

WORLD WIDE WIRELESS

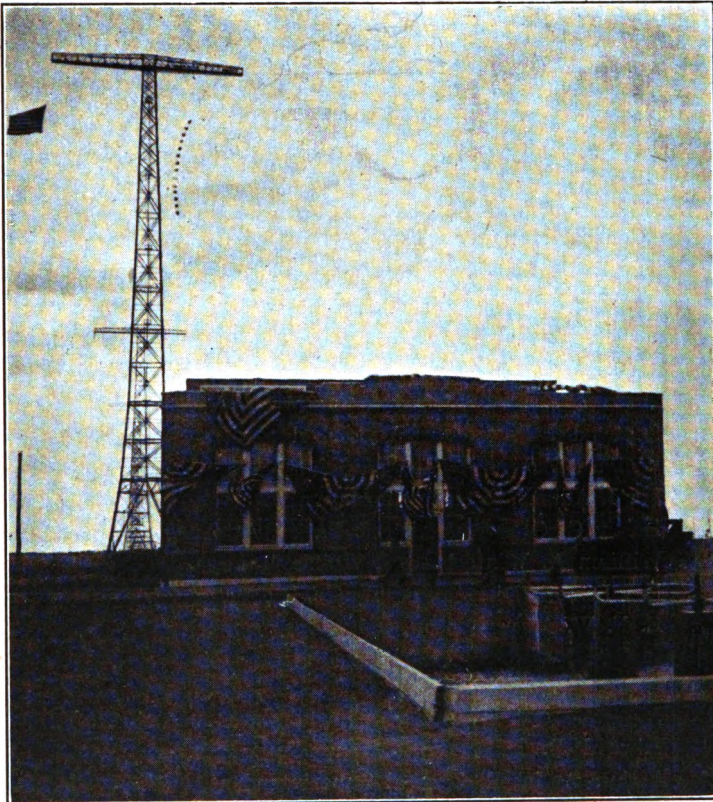
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OF AMERICA**

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AT
288 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



POWER HOUSE, N. Y. RADIO CENTRAL

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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FORMAL OPENING OF RADIO CENTRAL

AT half after nine on the morning of November 5th, a special train of nine chair cars on the Long Island Railroad conveyed about 250 guests of the Radio Corporation to Rocky Point to participate in the opening of the world's latest and most powerful transmitting station. Luncheon was served on the train, and guests were conveyed in automobiles to the Community House and Power House, the latter being handsomely decorated outside with flags. At three o'clock President Harding pushed a button in the White House which started on its way his message to the world which was transmitted by automatic apparatus located at the White House and connected by direct control wire with the transmitter at Radio Central. At the same moment an electric sign flashed out "President Harding Opens Radio Central," a flag over the alternators was drawn aside, revealing a large portrait of President Harding, and all the automobile horns were blown and air bombs exploded outside, creating for the space of two minutes an ear-splitting pandemonium.

The President's message was as follows:

THE WHITE HOUSE
WASHINGTON

United States of America.

To be able to transmit a message by radio in expectation that it may reach every radio station in the world, is so marvelous a scientific and technical achievement as to justify special recognition (stop) It affords peculiar gratification that such a message, from the Chief Executive of the United States of America, may be received in every land, from every sky, by peoples with whom our nation is at peace and amity (stop) That this happy situation may ever continue, and that the peace which blesses our own land may presently become the fortune of all lands and peoples, is the earnest hope of the American nation (stop)

(Signed) WARREN G. HARDING.

November 5, 1921

After the ceremonies at the Power House, the guests were conveyed to the Community House where addresses

were made by General Manager Sarnoff and Mr. Young, Chairman of the Board of Directors. General regret was expressed at the absence of President Nally, who was abroad and unable to embark for home in season to participate.

Mr. Sarnoff spoke as follows:

"Gentlemen: Owing to the lateness of the hour and our very earnest desire to return you to New York in accordance with our scheduled time, so as not to interfere with any appointments you may have made for the evening, it is necessary to deny ourselves the pleasure of listening to a number of gentlemen whom I had contemplated calling on to address us today.

"It is a matter of deep regret to all of us that Mr. Edward J. Nally, President of the Radio Corporation of America, should be unable to be present on this memorable day. Mr. Nally has just left Europe today, sailing on the steamer *Aquitania*, and is in touch with us by radio, this radiogram having just been received:

"London, November 5.

"Owen D. Young, Chairman,

"Radio Corporation of America,

"New York.

"Regretting that important matters relating to traffic for our World Wide Wireless system have detained me in Europe, preventing me from being present at the historical moment of the opening of our great Radio Central station, I send my best wishes for the success of the undertaking. Although the new station is not yet in regular service, its voice has reached every section of Europe and I believe penetrated the furthestmost world distances. It is the clearest signal ever radiated and it will be the potent agency to bring the nations of the world to closer communication and better understanding. I take this opportunity to extend my sincere thanks to all of those associated with me whose skill and energy have carried to such successful conclusion the orders and plans of our Board of Directors.

"EDWARD J. NALLY,

"President."

"Important negotiations abroad in which he was engaged has unfortunately made it impossible for Mr. Nally to attend our opening ceremonies today.

"In the absence of Mr. Nally, it is my very great pleasure to introduce to you a gentleman whom I am sure needs no introduction, Mr. Owen D. Young, Chairman of the Board of Directors of the Radio Corporation of America. If Mr. Young will be so good as to favor us with a few words, I am sure that we shall all be gratified."

ADDRESS OF MR. OWEN D. YOUNG,
Chairman of the Board of Directors
of the
Radio Corporation of America

"I am glad to welcome you in the name of the Radio Corporation of America, and to express our appreciation of the trouble you have taken to come down here to see us open the new station.

"If there be any thrill, and there is a very great thrill in this occasion to me, it is not because of the great technical achievements which have made this station possible; it is not because of the work done, great as it is, by these constructors of the station, but it is that today America is able to lay down in her name, in twenty-eight countries of the world, this message from the President of the United States.

"Just a word about the Radio Corporation of America: Some two years ago when it became evident that this new art of communication might become influential in the world's communications, an attempt was made to mobilize the resources, especially the technical resources of America. This attempt has been successful to the extent that the American Telephone and Telegraph Company, the Western Electric Company, the Westinghouse Electric and Manufacturing Company, the United Fruit Company, and the General Electric Company, joined not only all the inventions which they then had, but undertook for twenty years to come, in the radio field, to turn their inventions in to the Radio Corporation of America, in order that America might quickly develop the best radio communication in the world.

"Our new art heretofore has been suspended in its development by patent litigation by energetic claims of engineers, by the great clash of large concerns and America could not wait for the duplication of the history of the Telephone Company, or the duplication of the electrical industry. She could not wait ten years while her people were fighting, because the communications of the world were at stake, and America's position in those communications was at stake.

"Now just a minute as to the position of America:

"England, because of her geographical position, was the natural landing place of the cables of the world. Realizing the importance of communications of the world, she took advantage, as she properly should, of that geographical location, until if you look at the maps of the communication systems of the world, you will see the great lines running to and radiating from London.

"In this new art of radio communication, America is the center of the world. Why? Because every country in the world desires to get direct communications with America and not to relay through a country on the coast where a cable may be landed.

"It is hardly worth while to develop radio merely for communication within Europe alone. The distances are relatively short, the means of communication—land communication—already developed. Radio is designed to reach out afar.

"Norway has already come, and we are in communication with her. England has already come, and we are in communication with her. France has already come, and we are in communication with her. Germany, with her cables cut, is yet in direct communication with America. Poland, whose Minister is here today, has already come in and contracted for a high power station to reach out directly to America.

