, the junior operator, who was off watch and asleep, reported to the radio office shortly after the vessels struck, and I told him he had better get some heavier clothing on and report to the bridge for any orders the Captain might have. This he did, and at 12:20 I called the bridge on the 'phone and informed them that the tug *Warrior* had been dispatched to our assistance. I then received orders from the Captain, through Butler, to send an S. O. S., or to get in touch with any ship that might be near. Up to this time, it was not known what vessel the *Hartland* had struck,

and I then sent the S. O. S. call several times and told Victoria it was the *Governor* and that we were filling fast. The radio room was completely dark, and I could not see to copy anything, but merely listened in for what I could hear.

"At 12:30, the ship began to list heavily to port and the decks seemed deserted, so I rang the bridge for orders, but received no answer. After waiting a minute or so longer, during which time the vessel was settling rapidly by the stern, I again rang the bridge, and receiving no answer, left the radio room and ran to the upper deck. The main deck was under water and a couple of life boats were standing close by. I jumped into the water and was pulled into one of the boats a moment later, followed by the Captain and another member of the crew, who were the last to leave the vessel.

"As we pulled away from the ship's side, she went down rapidly by the stern, and after watching her disappear, we rowed over to the *West Hartland*, which was standing close by, and climbed aboard her, where we were treated royally, being given hot coffee and dry clothing."

A WIRELESS ALPHABET

A is the Anode glowing bright red,
 B is the Battery, sure to be dead;
 C the Condenser that always leaks,
 D the Detector that only squeaks.
 E the Electron that hateth man,
 F is the Filament "also ran."
 G is the Grid that is touching the plate,
 H the High Tension that won't actuate.
 I The Inductance, much too long.
 J is the Jigger, always wrong.
 K is the Konstant, whose value we sigh for,
 L is the License we didn't apply for.
 M is the Mutual wound the wrong way,
 N is the Novice who worries all day.
 O is the Office where cockroaches crawl,
 P is the Patent that's no use at all.
 Q the Questions, which rise thick and fast,
 R the Resistance which beats us at last.
 S is the Starter that never will act,
 T the Transformer whose casing is cracked.
 U the Unknown that ruins the test,
 V is the Vacuum, doubtful at best.
 W the Worries which chase us all night,
 X's will never let signals come right.
 Y the Young Helper who gets in the way,
 Z is the end of this rhyme—hurray!

The Aerial

EINSTEIN VISITS HIGH POWER RADIO

Reported by Pierre H. Boucheron

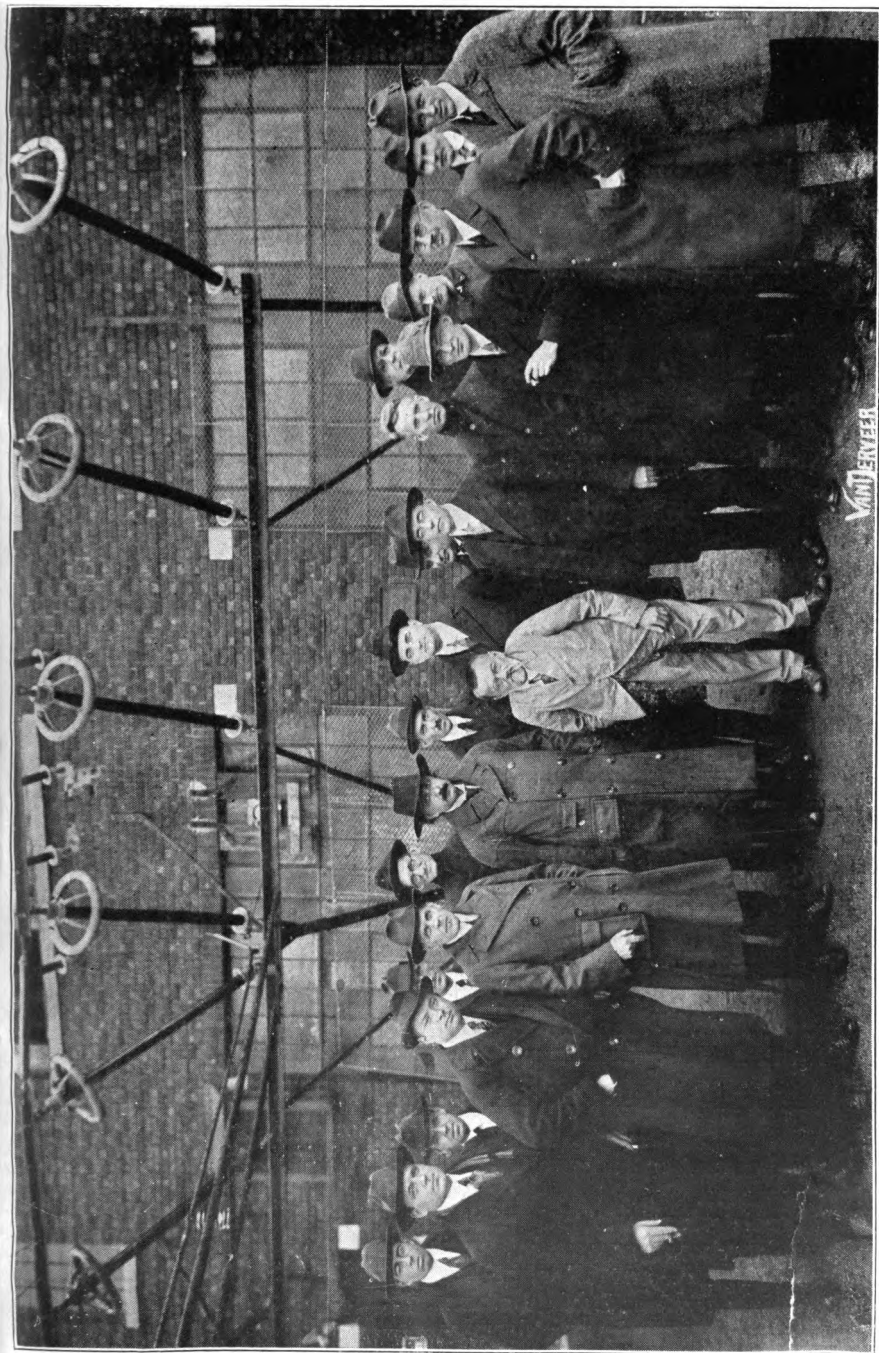
PROFESSOR ALBERT EINSTEIN, the German scientist was given a practical demonstration of high speed transoceanic wireless communication recently which greatly interested him. The demonstration was staged at the great radio station of the Radio Corporation of America at New Brunswick, N. J., under the direct supervision of leading radio and electrical engineers of America. Messages were passing through the station at the rate of 50 words per minute from Broad street office in New York City direct to Europe, the signals being shown on oscillographs.

During the visit, messages were exchanged with different stations in Europe and at the conclusion of the test, Professor Einstein expressed his pleasure and interest at the high perfection of American radio development, and his astonishment at the big scale on which Americans handle such problems as wireless telegraphy.

The day's outing took place on April 23d and was arranged for the noted scientist by officers of the Radio Corporation. Leading engineers and scientists from the General Electric Company, the American Telephone and Telegraph Co., the Western Electric Co., and the Radio Corporation were present. These noted personages are shown in the photograph which was taken in front of the New Brunswick Radio Station and are identified as follows:

Reading from left to right are: Mr. James Casey, special representative of the New York Herald; Messrs. W. A. Graham, W. A. Winterbottom, David Sarnoff, Thos. J. Hayden of the Radio Corporation; Dr. E. J. Berg, Mr. S. Benedict of the General Electric Co., Professor Albert Einstein, Mr. John Carson of the American Telephone and Telegraph Co.; Dr. C. P. Steinmetz of the General Electric Co.; Dr. A. N. Goldsmith of the Radio Corporation; Mr. A. Malsin, Dr. Irving Langmuir, Dr. Albert W. Hull of the General Electric Co.; Mr. E. B. Pillsbury of the Radio Corporation; Dr. Saul Dushman of the General Electric Co.; Mr. R. H. Ranger of Radio Corporation; Dr. G. H. Campbell of the American Telephone and Telegraph Co.; Mr. C. H. Taylor of the Radio Corporation; Dr. W. Wilson of the Western Electric Co.

