

WORLD WIDE WIRELESS

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**RADIO CORPORATION
OF AMERICA**

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AT
233 BROADWAY, N. Y.

BY AND FOR
EMPLOYEES



EDWARD H. KEELER

RADIO CORPORATION OF AMERICA

233 BROADWAY

WOOLWORTH BUILDING

NEW YORK

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FRONTISPIECE

TO those of our employees who have been connected with the old and new Company for several years, the portrait of Mr. Edward H. Keeler, appearing on the front page of this month's issue, is not that of a stranger. Mr. Keeler, our Auditor of Disbursements, entered the employ of the Radio Corporation, as Accountant, on March 13th of this year, and having in mind the excellent manner in which he performed several audits while representing Arthur Young & Co., Accountants and Auditors, we congratulate the Radio Corporation and Mr. Keeler that their interests are now one.

Biographies, as a rule, are dry reading and Mr. Keeler tried to persuade us that his would prove particularly so, but we insisted, and the result we leave to our readers to decide.

In the days when Pershing was a Captain there arose a little unpleasantness in the Philippine Islands, which Mr. Keeler decided he would like to have a share in; consequently, December, 1901, found Sergeant Edward H. Keeler, wearing the uniform of his country, bound for the Philippines, and all that that might mean. Seven years later found Mr. Keeler bearing the scars of two wounds received in action, and wearing the silver bar of a First Lieutenant of Scouts, still in the Philippines and longing for home. Granted leave, he came to Manila where, riding at anchor in the Bay, the U. S. Army Transport *Sherman* lay, her bow pointed homeward, and beyond, the hazy outlines of Corregidor Island could be faintly descried; but fate had decreed otherwise, for, while awaiting sailing date, the Insular Auditor of the Philippines hinted to him that he had an attractive opening in his office, and would the Lieutenant care for the position? Not being overburdened with money, the Lieutenant thought he would, with the result that his resignation was forwarded through military channels to Washington, and the command of the 1st platoon of the 27th Company of Philippine Scouts was vacant for the time being. Three years later the call for home became irresistible and this time Mr. Keeler—came home.

Patterson, Teele & Dennis, Accountants and Auditors, of New York, offered him a position as Accountant where, for the next five years, he worked in practice, and for three years he studied in the Pace & Pace School of Theory. Changes in business may not make a man, but they often-times arouse the qualities that make for future success, and Mr. Keeler decided that a change was necessary and cast his lot with Arthur Young & Co., where another five years

went by, during which period Mr. Keeler was engaged in auditing the books of many large corporations, including the International Agricultural Corp., Winchester Repeating Arms Co., Indian Refining Co., Goelet Estates, Sugar Products Co., The Texas Co., and others.

At this point Mr. Keeler decided enough years had piled up, and the biography was complete, and we desire to extend to him our very best wishes for his future success in a field that offers such bright prospects for future growth.

WORLD WIDE WIRELESS

A FEW FACTS ABOUT EXISTING RADIO FACILITIES THAT MAKE THE USE OF THIS METHOD OF COMMUNICATION OF CONSEQUENCE TO EVERYONE.

By Edward J. Nally

President, Radio Corporation of America.

THIS brief outline of some of the aspects of radio is written from a viewpoint not often presented to the public at large. My purpose is to show it as an auxiliary to commerce rather than to stress the more familiar keynote of the "wonders of wireless," which have been the subject of many articles in the daily press. True, it is very baffling, from a scientific "reason why" standpoint, but so is electricity, which no one has yet been able to define.

The single fact that radio communication is the one medium capable of placing isolated communities in instant touch with the centers of civilization has a boundless appeal to the imagination. That, too, it has forever ended the vast silences of the sea further adds to its romance. However, until it becomes a general household utility it will probably remain in the public mind as something very mysterious,—a sort of witchcraft, interesting, but making little appeal for intimate acquaintance; and comparatively few people realize that this means of communication has already a fixed place in the world's affairs; that it is, in fact, an economic factor of major importance, and world wide in its applicability.

The underlying reason for the rapid strides it has made is not because of its romantic, intangible or mysterious nature. Its important position in the field of communication is due solely to its utility, in combination with the three essentials of accuracy, speed and economy.

In addition to providing mariners with weather reports, storm signals and warnings of possible dangers to navigation, it enables passengers at sea to keep in touch with world affairs and with the movements of commerce and industry. Daily news bulletins are published on practically all of the ocean-going vessels and transactions of great magnitude and of momentous importance are being carried on constantly

between ship and shore through the medium of radio communication.

In its international application, radio is today carrying overseas a very material percentage of the world's communications. Radiograms, commercial and social, aggregating millions of words annually, are being sent daily across the Atlantic and Pacific oceans. These are regular paid communications, filed just as cablegrams are, and delivered with the accuracy and speed so essential to the users of long distance communication. Direct wireless service is maintained, night and days, with Great Britain, France, Germany, Norway, Hawaii and Japan, at rates which are from four to twenty-four cents per word lower than the cable rates. Economy being the keynote of commerce, the enormous total saving effected by the use of radio in the conduct of international communications makes it a matter of vital interest to everyone, and this interest has manifested itself in the constantly growing number of countries which are adopting radio as a means of communication, and which are constructing wireless stations with which to carry on this communication direct with other countries already thus equipped.

Another great advantage possessed by radio is what might be termed its universality, with reference to communication with several distant points at the same time. This was illustrated on the occasion of the formal opening of Radio Central, a super-powered station of the Radio Corporation of America, located at a point on Long Island about sixty-five miles distant from New York City. On November 5th, 1921, President Harding threw a switch in the White House, and a message which he had prepared for broadcasting to the world ran through a mechanical transmitter and the words, carried by land wire to Radio Central, were flung into space without the intervening agency of a human hand.

The first answer came back instantly. Others followed close upon it. Acknowledgements were received from such widely scattered points as Norway, Germany, France, Italy, England, Belgium, Sweden, Canada, Cuba, Japan, New Zealand, Panama, Columbia, Costa Rica, Nicaragua, Honduras and Australia.

This fact of the universality of radio has a further application in the broadcasting of news, market, weather and crop reports, lectures, sermons, etc., etc., through the medium of broadcasting stations which are in direct communication with thousands of wireless stations maintained by amateurs in all parts of the country, and in this respect it is of especial value to isolated communities, out of touch otherwise with current happenings and with the world's progress.

This branch of the radio service has awakened a wide interest in all parts of the world, and with the rapid development of the wireless telephone, persons in remote districts, as well as passengers at sea, are privileged to listen to concerts by famous artists in the large musical centers and to hear, not the dots and dashes of the telegraph code, but the exact words of spoken addresses, etc., etc.

Not a day passes but our daily papers carry stories of new accomplishments in this direction, and I venture the prediction that in the not-far-distant future radio sets, for both telephone and telegraph, will be a vital part of the equipment of every American home.

NEW YORK

BROAD STREET NOTES

WE read with much interest the following extract from the last issue of our magazine: "There are no operators at Rocky Point, Tuckerton, New Brunswick, Marion or Riverhead." Howl from the Broad Street O. E.'s: "We'll say there aint." However, the O. E.'s are a little lenient with Riverhead, as they say they're coming along fast. As for the others, if you don't believe the howl just stick around when some O. E. is sending five words per minute to some of 'em and gets" QRS."

Well-known remarks often passed between NY and CM:—

NY: "CM, can you read POZ."

CM: "Min, see."

: (five minutes later). "Sure, tell him ga single fast."

NY: "OK."

CM: (five minutes later). "Tell POZ slow down and send double."

CM: (two minutes later). "Tell POZ QRT, unreadable here."