"Every country in Europe, seeking to build a radio station, makes one inquiry: 'Will this station communicate with the United States?' and the answer must be yes, or the station is not built.

"Now the question is, has America the courage, the far-sightedness, the skill to take advantage of her geographical position in this great new art, as England took advantage of her position with reference to the cable? Is America ready to take advantage of this, not because she is grasping for something she is not entitled to, but because nature has given her a position on which she ought to realize? Is she ready in this great art to take her place in the communication of the world? That means two things: It means that we must mobilize our technical resources in America in a single unit. It means that we must mobilize back of that unit our financial resources, and back of that, we must have at least the moral support of the Government of the United States. Will America do it?

"Already there has been a charge that the Radio Corporation of America is a monopoly. It is not a monopoly, but if it were it would be a fighting unit of America against the world in the development of communications.

"I have just returned from Europe and I have come to an agreement with the Germans, the English and the French regarding a co-operative development of wireless in South America; because Germany was starting to build a station in Argentine, the French were starting to build a station, the English were, and the Americans were—four stations to do the work of one. Great waste of capital, and that is not all. We know that the wave-lengths in the world are limited and must therefore be conserved.

"And now even if these private companies could afford to waste capital for four stations where only one could adequately do the job, we certainly could not afford to waste wave-lengths on stations operating at only twenty-five per cent of their capacity.

"Therefore, it became necessary, and I am glad our friends abroad recognized it, for us to co-operate, and instead of having four stations in Argentina, we will have one, an International station, carrying messages from the Argentine to all parts of the world.

"We expect a similar station in Brazil, and such other countries of South America as may show need of these communications.

"The reason for Mr. Alexanderson's absence, is that he is in London now in consultation with the technical people of the other nations, laying out plans for these great new stations.

"I am very keen about this communication business. We have in Washington, just about to convene, a Disarmament Conference. When you can no longer appeal to the Armies of the world, you must appeal to the public opinion of the world, and there can be no public opinion of the world unless there be cheap and adequate communication in the world. I venture this assertion; that underlying the success of any program of disarmament is inevitably the development of adequate communications, and this new art promises to be effective in making these communications available everywhere.

"We are greatly pleased that the President of the United States should so far favor us by sending this message from his station.

"The Radio Corporation of America has had heretofore, by nomination of the President, a member of the Government sitting with its Board of Directors. I sincerely hope that policy may be continued in order that America may still go forward in developing these communications with the united support of the technicians, of the capitalists, and of the Government."

On its return trip the special reached New York at half after six. Among the guests were the following:

Prince Razimir Lubomirski, the Polish Minister; Dr. Santos A. Dominici, the Venezuelan Minister; Major General Squier, U. S. A.; General Edgar Russel, U. S. A.; Congressman Wallace H. White, Jr.; Hon. D. B. Carson, Commissioner of Navigation; James C. Edgerton, Chief of Radio, U. S. Post Office Department; Mr. Gano Dunn, of the J. G.

White Engineering Corporation; Dr. Michael J. Pupin; Mr. David Homer Bates; Mr. Hipolit Gliwic, of the Polish Legation; and Messrs. E. W. Rice, Jr., A. G. Davis, G. S. Davis, Edward W. Harden and Frederic A. Stevenson, of the Board of Directors.

Acknowledgments of direct reception of President Harding's message were immediately received from the following countries:

Australia	Honduras
Belgium	Hawaii
Canada	Italy
Colombia	Japan
Costa Rica	Mexico
Cuba	Nicaragua
England	Norway
France	New Zealand
Germany	Panama
	Sweden

OPENING OF RADIO CENTRAL AS SEEN FROM WASHINGTON

At 2:50 P. M., November 5th, everything was in readiness at the executive offices of the White House for the formal opening of the new radio station at Rocky Point by President Harding.

During the morning the apparatus was taken over and set up in the telegraph room, and after a preliminary test to ascertain that the wire was in good condition, all was ready for the big event at 3 o'clock.

The Radio Corporation was represented by Mr. William Brown of Head Office, Messers F. D. Heiser, C. W. Latimer and R. N. Kay. Mr. Ford, the Corporation's representative at Washington, was also present.

3:00 P. M.—Tense, suppressed excitement prevailed among the above mentioned. Would the wire hold good? Would someone at the repeater station do something at the critical time that would spoil the event? Would there be any hitch to the smooth fulfilling of the program?

3:00½ P. M.—The door opened and the President entered, followed by Mr. Foster, one of the secretaries, who introduced Mr. Brown to the President. Mr. Brown explained briefly what the pulling of the switch would accomplish, and President Harding displayed great interest. Then he pulled

the switch marked "Start" and the automatic commenced transmitting the President's message.

President Harding asked if that was his message now being sent out direct from Rocky Point, and on being assured by Mr. Brown that such was the case, he asked how it was that so many countries were able to receive the message from the one transmitter. Mr. Brown explained that every station had been requested to tune their receivers to the wave-length used by Radio Central Station on Long Island, thus enabling them all to hear the message at the same time.

"Well," said President Harding, as he prepared to return, "there is a lesson in this for all of us. We should all be so tuned as to enable us to work one with another."

Mr. Brown then expressed the gratification of the Radio Corporation for the honor the President had conferred on it by so kindly assenting to open the station, and the ceremony was concluded. A breath of relief was emitted by all that everything had worked out so satisfactorily and smoothly: But now, it was not concluded for four unfortunate ones, for after the President had left the room and Mr. Brown had gone and the remainder of the party were dismantling the apparatus, it was recalled that through an oversight the remaining four members of the party had not been presented to the President. Through the kindness of Mr. Foster we were ushered into the President's office and introduced by him.

For about five minutes President Harding talked most cordially with us, for the most part discussing the wonders of radio, showing keen interest in the development of the art. Mr. Ford explained that it was generally accepted that Great Britain was dominant in cable communication but the United States was first in radio activities. To this the President showed his approval by saying: "Great! Good! We want the United States to be first!" Mr. Ford assured the President that everything possible would be done by the Radio Corporation to maintain this supremacy.

After shaking hands again we took our departure, bearing with us the finest impression of the Chief Executive of the United States, and a sense of pride at the honor that had been bestowed upon us in being presented.

A SUGGESTION

Following is an extract from one of the marine station logs, received at Head office: "This Q.R.M. is getting worse every day. If they really intend to reduce armaments, they'd better reduce wave-lengths also."



N. Y. RADIO CENTRAL.

Snapped in the Power House
Left to right—Prince Lubomirski, General Squier and Mr. O. D. Young

HAPPY DAYS



AN event of more than ordinary interest to the personnel of the Radio Corporation took place in Caracas, Venezuela, on August 15th, when Miss Trina Moreno, of that city, and Herman R. von Eichwald were united in marriage.

The bride is one of the most popular young ladies of Caracanian society, and, as is evident from her photograph, unites with her expressive beauty an exceptional endowment of ability and common sense. Mr. Eichwald is to be congratulated on having won one who will be of more than ordinary assistance to him in shaping the course of their future.

The bride's father, Alexandro Moreno, served under President Guzman, and has the unique experience of having been given the supreme command of the entire Venezuelan Army when he was only eighteen years of age.