Early in the morning Professor Einstein went to the Central Telegraph office at 64 Broad Street, New York City. There he was met by Dr. C. P. Steinmetz, Dr. A. N. Goldsmith, Dr. Irving Langmuir, Dr. Albert W. Hull, David Sarnoff, C. H. Taylor and others. At this office Professor Einstein was shown the method of remote control whereby the operators there, control the powerful transmitting apparatus of the New Jersey Station. While he was inspecting the station, communication was established with the radio station at Nauen, near Berlin. In order to demonstrate the efficiency of radio communication. Professor Einstein sent a message of greeting to the officer in charge of the German station.



VAN DER VEER

Exactly six minutes later he received the following reply:

“Many thanks and reciprocations. Most hearty greetings to the great German Scientist.

Officer-in-Charge at POZ.”

Shortly after this another message was sent to Count Von Arco, one of the leading German radio scientists. This message was signed by Einstein, Langmuir, Stein and Goldsmith.

This was the first meeting between the noted exponent of relativity theory and American scientists.

A SIMPLE EXPLANATION OF HOW IT WORKS

“Pap,” said a colored youth, “Ah’d like you to expatiate on de way dat telegraph works.”

“Dat’s easy ’nuff, Rastus,” said the old man. “Hit am like dis. Ef dere was a dawg big ’nuff so his head could be in Bosting an’ his tail in New Yo’k, den ef you tromp on his fail in New Yo’k he’d bark in Bosting. Understan’, Rastus?”

“Yes, pap! But how am de wireless telegraph?”

For a moment the old man was stumped. Then he answered easily: “Jes prezactly de same, Rastus, with de exception dat de dawg am ’maginary.”

GENERAL ELECTRIC ANNOUNCEMENT

E. P. Edwards, who has been Assistant Manager of the Lighting Department of the General Electric Company for a number of years past, has been made responsible for the Radio activities of the company; his appointment having been announced by E. W. Rice, Jr., President of the company.

Mr. Edwards will have immediate supervision of radio engineering, manufacturing and selling; negotiations with the Radio Corporation of America and other companies, and will in general, direct the efforts of the company in the field of radio communication.

AN APPALLING EXPERIENCE

AFTER eight days spent in an open boat in the icy waters of the North Pacific Ocean near the Aleutian peninsula, terminated by a landing on the bleak and windswept rocks of the Alaskan coast, twenty-seven mariners, the passengers and crew of the Seattle motorship *Kamchatka* arrived at Pirate Bay, Alaska, to report by wireless their safety following the loss of their vessel by fire 200 miles out at sea.

A heroic struggle to extinguish the flames, which made of the oil-laden Siberia trader a raging furnace; abandonment of the ship in a motor launch only after she had burned to the water’s edge; battle against wind and frigid storms, with the final saving of all on board through their united endeavor—these were incidents of

the adventure.

The motorship was en route from Seattle to Russia. Brief news of the disaster, flashed by Capt. S. Bertoncini to H. C. Hibbard of Hibbard-Swenson Company, Seattle, owner of the vessel, was as follows:

"*Kamchatka* totally destroyed by fire April 15 in latitude 51:57 north, longitude 154:35 west. Crew abandoned ship at midnight. Safe here."

The *Kamchatka* and her cargo are valued at more than \$300,000. She sailed from Seattle on April 3 on a 3,000-mile voyage to Petro Pavlovsk, Kamchatka, in Russia, loaded with 1,000 tons of general merchandise for the several trading stations of the Hibbard-Swenson Company in the Kamchatka section of Russia.

The *Kamchatka* was equipped with a powerful wireless outfit, and radio messages were received frequently from her. On April 13 the last message was received. Whether the wireless was disabled or burned in the fire two days later is not known.

Origin of the fire is another mystery. From the radio advice received from Pirate Bay the *Kamchatka* was passing that cove, 200 miles off shore, on her regular course to Russia south of the Aleutian Islands, when she caught fire. A heroic battle against the flames was carried on by the crew and passengers, who abandoned the ship at midnight.

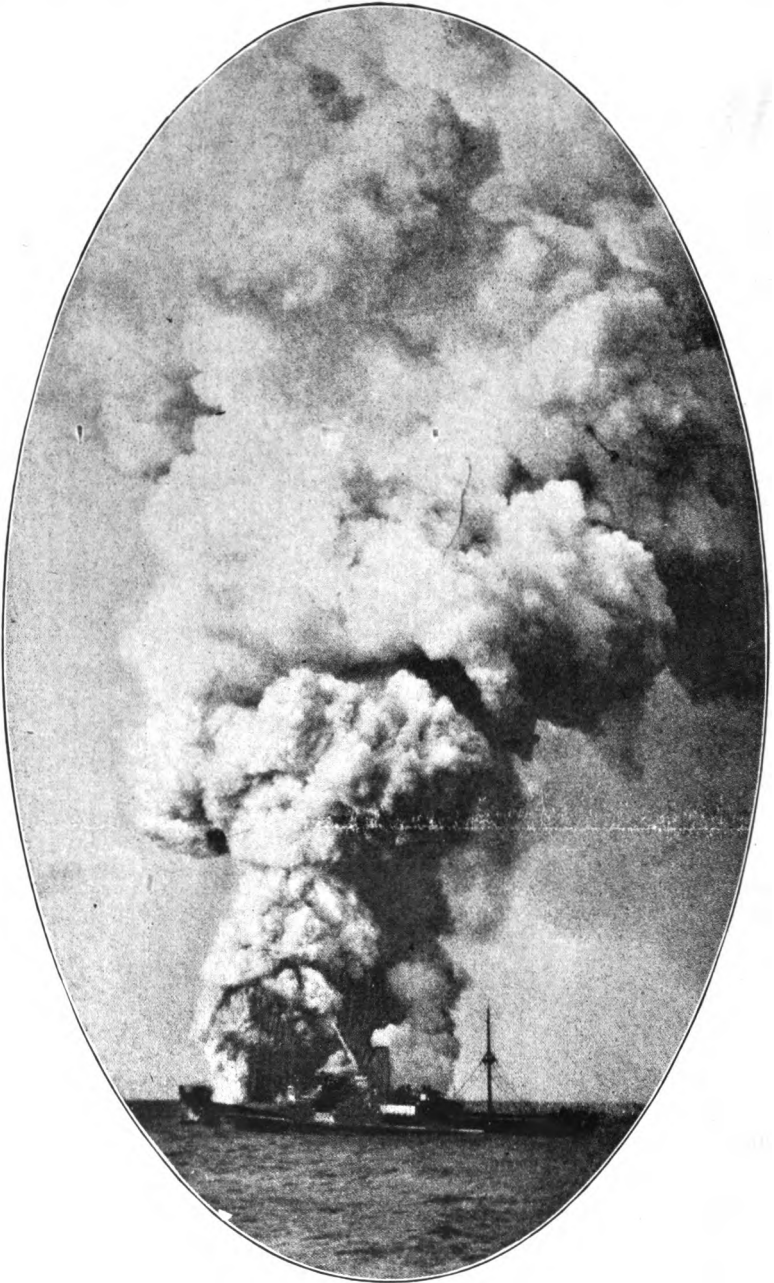
Fortunately the *Kamchatka* carried a sea launch, equipped for travel. The crew and passengers swung the launch to the water from the *Kamchatka's* davits and started for shore. In the cargo of the motorship were seven other launches, two whaleboats and a dory.

The survivors were compelled to battle the elements in their small boat for eight days before they arrived at Pirate Cove. A cannery company at Pirate Cove operates a wireless equipment, and through this set the survivors flashed the news of their plight to Seattle.

How the survivors maintained their food and water supply while making for shore in the 200-mile journey from the burned ship is another miraculous element to the disaster.

This was the second trip which the *Kamchatka* was making to Russia, having been purchased more than a year ago at San Francisco by the Hibbard-Swenson Company. She was then known as the steam whaler *Thrasher*. After having been purchased, she was brought to Seattle and entirely remodeled and equipped with Diesel engines. She was 144.6 feet long, 31.5 feet breadth with a depth of 16.4 feet. She was built in 1883 in Bath, Me., and has seen long service as a whaler in Arctic waters.

The *Kamchatka* had 40,000 gallons of crude oil aboard. She had negotiated 1,300 miles of her 3,000 mile journey when the fire occurred.



THE ILL-FATED TOKUYO MARU

WIRELESS AVERTS GREAT LIFE LOSS

WIRELESS CALLS for help from the doomed steamship *Tokuyo Maru* recently saved the lives of many of her crew and passengers.