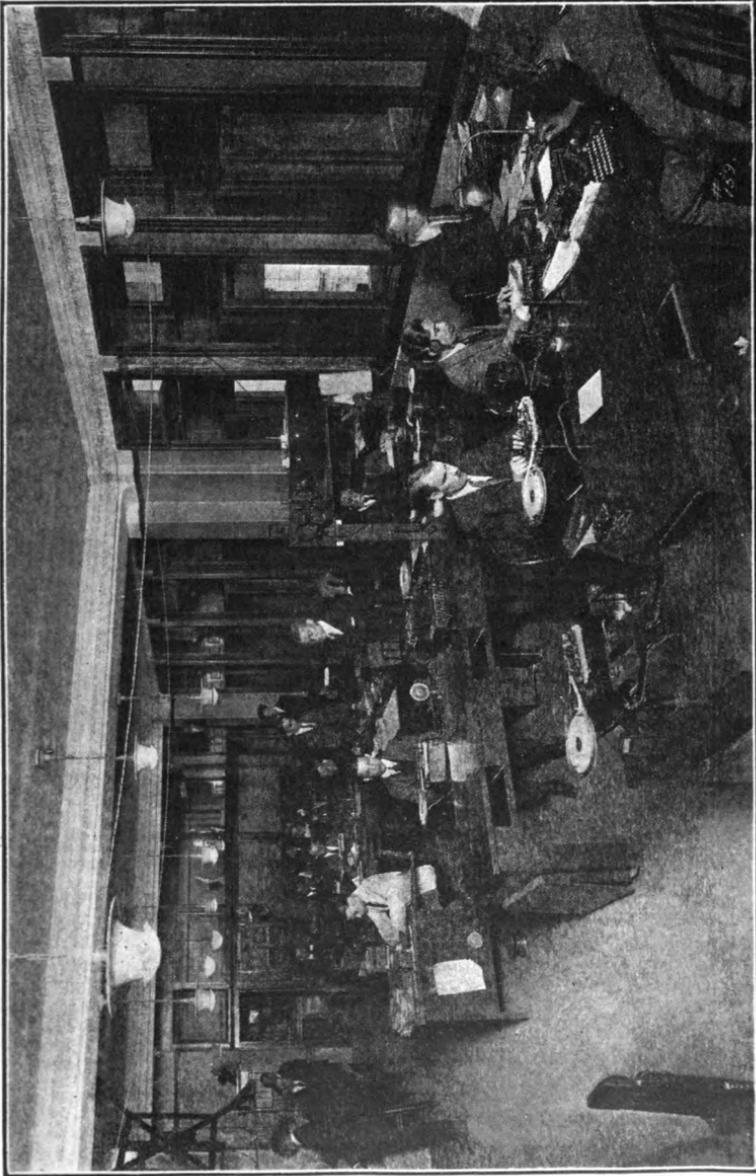
However, we have to hand it to CM for their contribution to the May issue in the form of the comedy drama in one act "The Kape Kod Kidders." We would like to see more of this particular brand of humor.

Bonner Hoard left N.Y. recently for a month's sojourn in Texas and surprised us all by bringing back a blushing bride. He took the ether joyfully and while in the full possession of his faculties.

Fred Pierce also surprised us by announcing the arrival of an eight and one-half pound contribution to the population of Maine.

Eddie Sheehy spent a glorious day at the beach recently where he acquired a heavy sunburn, but all the joy was later taken out by his having to spend a very sleepless night.

Sammy Freedman is now back in the Broad Street office. He has a vivid recollection of his first snipe hunt, but is very



A CORNER OF OPERATING ROOM, BROAD STREET, N. Y.

reticent about telling the details. Tyrell at R.D. can give us first hand details. To see Sammy holding a large bag open six or seven miles from civilization in the darkness of a forest and a lighted lantern beside him waiting for Tyrell to send in the snipes by shooting off his heavy artillery, was too ludicrous for words. And then the long walk back by Sammy in his bare feet while the perpetrators of the joke rowed across less than a quarter of a mile of water, was no joke to Sammy. Still, I guess Sammy is not as innocent as he has been in the past, and no doubt his trip to Germany has made him more worldly wise.

Reggie Mason has been heard from in the form of a telegram announcing that he is stranded in London, homeless, hungry and broke. However, he has many good friends who contributed a fund for his passage back to the land of the thirsty.

We hope to contribute more interesting notes for the next issue. The time for writing this is short and the Editor is urging us to send the notes immediately.

RIVERHEAD

WELL, summer is here. Static, mosquitoes, swimming and screen doors on the post office. We started to write some news from R. D. but find it is all in last month's issue, and our regular scribe being away, this will be as interesting as Freud in Chinese. However, we intended having some pictures of the staff for this month's issue but the sheriff refused to loan us the town's rogues' gallery.

We have it on good authority that the R. C. is to give an exhibition at the Volunteer Firemen's Tournament, which is to be spread before the intelligensia of Riverhead this month. The Hon. TY will stand in front of the R. C. A. booth, clad in his Palm Beach suit, for the purpose of attracting the women. In a short time, it is expected, several hundred fair ones will assemble. Bourne will then deliver a lecture on "The Soup-Regenerator and Why Armstrong Stole It from Me." This will consume one hour and fifty minutes, after which Williams will sing two sad songs, "The Girls of Troy Have Forgotten Me," and "Brooklyn Is So Far Away." The final number will be a demonstration by Dreher, "How I Tune L. C. M. While Asleep." Using a complete G. E. set, exactly as installed at the justly-famed Riverhead station, Dreher will show that any good receiving engineer can upset the static balance, mistune a station, and ball up the tone lines, just as skilfully when he is asleep, as when he is awake.

As the crowd disperses, all hands will reimburse themselves by picking pockets.

Bourne seems to be interested in founding a children's home. From the age of some of the girls we have seen him with, it is our belief that he is looking for some well-mannered child for adoption. White preferred. Never mind BO, it is better to pick 'em too young than too old.

Williams still holds down first place as champion Finale Hopper of Long Island, having advanced to the Gawluff stocking stage. Purple ones, too! If he survives the firemen's tournament this week, he will be safe until Fair time, anyway.

Beg pardon, Miss Staff, but if we had known it was that serious, we wouldn't have said what we did in the last issue. Better keep in close touch with Moulton while he is in Chatham.

Jerry Meacham is a frequent visitor to Riverhead. Or should we say West Main Street? It will save you money, Jerry, if you buy a commutation ticket. Later you might get a family ticket, eh, what?

Leuteritz has gone and done it. Congratulations and more power to you, O. M. We all envy you, as we have nothing but single men at R. D. We are thinking of taking out bachelor's insurance here, with Bourne as a sure bet.

SUGGESTED IMPROVEMENTS AT RIVERHEAD, BY MEMBERS OF STAFF

R. B. Bourne: Putting a cement bottom in the mud pond, to remind him of the swimming pool at R. P. I.

E. M. Williams insists on a corps of dancing stenographers in assorted complexions.

C. Dreher advocates building a tennis court and inviting Tilden, Suzanne Lenglen and C. W. Latimer to play an exhibition match on it.

A. B. Tyrrell urges that for the diversion of the engineers, and to prevent them from becoming morbid during the static season, four selected Head-Office girls will be sent out each week-end, transportation prepaid. Music and dancing will be furnished by the staff.

This is enough for one issue. Next month we will have actual photographs of the R. D. staff assembled in the dusk at the town pump for refreshment, etc.

RADIO CENTRAL

T'AINT fair nohow after us getting Mr. and Mrs. Blanding all nice and plump, the head office sends them down to Tuckerton for mosquito bait. We miss them.

Mr. and Mrs. Harold D. Kent and Harold, Jr., are among our new arrivals. Mr. Kent is our new Assistant Engineer. Harold, Jr. (ten months old) is boss of the Community House. Kent, Sr., is there; he's one of the boys.