Mr. Eichwald needs no introduction to the old Marconi men who are still in the ranks of the giant corporation which becomes every month more powerful. When he left the service of the Marconi Company, in 1912, he was Assistant Inspector of Installation, the Chief Inspector being at that time Mr. David Sarnoff, who has since risen to the position of General Manager, whereas Mr. Eichwald is Director of Radio Communication for the Government of Venezuela. It would appear that the Installation section would be a good one to get a job in!

Even as Mr. Sarnoff still finds time now and then to drop into the telegraph room and send out a few thousand words via dots and dashes himself, so Mr. Eichwald can always be depended upon to meet the emergency whenever any problem comes up which baffles his assistants. The other day the motor of the grid chopper supplied by a Schenectady firm burned out—cause as yet undetermined by the coroner's jury—and the chief-in-charge of the Polverine Station (as the Estacion Inalambrica in this city is called) was bemoaning his inability to communicate with ships by ICW. In five minutes Mr. Eichwald had taken apart a fan that was on the table, filed down the shaft to take the chopper disc, mounted the brush holder on six iron washers, and the station was in commission again!

Mr. Eichwald still holds a warm spot in his heart for his old associates of Damped wave days, and he will be, no doubt, a little pleased to know that he in turn is not forgotten by them. WORLD WIDE WIRELESS extends to Mr. and Mrs. Eichwald the most sincere congratulations of the personnel of the Radio Corporation, including Mr. Bucher, and wishes them every happiness in their future.

CONSTANTLY CLAMORING

“There are persons who constantly clamor. They complain of oppression, speculation and the pernicious influence of accumulated wealth. They cry out loudly against all banks and corporations and all means by which small capitals become united in order to produce important and beneficial results. They carry on mad hostility against all established institutions. In a country of unbounded liberty they clamor against oppression. In a country of perfect equality they would move heaven and earth against privilege and monopoly. In a country where the wages of labor are high beyond parallel, they would teach the laborer that he is but an oppressed slave.”—*Daniel Webster.*

BORROWING AND LENDING

The habit of borrowing small sums of money, anticipating pay-day, is a pernicious practice and breaks many a friendship. It is no kindness to loan money to a professional borrower—*Elbert Hubbard.*

MARINE COASTAL STATION SERVICE

Mr. Stevens is wearing a broad smile these days over the increase in the marine station earnings of October over the previous month.

We have received a most interesting and helpful report on our coast station service from Mr. C. K. Sturms, senior operator on the S.S. *Zulia.*

The new maps including rates and information regarding the marine coastal station service have been distributed. Any one not supplied or requiring additional copies should make proper request.

The telephone at the New York WNY station, Sunset 7029—has been removed and the station connected into the Broad Street board. Telephone “Broad 5100” for marine information or the New York station.

Numerous reports of moving traffic over long distances have been received during the past few weeks. Chatham (WCC) has carried some of the larger ships practically all

the way across. New York (WNY) recently carried the *Turrialba* from Santa Marta to New York, moving traffic every day.

A CW transmitter will probably be in operation at New York (WNY) by December 1st.

QRU?— QSR— RCA

Q. S. T.

Cape May, N. J.
Nov. 8, 1921.

Mr. T. M. Stevens, Assistant Traffic
Manager (Marine)

Radio Corporation of America,
New York.

Dear Sir—

The manager and staff of the Cape May station, through the columns of the World Wide Wireless, wish to express their personal thanks to operator "HQ", of the S/S "Munamar", KUI, for his cordial co-operation in the handling of traffic, in connection with this station, both to and from ships.

We are glad to note that, recently, the operators on the S/S "Zulia", KDZ, have been following "HQ's" practice, and, on the last trip north, gave us considerable assistance in the handling of traffic to us from other ships. We are desirous of having the operators know that this assistance is appreciated by us; and that it all helps to build up a strong relay system, whereby we may clear ships of this company more quickly, and render better service.

It might be well, in passing, to say that ship operators should understand that the reason we often do not answer their calls at once is, that NSD is either busy on 600 or 800; and, being only about

one-half mile apart, we can hardly both work at the same time.

Very truly yours,

W. P. KENT,

Manager.

NEW YORK
64 BROAD STREET

BROAD STREET was well represented at the recent dinner of the Static Club at the Hotel Astor, no fewer than eleven members partaking of the good cheer provided. Mr. Sarnoff's talk on the future of radio was a real inspiration, and to those of us who are wrestling with the immediate problems of the business, and whose horizon is largely on that account necessarily more limited than that of the General Manager, a revelation. There are times, of course, when we allow our imagination free rein; when we visualize radio as we believe it will be five or ten years hence, but even the most optimistic of us had scarcely dared to paint as vivid and imaginative a picture as Mr. Sarnoff drew. In our close proximity to the pressing and daily problems of radio we are apt to lose, or in some cases never to develop, that breadth of vision which is responsible for every notable achievement in the world of science or business. It is for this reason, amongst others, that we would welcome more frequent opportunities of getting together and obtaining the other fellow's viewpoint.

The great event of the month was the official opening of the new transmitter at Radio Central by President Harding on November 5th. As a full description of all that took place will doubtless be found elsewhere in this issue, suffice it to say that the smoothness with which everything went off indicated careful planning and systematic execution, and the Traffic department is to be congratulated on its not inconsiderable part in the memorable event.

The Misses Brown, McInnis and Millea of the head office staff were interested visitors at Broad Street during the inaugural ceremonies at Washington and Radio Central, and displayed keen appreciation of the epoch-making event and the transmission of the President's message to the world.

Messrs. Henderson and Sheehy recently returned from their respective honeymoons and have now settled down more or less to the old routine. We heard a good one on Henderson a few days ago. It appears that on one of his numerous visits to Philadelphia—this happened before he was married, of course—a ban was placed on spooning in the parks. Natu-

rally, his girl had her own very strict ideas as to the propriety of kissing in the streets, and poor old Henderson was in the dumps. His spirits revived somewhat, however, when he saw a man at the railroad station kiss his wife farewell. With Henderson, to see was to act. Rushing his girl towards a crowd hastening in the direction of a train, he bade her a fond farewell, and as soon as the train pulled out moved over to the next platform and again began to say good-bye. He kept this procedure up for awhile until a private detective, who had been an interested spectator of the whole thing, came up to him and said: "Say, why don't you go downstairs and try the Schuylkill division trains? There's a train leaving there most all the time."

Congratulations to Mr. John F. Schaub of the Service department who was married recently to Miss Patricia Lauro. The honeymoon was spent at Atlantic City.

The following births are announced: October 25th, to Mr. and Mrs. Norman Leslie, a son; October 29th, to Mr. and Mrs. W. K. Johnson, a son; October 28th, to Mr. and Mrs. Reed, a son. We understand that all are progressing splendidly, even the fathers.

Mr. Chadwick spent another week on his farm, and in the delights of house-painting, etc., found much needed relief from the daily grind.

Mr. Weaver also forgot work for a spell, and spent the time by the sad sea waves at Manhattan Beach. In view of the smuggling that is alleged to have been going on in this vicinity we can understand its potent attractions. It is not so much the ocean breezes as for that which breezes in.

The organizations of the "Clickers" has attracted considerable attentitn, but we must now sit up and take notice of the Broad Street Accounting department which is twenty-eight strong. It is claimed that most of the girls are good cooks and those who were present at the Hallowe'en party that was held Saturday afternoon, October 29th, are in an enviable position to vouch for the truth of this assertion.

The committee consisted of the Misses Wohlgenuth, Collins, Sinnot and Blankford, who are to be congratulated on the entire success of the affair, and it is hoped that this party is but the first of many.