Forty miles off Tillamook Head, on the Oregon Coast, with a fierce fire raging in her bunkers, the Japanese steamship was abandoned.

The flames, discovered at 4:15 o'clock, spread with appalling rapidity.

At 5 o'clock, the master, unable to check their progress, was compelled to order all on board into small boats and to leave his vessel.

Previously, a radio call for help had been sent out, before the ship's wireless plant had become disabled.

Instantly, from various places, rescue craft rushed to the scene of the disaster.

When the *Tokuyo's* passengers and crew took to the small boats, a thirty-mile wind was blowing and the sea was violent.

Some of the little cockleshell craft probably would have reached the coast, forty miles distant, but in such a sea others probably would have gone down with their unfortunate occupants.

The radio signal, caught by ships in the vicinity, averted this dreadful disaster.

Less than an hour after the ship was abandoned, the U. S. Army transport *Buford* arrived on the scene and immediately began picking up the boats and survivors.

From other directions, the freight steamship *Santa Alicia* and the steam schooner *Horace Baxter* hastened to the rescue. Had the *Buford* not arrived in time, one of the others would.

This was not the first instance where wireless had prevented great life loss in a marine tragedy occurring off the Pacific Coast, but the value of the radio perhaps never was more dramatically demonstrated than in the case of the *Tokuyo Maru*.—*Seattle Times*.

WISDOM'S WHISPERS

(From the Philadelphia *Bulletin*.)

Poverty and pleasure are not disposed to go hand-in-hand.

Human nature exhibits the same frailty in all languages.

Pride shows many men how to keep in the straight path.

All women have their troubles according to their own whims.

Men who imagine they are great like to declare they are modest.

To a woman there comes a time when she fails to recall the past.

It is not hard to detect the man who is not elated by position.

Some women fancy their taste in dress is close to perfection.

The man of deeds has little time to waste on words.

Give a woman undisputed sway and she will be sure to groan over the burden.

CHASING TIME AROUND THE WORLD

Wireless and Aeroplane Help John Henry Mears to Make the Record

IF any rash jester of the days when the wise ones firmly believed in what they called magic had jingled his bells and said that a man could go round the world while the moon was going through its phases, the answer would have been:

“That’s all moonshine.”

But if John Henry Mears, representing the New York Evening *Sun*, has not quite clipped the moon’s record, he has at least beaten all the globe-girdlers of this planet. The latest of these, Andre Jaeger-Schmidt, took over thirty-nine days for the trip. Mears finished in 35 days, 25 hours, 35 minutes and 4.5 seconds. This was back in 1913. The schedule published before he started was exactly that, minus the fraction, which he lost, greeting his friends at the station in New York. His rival, M. Jaeger-Schmidt, in telegraphing congratulations, declared, “To do better would necessitate abandoning the ordinary routes, utilizing those of the air; it would be necessary to tour the world in an aeroplane.”

Probably the most exciting crisis of a journey that was all crisis, was the transfer by hydroplane, from the Pacific into the fog-shrouded continent of America, the other side of which had been left a month before. We will let Mr. Mears himself tell the story, in which the two most amazing inventions of the modern world play a great part:

“The last serious crisis of the trip was at the end of the Pacific voyage. I took to the yacht *Maud F.* off Quarantine at Victoria, being allowed to pass the customs without inspection. The yacht had been cruising about all night looking for the liner. But that night we were fifty miles beyond Quarantine in a fog so dense that the yacht had no chance of sighting us. I spent the night in the wireless house, getting messages about the fog from the Canadian weather bureau. The fog clearing, I went with the *Maud F.* toward Seattle and took the Christopherson’s hydro-aeroplane fifteen miles out from that city.

“The change from the yacht was exceedingly risky. It was made after sundown. It was not until we reached the North Pacific pier that I learned that the last man Christopherson had taken flying over Puget Sound was then at the bottom of the Sound. But it was no matter. We had a great flight.

“I crouched along the steel wires holding the canvas by the side of his seat, while I listened to the canvas give with a keen sense of the record America was to lose if the canvas gave way entirely. The first time we tried to rise from the water we sank back with an easy roll, and the next time we took to the air to fly at the rate of sixty miles an hour, while I experienced one of the most surprisingly agreeable sensations of a round-the-world

tour, sensations that were agreeably prolonged by my making the North Coast limited."

Mr. Mears has this to say of the average daily record and of the latitude in which he travelled:

"I made on an average 587 miles a day and twenty-four and one-half miles an hour for the complete journey. The shortest day's journey was from London to Paris, 287 miles. The longest day's journey—though it took only the fractional part of a day—was 955 miles. St. Petersburg was the point furthest north on my route, 60 degrees north latitude. Shimoneseki was the point furthest south, 34 degrees north latitude. The difference is 26 degrees or 1,794 miles, the width of the belt within which my traveling lay.

"The delay at London was not important, but necessitated the elision of Moscow from my route. The *Mauretania* was delayed eight hours by fog. Knowing of my quandary an English aviator six times communicated with me by wireless, asking for the job of carrying me off the befogged vessel to London at the rate of a pound a mile. A pound a mile meant a sum of \$1,500. Not so much the money as the risks of flying with a 'pound-a-mile' sportsman kept me from leaving the *Mauretania* by airship and at that it was only when my friends on board, including Mr. Marconi as well as the ship's officers, pressed the opinion upon me that it was inadvisable to take up the flight after dark. We were off Fishguard at 8 p. m.

"At almost any of the most critical stages of the journey I know that had I learned the jig was up I could have sat down and laughed; for when I was still less than halfway round the world I had seen enough to keep me merry for life."

It is worth noting that Mr. Marconi, by means of whose invention the saving of time was effected on the Pacific Coast, was the counsellor of caution on the Atlantic. There's a time for twentieth century wireless and aeroplanes and a time for primeval prudence.

Early in his trip, the record-breaker secured an authoritative statement from a great shipbuilder as to the probable future speed of great ocean liners, which will have a bearing on the length of time this record will stand.

"Through the accident of my photographing two pretty little girls six and seven years old on the deck of the steamship from Dover to Calais, I learned that my record will not be lowered for many years by any improvement in steam navigation.

"The two little girls stood by the rail of the steamship as we neared our landing. They heard me snap them and they turned, laughing. But the landing was made and I had no time to chat with them.

“Then later on my way to Liege, as I paced the platform at Erquelimer, the two little girls ran up and said, ‘Hello. You took our picture.’ At that a gentleman stepped forward and offered me his card.

“‘Are you Mears?’ he asked. ‘I think I recognized you by your baggage as described in the London newspapers. My grandchildren have been much interested in your voyage.’

“The Englishman was Lord Aberconway, of 43 Belgrave Square, Bodnant, who told me he built the *Mauretania* and the *Lusitania*.

“‘And probably no more ships as swift as they,’ he said, ‘will ever be built again. It costs too much to run them and only extra heavy subsidies from the government can make their duplication possible.’

“The Russians threaten to improve the time of the Trans-Siberian railway. This will not be for many years, if ever. Railroad time across the American continent can hardly be shortened. To throw my present record out of joint I figure that Jaeger-Schmidt or I must use the aeroplane from Fishguard to London, from Dover to Ostend, from Ostend to Berlin, from Berlin to Moscow, thus cutting off two days by making it possible to take a later steamer from New York, and this can hardly be before the aeroplane is in a much more improved state, when also my hydroplane flight to Seattle could be improved upon. Viewing the subject from all sides, I expect my record to stand for years.”

In spite of his haste—or because of it—Mr. Mears had time to get a witty word from one of the most distinguished of living statesmen.

“Norton Griffiths, member of the House of Commons, desired to introduce me to Sir Edward Grey,” wrote the traveller in his diary, “but found that Grey had left Parliament and was away across the square.

“Come on, we’ll catch him,” said Mr. Griffiths, and he led in a chase that would convince any one that ‘dashes’ are not confined to globe-circlers.

“Sir Edward, Sir Edward,” he called, and Sir Edward turned around to greet me, as I came up behind the M. P., with this obviously just remark:

“‘Out of breath already?’”

Another entry in that same cinematographic diary makes a New Yorker wonder if there is any kinship between the police that have been putting diners out of Healy’s and their Russian brethren. In New York they don’t wait till the man is drunk.

“At Ekaterinbourg I saw a drunken Russian being treated for delirium tremens. Six policemen in their gilded uniforms were tossing him up in a blanket very gravely. I was assured it was a sure cure.”