P. E. Slade, a former salty op., is now a dynamo nurse. Anyone wanting to know the power of compressed air just look at Slade's port light. He just picked a gasolene furnace out of it.

Introducing the Champion Chow Scoffer of the World. Starts each meal with one loaf of bread. Our new Chauffeur, Francisco Spaghetti Desperado Manca. That boy sure can eat.

Schoonmaker, our new clerk, has accomplished the impossible. He met *the* girl in Rocky Point. That boy is some snappy trooper.

Schou was very auxious to get a good coat of sunburn and even stated that he would give a lot to know how to get one. Well, now he feels different about it, 'cause he got it.

Brown went down town and bought a whole flock of knives and forks and sent them away. Brown says it's cheaper to give wedding presents than get them. I think he's right.

Riley worried about getting a vacation. He's going to get it. Now he is worrying over what he is going to do

Harry Kohls nearly died. He got a letter with thirty dollars in it that he had given up as lost. You would, too.

Spot Sallamans is the Champ tractor driver around here. When you hear a roar and see a cloud of dust, well, that's

Mr. and Mrs. Oberwetter are still going strong with the good cooking. They have a new assistant, Borsdroff. He sure is a good worker.

Well, we are wondering what Schaefer is going to do. You know, school closes soon and the teachers all go home. 'Nough said.

Ritz says if he could go in the water two hours a day for eight years he would be a swimmer. He ought to.

Doc Usselman has just been out exercising his Dodge. Look out, Doc, she might throw you.

Well, you can say what you want to, but the Promised Land is there a couple. We have put up with bachelor life all winter, but now the fun begins. There are at least four girls' camps in the vicinity and the gang has taken to washing their faces and combing their hair when they go out. Now that is an inducement. Lots of fun in your time off and lots of room to do it in. There being about fifteen of us males here, and I forget how many females arriving every day. Dances and parties, and what not, going on all the time.

Somebody made a wise crack asking what was the matter with "The Promised Land." Well, we will tell them, and tell 'em strong—

NOTHING, SHE'S ALL RIGHT.



WILLIAM ARTHUR GRAHAM, JR.
DADDY'S DARLING

NEW BRUNSWICK

WE skipped two issues, due to our Chief Compositor having had a serious attack of spring fever and sleeping sickness, but the climax has passed and our worries are over.

Gentle readers, be gentle; Carter, our trusted Assistant E. C. is finally on the road to matrimony, and woe be unto us, he suffereth much. He is now saving to fill the envelope for the minister.

Our Chief Rigger also has it bad. He rarely talks and is always deep in thought. A very serious offense was committed by our chauffeur and he has been warned not to forget the mailing of Bill's letters at the risk of his life.

Since the sad departure (on his part) of the former Mr. Dynamo Tender, J. J. M., we have received a lengthy epistle which terrorized the entire staff, as it contained suggestions on the improvement of W. I. I. without consideration for any of us. We hope he will be with us for a few moments at some time in the near future for chastisement. However, we have decided that very low mentality is reduced to nil by high frequency.

Judd inspects and cleans out his Lizzie every morning and now has a large assortment of hairpins of various makes. How his windshield was broken is a mystery to all of us.

Johnny Burchard deported his flivver to Providence, having run it there under its own power, and has lost his actress friend at the Opry House. Wonderful what a flivver will do.

Because of previous circus experience, Duke Bohman has been elected trainer for new dynamo tenders. This has made him quite reckless, as he was seen to go out in a thunder

storm with his Oakland one night last week. He and Tuttle are taking a course in Yiddish. Why?

Our E. C., A. W. Aird, and J. Lown went to Tuckerton a few weeks ago on a week-end fishing trip. Lown caught one. They didn't have time to catch another, for the fish bite once every twenty-four hours down there unless a native of those parts is employed to disguise himself and talk to 'em.

Our new chauffeur, Bob Klause, is a real humdinger. Parts his hair in the middle, wears fancy shoes and vest, already has a new straw hat (the rest of us can't afford them so early), and silk socks. Says he would like to meet all good looking stenogs from N. Y. office.

MARION

ROCHESTER TOWN TEAM MADE UP OF BIG LEAGUERS HAVE
DIFFICULTY IN DOWNING RADIO MEN OF MARION
IN BASEBALL GAME

(Special to the WORLD WIDE WIRELESS)

Rochester, Mass., June 12.—The Rochester town team fearing defeat at the hands of the nine representing the Radio Corporation of America, at Marion, imported for the occasion a team made up of the fastest aggregation of baseball players ever possible to assemble on the diamond, and as a result came near losing. The wireless birds from the



STAFF COTTAGE, MARION

next town were the most disconcerting bunch possible and reputations didn't seem to cut much ice with that outfit. The fact that they were playing against the greatest stars of the national pastime seemed to make them play all the harder to show up their illustrious opponents. If the Rochester team had left Eddie Collins, of the White Sox (considered by all, the greatest second baseman of all time), out of their lineup, without doubt the Radio men would have won. Collins seemed to be the thorn in the side of the Marion bunch, for in the seventh inning, with Baker and Scott on the bags, Eddie knocked the pellet out of the park, scoring three runs and tying the game up. And then, just to rub it in a little harder, with none out in the ninth and the score tied, he hit the first ball pitched into the next county, breaking up one of the best games seen in this vicinity since Noah sailed his iceboat on the Sippican River.

Walter Johnson, the famous cannon-ball artist of the Senators, was on the hilltop for the home team and was opposed by Frankie Kremp. All the way through it was a pitchers' battle with all the odds favoring the big timer. Both teams played errorless ball behind their pitchers, which pulled the game out of the fire for both, time after time.

On the receiving end of Johnson, was Ray Schalk, of the White Sox. George Sisler, of St. Louis fame, covered the initial bag, while Eddie Collins covered the keystone sack. Home Run Baker looked after the hot corner and little Everett Scott of the Yankees plugged up the hole between second and third.

Tris Speaker, manager of the Cleveland Americans, covered left field, while Harry Hooper, of old Red Sox fame, but now of the White Sox, covered the sun garden. Tyrus Raymond Cobb, the greatest player of all time, looked after the middle pasture, but Ty had very little chance to shine, so effectively was Kremp pitching.

The Radio team played together as one unit, showing at all times, great headwork both at bat and in the field. The one bright luminary, however, for the Radio bunch was Marcus Strausburger, their brilliant third baseman, who handled ten difficult chances as easily as handling a bushel of pretzels.

One of the odd features of the game was the fact that no less than six of the fifteen hits registered were circuit drives, the Radio bunch scoring all their runs by this method.

The Radio men were the first to break the ice. With one down in the fourth, Higgins busted the apple out of sight for a round trip ticket. Again in the fifth, with two down, Bill Beltz pickled one of Johnson's fast shoots, which didn't stop until it rested in the centerfield bleachers.

The home team scored their first run in their half of the fifth. Baker knocked a two bagger to left with none out and scored when, with two down, Sisler bounced one off the boards, which nearly went for a home run.

In the seventh, Kremp, of the visitors, knocked the pill over the right field fence for the third home run. In the last half of the seventh, Home Run Baker got his second two bagger to left. Scott singled, sending Baker to third. Both scored a minute later when Collins knocked the horsehide over the left field wall.

In the eighth, Marcus Strausburger knocked the agate over the right field barrier. In the last half of the ninth, as heretofore mentioned, Collins put the first one out of sight, ending the game.