Joe Conway, the tenor-baritone, rendered "No Matter How Fast the Fish Swims He Never Sweats." He was ably assisted by Jim Robinson, who also performed on the banjo. Jim is a rising song writer and composed for the occasion the following:

"You don't mean to tell me that
You haven't heard it yet; What?
Why, the Radio Quartette," etc.

Miss Collins surprised the party by giving an exhibition waltz. A lady friend of Miss Toor ably entertained with songs and dances. The girls, ensemble, rendered "Peggy O'Neil" very sympathetically. We know that was the name of the piece because we saw the title on the book when they had finished. Mr. Ekstein furnished canned music for the dancers. During the game of "Route" Leo Weill, known as "Lightning," went to Paris via the GB circuit. Refreshments were freely distributed and we saw a well-filled tray passing into the Superintendent's office.

Mr. Hutchinson announced that he would conduct natural history classes in the near future (he is making a special study of the Killielou bird).

Mrs. Fox discovered a toothpick in her cake and, according to Hoyle, this means she will not marry again. We have our doubts, though.

Mr. Hills was toastmaster, and located as he was, next to Bob Smith. they kept things moving out of sight.

Manhardt and Rice were always together, since they rendered that pathetic little ditty, "They Are Not Safe Without Each Other." Ask Leo.

Miss Pollinck is wearing a fine scarf. Joe says its very becoming and we certainly agree with him.

Just before going to press the polls were opened and a Committee of Welfare elected. It is forecasted that at all future social events of the organization, Broad Street Accounting department will be well represented.

When is the next?

We notice it takes Mr. Senger just about the same time to put on *his* coat at night as it does Miss Wohlgemuth to put on hers. We wonder why?

NEW BRUNSWICK

WE were all seated in the living room. Everything was peaceful, quiet, calm and serene; but not for long.

The spell was broken by our Mr. Dynamo Tender, who roared his disapproval of our write-up in the last issue of WORLD WIDE WIRELESS with long, drawn-out terms which none of us understood as they do not appear in any of the latest dictionaries. However, we were greatly impressed by the seriousness of his speech and he was handed a rattle to play with.

If some of our Assistant E.C.'s side-kicks in New York Office could only see him about Thursday or Friday of each week when he is completely hidden behind real black whiskers, you would wonder where he left his pack. And so proud of them that he surprised the best barber in Bound Brook by telling him he didn't need a shave, but might be around

in a few days. It seems as though he has been saving his shave money, for he is now the proud possessor of an Over-land roadster, having traded in the other flivver.



The picture shows a few of our gang, reading from left to right: Assistant E.C. Carter, D.T. Sabine, S.E. McGeorge, Chief Rigger Dunn, Clerk Belanus, Rigger Van Doren and Lineman Lown.

We are all doing our bit, and going strong. Even Prince is on the job putting in eight hours a day hunting rats in the power house, and chasing sows from the vicinity of No. 1 towers. Jordan is having lots of fun with the inventory—Dynamo Tenders shining up and keeping spiders from crawling on the alternator shaft, Shift Engineers learning the Beaufort Scale of wind velocity and how to handle a broom and dust cloth, etc. And now New Brunswick is real pretty.

Talking about Shift Engineers and their assistants, one of our prominent D.T.'s after a short sojourn in New York on his 32 off, came back with the following story: His proud ma asked him what his duties were, and he explained in lengthy terms how to read a thermometer. Then he told her about his boss, the honorable man above him (meaning up on the gallery). He told her this man had the title of Shift Engineer, whereupon she inquired as to his duties. When he was through and standing proud and haughty, she exclaimed that she thought that the term Shift Engineer meant a mean who shifted things around the place, in terms of labor parlance meaning a laborer.

N. Y. RADIO CENTRAL

EVERY now and then our Chief busts out whistling a little tune as he sits at his desk. We wonder why, and what it's all about; he never used to whistle while down at Tuckerton.

You who know Schaefer, know as well as we do that George is a devil among the ladies. Now, listen to this, but don't think we are telling just because we got bit by George's anchor. This particular time we're telling you about, mind you, this time in particular, George didn't make a hit with the lady—he got hit by a lady. To be more exact, it was a young blonde lady who did the *mashing*. You shoulda seen George's Dodge; the rear end was wrapped around the steering gear and they carried it away in a basket. George has hired a lawyer for five dollars (\$5) to prosecute his case and the lawyer says it is 7 to 1 he will win. The *one* is, you can't trust juries and young blonde ladies.

'Andsome 'Arry Sparks is now in possession of one benzine buggy, and she always hits on four—sometimes wheels, sometimes cylinders. She emanates terrible odors and noises, but boy, she snorts up Bunker Hill like as if she was going somewhere and knew she was coming back. She has a kick like home brew, and only the other day Schaefer pulls in from Port Jefferson in his Hudson super-six and was wiping his feet on the door-mat as Harry glides up and said he would have beat him down from Port Jeff, only he stopped to buy a newspaper.

Mr. George Crapo, President of the local order, Amalgamated Bridge Players Association, has returned to the United States after a short visit to his old home in Marion. I ain't swearing at you, I'm only telling you.

Dynamo Tender Martin, globe trotter and telegraph artist, has serious matrimonial intentions, we think. Matrimony is a serious thing any way you look at it, but for your sake, Will, we hope it proves to be a downy bed of roses and plum duff.

President Harding opened Radio Central November 5th and it was truly a gala day long remembered. Machine and switchboard shining and draped with flags, and a picture of our President, made a very pleasing spectacle for the large number of visitors who came out from New York City. All construction was stopped for the day and everyone was conscripted for the service where he was the most useful, ranging from information bureau to traffic manager. Everyone did his bit and promptly at 3:00 P. M. President Harding opened Radio Central, sending his message broadcast to the

world. The message was made audible to everyone present by a series of electric horns placed in the sending circuit, and as the message went out a copy was placed in the hands of everyone. A tour of inspection and two brief talks to the guests assembled in the Community House completed the itinerary of the successful opening of Radio Central.

Dynamo Tender Schou discoursed thoroughly to everyone on the relative merits of the liquid rheostats, but in spite of his explanations, one visitor claimed he had a *still* home, but it wasn't like this one of ours.

It is mean to tell this about Frank, so you folks up at Marion must keep it away from Katie. It seems that Kremp and Snyder are gunning mates, and last week they were duck shooting. Frank run 'em down and when they lit on Will's gun-barrel he shot and blew the bird out to sea. Frank had to do the retrieving and when he brought in the prize a lady had appeared on the scene of battle and Frank had to grab his clothes and gun and make a dash for cover. Editor's Note: We took the *prize* out in the back yard and buried it.

Why does Mr. Kohl do favors for Mrs. Rebecca Leavitt—our cook—we're wise to you, Mr. Rigger, we saw that extra piece of pie. It's this way: Levi trains the pup and the cook trains Levi. The aforementioned Levi says: "One word from me to my wife and she does as she pleases."

WASHINGTON

GREETINGS from Washington (the Corporation's latest extension) to the WORLD WIDE WIRELESS. The present staff of two is having a wonderful time mingling with the celebrities of the world and exchanging greetings with the Conference delegates. Perhaps we should number our staff at four, for we have two messenger boys. The bright appearance of the lads in their uniforms causes no little excitement in the streets. Already the number of high officials who have commented on them is beyond counting. We did hear that one young lady had remarked to her friend when passing our boys that they were special carriers imported by Marshal Foch for carrying his baton and other regalia, but we cannot vouch for the accuracy of the story.