Mr. Mears expressed a deep sense of gratitude to the Japanese railroad officials who helped to give America the round-the-world record. One sportsmanlike official wired Mears that he was sure to miss connections at Vladivostock and advised him to change his route. Then Manchurian Chosen Express was held eight hours, losing all its other passengers to gain the privilege of carrying a record-breaker. The Japanese Government Railways made the young American their guest. He wasn't allowed to pay any fare, an example of Oriental tyranny that is not likely to bring on war, More of the traveler's own story, as he gave it in the *Evening Sun*, follows:

"I left Shimonseki Wednesday, July 23, at 9:50 a. m. On Thursday morning at Ninomiya, the general traffic manager of the system, gave me a luncheon which terminated just as we arrived at Yokohama. At every station along the way newspaper men boarded my train and rode a station or two along the route, interested, it seemed, more in my health than anything else, pressing upon me the necessity of returning their sincere bows in great numbers, interviewing me in broken but the most amiable English imaginable. Those newspaper men were the newest of the new journalists, striking in their graces, American in their quick-keen grasp of facts.

"In all I must have been interviewed more than a thousand times in the last thirty-six days, and more than a third of these I should say were in Japan.

"The Canadian Pacific steamship management, fearing I would not arrive in time for the *Empress of Russia* sailing, had advertised a postponement to 6 o'clock. I arrived at 1 p. m. All my care departed, for I was ahead by a couple of hours of even the regular sailing time. My railroad friends took me to Tokio meanwhile, where we visited for an hour and five minutes.

"On my return to Yokohama I had a ride in a jinrickshaw or Pull-man-car. The last interviewer who saw me in Japan asked me what I considered the pleasantest part of my journey, and when I said the part of it that laid through Japan, he was immensely pleased, and once more inquired concerning my health."

And the bill? Read on:

"To analyze my chief expenses: First, there was my 'round-the-world ticket,' which cost \$565.28. That included the fares for all stages of the journey except those between Paris and St. Petersburg. The fare from Paris to Berlin was \$22, the sleeper \$6.43; from Berlin to St. Petersburg \$30.12, with the sleeper there costing \$8.25. Owing to my change of route from Harbin to Yokohama, there were extras amounting to \$12.20, which, with sleeping car costs in the United States of \$5, brought the total cost of transportation up to \$662.28.

"Then there were meals—they cost, with tips, \$46.38. That sounds too little? Well, remember the steamship passages include

meals. You know there are men (I'm not one of them) who save money by crossing the ocean; their meals cost more in a week in New York than the fare; so they get the trip thrown in.

"The meals for the nine days on the Trans-Siberian Railway cost \$30.05—the tips were \$3.40. Then there was dinner on the train from Calais to Paris, \$1.80; dinner on the way from Paris to Berlin, \$1.65; breakfast, from Berlin to St. Petersburg, \$1.05; dinner, \$1.80, and breakfast, 90 cents. Add to that the meals from Chicago to New York, \$4.05, with tips averaging 15 per cent., and you get a total of \$46.38. If I hadn't been out record-breaking there would have been a couple of more meals, that the every-day passenger would have had to pay for, but at which I was a guest.

"The tips were mostly in the natural order of the average traveler's experience—dollars, half dollars and quarters for the services of porters at stations, etc. Then there was \$14.75 for the people on the *Mauretania*, \$7 on the *Empress of Russia*.

"Many Europeans expressed complete astonishment that I should attempt to get round the world in record time having the use of only one language. I did not find the lack of other languages a serious handicap, for the reason, of course, that English is spoken so widely and because of my good luck in falling in with capable linguists."



MEMORIAL FOUNTAIN—NEW YORK

THE NEW EXPRESSIONS RADIOGRAM AND VIA R. C. A.
COMMUNICATION FROM OUR PRESIDENT

To the Staff and all Employees:

I wish to bring to your attention two new and important expressions having to do with our trans-ocean and marine services.

The first is our change from the expression "Marconigram" to "Radiogram." Briefly, the reason for this change is that the word RADIOGRAM ties up with Radio Corporation of America, and our new routing designation of "Via R. C. A."

As an effective and distinct adjunct to RADIOGRAM we have adopted the slogan VIA R. C. A., meaning via the system of the Radio Corporation of America.

Our messages will, therefore, be known as RADIOGRAMS and they will be routed VIA R. C. A.



President.

May 20, 1921.

OUR HONORED DEAD

In accordance with our annual custom a committee of Radio employees headed by Superintendent Duffy of the Eastern division, placed a handsome floral piece on the wireless fountain in Battery Park, New York, in the name of the Radio Corporation, on Memorial day. The tablet now carries the names of sixteen of our associates who perished at sea.

MONEY IN CIRCULATION

Money in circulation in the country on November 1, 1920, reached a new high total, exceeding by a considerable margin the amount of money in circulation in previous months. Estimates announced by the Treasury Department place the amount of money in circulation on November 1 at \$6,393,140,821, as compared with in circulation at \$6,393,140,821, as compared with \$6,297,765,298 on October 1 and \$5,816,925,779 on November 1 of last year.



To a man who proposes to achieve success in the world, nothing is more important than the saving of time. Time is the great thief—what it takes from us we can never replace. The great men in the world have never been time wasters—they have always been one day's march ahead of the mass. Frederick the Great rose at 4.30 every morning and attended to his correspondence before breakfast. Napoleon Bonaparte only averaged four hours' sleep. Benjamin Franklin could not afford to waste a minute. When he took a bath, he placed a rack over the tub so that while he was in the water, he could read a book. Voltaire was an incessant worker. Voltaire was a contractor and great manufacturer, as well as a great writer. He usually dined at 9 o'clock at night and was continually late to dinner because he could not leave his tasks. Thomas A. Edison works eighteen hours a day. A story is told of him that the day he was married, he went to his laboratory, got to work on an experiment and forgot all about his bride until some of the wedding party dragged him away to the ceremony.

THE DEPENDABLE MAN

By J. Ogden Armour

THERE is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always "arrives." While others plod a weary way, he gets ahead.

Those who take note of his progress often cannot account for it. So they say he is lucky. Or they whisper it about that he has a pull with the boss. But the secret is deeper than that. He is a man who is absolutely dependable.

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one that he will want to promote to greater responsibilities.

But do not be deceived. Dependableness is a rare accomplishment—so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these earmarks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities; and, not being conceited, he is equally aware of his own weaknesses. He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also he knows when to act on his own initiative.

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of grinding his own ax. He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man. There is no better time for sowing the seeds of dependableness than the dawn of the New Year. This is when one should take inventory of himself and set out to attain these qualifications which are essential to success.

BE DEPENDABLE—a burden lifter. By lightening the anxieties of those who must give account of your doings, you will make yourself their favorite. And they will help you achieve your ambitions.

NEW YORK

LOOKING down the operating room the uninitiated wonder why there are several operators adorned with telephone headgear. The answer to this is that Broad Street is now receiving direct from Lafayette Station, France (LY), also receiving from Towyn, Wales (MUU). Direct reception at New York enables the Central office to expedite the delivery of messages, also cuts down the percentage of errors bound to occur by extra transmissions. It is expected that in a short time New York will take over the reception of MUU. for 24 hours daily, and upon the completion of the Riverhead receiving station, maybe a few more.

The Research Department has installed a new siphon recorder at Broad Street, which has given very satisfactory results, enabling us to keep a complete record of our incoming signals. A loop aerial has also been installed by the Engineering Department, which enables us to listen to our outgoing signals via New Brunswick and Tuckerton.

We welcome to Broad Street Messrs: Henderson, McClellan, Kelly, Fulton, Mathews and Tuthill, transferred from Belmar. We expect more of the Belmar staff in a short time when we finally take over all the transatlantic traffic of that station.