Manager Hugh Duffy, of the Red Sox, was a spectator at the game, and afterwards conferred with Manager Clifton of the Radio Corporation in regards to making a trade. Duffy offered the services of his entire team with the exception of Captain Derrill Pratt, to Manager Clifton, to wipe the sweat off the dynamos for the summer, provided he would allow him to take the Radio team back to Boston to play in the Red Sox uniform. Manager Clifton refused, stating he had been offered one million berries, and the whole New York Giant team. The score:



RESIDENCE OF ENGINEER-IN-CHARGE, MARION, WINTER

ROCHESTER

	AB	R	H	TB	PO	A	E
Hooper, rf.	4	0	1	2	0	0	0
Sisler, 1b.	3	0	1	2	19	0	0
Cobb, cf.	4	0	1	1	1	0	0
Baker, 3b.	4	2	3	5	1	8	0
Speaker, lf.	4	0	0	0	0	0	0
Collins, 2b.	4	2	2	8	0	3	0
Scott, ss.	4	1	1	1	4	3	0
Schalk, c.	3	0	0	0	2	4	0
Johnson, p.	3	0	0	0	0	1	0
Totals	33	5	9	19	27	19	0

MARION

	AB	R	H	TB	PO	A	E
Hollis, 2b.	4	0	0	0	2	1	0
Higgins, rf.	4	1	1	4	0	0	0
White, ss.	4	0	1	2	1	4	0
Kremp, p.	4	1	1	4	0	0	0
Robinson, c.	4	0	1	1	1	2	0
Sadler, lf.	4	0	0	0	1	0	0
Beltz, 1b.	3	1	1	4	16	0	0
Strausburger, 3b.	3	1	1	4	1	9	0
Kennedy, cf.	3	0	0	0	2	0	0
Totals	33	4	6	19	24	16	0

Score by innings—

	R	H	E
Radio	0	1	1
Rochester	0	1	0

Two base hits—Baker 2. Sisler, Hooper, White. Home runs—Higgins, Beltz, Kremp, Collins 2, Strausburger. Struck out—By Johnson 2; by Kremp 1. Left on bases—Radio 2; Rochester 5. Umpires—Messrs. Klem and Emslie. Time of game—1 hour 35 minutes. Attendance—9,000.

CHATHAM

NO! Chatham is not dead yet, although we missed the last issue of the WORLD WIDE WIRELESS, probably due to the fact that R. C. recognized the efficiency of our staff correspondent, who was amongst those recently transferred to Broad Street.

We are sorry to lose Messrs. Best, Higgins, Higginbotham and Pierce; we also miss E. A. Strong and Sir Sid, who were later transferred.

Although our staff is sadly depleted, we might say in reply to that cruel thrust by R. D. that we are still very much alive, and our days are far from done; the standing of Marine stations and figurès will show that Chatham still holds a position in the front rank.

Mr. Riby has forsaken the land of the clam for the "Brite lites", and we no longer hear that familiar call, as a certain car passes the station.

We have had with us for a time Messrs. Moulton and Callahan, and the Essex was kept quite busy. After all, old C. M. isn't such a bad place. Ask Moulton, he knows.

With the advent of straw hats in the vicinity, we notice the natives preparing for a heavy season, and Elliott churning the waters of the bay with his motor boat (that notes, sometimes), not to mention that Mr. Cowden and Mr. Flood opened the swimming season officially the other day. The tennis season has long been in full swing, and we have some wicked racquet wielders, and would certainly like to meet some of the stars from Marion.

When we read of the great strides that are being made in the radiophone field, we notice that our Receiving Engineer has been overlooked, for at Chatham we have one of the most up-to-date radiophone receivers in captivity. Installed in Mr. Pfautz's residence we have the Radiophone Central, and the nightly concerts are picked up and distributed to the various residences via the intercommunicating telephone system.

Nowadays it is a familiar sight to see two or three of the members of Gasoline alley busy getting their various means of locomotion in running order. Mr. Flood is still King of the Alley, and we can predict a merry time for the Speed Cops when Bickford gets his new Sedan. Strong seems to be in a fair way to lose some of his patrons (?) on movie nights, as Elliott and Eastman will testify, as quite recently they nearly met their fate in a nearby cranberry bog.

We were honored by a visit from Mr. Pillsbury, General Superintendent.

CHICAGO

THE Radio Corporation of America announces the opening of a mid-west sales branch. This is located in the Otis Building, at 10 South LaSalle Street, Chicago, and is in full swing. Mr. J. M. Sawyer, formerly in charge of the M. R. I. of the Radio Corporation, New York, has been

assigned as temporary head of this new office. Mr. P. G. Parker will have charge of sales. Mr. Matthew Bergin will handle the Pacific Coast sales activities from Chicago as well as technical matters connected with the sale of radio broadcasting apparatus. Mr. A. R. Beyer will be placed in charge of the Chicago warehouse at 39th and Robey Streets, involving shipment and production. The primary purpose of this new office is for the more prompt and direct shipment of radio apparatus at Radio Corporation distributors, located far from New York. The result will be that considerable freight charges will be eliminated and the mid-western and western representatives of the Radio Corporation will be able to obtain the same advantages as those located nearer to New York.

The personnel of the Chicago office at present follows:

TRANSFERRED FROM THE NEW YORK OFFICE
 James M. Sawyer, Acting District Manager
 P. G. Parker, Central District
 M. L. Bergin, Western District
 A. R. Beyer, Production and Distribution
 J. P. Francis

The following Chicagoans have been added to our force:

C. C. Chapelle, Cashier and Credit
 E. Lange, Stock and Shipping

STENOGRAPHERS

Miss Isabel Haase, Miss Ethel Long, Miss Harriet Noll and Miss Bernice Crandall.

TYPISTS

Miss Frances Ryan, Miss Amy Beerling and Miss Lois Bennet.

CLERKS

Mrs. Ruth E. Gifford, Katherine M. Shea and Margaret J. Jöhler.

Mr. John H. Krakenbuhl and Mr. C. D. Graham.

MESSSENGER

Harry M. Irish.

KAHUKU

THE only matter of social importance since we last went to press was the departure, in the general direction of New York and Poland, of our esteemed co-worker, John Leslie Finch. Just prior to his departure, the staff gave a dance in his honor at the local quarters. Guests from every village and hamlet on the Island were present, and the affair was a most enjoyable one. As a material expression of the staff's Aloha, Mr. Finch was presented with a brief case, and

in the language of the classic we will say that the presentation and acceptance speeches were there a million. The day following the dance the staff and friends were the guests of Mr. Finch at a delightful lunch served on the lanai of the Haleiwa Hotel. Later in the day a ride in the glass bottom boat over the coral gardens was an added pleasure. Good-bye, J. L., and lots of luck. We hope that the requirements of research will bring you back again soon.

The general trend of thoughts of not a few of the local exiles is their anticipated early transfer to the mainland on the expiration of their usual two-year sentence, and it has some very strange and unusual effects, to wit: Circumstances decreed recently that we seek the hospitality of the Koko Head Club-house one morning at an unmentionable hour, and as all trails lead to Mr. Bailey's room we obeyed that impulse, not with any hopes of arousing this nonpareil of Morpheus, but just to be formal. For those who are not acquainted with the genial Oil Engine expert, it may be of interest for you to know that when he is sleeping and hitting on all six, he is analogous to those persons that one finds resting beneath headstones, so we were nonplussed, so to speak, when on our first hammer at his door we immediately received an intelligent response from within, and after gaining admission to the room, the first thing B. L. said was "Hey! Didja hear the news?" When we had regained our speech, we managed to reply with a weak "No." "Well," quoth Cecil, "I'm going home; got a letter from the G. S. today. Whoopee!" Bailey states that such news is an excellent stimulant, in fact it contains an awful kick, and knowing him, we agreed with him.

We understand that Bill Pepper of KET is to relieve Bailey, and while we regret the departure of Cecil from Hawaii nei, we hail the arrival of Bill. The exchange is a fair one. Aloha to both.