We are located in the new Navy Building, just opposite the Pan-American Building, where the Conference is taking place, so the delegates will not have far to go to file their traffic. The circuit is set up in the Navy telegraph room, and downstairs we have a space in the corridor together with other telegraph companies, which, set up with a counter and desk, forms the counter and delivery departments.

So far we have not had much call on us from R.C. to provide work for the messengers, and we are not complaining of overwork. Apart from walking about fifty miles each day chasing heads of various departments in the State offices, F. D. H. says he has nothing to do. He claims his shoes are the evidence of his work at Washington, for up to date they have paid two visits to the shoe-yard for rebuilding. He thinks it's far easier to reach the President than to see some of the "heads" he has been looking for. Kay has purchased a cushion which he carries back and forth to the Navy Building each day, for he says sitting on a chair for eight hours looking into a silent resonator is "harder" than working; but we are not worrying. We expect Broad Street will be called upon to cover WN. for the best part of twenty-four hours; and then we hope R.C. will do the utmost for our traffic, for we are up against real strong competition from the cable companies.

Washington is gaily decorated with the flags of the Allies at the present time in honor of the occasion (we don't mean the occasion of our presence!), and the chief feature of decoration is well worth a little description. It is a jeweled arch now in course of erection at the cross-roads near the new Navy Building. The towers, one on each side of the street, are wooden structures about 50 feet in height, covered with cloth and dotted with prismatic glass stones. The arch, also, consists of designs formed of these stones, and the coloring effect when light falls upon it is simply wonderful. Searchlights are being installed at four points to play on the structure, so the result will surpass a brilliant display of diamonds.

Next month—providing the Conference is still in session and we are still here—we will contribute further news from WN., which we trust will be of some interest.

CHATHAM

AS a bird by the handle of W. Shakespeare remarked some weeks ago, WHOA IS US,—the reason of said woe being that things are no longer like they used to was, and this WSO of ours gets quieter every day—nowadays we have nothing but silence in large chunks. We hear no more—HEY FELLA, or HEY GUY since Mr. McElroy subtracted his presence from our landscape, and it might be said that the boys have recovered from—HEY fever.

Another welcome change is that the boarders on his—MY's—old table seem to be faring better nowadays, because be it known to all and sundry that Mr. MY yodeled a very fluent soup, and was the daddy of two very industrious bread

hooks. He will be more at home in the city "wot" has no pity, as there are several more people live there than at Chatham.



CHATHAM BASKET BALL TEAM

Left to right (back row)—Golder, Lynch, Lood (manager), Strong, Pfautz. Front row—Titow, Rigby (captain), Higgins.
(Monogram does not mean Ratcatchers Association)

How-the-so-ever, if the bunch here would only keep up their matrimonial activities of the past few months we would soon even up matters; our latest benedict is Mr. Holm. He came home recently and casually announced with a face as red as three hundred overripe tomatoes that he had taken the ether—congrats and sympathy was handed out in great, generous gobs, and that's that.

Some of the boys have their cars in the garage now, having pontoons built and propellers attached thereon—preparing to chug-chug down the Cape Cod Canal when the zero hour arrives. We just thought we'd warn you, so if you see a queer-looking procession steam up to the Battery some day in the near future don't blame it on the home brew. Nay, nay, Xantippe, that will be the Chatham special—and a little pink Ford shall lead them.

Rumor has it that nothing short of an earthquake could upset Joe Lynch's watch. However, when said six men and true arrived at mid one night this week, things were running normal—one may say abnormal, for the RQ table was even clear! The Java was being dispensed and the night had every appearance of being soft, with Morpheus getting the upper hand. However, around 1:45 A. M. the first tremors were

felt, and NY chimes in with "Christians, seek not yet repose, for verily I say unto thee RD goeth West."

ACT ONE:

The stage (?) is set. Brownlie sleepeth. Strong goeth unto him, taketh him by the right hand and raiseth him; and so it goes on until daybreak finds us *still* copying our old friend's POZ, and the heroic mid-watch, in between breaks, praying their reliefs won't be late.

At noon we rang down the curtain and we wonder when it will ring up on Act Two.

What are you men at RC doing to POZ? Our modesty prevents us quoting the compliments POZ paid to WSO.

Our staff has been considerably depleted on account of RC taking over reception from POZ, but CM is still handling considerable traffic from LCM, OUI, and long and short wave marine sets.

The following is an extract from the CHATHAMPORT SERVICE GAZETTE:

PROMOTIONS TO GHQ

F(1)ag Lieut. W. F. Webster
Head Captain T. R. McElroy
Shavetail K. W. Johnson

DEMOBILIZED

Top Sergeant J. V. Maresca
Private Yale Abe. Golobe
Private D. G. Jerauld
Private B. L. Barrett
Bugler T. Young, Jr.

DESERTED

Bugler R. R. Jordan

**RETIRED WITHOUT PENSION
AT OWN REQUEST**

**TRANSFERRED TO NEWPORT,
RHODE ISLAND**

Corporal J. T. O'Mara

H. A. Carder

GONE BUT NOT FORGOTTEN

W. C. Connolly
C. M. Wickes

OH, HOW I MISS YOU, DEAR OLD PAL O' MINE

RADIO PROVIDENT DANCE

A happy company of some 200 Radio employees and their friends greatly enjoyed the evening of November 17th, at Leslie Hall, 83rd Street and Broadway, New York City, fine music being furnished by Schmidt's orchestra. General Manager Sarnoff and other officials participated in the festivities. The handsome costumes of the young ladies were much admired, and the affair was a success financially, thanks to the tireless activities of Mr. Kaminsky and his able committee.

MARION

HALLOWE'EN found a very interesting party taking place at the Marion station staff quarters. The usual spooky games were played, and everybody present expressed the opinion that it was one of the most pleasant parties held at the station. All the married members of the staff and their families were present, and as this constituted quite a family gathering, there were very few outsiders. As usual, Mrs. Higgins did the honors with the eats. Cider was used as a thirst quencher, and proved to be very satisfactory. One of the spookiest games was proposed by Mrs. Moore, and every one of the fair members stuck it out, until some one passed Miss Higgins and Miss Briggs "the dead man's eye." This was in the form of a nice juicy, cold clam, and was passed under the table in a darkened room. No sooner was the "eye" received into the unsuspecting dainty hand of Miss Higgins, than the most terrific scream was screeched out, while both the above mentioned misses slid under the table and out of sight. The uproar caused two infants asleep in an upper room to awaken, and Mrs. White and Mrs. Moore were compelled to urge their offspring back to the land of nod.

Our machinist, Sam Campbell, has been so busy lately that he says he fears he won't have any more use for his car. He, therefore, makes application for insertion of an ad in that column you are going to run to dispose of all surplus junk.

Referring again to the column mentioned just above, we would suggest that that unbreakable Ford car that was so graciously praised up at the Chatham station be included in the sale of junk. We thought that this was a real car from the description of it, but it seems that on the day when we wanted it the worst to come after a couple of tubes and some transformer oil to Marion, that the thing had acted just like any other old lizzie, and had laid down and died of a busted heart. We thereupon sent Wicked Wixon out in our Ford, which never lays down when we really want it. Our Ford seems to have an understanding of the responsibility that rests upon it, and we understand that its continuous association with Wicked Wixon, sometimes working overtime, is the reason for its wonderful performances.

CHRISTMAS STOCKINGS

REMEMBERING your goodness in other years, here we are again for our CHRISTMAS STOCKINGS for the poor! Last year the members of the Radio Corporation staff furnished Christmas to 150 little children who otherwise might have had none.