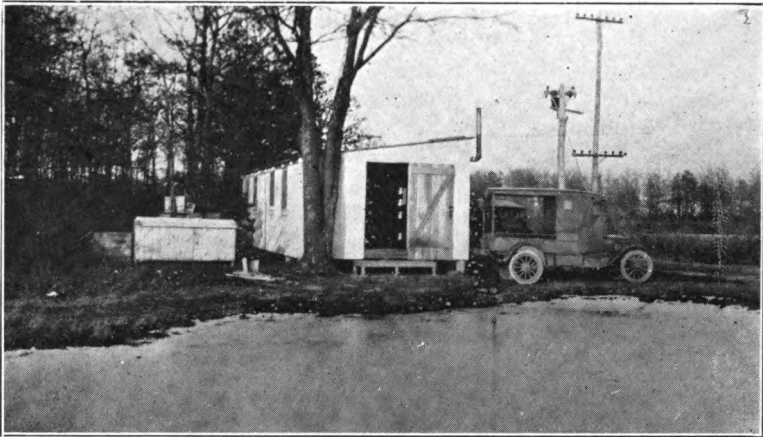
The only complaint so far heard from the incoming Belmar

men is that they cannot hang a fishing rod out of the window while they are working.

Quite a few of the staff have been laid up with the influenza, but all are back again with us, except Reggie Mason, who underwent an operation lately, and is, we are pleased to hear making progress towards recovery. We shall be pleased to see his smiling face amongst us once more.

Resignations:—L. Brown, Junior operator.
C. Thomas, RQ. clerk.

RIVERHEAD



EXPERIMENTAL STATION

HELLO folks! Guess you know where Riverhead is by this time, what? Someone asked us the other day if we had killed static yet. We may not have killed it but it sure is most awfully sick.

We are having quite a lot of excitement these days. A large tract of land has been purchased adjoining the site of the present station and rapid strides are being made on the erection of The New York Central receiving station. The cellar excavation has been made and foundations are now going in. It is very beautifully situated in a grove of trees with a large pond nearby and while it is in a rural setting, it is but a very few minutes walk from the center of Riverhead. The station will be so constructed, that it will not only be very efficient, but provides for the comforts of the engineers who will operate it.

Not very long ago, this project was looked upon as an idea of the distant future, but before the realization can become firmly fixed in our minds, it becomes a pleasant reality, for even now we

are putting Carnarvon's signal through to New York for a few hours each day.

A. B. Tyrrell has arrived in our midst and is getting *hep* to *them static*. Abe Moulton is temporarily located at Belmar, shooting bugs. TY wishes him luck. We have been pestered with numerous telephone calls since Moulton's leaving and advise that unless he come back soon, we will have to appoint a substitute.

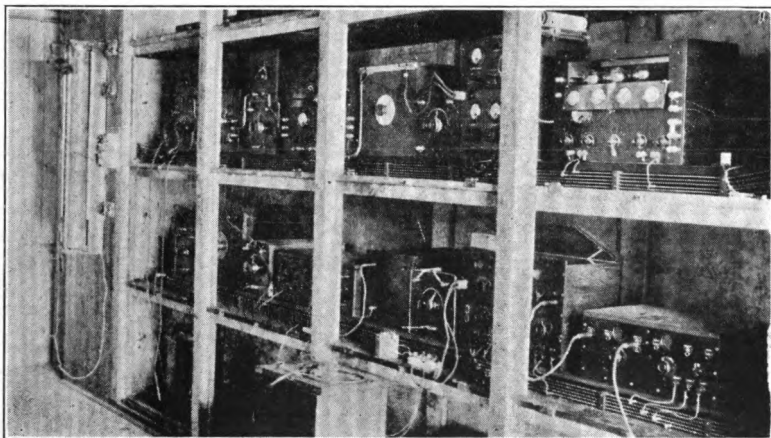
After sitting up until four in the morning, listening for POZ's phone for a couple of nights, Beverage requests that Nauen carry on his tests at a more reasonable hour. Bev is a busy man these days and can generally be found somewhere between Riverhead and Rocky Point, fixing a tire. The other day he ran down three chickens on the way over. The kind with feathers on, we mean.

We have been doing some detective work down here of late. One morning we found a number of hairpins in the back of the flivver and upon inquiring who had used it the night before found that one of our gang had taken a little ride to Great Pond! To clap the climax, the hotel proprietor said he wished that _____ wouldn't keep his hired girls up so late at night.

One thing that puzzles us, is why Leuteritz goes around firing a toy rifle into the air. Surely he can't expect to kill static that way!

About all we see these days of Olesen, is a cloud of dust and a rattle as he goes past our shack. We don't have time to say, "Here he comes," before someone says, "There he goes." MacDonald thinks Long Island is a wonderful place and describes it as a small island, lying off and isolated from the United States.

We also believe that Mr. Weagant doesn't work all night of



RECEIVING APPARATUS

late, as we observed Mac and Leuteritz at the movies for once. Sat in the box seats too, b'gosh.

We beg Leuteritz's pardon. We now know that he doesn't visit his grandmother in Brooklyn because he brought the young lady down for a brief visit. Lucky boy, Hugo. If there are any more like that in Brooklyn, we know where we are going to spend our vacation.

Mr. Pfautz spent a few days with us, learning the whys and wherefores of our apparatus, before taking up his duties of receiving engineer at Belmar.

We take great pleasure in welcoming Messrs. Crapo and Purdy of the J. G. White Engineering Corporation, who expect to be with us for some time.

Among our recent visitors were: President Nally, Messrs. Reoch, Winterbottom, Griffiths, Kroger, Edwards, Day, Hammond, Lush and the Polish technical representative.

NEW BRUNSWICK

HERE we are again fellows, and wide awake although it is rather hard to get up mornings with an attack of spring fever and the glorious thoughts of the Polo grounds where the old pill is swatted around forty miles away from New Brunswick. "Ain't it a grand and glorious feeling."

The rain sure did come down the first week of May and also a couple of our counterpoise wires. Funny part of it was that after getting our old Henry started back for home from No. 6 tower at about 3:00 A. M., it became stuck in the mud so we had to abandon it and walk, old E. C. heading the parade.

E. W. Jordan is certainly delighted with his new Studebaker, almost as much as Canning is with his Ford runabout. Canning is doing his utmost to make it look like a real car; painted it, new lights, numerous switches, etc., etc. If he feeds his car the same as he did the boys here, he will sure go into bankruptcy. Some appetites!

Chief Electrician W. F. Welch, formerly of this station and of "Test" G. E. Co., who died of the flu during the war has been honored by the Trustees of Carnegie Institute of Technology. One of seven dormitories at Carnegie has been named Welch Hall. A memorial statement of William Welch's personal, scholastic, student activities and military records, with a photograph, will be properly and permanently placed with the dormitory. On the outside of the building will be placed a small bronze tablet carrying the words, Welch Hall.

The choosing of William Filler Welch as one of the seven men to have their names given to the seven dormitories is an honor which can scarcely be surpassed at Carnegie Tech. It indicates the splendid character and sterling worth of William Filler Welch.

Who said vacation? When are those reliefs coming? It will be great to be able to sleep a whole week or two every night in, then get up and stroll down the boardwalk somewhere. Ask Ed. Garretson, he has had his, not on the beach, but way back in Middletown, N. Y. Look out, fellows, for those summer vamps work fast and now we have a vacant room in our hotel, our old side-kick Ed has returned with a bride. G. J. E. and J. L. F. take notice. Congratulations from the staff. Now we know why that car was all cleaned up and painted.

Mr. and Mrs. Rowell, our hotel experts, are going great. When we say experts, we mean it, for when that bell rings, the great rush does not mean fire but simply a signal to get at those tempting dishes.

CHATHAM

EXTRA SPECIAL. The fur-lined teacup changes hands. Now that Meacham is no longer in the employ of the Corporation it seems no more than right that this trophy should pass into the hands of W. F. Webster to have and to hold forevermore. The best of it is Webster can smell and Meacham couldn't, and to make matters worse the bottle was labelled with three inch letters "H Y P O". Nuf sed.

Roberts continues to burn up the road in his Paige. He was going so fast the other day that when he passed a Ford, the rush of air completely turned the Lizzie over. Hope it doesn't cost Roberts much. It is a fact though that he is looking for overtime again. Roberts says "it was a hole in the ether."

A recent inventory of the cars on the stations shows: Roberts' Paige car temporarily out of the garage, the Eskridge-Rigby Overland last heard of in a deserted farm yard near the Cape Cod Canal, Webster's Studebaker on the way to the garage behind two mules, Barrett's Ford lying upside down in the gutter on the bay side of the state road; but notwithstanding the foregoing the Company's Ford goes on forever.

Barrett met with an unfortunate accident while trying to teach Golder to drive his flivver. Immediately after the accident Barrett's leg was seen sticking through the windshield, while one of his arms was protruding through the roof. We regret to state that Barrett is now hors de combat. It only scared Golder out of several years' growth.