Robert Rush Carlisle, of the Honolulu City office, known to the trade as Bob, accompanied by the missus, spent a recent week-end at Kahuku, mountain climbing being indulged in, or rather we should say over-indulged in. Robert was fagged out about half-way up to the objective, one of the highest peaks on Oahu; however, Mrs. Carlisle maintained the dignity of the family by knocking a home run and reached the top. Bob was picked up on the way down, and he was so, oh! so stiff, he couldn't even growl when someone cracked that joke about his reply to a friend who congratulated him on his marriage. Some one said Bob was so flustered at that time, that he could only say "Happy New Year." Well, well.

The last WORLD WIDE WIRELESS informs us that Irving Speedo Vermilya no longer hangs his hat on our rack. We

will miss his contributions to our worthy magazine. Our sympathy to all the fair ones from Farmers Corners to Fairhaven. My word!

Operator Corey, of Koko Head, has a new wire sign "OKE". Explanations are in order C. U. and give them publicity; our eastern friends may call it by another name.

Pat Flanigan is awfully nervous these days. Same malady as Cecil's. "Only a few more weeks and then the dear old Golden Gate," so Pat says. It is requested that someone in S. F. arrange to have the Gate open earlier than usual on the morning of Patrick's arrival, as W. A. is going to be hard to stop and we don't want it damaged, for we propose to look it over ourselves not so long hence.

Friends, we met George Baxter's brother in Honolulu the other day, and he reports that George has a swell receipt. Be dignified and don't crowd, men.

In an hour of retrospection the other day we were trying to recall some of the humorous events of yesteryear. Some mean person mentioned Elmer Riddle in a bathing suit. Gentlemen, be seated.

A statistician recently discussed the canned goods situation in Hawaii, enumerating the many canned things that were put up there. A careful examination of the list failed to disclose Tuning Coils, Antenna Uncoupling Inductors, Insulators, Fords, etc., all of which are in quantity production at the local plant. The salt-laden atmosphere requires that everything be canned, even the personnel at times.

Sometimes, when reading the publicity articles on Radio Central we find ourselves cogitating over the lack of publicity given Kahuku and Koko Head. We conscientiously feel that these two stations are performing yeoman service under difficult condition, and until Rocky Point adds a few more spokes to its antenna wheel, we believe there should be less concentration on the former.

Assistant Engineer and Mrs. Franklin, late of Rocky Point, desire to be remembered to their eastern friends.

A recent event in Clrk Murakami's home was the arrival of an eight-pound boy.

Shift Engineer Hill is occasionally to be found on the station, usually spending his week-ends here. It is rumored that Eddie will soon be a benedict, which brings to our mind that proverb, "All men are liars but you and I, and sometimes I have my doubts about you." H. L. apparently reversed his former decisions appertaining to the ladies.

Shift Engineer Morris and Chief Rigger Peterson enjoy their weekly motor trips. Morris makes so many trips to town that his friends think he boards there.

Aloha.

A LETTER FROM BILL TO HIS CHUM

Dear Sir:

Don't forget to send us the check this month. Be sure and get it here by the fifth at the latest.

Why don't you put you in a Radio Set? You can hear very plainly in your location Newark, N. J., Atlanta, New Orleans, Chicago and other places.

I have a dandy set here at home and although the location is very bad here on account of the high power subways, the R. R. tracks and the high power electric lines, we can hear nearly anything.

I, being able to read the telegraph signals a little, can hear Paris, Nauen, Germany and last night heard a ship out in the Pacific getting orders to put in to Honolulu. You can attach a loud speaker to it and hear all music as clearly as if the band was in the room. They are great fun. My outfit was given me (or else I would not have had it) and cost only all complete about \$400.00. It's the coming thing. You could have dandy parties out at the house. Some people still look upon radio as a toy, but believe me it is not. East Pittsburg, Pa., was heard this week at Iquique, Chile, a distance of 4,200 miles away. No toy about that is there?

Well, so long.

Regards to both,

Lovingly,

Bill.

THE CLICKS

FORTY-THREE members participated in the outing on the 17th of June and every one of them will vouch that it was a splendid party. All this in spite of poor weather and difficulties experienced in getting aboard. The party finally got off with their Victrola at 1.30 P. M. on the *Mandalay*, headed for Atlantic Highlands. It was to have been as all previous Click parties have been—for the girls only—but Jimmie Napier and his friend Ivory made themselves useful in several capacities and, therefore, were included. The only regret at this time is that the pictures are not ready for this publication. Those interested, however, may have a peep at them, Miss Bassett being the custodian.

The next party is to be on the beach some time in July, probably at Rockaway Park.

A RADIO SONG BIRD

THE Radio Corporation was doubly represented at WJZ on the evening of Sunday, June 18th, when one of the major features of the evening program was a recital by Miss Hedwig Browde, of the Engineering Department.

It has long been an open secret among the members of the Engineering Department that Miss Browde's vocal talents were unusual, but Sunday evening was her radiophone debut—to be followed, we hear, by other appearances at the Newark broadcasting station.

Miss Browde is a mezzo-soprano, with a voice of unusual range, and she possesses a clearness of diction which was especially evident during her performance over the radiophone. The enunciation of the difficult songs rendered by her was exceptionally good.

Since her advent into the vocal field, Miss Browde has done much church singing, in addition to recital work. During the war she sang frequently at Fort Hamilton, for the soldiers, and in one instance a young soldier came to her after a performance, with tears in his eyes, stammering his appreciation of, "hearing the old songs sung as mother used to sing them."

During working hours Miss Browde devotes herself to the arduous duties which the present status of radio imposes upon all of us, but when evening comes she becomes an ardent fan as well. She has a receiving set in her home, and during her recent recital her family—and many interested neighbors—listened with pleasure and not a little awe to the familiar voice floating in through the air.

Hedwig Browde gives promise of a great future, and her Engineering friends as well as her "radio audience" of the other night wish her all success, and hope that before long they will hear her once more.

MARINE DEPARTMENT

MANAGER KENT of Cape May has enjoyed his annual vacation and returned full of vim and vigor.

Messrs. Sherwood and Campbell are serving as relief operators during the vacation period.

Old timer Broadhead is now on the staff of WNY and giving a good account of himself.

The need of an increased staff has brought A. H. Perreault to Siasconset.

Chatham continues the good work of consistent efficiency in clearing ships over long range and from the comments we have received, this work is appreciated. In fact each of our stations has been the subject of flattering comment, with all of which we are justly pleased.

The 600 meter station at Chatham is now known by the call letters WIM, the letters WCC being unchanged for C.W. operation.

The coastal stations are being operated in a manner reflecting great credit on the several staffs, and the head office is doing everything possible to support their efforts.



WASHINGTON OFFICE, CONNECTICUT AVE.

GREAT LAKES DIVISION
CLEVELAND

WITH the summer and its over-abundant quota of static upon us, all ships being in commission, things in general are humming along in a sort of "Fare thee well" manner. Traffic is considerably heavier than it has been in past years, due in part to our increase in contracts but largely no doubt because of the traveling public's education along radio lines.

Thanks to Constructor Kasner, our two 200-watt combination sets are functioning in great style. The disturbance created by their inception can be likened very easily to the disturbance of either a Kansas or a Carribean twister.

Mr. Nicholas is being kept very busy jumping in and out of town on contract and other company business.

Lake Michigan district Manager Thomas has moved his office fixtures to the Otis Building, Chicago, where he now occupies jointly with the Sales division, spacious quarters.. RCALY speaking Chicago is now on the map.

May A. Timbers has joined our Cleveland stenographic force and from all appearances has been seized by the Radio bug. She contemplates eating a few dots and dashes each morning for breakfast so that the traffic situation will clarify itself as early as possible.

The *State of Ohio* was recently placed in commission with David Stein as only operator. Stein was attached to this vessel during 1921 and evidently felt it was his duty to return. Of course, there might be some other reason.