This year we want to include whole families; and be-

cause of the unemployment situation and the consequent suffering among those out of work, we are planning to furnish a Christmas dinner to as many families as our funds will permit and to give them some of the necessities of life to help them through the winter.

Our efforts will be directed toward the purchase of warm clothing and other necessities; a basket of provisions which will form the basis of a Christmas dinner, and at least one toy for every child in the family.

Your co-operation is solicited, and will be appreciated by the committee.

THALIA N. BROWN (President's Office),
Chairman.

HEAD OFFICE

President Nally arrived from England on the *Aquitania*, November 11th.

H. H. Beverage, Engineer, sailed for South America, via England, on the *Aquitania*, November 15th.

General Superintendent Isbell, of the Pacific division, has returned home after a three-weeks visit in New York.

Traffic Manager Winterbottom, Engineer Latimer and William Brown, Attorney, were in Washington recently.

E. E. Bucher, Sales Engineer, has returned from a business trip to Pittsburgh.

Assistant Engineer Reoch recently paid a visit of inspection to Marion.

W. S. Purser, Assistant Traffic Manager, and G. S. Whitmore, Assistant Superintending Engineer of the British Marconi Company, London, spent a few days in New York recently inspecting the plants of the Radio Corporation.

The Clicks are forty-one strong. They are up to something, working to help fill the Christmas stockings, but that is not all and they will bear watching.

OBITUARY

With deep regret we announce the death from ptomaine poisoning, October 30th, of Ralph D. Greeman, at Belmar station, where he was employed as Custodian and test operator. His mother survives him. He was twenty-five years of age and had been in our service just a year, most of the time being employed in the Research department at Eastport, L. I. He was deeply interested in his work, and was a general favorite among his associates. The funeral service was at Waterford, N. Y. We extend sincere sympathy to his family.

THE STATIC CLUB

THE fall dinner of the Static Club was held at Hotel Astor, New York, November 3rd, 66 members being in attendance. President Goldsmith presided in his usual happy manner. The guests were Mr. George S. Davis, of the Board of Directors; Captain Powhatan Page, of Buenos Aires; Mr. Thomas F. Logan, of the Publicity Bureau; and General Superintendent Isbell, of San Francisco. Officers for the ensuing year were elected as follows:

President—G. Harold Porter.

Vice-President—Alexander E. Reoch.

Secretary—L. C. Everett.

Assistant Secretary—S. M. Crocker.

Treasurer—Marion H. Payne

The orator of the evening was General Manager Sarnoff, his subject being "The Future of Radio." He delivered a masterly address, and held the closest attention of his hearers. The evening was greatly enjoyed by all, and the members are already looking forward to the February meeting.

EASTERN DIVISION.
NEW YORK

ENOS L. ROVA, a former Pacific coast man, but who has been running as senior operator on the *City of Atlanta* since last December, secured a two-trip leave of absence this month. The leave was for the purpose of enjoying a honeymoon trip to Washington, D. C., and other places of interest. He was married in Boston on November 3, to Miss Catherine Quinton, a young debutante of that city.

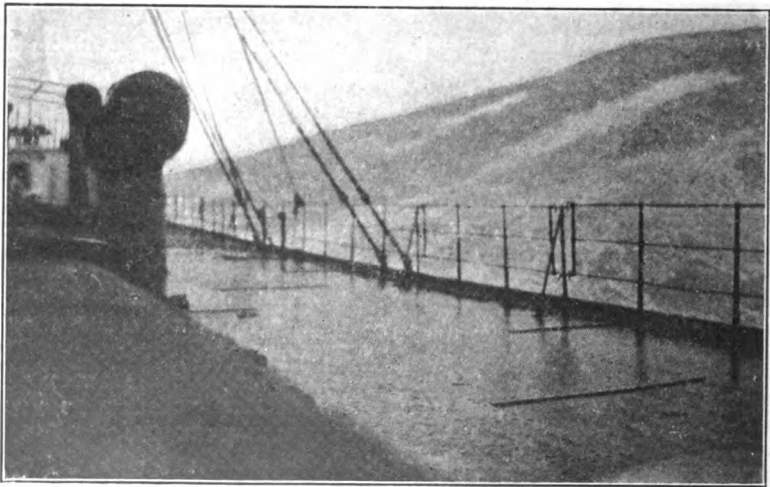
Dr. Alfred N. Goldsmith, Director of the Research department, recently addressed an interesting letter to this office in which he praised the work of Operator Paul G. Bergin, formerly of the *Munamar*, but now on one of the Shipping Board fleets at New York. The letter follows:

"We have just received a report of the tests of the Uni-Control receiver on board the S.S. 'Munamar' and have removed the apparatus from the ship.

"The tests and the recording of the results were carried out by Chief Operator Paul Bergin and Junior Operator Anderson Offutt. We are pleased with the thorough

way in which these men have carried out their work and their evidently earnest and intelligent method of reporting their results. We feel that they deserve distinct commendation for their efforts. We wish also to thank you for your interest in this matter."

From reports received from E. P. Caffall we learn that his ship, the *Naugus*, encountered a typhoon of exceptional severity on July 22, while en route from Dairen to Manila. During the storm the vessel lost steerage way, which meant that she must run in the trough of the sea, resulting in violent rolling. The velocity of the wind was judged to be about 150 miles an hour. The water was carried through the air so thick that the officers on the bridge could not see the foremast. Much damage was done to the ship but the members of the crew came through unharmed.



THE NAUGUS

William A. R. Brown was on the *Maracaibo* when she, upon leaving her pier outward bound to Venezuela, struck a navy vessel which was passing and caused such damage as to necessitate considerable repairs. The vessel is still in dry-dock. Lester Marholz was junior operator.

Brown has since joined the Standard Oil steamer *Rayo* in place of Lister D. Payne, who transferred to the *Steel Engineer* now en route to Marseilles and Genoa.

Herbert L. McCeney is on the *Mundale* relieving Arthur W. Sanford, who is sick at the Marine Hospital, Staten Island.

Also confined at the same hospital are Joseph H. Gately, who is ill with malaria; William H. Barry, who was removed from the *Gdansk* by an ambulance several weeks ago; W. P. Doty, a former operator in our service but now of another service, and another operator whose name has not yet been learned.

F. A. Almquist has resigned from our service and now has a nice steady job "conducting" travelers along a main thoroughfare of New York at a jitney each, all of which goes to the company because Almquist has always been noted for being an honest man, and besides it is a p.a.y.e type and all the jits are dropped in a glass bowl through which they enter a register.

Joseph Jacobs transferred from the *Commonwealth* to the *Providence* and William De Mello changed from the *New Haven* to the *Mohegan*. I. G. Berman made two trips on the *Mohegan* during November.

J. J. McNamara is now on the *Tulsa*, en route to European ports.

George W. Rogers left for the Far East on the *Montgomery City* on November 5. Previous to his sailing Rogers married a girl he has known since early boyhood, and a couple of days after had to break the news that he is going on a long trip of perhaps a year.

Oscar Foy, the well-known speed artist, is now on the *Swiftscout*. Previous to his leaving, Mr. Foy delivered one of his famous lectures on mind power, which was well worth listening to. At the close of his talk he showed us a poem which we thought is so good the WORLD WIDE WIRELESS should have it. We thereupon borrowed it from Foy:

HE DID IT

Somebody said that it couldn't be done,
But he, with a chuckle, replied
That "Maybe it couldn't," but he would be one
Who wouldn't say so till he tried.
So he buckled right in, with a trace of grin
On his face. If he worried he did it.
He started to sing as he tackled the thing
That couldn't be done—and he did it.