J. Luke Lynch is now on his vacation in New York. He took his sandy moustache and Buick car with him. We wonder which he prizes the most.

Our ambitious Superintendent, desiring to assist the Receiving Engineers in their multitudinous duties during the operating building changes, spent a large portion of one Sunday forenoon in removing the fan from the blower motor, and felt very much satis-

fied with the accomplishment thereof. NOTE: The motor is now being sent to the manufacturer for repairs.

During the absence of Receiving Engineer Coffman's better half, Coffman is trying to burn his way through to China by means of a soldering iron, but flooring doesn't solder very well, so he is applying to local contractors for bids on repairing floors. "Oh, my soul, ain't that awful." We request Belmar for information as to where more of Meacham's trophies can be purchased.

Brownlie is running around brandishing a tomahawk looking for someone who stole his tools, and he swears he won't have his hair cut until he finds him. Have a heart, Webster.

In connection with repairs to the drainage system the grading of the lot in the rear of the mess quarters for a baseball diamond is much appreciated by the staff, and games are in progress almost any hour of the day.

The tennis courts are being repaired for the summer season, and already one of the courts is in fine condition and ready for playing, several sets being played daily.

BQ: Page 20, 1st paragraph, 2nd word, our contribution to May issue of our little magazine should read "Bums" instead of "Boys."

The house party held recently at the cottage of Mr. and Mrs. Johnston was much enjoyed by all present.

We wish to welcome O. P. Deighen, I. Carter and H. R. Jordan to the station, and regret the departure of C. G. B. Meredith and S. Freedman, whom we wish all success.

R. N. Kay has succeeded Doc Flood as Mess President. Flood made a huge success of his work as Mess President and placed the Mess on a business basis, and too much credit cannot be given him for his untiring efforts in the interest of the men of the station.

Thus endeth the battle of Chatham.

MARION

SHIFT Engineer MacGeorge has acquired an automobile, and it has gone through various stages of overhauling since its purchase. It is at present undergoing a severe painting in between the frequent showers of rain we have recently been treated to by the weather man. The car stands outside in the rear of the hotel, and does not seem to associate itself with the other cars which are parked in the powerhouse garage. There has been heard a rumor that Mac put it there for the iceman to step up on, so he could put ice in the box, no ladder ever being available for this place. Another rumor has it that this car is for exhibition purposes only and that it is to be put on exhibit at the Marion museum. A careful census of every one at the station fails to reveal anyone that has ever seen the car run, and although Mac says it does, he

seems to move in the dead of the night when all are asleep. Mrs. Higgins, who is the nearest to where the car stands, swears that she does not know whether it ran in there on its own power or was towed in.

Mr. Snell, our gardener has lately been presented, by one of his many pet dogs, with a freak of nature. Included in a litter of pups was one little fellow with three ears. The third ear is directly under the dog's left eye. We do not think this was caused by the mother dog trying to listen in to the radio signals, as they were punched out from Chatham.

On April 17th, the writer and family, along with Shift Engineer MacGeorge were invited to a real old-fashioned New England Sunday dinner. The dinner was given at a Mattapoissett home. To say we were treated royally, would be putting it mildly. A great feast was served, and all the mysteries of farm life were shown and fully explained. We won't admit it, but there was at least one in the party who had never seen an ox before. When the dinner was over, it was easily discovered just who was Mac's boss, for he was told to don an apron, and dig in and dry those dishes. It is our regret that we were unable to get a photo of this event, but he was there alright, sleeves rolled up, 'n everything.

While the governor doesn't swear, still, he has been thinking a good deal lately about the weather. It's just this way: he likes to play tennis, and it can't be done when it rains every day, and then some.

We are preparing to take our vacations early this summer, on orders from the New York office. H. W. Sparks starts his Monday, May 9th, and will be away for two weeks. He expects to visit his brother in Washington.

We wish to extend our sympathy to Alternator Attendant White in his recent loss through the passing away of his mother.

We are indeed very glad to report that Mrs. Jim Rossi, is up and around and proudly exhibiting little Nell to all of us. In fact, there was quite a mothers' meeting in session the other day, when Mrs. Cunningham, and hers, Mrs. Rossi, and hers, and Mrs. Higgins,—well, hers are older, but then I do think there were three cats and two dogs belonging to the latter lady there on the scene. This meeting was being held in the rear of the hotel out in the yard, and in the little sunshine we have been blessed with this past month.

Mrs. Clifton has been seen out in her garden, and from the appearance of the plot, she is going to have quite a bountiful supply of vegetables this summer.

Mr. and Mrs. Campbell have been seen spicking up around their cottage, and it certainly looks nice over in that direction. These cottages help wonderfully to add beauty to the reservation.

The new two K. W. bulb set, for the two thousand meter work,

controlled from Chatham, is now in successful operation, and from all reports is doing excellent work.

Jim Rossi and Cumming never say much, but it has come to our attention that they are planning to go into the wholesale garden truck business. They've got nearly all North Marion plowed up and from exact measurements, when the plot is fully up, there will be enough garden truck to feed New Bedford, Mattapoisett, Fairhaven, Marion, Tremont and Wareham, with a possibility of the outskirts of Onset and Buzzards Bay.

Jim says the six hundred meter antenna might have been small, but not so with this garden.

JOY AT THE RECENT RADIO CORP DANCE

By the Newsy Reporter

YES, folks, the Radiocorp dance given by the Radio Provident Club, took place as per announcement in the last issue of our magazine. Everyone turned out, in fact it looked very much as if every holder of the two hundred tickets sold was present.

An interesting incident connected with this affair was the birthday anniversary of Mr. Pillsbury which, as luck would have it, took place the same day. Incidentally, some of the girls of the committee with culinary aspirations, undertook the manufacture of a birthday cake with sixteen candles which resulted in considerable comment as to the right number; some claiming it was three times sixteen, but our genial General Superintendent refused to answer age queries.

Among those present at the dinner, we had with us, ladies and gentlemen, several prominent comedians who furnished the fun and laughter between courses; Messrs. Sarnoff, Pillsbury and Kaminsky being prominently heard from. Some very fine music was also furnished by Mr. Pillsbury, who had taken the precaution to bring his piccolo. Up to the time of going to press, we have not been able to ascertain the names of the tunes played.

After the dinner, we all stepped into the dance hall which is on the floor below in the well-appointed Telephone Society Club house. Everyone present certainly enjoyed themselves and danced to their hearts' content. Some remarked that the unusual amount of energy displayed was directly attributed to the punch bowl which was very popular during the whole evening. Mr. George Washington Jefferson Brown who presided at the bowl was kept so busy refilling it that he was seen to collapse behind the bar when the hour of midnight approached. After that everybody went home.

It is to be hoped that dances and get-together meetings of this kind will occur frequently during the year, for it affords an unusual exchange of social greeting between officials and employees

of the big Radiocorp family.

The Committee has just sent the editor a telegram expressing their appreciation of the work done by Misses Ann Sloyan and Irene Frimark of 326 Broadway and 64 Broad Street, respectively, who between them sold 125 tickets.

HEAD OFFICE NOTES

At a special meeting of the Board of Directors, held April 29, Mr. David Sarnoff was appointed General Manager of the Radio Corporation.

A complimentary dinner was tendered Mr. Sarnoff at the Hotel Astor, May 5, by the heads of departments, twenty-five being present. Addresses were made by Mr. Nally, President, Mr. DeSousa, Treasurer (who acted as toastmaster); Mr. Ross, Secretary; Mr. Alexanderson, Chief Engineer; Dr. Goldsmith, Director of Research; Mr. Weagant, Consulting Engineer; Mr. Brown, Attorney; Mr. Lemon, Director of Traffic Production; Mr. Porter, General Superintendent, Marine Division; Major White, Vice President Wireless Press, and Mr. Sarnoff responded.

At the annual meeting of stockholders Mr. John W. Elwood, of New York, was elected Secretary.

Mr. G. E. Baxter, Superintendent, San Francisco, was a recent visitor at the executive office.

Mr. W. A. Winterbottom, Traffic Manager, sailed on the *Aquitania*, May 5, for a business trip to England and the continent.

Colonel C. H. Nance, accompanied by Mrs. Nance, sailed for Buenos Aires on the *Vasari*, May 7.

Mr. E. F. W. Alexanderson, Chief Engineer, returned from an extended trip to Europe on the S. S. *Caronia*, April 24th, during which he visited England, Germany and Sweden.