Junior DeGowin, of the *City of Cleveland III*, suffered an acute attack of inflammatory rheumatism and was forced to go to a hospital in Detroit. Earl R. Beach is acting as DeGowin's temporary relief.

Norman S. Walker has been relieved as junior operator from the *City of Detroit III* by Thomas S. Ledyard. Walker is now permanently attached to the *See and Bee*, on which vessel is installed a 200-watt combination set.

Don G. McDaniels has been helping out in our Lake Erie district construction work and has recently returned to the Great Lakes Towing Company wrecker, *Favorite*. Don expects to get numerous wrecking pictures which, if he makes good his promise, will be submitted to our W. W. W. editor for reprinting.

Donald S. Peckham having spent a number of days fitting out and re-installing several sets in Buffalo was placed as permanent operator on the *Huron*, a self-unloading stone

carrier. Donald has been primed for a stone boat assignment for over a year, and believing in the old adage, "All things come to those who wait," succeeded in getting his wish.

The Harvester, which carries Sam K. Culbertson, rammed the Soo pier and damaged several plates. However, the damage was not too great to allow her to proceed under her own steam to South Chicago where necessary repairs are being completed. Sam, of course, gets a vacation.

Albert T. Miller was recently relieved by Elmer B. Hill from the *Frank Billings*. Miller having joined the *Chas. O. Jenkins*, a one-man ship. Edwin H. Glause and Harold A. Forry have just completed the first round trip of the *Juniata* as senior and junior respectively.

Clair E. Mowry is now purser-operator on the *Westland*, an auto carrier.

In a recent letter Gerald E. Flower, attached to the *Samuel Mitchell*, informs us that when only a few hours out of Duluth they steamed into a heavy ice field and, in trying to extricate themselves, broke their out-board wheel hub. This accident necessitated securing the assistance of tugs through Duluth Naval Station as his vessel was helpless insofar as further navigation was concerned. The situation was handled very nicely by both the Naval Station operator and Flower.

Christopher W. Core, Sr., and F. Arther McPhillips, Jr., a truly wonderful combination, enjoyed a trip on the *Octorara*, having just returned from a trip to the northern lakes.

LeRoy Bremmer, of the *Pere Marquette No. 17*, on a two-week vacation stopped off at the Cleveland office to tell us (very confidential, of course) that he was on his way to see HER, at Ashtabula Harbor. "In the spring a young man's fancy lightly turns to thoughts of love."

Andrew Z. Bradford claims the *Otto M. Reiss* had better not lay up as it is a job to his liking.

HiLife Monde has completed three months' service on the *Richard Reiss* without running into a derelict, a broken down row boat or any other misfortune that during 1921 followed him from fitout to layout.

Question—When is a word two words?

Answer—Ask Norman J. Hughes on the *William J. Reiss*.

Olan H. Sheffer has relieved Norman F. Durant as only operator on the *Sir Thomas Shaughnessy*. Durant is on a thirty day leave.

Thomas F. Ryan, a new man in service, can be found any day on the *F. B. Squire*.

Wm. J. Mockler and Robert D. Wahlstrom have taken out the *Tionesta* as senior and junior respectively.

Not a word from Hiester, though he went on board the *White* just ten days before Easter, in the darkness of the night.

Carl Eisenhauer is starting his second year on the *Wyan-dotte*, a stone carrier.

Ralph F. Cole, an ex-navy radio man, is now attached to the *W. H. McGean*.

Edwin L. Keim, a new man in the service, recently relieved Thomas S. Ledyard of the *Hazard*.

Carl Sturdy has been transferred from the *Jas. P. Walsh* to the *E. L. Pierce*; Herbert T. Graham, a new man in the service, having taken the *Jas. T. Walsh*.

The Naval Communication Service has informed us that the calibration of their three Lake Superior Compass Stations is to be completed and service should be inaugurated in a very few days. The inauguration of the compass service will be our third great 1922 event, the first having been the closing of the Pioneer fleet contract while the second was the combination set installations.

A Thomas, Jr., has completed a re-installation on the *Illinois*. He has been kept rather busy overhauling the sets on fifteen passenger ships which went into commission during the later part of June.

PERSONAL

Lady Marconi who recently arrived in New York from Europe to await the arrival of her husband in his yacht, sailed for home June 24th on the *Olympic*.

Mr. Marconi delivered a highly interesting lecture June 20th in the Engineering Societies Building, New York, before a large audience composed mainly of engineers, radio people, students and amateurs. At its close he was awarded the medal of honor of the American Institute of Radio Engineers for his discoveries in 1921.

HEAD OFFICE NOTES

Senatore Guglielmo Marconi has arrived in New York, on board his steam yacht *Elettra* from Southampton, via Azores and Bermuda, the voyage lasting three weeks.

Recent Head Office visitors were Mr. Marconi, Mr. P. C. O. Magrini, Secretary to Mr. Marconi; Mr. Mathieu, Assistant to Mr. Marconi, and Mr. de Sula Donisthorpe of the London office of the Marconi Company, who crossed on the *Majestic*.

Mr. E. F. W. Alexanderson, Chief Engineer, sailed for Norway with his family, June 10th, per S. S. *Drottningholm*.

New branch offices have been opened in New York at 19 Spruce Street and 1329 Third Avenue.

Mr. J. L. Finch of the Engineering Department has returned to New York after a protracted stay in Hawaii.

Mr. H. E. Feathers of the Engineering Department, while en route from New York to Hawaii, was recalled by the sudden death of his mother. Our sincere sympathy is extended.

Messrs. C. J. Ross, Comptroller, G. S. De Sousa, Treasurer, and Wm. Brown, Attorney, have returned from Chicago, where they went in connection with opening of new offices.

BORN

May 23, to Mr. and Mrs. Samuel Campbell, Marion, Mass., a son, Walter Townsend Campbell. Mr. Campbell is a member of the Radio staff.

WEDDING BELLS

In Brooklyn, June 7, H. C. Leuteritz, of the Engineering Department, to Alice M. Moller. The wedding trip was by automobile through New York State to Niagara Falls.

OBITUARY

RAYMOND D. GILES

Radio circles around New York received a sad shock on the morning of May 26, upon learning of the sudden death, by automobile accident the evening before, of Raymond D. Giles.

A real loss is sustained by the radio fraternity through the death of Giles, and his associates have lost a valued friend. Giles was an expert radio man. He served with us almost nine years as an operator on ships; he was at one time an inspector with the M. R. I. division; he has acted as instructor at radio schools, and was a writer and authority on radio subjects.

He made the initial voyage in charge on the *Huron* when the Munson Line inaugurated their South American service, remaining on her a year. When the *George Washington* made her first trip across for the United States Mail Line, Giles was the chief operator with three assistants under him. He was afterward in charge on the *Potomac*, and later rejoined the *Huron*.

Last February, when the large electrical distributing

house of Sibley-Pitman asked this office to supply a man capable of handling their radio department, Giles was picked. He became their radio sales manager and buyer and attained such success that within a few weeks his weekly salary was made almost equal to his former monthly salary as a ship operator. He was in their service at the time of his death.

Personally, Mr. Giles was a likable fellow and made many friends. He was a royal entertainer and those who accepted his invitations found him striving to do his best to please. It was while entertaining a friend in his new automobile that he met his death.

At his funeral, which was held from his home in Plainfield, N. J., the Radio Corporation was represented by J. B. Duffy, superintendent of the operating department; L. L. Manley, superintendent of the M. R. I. division, and P. H. Boucheron, advertising and publicity manager. A large floral wreath marked the tribute of the employees at the Head office and 326 Broadway.

In closing this, his last publicity notice, it is fitting that we should use the symbol he so often had occasion to use during his telegraph career; regretfully, then, we use it, for we realize with deep sorrow that it is really the end—"30".