Somebody scoffed: "Oh, you'll never do that;
At least no one ever has done it."
But he took off his coat and he took off his hat,
And the first thing we know he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting of quiddit,
He started to sing as he tackled the thing
That couldn't be done—and he did it.

There are thousands to tell you it cannot be done;
 There are thousands to prophesy failure;
 There are thousands to point out to you, one by one
 The dangers that wait to assail you.
 But just buckle in with a bit of grin,
 Then take off your coat and go to it;
 Just start in to sing as you tackle the thing
 That "cannot be done"—and you'll do it.

BOSTON

MISS CATHERINE MAY QUINTON, of Roxbury, Mass., has become the bride of Enos Lynn Rova, senior on the *City of Atlanta*. We extend to Mr. and Mrs. Rova our very best wishes for a long, happy journey through life.

Robert Fox has left a perfectly good Mexpet tank, the *W. L. Steed*, and Paul Platt has profited thereby. We tried to point out to Ralph Rice that opportunity was knocking at his door with brass knuckles, but he wasn't impressed. Ralph has a Scandinavian vocabulary he wants to use, and it runs something like this: "Jag onskar i drycke."

J. A. MacLean and J. A. Harper joined the *Nacoochee* at Savannah. We are glad to see the old wagon again in service and hope it will stay so, even as the Savannah Line's Boston wild-cat.

Frank Justice is making a trip on the *Perfection*.

Henry Munroe is keeping the home fires burning.

And everybody else at the Hub is about the same as usual, thank you.

BALTIMORE DISTRICT

AFTER fourteen months' absence, Thomas E. McCauley is with us again after leaving the *Eurana* at Port Said where she is laying up indefinitely.

District Manager Gilpin of Norfolk stopped in to see us the other day.

Mr. T. M. Stevens, Assistant Traffic Manager (Marine) was also a recent visitor.

The *Cubore*, of the Ore Steamship Corporation, was re-commissioned after a lay-up of several months. F. M. Myers took the assignment.

Hubbard McCauley, ex *Lancaster*, was recently assigned to the *Tuscaloosa City*, en route for the Far East. This makes Mac's fourth trip to the Orient.

Clair (Shorty) Warner was detached from the *Loretta*

several weeks ago after a trip to China. Shorty has again left for winter quarters in the Middle West and was suffering with a severe indisposition when he departed. We trust by now that he has entirely recovered.

We note from the Pacific Coast reports that our old friend F. R. Smith is now on the *Queen*. Rumor has it that Smithy will be back in Philadelphia by New Years.

We have just received word to the effect that Franklin Mousley, ex-Marconi operator, now Shipping Board Radio Supervisor at Norfolk, is a newly-wed, but we have received no conformation.

PHILADELPHIA DISTRICT

TWO of our most husky bench warmers are now on the high seas. They are E. W. Rogers and M. S. Tinsley. Rogers fed the operators at Philadelphia for several days on chestnuts received from his sister in North Carolina. The fact that the ratio of worms to chestnuts was approximately two to one, made no difference to the hungry ones.

We have special reasons for linking the above two names together. Rogers gained so much weight while resting at Philadelphia that our bench collapsed under the strain. Tinsley volunteered to save the bench from utter destruction and endeavored to repair said bench. However, the nails were either made of soft material or the bench was too hard; anyhow, every nail bent double instead of going in. Rogers eventually came to the rescue and we again have a resting place for the weary ones.

J. W. Ashmore, former inspector at Philadelphia, is now assigned to the S.S. *Sunbeam*.

C. R. Hahn was assigned to the new tanker *Robert E. Hopkins*, which was recently equipped at this port with a P8-A transmitter.

F. R. Clark, recently of the S.S. *Atlantic Sun*, has been assigned to the new Gulf division tanker *Wm. Boyce Thompson*. C. L. Styer relieved Clark on the *Atlantic Sun*.

Paul P. Seivers has been assigned to the S.S. *Paraguay*. Seivers has just returned from an enforced vacation. He says: "From now on, Radio will be used strictly for business purposes only, as far as I am concerned."

Wedding announcements were recently received by the Philadelphia office force from Mr. Mousley, Radio Supervisor, at Norfolk, Va. Congratulations, Frank.

Alexander Campbell returned to Philadelphia from the S.S. *Independence Hall*, which vessel tied up indefinitely at Norfolk, Va. Campbell was away ten months trading between South America and European ports.

GULF DIVISION

ROY S. HOOD, after combing the beach at Galveston for some time, has now relieved Arthur L. Kirbach on the *West Totant*.

Harry Bachman was assigned to the *Dillwyn* when she was re-commissioned after a year's idleness at New Orleans.

Louis G. Kirschenblatt, after a two months' leave of absence, is now in charge on the *Hancock County*.

Edwin D. Aber has re-entered the service on the *Panuco*, relieving Albert Towner who had to hit the beach, owing to his license having expired.

Charles B. Buddecke has been assigned to the *William H. Doheny*.

William H. Jeffers has been assigned to the *Memphis City*, and is now en route to ports in the Asiatic.

Edward J. Olson has relieved Julian D. Arnold on the *Baton Rouge*.

Harvey N. Meisenheimer has been assigned to the *Eastern Victor*.

Some of the other assignments made recently are:

Vincent Fertitta to the *Charles E. Harwood*; H. F. Knowles to the *Elkhorn*; Pierre Lacoste to the *Garibaldi*; C. G. Moseley to the *Freeport Sulphur No. 6*; Bernard P. Sloane to the *Lorraine Cross*; Louis Jurgensen to the *Howick Hall*; Paul R. Cassidy to the *Danville*; G. M. Exerjian to the *Hegira*.

John A. Laurent, after having held down in a very creditable fashion, the job of shop electrician and storeroom keeper at New Orleans, has resigned from the service, as has also A. C. Huber, inspector, at the division office for over two years. Messrs. Laurent and Huber have formed a partnership to engage in the battery repair business. They were succeeded by Ross Wood and William L. Rothenberger, both until recently connected with the radio service of the Shipping Board at New Orleans.

District Manager Broussard has recently enjoyed a very pleasant trip to Tampa, where he renewed friendships both in and out of the service.

W. F. Franklin was in temporary charge of the radio on the Flagship *Cuba* where he had a chance to get further acquainted with the dear old city of Havana. We understand that he took advantage of the opportunity.

Wedding bells have been tinkling again in the district when Oliver Treadway of the *Estrada Palma* and Miss Janice Roberts of Key West decided to take a plunge. The happy pair are staying at the Sevilla in Havana for their honeymoon. Here's how, Oliver.

Harold Ely is temporary operator on the *Palma*, but says he wishes Oliver would finish with his honeymoon so he can go back to his own true love, the *Henry M. Flagler*, which he says is the best in the fleet.

P. Pelham Nisbet is getting to be a fixture on the *Miami*—almost looks like a part of the ship, eh?

John M. Carr and his floating residence, the *Joseph R. Parrott*, are laid up at Jacksonville where John says the climate is fine. It has been said that alfalfa grows well up there, too.

J. E. Kane of the *Governor Cobb* was seen to have a very studious look. Some of the boys are trying to figure out whether he is engaged in trying to figure out some problem in calculus, or the disposition of some young lady around hereabouts.

GREAT LAKES DIVISION

BY the time these few words go to press, practically all of our passenger ships and bulk carriers will be tied up for the season, as King Winter will be upon us in all his glory and whiteness. However, we have enjoyed a more successful season than was contemplated prior to the Spring opening, as all but two ships were placed in commission some time or other during the season.