An association of officials of the Radio Corporation has been formed to be known as the Static Club, with Dr. A. N. Goldsmith as President. Mr. G. S. DeSousa as Treasurer and Mr. E. B. Pillsbury as Secretary. Frequent meetings will be held for social intercourse and mutual improvement along co-operative lines.

EASTERN DIVISION

NEW YORK

AN interesting romance between one of our popular ship operators and one of the prettiest girls in the offices at 326 Broadway began a few months ago with the operator's reporting at the M. R. I. office, increased in fervor during his stays in port between trips, and culminated in a marriage on May 9, when the dainty Miss Frances C. Kresy became Mrs. Albert P. Muller. All the girls from the several offices, and a few of the men, attended the wedding, which took place shortly after 5 o'clock in the rectory of a nearby church. Edward R. Kresy, a brother of the bride, acted as

best man and Miss Helen M. Brodie, of the M. R. I. accounting department, was bridesmaid. The young couple have our very best wishes for a long and happy married life.

This wedding between two well-known Radio Corporation people recalls several others of similar nature which have occurred in the past, notable among which was the case of a former superintendent of the marine department marrying a clerk in his office, and another event where an ex-land station manager married the telephone girl at the main switchboard in the head office.

This month's honorable mention falls to operator James R. Wills. The following letter, which originated at the Norfolk office of the Shipping Board and was sent out from the head Shipping Board office at Washington, explains itself:

"After being paid off, the operator, J. R. Wills, reported to this office, when it was learned that he had served continuously aboard the *Lake Ennis* for three years. His set was in fine shape, which in itself could be considered a rarity as it is a Simon, which most operators would rather help deteriorate than take care of."

The following little ditty was written by none other than the famed poet-operator, Edward B. Ross. It was dashed off on his last trip on the *Santa Luisa* and the incentive may be traced to his junior, Anderson Offutt. At any rate it was handed in for publication, so here goes:

Tune, tune, you little ham;
 Press your key and let'er jam.
 Broaden up your wave a bit;
 Keep it up—you'll make a hit.
 Shoot on full power and look at your map.
 You see it's only half a mile, or so;
 Don't matter if he's busy—let'er go;
 Send it to him as fast as you can;
 We all know you're a high-speed man.
 If he tells you to QRT,
 You should worry—send it three,
 Four times or more. 'Twon't hurt a bit;
 Give him an SK and finish it.

It must be nice to have the ability to write poems like Mr. Ross and it is a real gift to have such inspiration come so easily.

Carl J. Koegel is again in line for publicity. In the past we had occasion to speak of him as the hero of sinking ships; there have been other occasions of his performance of meritorious radio work, and there have been various things that have brought him into the limelight; but this time it is simply his action as a man.

Mr. Koegel, although now out of our service and at present conducting a successful bakery at 292 Central Avenue, Newark, N. J., is mentioned here as a man whose honesty is A No. 1, as can be seen by the letter following. As far as he knows, up to the pres-

ent writing, there is nobody who has any intimation of this act except the man to whom he addressed his letter enclosing a wallet, containing \$55.00, which he found. Mr. Kauf, who is Chief Steward on the *Lake Markham*, showed the letter and the wallet to the radio man, who made a copy of the letter and mentioned it while in this office. Here is the letter:

“SS *Bessemer*, Fall River, Mass.

“Mr. G. H. Kauf:

“I am returning to you the enclosed wallet with everything intact as I found it in front of an elevator in the United States Shipping Board offices in New York. At the time I was in a rush to make the *Bessemer* before sailing so I am returning it to you now.

Yours,

“C. J. KOEGEL,

“Radio Corporation of America.”

Excellent radio work was done in the middle of the Atlantic one day last month when the Chief Engineer of the *West Hembrie* was taken seriously ill and the captain called upon the *Pocahontas*, of the United States Mail Line, to have one of the two doctors aboard prescribe. As a result of the several messages that were exchanged it is believed that the Chief's life was saved. The first message indicated that he was in great pain and that he had considerable difficulty in breathing, but the final message ends with: “Thank you sincerely; will remember you in our prayers.”

In speaking of the occurrence to reporters of the press upon arrival in New York, Dr. Michael Lanza, junior surgeon of the *Pocahontas*, said he valued that final sentence of the last message as better than a fee.

Both the *West Hembrie* and the *Pocahontas* carry Radio Corporation operators. Norwood R. Kidd was on the *West Hembrie* at the time and the personnel on the *Pocahontas* was E. D. Bamburakis, chief; Adney Wyeth, second, and Anthony Tamburino, third.

A change was made on the *Pocahontas* on her last trip in New York. Adney Wyeth, wishing to transfer to a short run, went as junior on the *City of St. Louis*. Anthony Tamburino, who will be remembered as a former Head Office man, was promoted to second at the solicitation of the Chief Operator, and J. R. Donaldson, a man who was wounded in the trenches in France and who was formerly junior on the *Philadelphia*, went as third.

A certain executive at 326 Broadway, whose initials are M. L. B. showed his heroic trend of mind during the past month when he got married. He has requested that we not speak of it, so we won't. At the same time, though, we are hoping to see the announcement in another section of this journal.

BOSTON

A. T. Barber and F. C. Justice are on the *Calvin Austin*; G. E. Travis and R. G. Philbrook on the *North Land*, and R. W. Rice is on the *Ransom B. Fuller*. Rice says it's Handsome B. Fuller. Hi!

Assistant General Superintendent Stevens, Marine division, made a brief stop at Boston office on his way to New York from Cape Cod. The boys will be glad to know that WCC is moving business to suit the most critical.

G. W. N. is fooling around CW, anywhere from 200 to 400 meters, trying to raise Mr. Gilpin at Norfolk.

Gordon Macintosh is on the *J. E. O'Neil*, recovering from the effects of his adventure on the *City of Rome*, which proved a financial disaster.

Mr. G. E. Baxter, Superintendent of 'Frisco High Power office, arrived on the *Steel Worker*, and is visiting the High Power stations on this coast. The fact that Mr. Baxter came here as operator on the *Steel Worker* indicates the versatility of our managers.

Ed Colby took the *Clement Smith*, and Elmer Walter joined his brother Howard on the unassigned list.

Richard Hannah to the *Lake Beacon*, to lay up at Norfolk.

SOUTHERN DIVISION

Constructor Grantlin is installing a standard P82 kilowatt set on the Motorship *Charles Braley*. The ½ KW set in use has been removed.

Audion installations were made on the Shipping Board steamers *West Celina*, *Western Maid* and *Absoroka* during the past month.

Walter Neumann, an old Southern division operator now in the employ of the Shipping Board, was a recent visitor at this office.

B. P. Fonda was detached from the tug *Volant* when she was placed out of commission at this port recently.

An operator with several years experience recently called here requesting that an inspector be sent to his ship. He stated that the resistances on the back of the charging panel heated up considerably when his batteries were placed on charge. We told him there was probably an open circuit and for him to make thorough examination. Said operator came back next day but was unable to locate the trouble.

Joseph T. Portman writes us from Boston to the effect that everything on the *Aladdin* is in good shape with the exception of his set.

GREAT LAKES DIVISION

CLEVELAND

Approximately 30% of Great Lakes vessels are still in their

winter quarters, there being no call for tonnage, due to light movement of lake freight. However, we look forward to a resumption of the 1920 rush of traffic, at least, during the next six weeks.

Constructor Elliott recently changed the equipment aboard the steamers *Huron* and *Wyondotte*, replacing the 60 cycle non-synchronous sets with those of the new type QMS panels.

Superintendent Nicholas recently spent a few days in Detroit, negotiating new contracts.

The steamers *City of Cleveland III* and *City of Detroit III* were recently placed into commission by constructor Leonard; these vessels making their initial trips of the season between Detroit and Buffalo. The *City of Cleveland III* equipment is in charge of Lisle W. Wright and J. Carroll, senior and junior, respectively. Edwin Hopponen, senior and W. Jameson, junior, man the *City of Detroit III*.

The *City of Buffalo* and *City of Erie* went into commission the early part of last month, opening passenger schedule between Cleveland and Buffalo, with W. E. Weckel and D. S. Little in charge of the equipment.

Leland B. Schermerhorn recently sailed on the *Conneaut* on the initial trip of this vessel for the season.