WILLIAM B. VAN SIZE

William B. Van Size, formerly Patent Attorney for this Company, died in Brooklyn, June 1, after a protracted illness, aged 69 years. He leaves a widow.

Mr. Van Size was born in Utica and entered the Western Union service there as a messenger. He soon became an operator, serving with that company and various other companies for eleven years. During this time he mastered stenography and acted for a time as official reporter in parliament at Ottawa, and also in the legislature at Albany. While working nights as a telegrapher he pursued a law course in the Albany Law School, graduating in 1879 with the degree of Bachelor of Laws. He then entered the legal department of the Western Union, remaining five years, transferring to the American Bell Telephone Company at Boston, as Solicitor of Patents. In 1890 he became Solicitor of Patents for the General Electric Company, remaining four years, when he opened his own office in New York, as Solicitor and patent expert. Mr. Van Size was identified with the invention and development of the Buckingham-Van Size printing telegraph system, which later was further perfected to meet the traffic needs of the Western Union Company, and which system was extensively used by that Company prior to the advent of the present multiplex system.

When the American Institute of Electrical Engineers was organized in the year 1884, Mr. Van Size became actively identified with the Institute of which he later became a life member.

He entered the service of the Radio Corporation in 1920, having previously served six years with the Marconi Company, remaining until ill health compelled his retirement last December. He was a man of marked ability and his genial disposition made him popular with his associates.

His funeral was attended by Messrs. Pillsbury and McNichol, representing the Radio Corporation.

Our sympathy is extended to George Wixon, of Marion station, in the sudden death of his wife, which was totally unexpected. She was only 25 years old and a general favorite among her friends.

EASTERN DIVISION NEW YORK

IRVING ELLINGHAM arrived in New York after a nine months' voyage around the world on Arthur Curtiss James' yacht *Aloha*, and his friends here were mighty glad to see him. He reports having had a very successful trip, visiting thirteen countries and learning many new and unusual things about the other side of the globe.

Charles W. Hilkemeier has been promoted from junior on the *Philadelphia* to operator in charge on the *Samuel Q. Brown*.

Carl J. Koegel is now running on the *L. J. Drake*; R. A. Miller is back on the *Lake Sterling*; Oscar A. Hauger is en route to France on the *Edgehill* and Samuel V. Parsons is on the *C. A. Canfield*.

Royal Sterling sailed as junior with C. L. Fagan on the *Santa Eliza* en route to the west coast of South America.

J. F. Forsyth left for France on the Standard Oil steamer *Pawnee*.

Samuel J. Mooney is back on the *William Rockefeller*, on which he was relieved two trips by F. F. Reb. Reb is now on the sick list.

M. S. Tinsley is senior on the *Maracaibo*, which is highly pleasing to the M. R. I. department, he being one of the men about whom they give frequent commendatory reports on his upkeep of apparatus. The M. R. I. seem to have good reason to think well of him.

Albert G. Marsden remains on the Grace liner *Cacique*.

Joseph K. Halka is back in our service on the *Argon*. Jacob Herrlich is making good on the *Dixie Arrow*. He seems to be following the example of his famous brother Harry for giving efficient service.

We acknowledge the congratulations extended through last month's issue by the Great Lakes on our removal to our new offices on the second floor. We must say, though, that our quarters must be seen to be appreciated. Better come on. We are also glad they perceived the keynote of our radio building idea.

BOSTON

WALTER E. McLEOD'S first trip was an eventful one. In a dense fog the *Middlesex* became beached near Portland, Maine, and stayed there for a week. The ship has been refloated.

C. E. Willett has resigned. D. W. Fowler, Jr., has taken Willett's place on the *Norfolk*.

J. T. O'Mara, formerly at WLC, is now on the *City of Bangor*.

William J. Kielar, a contributor to the radio column of a local newspaper, is relieving T. B. Cave on S. S. *Swiftstar*.

H. E. Woodworth, now on the *Hampden*, has solved the problem of getting to New York economically. He recently came up over the road, traveling in relays by automobile.

Leon Thomas is on the *Governor Dingley*.

John Browne moved his duds from the *Dingley* to the *North Land*.

PHILADELPHIA

AFTER a long absence from the pages of this publication, the Philadelphia office force wishes to extend greetings to all. We are gradually becoming used to our new quarters.

The S. S. *H. F. Alexander*, a large passenger vessel operated by the Admiral Line, was recently equipped by Messrs. Berger and Schwab, under the direction of the M. R. I. division, New York, with a combination telephone and telegraph tube transmitter, a $\frac{1}{2}$ K. W. Sub. set receiver, vacuum tube detector and two steps of amplification. A separate antenna was constructed for use in connection with receiving broadcasting stations. A separate Westinghouse R. C. tuner, detector and two step amplifier with loud speaker power unit and horn were installed. The horn was placed in the reading room for entertainment of passengers.

Constructor Berger recently equipped the wooden vessel *Blakeley* with a privately owned Wireless Specialty $\frac{1}{2}$ K. W.

transmitter and type 106 tuner. The *Blakeley* will sail shortly in an attempt to salvage the *Lusitnaia's* gold. Berger has been having weird dreams since listening to yarns by the *Blakeley's* mate.

We recently had the pleasure of a visit from our old boss, Mr. Hartley. Messrs. Hartley and Illingworth were aboard the *H. F. Alexander* bound from Philadelphia to New York when the British steamer *Andree* changed their plans. The *Andree* was rammed and sunk by the *H. F. Alexander* in the Delaware River. The *Andree* sank to her main deck. The wireless equipment of the *Andree* has been removed from the vessel by the Philadelphia force, and placed in our store-room until such time as the vessel is refloated and reconditioned.

BALTIMORE

THE Ore Steamship Company vessels *Feltorc*, *Firmore* and *Santore* were recently re-commissioned at this port with Operators Rutherford, Harwood and Sturms in charge.

Inspector H. O. Hogan has resigned from our service to accept employment with a battery manufacturing concern in Philadelphia. George E. Sterling, ex-Shipping Board operator, has been employed in Hogan's place.

Robert S. Howard was recently assigned to the Shipping Board steamer *Conehatta*.

The $\frac{1}{2}$ K. W. set on the *Feltore* was recently removed and a 2 K. W. panel set installed, together with vacuum tube detector and amplifier.

The steamers *Samuel L. Fuller* and *Marore* were also fitted with vacuum tube detectors and amplifiers.

Victor R. Good left our employ temporarily to take assignment on the *Cotton Plant*, bound for San Francisco.

Carl E. Sonneman returned from his somewhat lengthy vacation in Texas and joined the Shipping Board steamer *Capulin*.

GULF DIVISION

NEW ORLEANS

BENJAMINE G. TEMPEST is relieving Leo Fortein on the *Socony 89*.

Murray Buchanan, after many months spent on the good ship *Maiden Creek*, is taking a vacation with his home folks at Lake Arthur, Louisiana. Buchanan's billet on the *Maiden Creek* has been filled by Charles D. Beckett.

Marion Horowitz, after a short assignment on the *Rajah*, is now in charge on the *Glenpool*, where he relieved Edward

F. Ekberg. Ekberg has returned to New York under his own steam for the purpose of securing a renewal of his license which had expired at sea, and thence another assignment.

John W. McElroy has transferred from the *Brave Coeur* to the *Hefferon*, relieving Wallace A. Clemmons. Clemmons is off on a well-earned vacation.

Leslie Veader has been transferred from the *Sucrosa* to the *Swifscout*, relieving Pierre Lacoste. Lacoste is another vacationist.

Donald H. Graham, a recruit in the R. C. A. service, has been assigned to the *Sucrosa*.

Harry F. Dyer has transferred from the *Orleans* to the U. S. Marine Hospital at New Orleans, for drydocking and overhauling. The billet on the *Orleans* is now in charge of A. P. West.