Now, that the season is over and the shipping depression still exists on deep water, the operators who have been employed are in a quandary as to what disposition they will make of their services for the next three or four months. As a majority of the Great Lakes operators are of the saving kind, it should prove an easy matter for them to keep the wolf away until next Spring's "let go" is shouted from the bridge of their vessel.

An interesting communication was received from "Hi-Life" Monde, of the *Richard J. Reiss*, in which he reports that, when his vessel was fog-bound a few miles off White Fish Point at the entrance to White Fish Bay, they resorted to the steamer's siren and the radio circuit in rounding the point. In addition to a radio station being located on White Fish Point, there is a lighthouse and fog whistle, but due to the wind blowing in the wrong direction, the fog whistle ashore could not be heard aboard the vessel. As this is a ticklish spot to be in, Monde requested of the operator on watch at the radio station as to whether or not he could hear the steamer's siren, and upon securing an affirmative answer, suggested to the master the idea of securing directions from the shore station operator by continually blowing the ship's whistle and getting instructions from the shore operator as to the

vessel's direction from the coastal station. It worked out satisfactorily, and the master was able to pilot his vessel via a chart route, without mishap. This whistle-radio circuit worked out similar to that of a radio compass circuit; but, of course, had the vessel been several miles further away from the shore, the siren would have been of no avail on account of the distance.

A recent visitor was C. E. Mowry, of the *Ashtabula*, his vessel having been tied up for minor repairs for a few days. Mowry has a good berth, knows it, and is sticking very close.

The recent purchase by the Ann Arbor and Pere Marquette Railroads of the Frankfort, Ludington and Manitowoc coastal stations from the United States Naval Communication Service, puts these stations once more on a strictly commercial basis. The bulk of traffic handled through these stations originates on the nine A. A. and P. M. ferries running across Lake Michigan, and the tricks are considered pretty fair positions on account of service being maintained at least ten months of the year, and in many instances, when the winters are mild, for the entire year.

Joseph E. Carroll had an interesting twenty-four hours when his vessel, the *Western States*, a one-man ship, broke down enroute from Detroit to Cleveland. Tugs were called to the vessel's assistance and she was towed back to Detroit. Carroll handled the situation in good shape, and had plenty of traffic to contend with prior to the docking of the vessel.

The construction men in both the Cleveland and Chicago Districts are piled up with work, dismantling and placing in storage equipment removed from laid-up vessels.

PACIFIC DIVISION SAN FRANCISCO

THE event which was mentioned in our last issue has become an accomplished fact and our chief operator has become a benedict. We welcome Mrs. Johnstone as a new recruit, and wish them both many happy returns of the day.

Installer King succeeded in rounding up two more tankers and equipped the *F. H. Hillman* with a P8 A set and the *H. T. Harper* with a P8 set which has been wound for 230 volts D.C. and equipped with an 800 meter attachment. Operator Frank Geisel has been assigned to the *Hillman*. We are pleased to state that Geisel can be depended on to take any ship at any time, and for this reason have assigned him to the new tanker as a reward for his willingness and co-operation, and wish that there were many more with his spirit. Operator Soderstrom is in charge of the *Harper's* equipment. The vessel is electrically equipped throughout,

including the cooking and winch driving apparatus. The radio room is luxuriously furnished and we expect Soderstrom to keep the outfit in the same orderly condition that he has always maintained on previous assignments.

Fred Cookson has been assigned to the *Colusa* as junior, enroute to South America.

The *Admiral Goodrich* is again in commission with R. W. Thorson and George Renish at the key.

B. C. McDonald and Charles Lowell are bound for Taku Bar on the *Royal Arrow*, lately re-commissioned, after a three month lay-up.

The *Nanking* sailed for the Orient with Hancock and Burr again in charge after a two months' leave of absence. Bill Breniman is happy again, having returned from the wilds of Colorado, and is now on the Shipping Board steamer *Rotarian* on the South American run.

SEATTLE

CHARLES LAIRD, formerly second on the *Spokane*, is now Chief on that vessel. Elmer Moe is second on the *Spokane*, having been transferred from the *City of Seattle*.

T. A. Kinsey is on a hunting trip, until the *City of Seattle* is again placed in commission.

When the *Admiral Watson* leaves this trip she will have a new second, Mr. Newbill, who relieved O. Anderson. Anderson's home is in Portland, and arrangements were made to place him on the *Senator*, which vessel is at present on the San Francisco-Portland run.

The *Queen* has tied up for an indefinite period. T. Haire is temporarily on the *Admiral Farragut*, while M. Koupal is visiting his folks at Eugene, Oregon.

Lloyd Benson is temporarily on the beach.

W. H. Carlton, who spent the summer on the yacht *Aquilo* is now junior on the *Admiral Schley*.

O. W. Lee, after two years on the *West Ison*, is taking a vacation. It is doubtful whether the *West Ison* will sail for some time.

The local Radio Supervisor for the Shipping Board has moved from the Securities Building to 731 Central Building. This will be good news for Shipping Board operators, as it means a much shorter walk from our office to that of the Radio Supervisor.

PORTLAND

MR. O. R. REDFERN, Radio Inspector, Seattle, was in Portland recently, holding an examination and inspecting stations for license.

H. C. Knight, second on S. S. *Senator*, has been relieved by O. R. Anderson. Knight is now making a big noise with his 1 K. W. amateur set at Vancouver.

E. L. Brunk, who made the last trip on the *Pawlet* to the Orient, is busy checking over the apparatus. The vessel is to lay up.

It was quite a joke the engineer placed on E. A. Raynal and V. H. Bennett, S. S. *Curacao*. It was like this: While loading at the dock, the engineer shut down his generator and connected the ship's switchboard to the city current on the dock. About that time, Raynal thought it a good idea to test his sending set to see if it was working O. K. He turned all the juice available into the motor-generator. Nothing doing, it wouldn't budge an inch. Whereupon Raynal got excited and took the thing all apart, looking for the trouble. After finding several things all wrong and fixing them, it still wouldn't budge. So excited was he that he sent Bennett, without hat or coat, through the rain on a run, to find the repair man. After careful examination it was found that the city current was alternating.

Some of the boys who visited Portland lately, are: R. Colbert, S. S. *Santa Inez*; G. Van Order, S. S. *Santa Rita*; F. La Violette, S. S. *Captain A. S. Lucas*; J. U. Meyer, S. S. *Colusa*; George Knudsen and D. Gibbons, S. S. *Admiral Evans*; V. J. Bird, S. S. *Senator*.

World's Fair at Portland 1925.

PORT OF LOS ANGELES

THE wireless mast erected by the United Wireless Telegraph Company at East San Pedro in 1911 was chopped down last week to make room for the dredger in the work of widening the channel on the east side of the entrance to what will soon be the new harbor of the Port of Los Angeles. This giant stick, measuring 146 feet in length, is said to have been the longest timber ever brought to this port. Its downfall only took a few sturdy strokes of an axe, and what was once the support of the only radio aerial at this port, fell with a crash which could be heard many blocks distant. In falling, the topmast was badly shattered, and it was found that the large stick was badly rotted far up into the heart, and would have been a menace had it been allowed to remain in use as a wireless mast, as it would have fallen within a short time from its own weight.

Now that actual work has begun on the harbor improvements, it will go forward without interruption, and Los Angeles Harbor will become a reality—a dream come true—made possible by the good work done by our Chamber of Commerce and other civic bodies working to this end.

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