Wilde Sheets relieved R. W. Eling on the *Carolina*; Eling being transferred to the *Alabama*, which vessel was temporarily laid up undergoing minor repairs.

J. E. MacDonald, temporarily laid up the *Illinois*, but was immediately assigned to the *Pilgrim*, placed in commission during the early part of May after having been laid up for a few months.

Rean S. Mooney, who recently left the state of single blessedness for a life of continuous double harness, has been assigned to the *Eastern States*, vice Roy Wenning, who was transferred to the *Peter Reiss*. John Esch, who was on the *Peter Reiss*, requested relief on account of sickness at home.

The stone boat *Huron* recently went into commission with J. E. Spencer once again in charge of the equipment.

Samuel K. Culbertson evidently dislikes the berth aboard *The Harvester*, as he recently took this vessel out of her winter quarters, making it his fifth consecutive year aboard this ship. The 240-cycle synchronous set originally installed aboard *The Harvester* in 1914 has been replaced by District Manager A. Thomas at Chicago with a new C-296B. There will be some real service given just as soon as Sam gets acquainted with his new outfit, and we look for new records in distance transmission to be established by him.

Homer B. Courchene has sailed on the *Missouri*, being the first trip of the season for this vessel.

Norman J. Hughes has relieved E. Brede on the *Clemens Reiss*; Brede having taken sick en route on the initial trip of the vessel.

"Hi-Life" C. J. Monde of 1920 *Livingstone* fame, has accepted assignment aboard the *Richard J. Reiss*, in the coal and ore trade on Lake Michigan.

John S. Lake, who laid up the *F. B. Squire* last fall, is again keeping traffic clear aboard this vessel, having recently made the initial trip of the season, sailing from a lower lake port.

Arthur H. Freitag, author, operator and ladies' man, has again been assigned to the *W. F. White*, passing through the Cleveland office en route to his vessel late in April.

Irving Wallace is running Sam Culbertson a close race for continuous service, having recently taken out the *Wyandotte*, making it his fourth year aboard this vessel. There can't be much wrong with these vessels when such old-timers as Wallace and Culbertson insist on returning to them just as soon as the ice disappears from the Upper Lakes.

John W. Stack completed his second trip on the *William H. McGean* when she arrived in Buffalo, and was temporarily relieved by A. J. Leszinske.

Ralph Worden, who recently returned from the coast, has been assigned to the *Chas. L. Hutchinson*, formerly known as the *Sir Trevor Dawson*, which has been sailing under American registry for Canadian interests; having had Canadian Marconi equipment aboard until a recent sailing of the vessel. The *Hutchinson* is now equipped with a Radio Corporation of America C-296-B installation and covered by contract from our Cleveland office.

PACIFIC DIVISION

SAN FRANCISCO

THE big Matson freighter *Manulani* was installed with a P8A panel set and went into commission with operator Jimmie Lee in charge. She has commodious quarters on the upper deck aft and separate sleeping quarters for the operators. The *Manulani* was fitted with a four-wire inverted L aerial having the after end of the flat top ten feet lower than the center. This was necessary on account of the after end of the aerial being attached to the funnel. The forward half of the aerial is 94 feet above the water line.

All of the Standard Oil ships are being equipped with 800-meter wave apparatus for obtaining compass bearings. The bearings which have been received from the various compass stations on the Pacific coast have proven to be remarkably reliable, seldom more than a mile off the true bearing.

We are now equipping all the Shipping Board vessels on this coast with audion panels and a separate set of batteries for the filament current.

Three new Standard tankers were contracted for during this month, to be equipped with 2 K. W. P8A sets.

Four or five of the Shipping Board vessels which were laid up at Southampton Bay have been put into commission to transport grain from northern ports to the Orient. An equal number of ships, however, have been laid up in their places.

The Be a Booster campaign which was launched here a few weeks ago promises to make San Francisco the greatest city in the west. The ideal harbor with ideal weather conditions has been an attraction to shipping, and it is gradually becoming the shipping center of the Pacific coast.

F. Wiese was again called to San Pedro for the installation of a P8A panel set on the Union Oil Tanker *La Placentia*. While at San Pedro Wiese also replaced the 1 KW United Wireless sets on the Steamers *Cabrillo* and *Hermosa* with Q. M. S. sets.

During the month of April changes among ship operators were few. A. D. Mair relieved V. Munhollon on the Motorship *Santa Flavia*. R. J. Cossar sailed on *Barge 95* after several weeks on the beach. J. U. Meyer has returned to radio once more and replaced C. C. White on the *Santa Rita*.

H. W. Everett, also an old timer, is temporarily senior on the *Humboldt*. Golden Greene left the *West Keene* and is now on the *Hyades*, a combination job running between San Francisco, Seattle and Honolulu. Don Goodger was transferred from the *Lurline* to the coastal station at KPH relieving Frank Shaw who *wants to see New York*. His berth on the *Lurline* is now occupied by Percy Vettel.

E. I. Wilmhurst was assigned as junior to the *Admiral Schley* running coastwise.

V. M. Goldsmith and J. A. Hanson swapped jobs. Goldsmith taking the *Senator* and Hanson the tug *Sea Monarch*, the first to Mexico, the last towing a bark north, opening the Alaska fishing season.

Frank R. Smith took charge of the tanker *J. A. Moffett* for one trip relieving Frank O'Neill for a vacation.

SEATTLE

IN one respect, April was an unfortunate month for this district. Two vessels were lost—the *Governor*, of the Admiral Line, and the *Kamchatka*, owned by Hibbard-Swenson Company. Operator Ernest Wolcott, formerly of the *Governor*, is now on the *Queen*, while his partner, Ralph Butler, is on the *President*.

Reports thus far reaching us regarding the *Kamchatka* are very meager, but we know the entire crew was saved, and that the vessel, having caught fire off the Aleutian Islands, is a total loss. We expect Phillip Boothroyd, the operator, in Seattle before very long and he can tell us all about it.

Herbert Scott has gone to the Orient, on the *Pawlet*. The last time we saw him he was beating it for the N. P. Depot, carrying a charging panel in one hand and a coil of wire in the other. The *Pawlet* is on a regular run from Portland.

G. C. Hallett was working at KPE, the Harbor Department Station here. He thought he would like to go to sea. So we sent him out on the *Admiral Goodrich*. Now he is back at KPE. In the meanwhile, Neil Ross and Charles Laird are making the Alaskan run on the *Goodrich*.

Elmer Theurson, formerly second on the *President*, is now freight clerk on the same vessel.

Art Johnson took over the *West Ivan* from Phil Boothroyd, when the latter started for Siberia on the *Kamchatka*.

PORTLAND

THE installation of a P8A panel and 106B received on *Swift-eagle* has been completed during the month and the vessel made her trial trip on the 27th with W. W. Strohm as operator. This is the fifth of the Swiftsure Oil Transport vessels to be equipped at Portland recently, and two more vessels of this line are expected to be ready for installation next month, the *Swiftwind* and *Swiftlight*.

Operator W. W. Strohm of the Shipping Board vessel *Pawlet* is on 30 days leave, and is spending his time with his parents at Portland.

Ernest Helvogt, Jr., sailed on the *West Nomentum*. The vessel left this port the 21st with a cargo of grain for Europe.

H. Scott sailed on *Pawlet*, in place of W. W. Strohm who is on leave.

The names of some of the operators who dropped in to see us recently are: B. C. Springer, S. S. *West Camak*; Wm. E. Cook, S. S. *Orani*; G. E. Sinclair, S. S. *Steel Mariner*; G. Van Order and F. W. Hill, S. S. *Wapama*; L. Dehmlow and H. E. Medkiff, S. S. *Curacao*; M. R. Holbert, S. S. *El Dorado*; R. H. Harne, *Barge No. 93*; J. A. Johnson, S. S. *West Ivan*, and J. W. Miller, S. S. *Wallingford*.

District Manager L. C. Dent has moved to his new residence at 1168 East Stark Street. In case of emergency at night or at other times when the office is not supposed to be open, operators are requested to call at the above address.

All is sunshine and apple blossoms at Portland.

PORT OF LOS ANGELES

UNION Oil tanker *La Placentia* was equipped with a P8A set during the month. O. W. Hill was assigned to duty on this latest addition to the Union Oil fleet.

The steamers *Cabrillo* and *Hermosa* were installed with QMS sets April 20th. Both vessels will run between Wilmington and Avalon, Catalina Island, during the summer months.

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