William J. Lacarde has relieved K. C. Bridgham on the *John D. Rockefeller*.

Harold G. W. Peters has re-entered the service with assignment to the *Norman Bridge*, where he relieved Harry V. Fischer, who was forced to resign from the service on account of ill-health.

With the temporary laying-up of the *Sacandaga*, Z. A. Thompson is spending a short vacation in Havana.

Other assignments made since our previous report include: William M. Cline to the *Gene Crawley*; Albert Glaser to the *Brave Coeur*; George G. Paris to the *W. L. Connelly*; Fritz B. Von Ohlen to the *Rajah*.

The New Orleans storeroom and shop, both in charge of Ross Wood, is being moved from 612 to 512 St. Peter Street.

GREAT LAKES DIVISION

CLEVELAND

Special

It Might Happen Anywhere

HENRY KASNER, known from one end of the Radio circuit to the other as an RCA Constructor who makes 'em work, recently completed two 200 Watt combination telegraph-telephone set installations in the Great Lakes division. After completing the installations he dropped in at the Cleveland office on his way east. From his manner and actions, one could plainly see that his return was one of great reluctance. Of course, there must have been some reason for his desire to remain.

Quite often, radio men, who have been east, west or south, drop in at Cleveland to sort of look over the fresh water tow-boats, as they term them. Unusually surprised, they linger a few days only. Too much speed; too many trips;

race horses; are a few of their parting expressions. Had they remained—but let's give Kasner's version of our tow-boats.

Wonderful! Never dreamt it! Eats—Accommodations? Say! Boats—Facilities? No comparison anywhere. They run their boats like the N. Y. C. runs its limiteds. They load them as quick as a buck private loads his carbine and they unload them like we used to unload schooners in ye olden day of J. B. C.'s reign. And weather—some one told me a row boat would weather anything that kicked up on the Lakes. Some one fibbed—I was there. But (and he loosened his belt a notch) what hit me squarely between the eyes were the accommodations and eats. Never in all my natural born days have I sat down to consecutive meals like the ones set before me on the *Carl D. Bradley*. Not one or two or three, but each and every meal. Fit for a couple of kings. And accommodations—big, airy room—brass bed—private bath, a two-inch carpet on the floor and, and, and—I did not want to wake up, let alone think of leaving for Noo Yawk. I'll tell you, gentlemen, though I've been chasing the Radio circuit, both Marine and otherwise, for a dozen years, I've never seen anything like it. Don't dispute my word; go out there and see for yourself. He stopped, closed his eyes, took a deep breath and exclaimed, "I sure would like to stay."

We, too, would like to have had him remain. We hope that he does, some day, return even if for but a visit.

PACIFIC DIVISION SAN FRANCISCO

THE steamer *Viking*, formerly the barge *Thos. Rolph*, has been equipped with a standard E-2 panel 120-cycle set and type 106 receiver. The results obtained by Operator H. M. Van Auken on the maiden voyage to Seattle and San Pedro were all that could be expected and we predict that the equipment will live up to the reputation established by the other sets of this type.

The first of the combination telephone and telegraph sets were received recently and the 200-watt set was put on exhibition in the Marine exchange of the San Francisco Chamber of Commerce, where it was viewed by the shipping interests of the Pacific Coast as well as by an interested public. The receiving equipment was connected to an aerial on the building and the broadcasted concerts from S. F. bay stations provided a continual source of entertainment besides attracting attention to the exhibit. It was noted that fully 90% of the spectators were familiar with the usual amateur type of

receiving equipment and were very much more interested in the more perfect commercial equipment. A Western Electric loud speaker and an Aeriola Grand were used with excellent results in amplifying the signals. District Manager A. W. Dorchester had the pleasure of exhibiting the equipment and was ably assisted by Chief Operator Johnstone. Installer H. D. King has been hustling the vacuum tube installations and has succeeded in rounding up at least a dozen vessels in the past week.

Operator C. M. English went through a thrilling experience on the motorship *Ozmo* when the vessel went ashore off Cape Blanco and stove a hole through the bottom. The vessel floated off the rocks and gradually filled with water until the decks were awash. Operator English worked the set for half a day until the water crept up around the dynamo and cut off the current. No S. O. S. signal was sent out because of the prompt assistance from KPH, the Radio Corporation station at San Francisco. The vessel was taken in tow with her decks awash by the steam schooner *Daisey* and towed to Coos Bay, where it ground and sank a total loss. English lost a home that had been his for the past two years.

P. Rametta, L. M. Hart and Carl Elfving, graduates of the Radio Institute, were fortunate in obtaining assignments this month: Rametta as junior on the *Broad Arrow*, Hart on the *Admiral Farragut*, and Elfving on the *Rose City*.

M. A. Newton, after a long absence, has returned and is aboard the *Admiral Schley* as junior.

Rudolph Jenson and W. S. Davis swapped jobs to their satisfaction, Jenson leaving the motorship *H. T. Harper*, taking Davis' place as junior aboard the *Maui*, flagship of the Matson fleet. Eddie Smith is still senior of the *Maui* and has completed his one hundredth trip to Honolulu, which includes service aboard all the large Matson liners since 1912. Smith is to be complimented on the neatness and correctness of his monthly abstracts.

Albert R. Lusey, a World War veteran who went over the top with results, is in charge of the tanker *Montebello*. Lusey will not talk about it, of course, but the writer cornered him and learned that he still has part of the bayonet among his relics. He doesn't know the fellow's name who kept the sharp end.

Many of the old timers will remember Jack Dickerson. We have learned much to our regret that Jack lost his life lately on a Shipping Board vessel on the East Coast, of which he was chief officer. In the good old galena days Jack was operator on the *Matsonia* and several other large transpacific liners.

SEATTLE

J. A. Buchanan, formerly Radio Supervisor for the Shipping Board, has gone into business for himself. The firm, Buchanan, Stevens & Company, has taken over the Ship Owners Radio Service old location. Mr. H. Currie, formerly in charge of the Naval Radio Station here, has succeeded Mr. Buchanan.

Joe Hutchinson, of the *Mazatlan*, got his position into KPH the other night when only twenty miles from Petropavlosk. Nice work, Joe.

Mr. Barker made a hurried inspection trip to Portland to take care of repairs on the Nielsen boats.

Vacuum tube installations have been progressing very well. Six ships have been equipped during this month. We expect to finish up all this class of work very shortly.

W. H. Cook relieved R. H. Brower on the *West Ivan*, when the vessel was transferred to the Australian run. Brower likes Seattle and is waiting for a vessel which makes this city its home port.

Woe be to the operator in this vicinity who does not mind his p's and q's. Miss Cayo has a modern receiving outfit, which was installed at her home by one of our Operator-Engineers.

PORT OF LOS ANGELES

Los Angeles Harbor holds the record for many things in the business world, the greatest perhaps being its building program which has gone forward at break-neck speed for the past two years. But among other things too numerous to mention, we call your attention to the fact that during the month of May, Los Angeles Harbor holds a record for arrivals and departures of vessels, headed to, and coming from, all parts of the world. While we are proud of our climate, we also are proud of the achievements along other lines for which nature cannot take all the credit—and that is, our boosters who are making this harbor a very important factor, and one that cannot long be overlooked by our critics (if we have any).

The summer season at Catalina Island was officially proclaimed June 15th, and from the present outlook the Magic Isle will be more popular this summer than ever before in its history. Those of you who have been fortunate enough to spend a vacation on the island will recall the natural beauty of Catalina, but nature needed man's help in making it all that could be desired as a real play-ground, and this has been done at great expense by the new owners. As a result, the town of Avalon can now be placed with any small inland city in modern conveniences—and far excel them in its natural beauty.